



**Santa Cruz County
Regional Transportation Commission**

AGENDA

**Thursday, November 5, 2026
6:00 p.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 October 1, 2026 Regional Transportation Commission meeting
5. Approve draft minutes of the October 1, 2026 Regional Transportation Commission Emergency meeting
6. Accept draft committee meeting minutes
 - a. October 05, 2026 Bicycle Advisory Committee
 - b. October 13, 2026 Elderly & Disabled Transportation Advisory Committee

POLICY ITEMS

7. Approve the adoption of Rail Right-of-Way Policies

PROJECTS and PLANNING ITEMS

8. Accept Legislative Updates

9. Approve authorizing the Executive Director to update the Memorandum of Agreement and Fund Transfer Agreement between the RTC and Federal Highway Administration-Central Federal Lands (FHWA-CFL) for Segment 5 of the Monterey Bay Sanctuary Scenic Trail (**Resolution**)
10. Approve authorizing the Executive Director to amend the contract with Irish Excavation to extend for 1 additional year and add \$78,000 for a not-to-exceed contract amount of \$195,000 (**Resolution**)
11. Approve authorizing the Executive Director to amend the construction Cooperative Agreement with Caltrans for the Highway 1 State Park Drive/Bay Avenue/Porter Street Auxiliary Lanes, Bus on Shoulder, and Mar Vista Bicycle and Pedestrian Overcrossing project for a total not to exceed \$2.7 million for the construction support component of the project. (**Resolution**)

BUDGET AND EXPENDITURES ITEMS

12. Accept status report on Transportation Development Act (TDA) revenues
13. Accept status report on Measure D revenues
14. Accept the Fiscal Year 2024/25 Audit for the Santa Cruz County Regional Transportation Commission and FY 2024-25 Audited Financial Statement for the Measure D Fund

ADMINISTRATION ITEMS

15. Approve the 2027 Commission meeting schedule
16. Approve the Elderly and Disabled Transportation Advisory Committee (E&DTAC) committee member appointment
17. Approve the Bicycle Advisory Committee (BAC) committee member appointment

INFORMATION/OTHER ITEMS

18. Accept monthly meeting schedule
19. Accept letters from RTC committees and staff to other agencies –
 - a. Letter of Support for the Santa Cruz County Mobility Hub and Transit-Oriented Development Strategic Plan application.
 - b. Letter of Support for the Caltrans State Rail Assistance Grant Application for Coast Subdivision Positive Train Control Project and Operations Support for Capitol Corridor Service to Salinas

- c. Letter of appreciation for the Honorable Richard Katz for his career of public service and advocacy for public transit and transportation in California
20. Accept letters from other agencies to the RTC
- a. Letters of support for the Santa Cruz County Regional Transportation Commission's HSIP Cycle 13 application- Completing the Transit Access Crosswalk Enhancement Network on State Route 9
 - b. Letters of support for the Santa Cruz County Regional Transportation Commission application for Caltrans FY 2027-28 Sustainable Transportation Planning Grant funding for the Watsonville Area Trucking Efficiency and Multimodal Safety (WATEMS) Study.
21. Accept information items - *none*

REGULAR AGENDA

22. Commissioner – oral reports
23. Director's Report – oral report
(Sarah Christensen, Executive Director)
24. Caltrans Report
- a. Santa Cruz County project updates
25. **PUBLIC HEARING NO EARLIER THAN 6:30 P.M.** Measure D 5-Year Plans (Tommy Travers, Transportation Planner)
- a. Staff report
 - b. Resolution and Exhibits
 - c. Project Fact Sheets
 - d. Public Comments received by 9:00 am on November 4, 2026
26. Next meetings

The next RTC meeting is scheduled for Thursday, December 3, 2026 at 9:00 a.m. at the Santa Cruz County Board of Supervisors Chambers, 701 Ocean Street, Room 500B, Santa Cruz, CA 95060.

HOW TO REACH US

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

LIVE BROADCASTS

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

AGENDA PACKETS

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

COMMENTS FROM THE PUBLIC

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

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

REMOTE PARTICIPATION

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

PARTICIPACIÓN REMOTAMENTE

El público puede participar en las juntas de la Comisión Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom proporcionado. Si problemas técnicos resultan en la pérdida de comunicación con quienes participan remotamente, la RTC hará lo posible por restaurar la comunicación. Pero, la junta continuara mientras se hace lo posible por restaurar la comunicación con quienes participan remotamente. A los miembros del público que participan por Zoom se les indica que permanezcan en silencio

durante los procedimientos y que hablen solo cuando se permitan comentarios públicos, después de solicitar y recibir el reconocimiento del presidente.

ACCESSIBILITY

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

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

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

TITLE VI NOTICE TO BENEFICIARIES

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

AVISO A BENEFICIARIOS SOBRE EL TITULO VI

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

AGENDA: November 5, 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 October 1, 2026 RTC meeting and the October 1, 2026 RTC Emergency 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

2. RTC Emergency meeting minutes



**Santa Cruz County
Regional Transportation Commission**

Draft MINUTES

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

1. Roll call. The meeting was called to order at 9:03 a.m.

Members present:

City of Santa Cruz
City of Scotts Valley
City of Watsonville
County of Santa Cruz
County of Santa Cruz
County of Santa Cruz
County of Santa Cruz
County of Santa Cruz
Santa Cruz Metropolitan Transit District
Santa Cruz Metropolitan Transit District
Santa Cruz Metropolitan Transit District
Caltrans (ex-officio)

Fred Keeley
Steve Clark
Eduardo Montesino
Manu Koenig
Kimberly DeSerpa
Andy Schiffrin (Alt.)
Monica Martinez
Lowell Hurst (Alt.)
Fabian Leonor
Shebreh Kalantari-Johnson
Rebecca Downing
Kelly McClendon (Alt.)(Remote)

Staff present:

Sarah Christensen
Nisha Singh
Marshall Ballard
Max Friedman
Grace Blakeslee

Yesenia Parra
Amin AbuAmara
Shannon Munz
Marim Pearson
Jayden Gales

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

2. Additions or deletions to consent or regular agendas

Administrative Services Officer Yesenia Parra reported that a Spanish version of the agenda, handouts for items 7, 8, 20, and a replacement page for item 9 were posted to the RTC website.

3. Oral communications

Received public comment from:
Lani Faulkner

CONSENT AGENDA

Commissioners Kimberly DeSerpa and Fabian Leonor arrived

Received public comment from:
Sally Arnold
Brian Peoples
Elizabeth M
Lani Faulkner

Commissioner Alternate Schiffrin made a motion and Commissioner Clark seconded the motion to approve the consent agenda.

Commissioner Downing recused herself from items 6, 7, and 8

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

MINUTES

4. Approved draft minutes of September 3, 2026, Regional Transportation Commission meeting
5. Accepted 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 items

PROJECTS and PLANNING ITEMS

6. Approved 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 81-26**)
7. Approved 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 82-26**).
8. Approved 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. Accepted status report on Transportation Development Act (TDA) revenues
10. Accepted status report on Measure D revenues
11. Accepted Measure D Fiscal Year 2024-25 Annual Report

ADMINISTRATION ITEMS

12. Approved resolutions to continue providing CalPERS Health Benefits to RTC employees (**Resolutions 83-26 and 84-26**)

INFORMATION/OTHER ITEMS

13. Accepted monthly meeting schedule
14. Accepted 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

Commissioner Martinez noted that in partnership with the RTC and Caltrans, her office is hosting a Town Hall on October 22 at 6:30 pm at San Lorenzo Valley High School Performing Arts Center. The town hall is focused on the Safer Felton Pedestrian Improvement project.

17. Director's Report – oral report

Executive Director Sarah Christensen reported on her attendance at the California Transportation Commission Town Hall meeting in San Luis Obispo.

Ms. Christensen provided an update on the Measure D Annual Report, noting that it is available on the RTC website. Ms. Christensen also announced Biketober, which includes a month-long bicycle challenge; that the Community Traffic Safety Coalition has produced a countywide crash report; and provided an update on the correspondence log, noting that staff is working on an analysis and that the item will return to the Commission at a future meeting.

Commissioner Downing noted the importance of the crash report data, as it informs the RTC's decisions regarding transportation projects.

Commissioner Alternate Hurst noted that the correspondence log is important because it allows Commissioners to understand the issues and concerns the public is bringing forward.

18. Caltrans Report

Kelly McClendon, Senior Planner for Caltrans District 5, provided an update on projects along Highway 1, including lane and ramp closures expected to continue through mid-November. He also provided updates on projects and activities along Highway 9 and in the San Lorenzo Valley.

Commissioner Schiffrin thanked Caltrans staff for meeting with Santa Cruz County staff to discuss traffic safety concerns in Davenport. He noted that Caltrans provided crash data that will be helpful in advancing the proposed bicycle and pedestrian overcrossing project.

Commissioners Leonor and Montesino thanked Caltrans for its projects and work in Watsonville.

19. Week Without Driving Initiative and GO Santa Cruz County Update

Shannon Munz, Communication Specialist, provided a brief summary of the purpose of Week Without Driving. She noted that the RTC, METRO, County of Santa Cruz Development and

Infrastructure Department, and the Community Traffic Safety Coalition collaborated to promote Week Without Driving throughout Santa Cruz County. A community-wide event will be held on Friday, October 2, from 4:00 to 7:00 p.m. at the Capitola Mall.

Commissioner Downing provided a summary of Week Without Driving and encouraged the community to report safety hazards. She identified several improvements that could be incorporated into the 2027 Week Without Driving initiative, including slower vehicle speeds, improved signage, targeted traffic calming measures, and visibility improvements, with an emphasis on prioritizing the needs of people who do not drive.

Max Friedman, Transportation Planner, presented information on the RTC's Transportation Demand Management (TDM) program, including Cruz511, GoSanta Cruz County, and GoBike Santa Cruz County.

Commissioners discussed the importance of understanding data and statistics to accurately measure program usage and effectiveness. They highlighted the success of the GoBike program and the importance of continuing to invest in programs that demonstrate positive results. Commissioners also noted the increase in student bus ridership as an indication that the RTC is moving in the right direction. They emphasized that access to public transportation provides individuals with greater independence and mobility.

Received public comment from:

Lani Faulkner

Brian Peoples

20. Cooperative Agreement for Replica Data Platform Procurement

Marshall Ballard, Supervising Transportation Planner, presented the staff report.

Commissioners discussed the data sources being used, data privacy and rights, and the importance of addressing privacy concerns. They also discussed whether the data would be publicly accessible and how it would be used for various transportation studies and projects. Commissioners noted that access to reliable data could save jurisdictions thousands of dollars and support more informed decision-making.

Mr. Ballard responded to questions and clarified that Replica data does not include surveillance data. He also noted that the public will not have direct access to the data; however, the public will receive information generated from the data as transportation projects are developed and planned.

Received public comment from:
Brian Peoples

Commissioner Clark made a motion and Commissioner Koenig seconded the motion to approve staff recommendation to adopt a resolution 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 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.

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

21. Adjourned at 10:06 a.m. Next meeting

The next RTC meeting is scheduled for Thursday, November 5 at 6:00 pm. 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
Lani Faulkner
Sally Arnold
Elizabeth M



**Santa Cruz County
Regional Transportation Commission**

**MINUTES
EMERGENCY MEETING**

This meeting has been called pursuant to California Government Code Section 54956.5 due to an emergency situation requiring prompt action by the Santa Cruz County Regional Transportation Commission.

The Commission will consider only those matters directly related to the emergency that necessitated the meeting.

Thursday, October 1, 2026

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

1. Roll call

The Chair called the emergency meeting to order at 9:02. Roll call was taken. Commissioners Kimberly DeSerpa and Fabian Leonor were not present at the time the meeting was called to order. All other Commissioners listed as present attended the meeting.

COMMISSIONERS PRESENT

City of Santa Cruz
City of Scotts Valley
City of Watsonville
County of Santa Cruz
County of Santa Cruz
County of Santa Cruz
County of Santa Cruz

Fred Keeley
Steve Clark
Eduardo Montesino
Lowell Hurst (Alt.)
Andy Schiffren (Alt.)
Manu Koenig
Monica Martinez

Santa Cruz Metropolitan Transit District
Santa Cruz Metropolitan Transit District
Caltrans (ex-officio)

Rebecca Downing
Shebreh Kalantari-Johnson
Kelly McClendon (Alt.) (Remote)

STAFF PRESENT

Sarah Christensen
Nisha Singh
Yesenia Parra

Lindsay D'Andrea

Chair Montesino recessed the meeting at 9:03 and noted they would return immediately following the regular meeting.

Following the conclusion of the regular meeting, Chair Montesino reconvened the emergency meeting at 10:25 a.m. All Commissioners were present when the meeting was reconvened.

2. Review of items to be discussed in closed session

Lindsay D'Andea, Legal Counsel, noted that one item, listed below, would be discussed.

Received public comment from:
Brian Peoples

CLOSED SESSION

3. Conference with Legal Counsel Existing Litigation

Pursuant to Government Code Section 54956.9(d)(1)
Case Name: *Santa Cruz County Regional Transportation Commission v. Laurie Kay Negro, et al. (Betty 41st, LLC, Cristina Locke, Bayview Hotel)*
Santa Cruz County Superior Court Case No. 23CV02345

There were no reportable actions from closed session.

Meeting adjourned at 10:31 a.m.

4. Next meetings

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

Respectfully Submitted

Yesenia Parra, Administrative Services Officer

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, Bicycle Advisory and the Elderly & Disabled Transportation Advisory Committee.

BACKGROUND

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

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

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

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

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

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

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

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

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

DISCUSSION

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

Attachments:

1. October 5, 2026 Bicycle Advisory Committee
2. October 13, 2026 Elderly & Disabled Transportation Advisory



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

BICYCLE ADVISORY COMMITTEE

**MEETING
DRAFT MINUTES
Monday, October 5, 2026**

Location : 1101 Pacific Avenue Suite 250, Santa Cruz, 95062. Remote participation via Zoom and followed AB 2449 requirements. Remote participation was via Zoom and followed AB 2449 requirements.

5:30 pm to 8:00 pm

1. Call to Order: Chair Gina Cole called the meeting to order at 5:32 p.m.
2. Introductions

Members Present, in Person:

Corrina McFarlane, District 1
Jack Brown, District 2
Sally Arnold, District 3
Steven Jonsson, District 4
Theresia Rogerson, District 5 (Alt.)
Paula Bradley, City of Capitola
Gina Cole, City of Watsonville (Chair)
Jennifer Villegas Moreno, Ecology Action (Alt.)
Alexander Yasbek, CTSC

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

Matt Farrell, City of Santa Cruz

Staff:

Nick Danty, Transportation Planner
Tommy Travers, Transportation Planner

Members Remote, Not Voting:

Rick Hyman, District 5

Unexcused Absences:

None

Excused Absences:

Alex Santiago, District 3 (Alt.)
Matt Miller, Ecology Action (Vice Chair)
Christopher O'Connell, City of Capitola (Alt.)
Kelly Curtlett, CTSC (Alt.)

Vacancies:

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

Guests:

John Urgo, Santa Cruz METRO
William Cook, member of the public
Tim Brattan, member of the public

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

Committee Member Matt Farrell made an AB 2449 request to vote remotely under just cause.

4. Staff announcements

Tommy Travers, RTC, announced that the Community Traffic Safety Coalition released the new countywide crash report, which includes statistics on bicycle crashes.

5. Oral communications

Jack Brown, Committee Member, announced the completion of quick-build protected bike lane improvements at 41st Avenue and Gross Road in Capitola, which include flexible delineators, green paint enhancements, refreshed striping and lane markings, and new pavement.

Paula Bradley, Committee Member, reported that a Bike Santa Cruz County meeting had been scheduled for the same date as the October 5th, 2026 Bicycle Advisory Committee Meeting. She hopes that future meetings do not conflict with one another.

Gina Cole, Committee Member, announced the Open Streets/Calles Libres community event in Watsonville. The event will take place on November 1st, 2026 between 12-4pm at Callaghan Park/Brennen Street in Watsonville and will include interactive activities, cultural performances, and food vendors.

Jennifer Villegas Moreno, Committee Member, announced that Biketober is taking place through October.

6. Additions or deletions to consent and regular agendas:

None

CONSENT AGENDA

7. Approve draft minutes of the August 10, 2026, Bicycle Advisory Committee Meeting
8. Receive Summary of Hazard Reports

Paula Bradley, Committee Member, reported that she observed two instances of a car parked on the multi-use path parallel to Green Valley Road in Watsonville. Jack Brown, Committee Member, said he witnesses the same behavior in the on-street bike lanes on Mar Vista Road.

9. Committee appointments and nominations

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

REGULAR AGENDA

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

John Urgo, Santa Cruz METRO, presented an update on METRO's Rapid Corridors Project including but not limited to ridership goals, zero-emission bus fleet conversions, shared bike/ped transit boarding platforms, and estimated design and construction timelines. The construction plans for the infrastructure elements of the project are at a 65% design level.

Comments from Committee Members focused on potential conflicts between bicyclists and pedestrians at shared transit boarding platforms, and how to incorporate the needs of the visually impaired community. John Urgo made the Committee aware of ongoing coordination between METRO and the Vista Center for the Blind and specific treatments that will help decrease conflicts between users. These treatments are primarily directed at slowing bicycles down with stop and yield signs for bikes, tactile warning surfaces to indicate transitional areas, and handrails that separate the bike lane from the pedestrian waiting area.

Committee Members expressed a desire for educational material that would inform bicyclists and pedestrians how to use the new boarding platforms, with some Committee Members suggesting that Ecology Action fold this into their ongoing community outreach efforts.

Other comments brought up by Committee Members regarding implementation of the Santa Cruz METRO's Rapid Corridors Project included drainage plans, Front St. and River St. construction timeline, the fact that

sometimes wheelchair users also use bike lanes, the speed of e-bikes, and other possible features to improve pedestrian-bicyclist interactions at the shared boarding islands, such as warning lights, bicycle wrong-way signs, and markings or signage saying where a pedestrian should wait before the bus arrives.

William Cook, a member of the public, supported the Rapid Corridors Project and suggested that more traffic calming measures be added to ensure that drivers do not hit the boarding platforms or existing flexible delineators.

11. Receive information and provide input on Measure D Programs of Projects – Tommy Travers, RTC

Tommy Travers, RTC staff, provided a presentation on proposed updates for the Measure D five-year programs of projects (5-Year Plans) for regional investment categories and projects: Highway Corridors, Active Transportation, Rail Corridor, the Highway 17 Wildlife Crossing and San Lorenzo Valley-Highway 9 Corridor Improvements.

Committee Members commented on the breakdown of the 5-year plan and future expenditures. One Committee member questioned if and where funding for the Rail Infrastructure Preservation Program and ZEPRT Preliminary Engineering and Environmental Analysis would be reallocated if RTC decided that rail operations were no longer viable. Committee Members requested a more defined breakdown of projects and programs so that they could identify bike projects and differentiate between rail maintenance and rail climate resiliency projects, and they also recommended that future 5-year plan presentations include updates on the progress of major projects. Most Committee Members felt that the agenda item did not require a motion to be made due to the absence of meaningful updates that would impact the overall trajectory of the 5-year plan.

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

Paula Bradley, Committee Member, commented on the recent success of the Ad-Hoc Construction Safety Sub-Committee whereby in Capitola larger construction signs were replaced with smaller construction signs that do not block the bike lane. She expressed a desire to focus future sub-committee efforts on similar incremental and more manageable projects. The development of physical information cards that show construction workers how to interact with blind people in construction zones was brought up as an

example. Committee Members posed questions on card design, funding, distribution, and stakeholders.

Jack Brown, Committee Member, updated the Committee on the status of flexible delineator pilot along Soquel Drive, reporting that the new product is less likely to be hit and damaged than the original delineators installed by the County.

Theresa Rogerson, Committee Member, questioned whether the Committee should add a new agenda item, or adjust an existing agenda item, to allow for updates from each jurisdiction. Some Committee Members voiced support for this idea.

13. Adjourn

The meeting adjourned at 7:39 p.m.

NEXT MEETING: The next Bicycle Committee meeting is a special meeting scheduled for November 9, 2026, from 5:30pm to 8:00pm at the RTC offices. Members of the public and non-voting committee alternates may join remotely.

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



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

DRAFT MEETING MINUTES
Tuesday, October 13, 2026
1:30 – 3:30pm

In-Person Meeting

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

REMOTE PARTICIPATION

(see end of agenda for more information)

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

Meeting ID: 822 1704 4415

Dial by your location: +1 669 900 9128

Accessibility: See end of agenda for details.

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

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

1. 1:30pm — Call to Order

Chair, Veronica Elsea, called the meeting to order at 1:34 pm

Members Present

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

Jesus Bojorquez, CTSA (Lift Line)

Michael Pisano, Potential Transit User (60+)

Wells Shoemaker, Vice Chair, 2nd District

Veronica Elsea, Chair, 3rd District

Katie Nunez, 4th District

Unexcused Absence

Clay Kempf, Social Services Provider – Seniors
Bobi Wood, SCMTD (METRO)
Portia Ramer, 5th District

RTC Staff Present

Amanda Marino, Transportation Planner
Sierra Topp, Transportation Planning Technician
Tommy Travers, Transportation Planner
Nick Danty, Transportation Planner

Guests Present

Paula Bradley, Bicycle Advisory Committee, Capitola Representative
Karina Aragon, County of Santa Cruz
Officer Israel Murillo, California Highway Patrol
Ulyses Angon, Community Bridges
Raymon Cancino, Community Bridges
Douglass Underhill, Community Bridges

2. 1:30pm — Introductions

3. 1:32pm — Consider AB2449 request(s) to participate in the meeting remotely due to emergency circumstances (a physical or family medical emergency that prevents a member from attending in person)

None

4. 1:35pm — Oral communications

Nick Danty, RTC Transportation Planner, provided an update on the RTC's Pedestrian Hazard Report form. Danty requested EDTAC members to participate in a Hazard Report testing session to try out the new form and identify any issues or challenges filling it out.

Israel Murillo, CHP Officer, provided an overview of presentations that CHP officers deliver across the county such as around driving safety tips and e-bike safety. Officer Murillo noted that the CHP can work with agencies or community members to develop presentations relevant to the safety of pedestrians, bicyclists, and drivers.

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

None

CONSENT AGENDA

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

6. Received information items

- a. Letter of Support for the Watsonville Area Trucking Efficiency and Multimodal Safety Study

7. Received RTC Meeting Highlights

- a. August 6, 2026
- b. September 3, 2026
- c. October 1, 2026

8. Approved E&D TAC Draft August 2026 Minutes

Veronica Elsea, EDTAC Chair, requested an amendment to Item 11a of the draft August minutes to clarify that METRO needs to identify the needs of passengers with disabilities early on in a project's process and that Michael Bois of METRO's staff agreed to meet with Veronica Elsea to discuss the website.

A motion (Bartell/Pisano) was made to approve the draft minutes from the August 2026 EDTAC meeting as amended. The motion passed unanimously with committee members Ares Bartell, Jesus Bojorquez, Michael Pisano, Wells Shoemaker, and Veronica Elsea, and Katie Nunez voting "aye".

9. Received Pedestrian Hazard Report

A motion (Nunez/Bojorquez) was made to approve the October 2026 Consent Agenda. The motion passed unanimously with committee members Ares Bartell, Jesus Bojorquez, Michael Pisano, Wells Shoemaker, and Veronica Elsea, and Katie Nunez voting "aye".

REGULAR AGENDA

10. Elderly and Disabled Transportation Advisory Committee Member Appointments

Karina Aragon, who applied to serve on the E&D TAC as the Social Services Provider Representative for Seniors in Santa Cruz County, introduced herself and provided background on her experience working with seniors and other vulnerable transportation users throughout Santa Cruz County.

Committee members expressed enthusiasm for increased South County representation on the Committee. Members who had previously worked with Karina shared their positive experiences and expressed confidence in her ability to represent the community.

A motion (Bartell/Pisano) was made to recommend to the RTC to approve Karina Aragon's EDTAC Committee membership. The motion passed unanimously with committee members Ares Bartell, Jesus Bojorquez, Michael Pisano, Wells Shoemaker, and Veronica Elsea, and Katie Nunez voting "aye".

11. Measure D: Five-Year Programs of Projects for Regional Projects

Committee Member Ares Bartell arrived during Item 11, establishing a quorum. The Committee returned to the Consent Agenda and Item 10 and take action.

Tommy Travers, RTC Transportation Planner, presented on the RTC's Measure D five-year program of projects for regional projects and Jesus Bojorques, Community Bridges Lift Line staff, presented on the Community Bridges 5-year plan and how Measure D is supporting transportation services.

Discussion questions and comments included:

- Appreciation for the thoroughness of the report.
- If Freeway Service Patrol tracks the types of assists they make, and if EV specific issues were reported.
- When Measure D funding expires.
- If inflation of fuel prices will affect Community Bridges budget priorities and if there will have to be cuts in other areas to accommodate for increase fuel prices.
- The percentage between electric vehicles and gas vehicles is in the Lift Line fleet, if there any natural gas vehicles, and if the non-electric vehicles are using regular gas or diesel.
- Potential options for Lift Line to make use of Santa Cruz METRO's new hydrogen fuel facility.

- Potential options for grant funding available for providing additional rides in lower income areas, like Watsonville, and if Lift Line would qualify for those funds to purchase vehicles and provide additional rides.

No action taken

12. Received Program Updates

- a. **Volunteer Center** – program continues to expand, onboarding new volunteers, and added four new participants. As participation grows, the program is working to recruit additional volunteers in the Watsonville area. New dispatchers have also joined to coordinate ride assignments and match participants with volunteers. Additionally, a carpool group operates on Mondays to transport participants to classes at the Vista Center.
- b. **Community Bridges** – Broke ground on their transportation facility renovation in June 2026, progress is continuing to be made to complete the renovation.
- c. **Santa Cruz Metro** – No METRO representative was present. Veronica Elsea provided an update on METRO’s ongoing work to research bus stop islands. A focus group was held approximately one month ago, and UCSC interns are working with Ecology Action (EA) to demonstrate tactile designs and develop models to gather feedback. METRO is also working with EA to arrange a field trip by bus to visit bus stop islands in San Jose. Website updates are also underway, and Veronica Elsea has been contacted to test the route pages.
- d. **RTC** - Sierra Topp, RTC staff, provided an update on the committee engagement process, reminded members about the Committee stipend, and shared an update on SB 707 from Nisha Singh, RTC Director of Internal Services. Members requested that RTC staff connect with METRO staff to learn how METRO approved remote participation for its committee members under SB 707.
- e. **Pedestrian Ad-hoc Subcommittee** - The Committee discussed its subcommittee work with the Bicycle Advisory Committee on navigating construction zones, including learning how other jurisdictions develop traffic control plans and identifying potential improvements. The subcommittee developed a “Tips for Safe and Comfortable Interactions with Blind Persons” card and is exploring ways to distribute it to contractors through local jurisdictions. Members emphasized the importance of ensuring the cards are posted at construction sites or distributed directly to workers. Ideas included incorporating distribution requirements into requests for proposals (RFPs). RTC staff are discussing distribution strategies and ways to support the Committee internally. Officer Murillo, CHP, stated his office could be a

resource to develop presentations on traffic safety in construction zones.

Adjourn – 3:04 pm

NEXT MEETING: Tuesday December 8, 2026, at 1:30pm hosted in person at the RTC Office. Remote participation available.

HOW TO REACH US

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

Minutes respectfully submitted by Sierra Topp, Transportation Planning Technician

TO: Regional Transportation Commission
FROM: Sarah Christensen, P.E., Executive Director
RE: Adoption of Rail Right-of-Way Policies

RECOMMENDATION

Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) that adopts the following policies:

1. Leases, Licenses, Encroachments and Rights of Entry on Rail Line Right of Way (Exhibit A to Attachment 1);
 2. Railroad Crossing Responsibility (Exhibit B to Attachment 1); and
-

BACKGROUND

The RTC adopted its administrative and fiscal policies in 2006 when it became an autonomous special district. Since then, the purchase of the Santa Cruz Branch Rail Line (SCBRL) in 2012 and the passage of Measure D in 2016 have added significant property management, capital delivery, and maintenance responsibilities that RTC policies have not yet been fully updated to reflect. Building on the 2019–2021 organizational assessment and the 2024 review of administrative and fiscal policies by Regional Analysis & Planning Services, Inc. (RAPS), staff is completing a comprehensive update of agency policies and procedures.

On October 8, 2026, the Budget and Administration/Personnel (B&A/P) Committee reviewed six updated and new policies. Three of those policies, the Human Resources, Administrative and Fiscal, and Bilingual Language Proficiency and Language Access policies, remain under review by the Community of RTC Employees (CORE) and the RTC Association of Middle Management (RAMM). Staff will meet and confer on matters within the scope of representation under the Meyers-Milias-Brown Act and return to the Commission with those policies at a later date. The two policies recommended for adoption today govern the use of the SCBRL right-of-way.

DISCUSSION

Leases, Licenses, Encroachments and Rights of Entry Policy

This policy, first approved on August 6, 2020, has been amended (Exhibit A to Attachment 1) to reflect current property management needs on the SCBRL. Key changes:

- Expands the definition of fair market rate to account for factors unique to a linear rail corridor, such as shared use, access limitations, and maintenance obligations.
- Authorizes rent surveys, comparable agreements, licensed appraisals, and valuation models to set rates, with routine review of existing leases to bring below-market agreements to market rate.
- Authorizes deposits and ties Commission approval of agreements to the procurement thresholds in the Administrative and Fiscal Policies.
- Updates closed-session language for explicit consistency with the Ralph M. Brown Act.
- Adds an encroachment enforcement framework with priorities, removal or conversion options, survey requirements at the encroaching party's expense, and alternative payment structures.
- Allows no-cost agreements with public entities where there is a demonstrated public benefit, and adds sections on trail access, emergency entry, and possessory interest tax.

Railroad Crossing Responsibility Policy

This new policy (Exhibit B to Attachment 1) establishes how responsibility for SCBRL crossings is shared. Because the rail corridor predates most of the roads that cross it, and consistent with Class I railroad practice:

- Road or highway owners are responsible for the design, permitting, construction, maintenance, repair, insurance, and cost of crossings, including surfaces, approaches, drainage, and roadway warning devices.
- The RTC and rail carrier set design and safety standards, review plans (with at least six weeks for review), provide flagging, and maintain track and signal systems.
- The RTC may participate in a crossing where it benefits rail operations, supports the Zero Emission Passenger Rail and Trail project, leverages grants, saves costs, or achieves crossing closure. The RTC may also perform needed repairs and bill the road owner.
- New at-grade crossings require prior written RTC authorization and may be conditioned on closing or consolidating nearby crossings. Grade-separated crossings follow the same cost principles.
- The Executive Director may apply the policy in negotiating crossing agreements. Agreements with significant RTC participation, new crossings, and grade separations come to the Commission.

FISCAL IMPACT

There are no new fiscal impacts associated with adopting the policies. The lease policy is expected to strengthen lease revenue and cost recovery through market-rate valuation, periodic rate review, and deposits; revenues are reinvested in managing and maintaining the Branch Line. The crossing policy limits RTC exposure to unbudgeted crossing costs.

SUMMARY

As part of the comprehensive update of RTC policies, staff recommends that the Commission adopt the amended Leases, Licenses, Encroachments and Rights of Entry Policy and the new Railroad Crossing Responsibility Policy, and, adopt by resolution. These policies protect the public's investment in the SCBRL, clarify cost responsibility with partner agencies, and set clear expectations for effective governance. The remaining policies will return to the Commission following the meet-and-confer process.

Attachments:

1. Resolution
 - a) Leases, Licenses, Encroachments and Rights of Entry on Rail Line
Right of Way Policy
 - b) Railroad Crossing Responsibility Policy

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of November 5, 2026
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION OF THE SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION ADOPTING THE AMENDED LEASES,
LICENSES, ENCROACHMENTS AND RIGHTS OF ENTRY ON RAIL LINE
RIGHT OF WAY POLICY AND THE RAILROAD CROSSING
RESPONSIBILITY POLICY

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) became an autonomous special district in 2006 and adopted administrative and fiscal policies and procedures at that time;

WHEREAS, the RTC purchased the Santa Cruz Branch Rail Line (SCBRL) right-of-way in 2012, and, with the passage of Measure D in 2016, assumed added responsibilities for property management, capital project delivery, and maintenance of the corridor;

WHEREAS, the RTC is completing a comprehensive update of its policies and procedures to reflect these responsibilities, current law, and best practices;

WHEREAS, the RTC approved the Leases, Licenses, Encroachments and Rights of Entry on Rail Line Right of Way Policy on August 6, 2020, and amendments are needed to update fair market valuation methods, authorize deposits, clarify approval authority and closed-session procedures under the Ralph M. Brown Act, establish an encroachment management framework, and authorize agreements with public entities;

WHEREAS, the SCBRL predates most of the roads and highways that cross it, and a Railroad Crossing Responsibility Policy is needed to allocate responsibility for the design, construction, maintenance, repair, and cost of crossings among road and highway owners, the RTC, and rail carriers, consistent with common Class I railroad practice;

WHEREAS, the Budget and Administration/Personnel Committee reviewed these policies at its October 8, 2026, meeting.

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

1. The amended Leases, Licenses, Encroachments and Rights of Entry on Rail Line Right of Way Policy, attached as Exhibit A, is hereby adopted and

supersedes the policy approved on August 6, 2020;

2. The Railroad Crossing Responsibility Policy, attached as Exhibit B, is hereby adopted

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits:

- a) Leases, Licenses, Encroachments and Rights of Entry on Rail Line Right of Way Policy (Amended)
- b) Railroad Crossing Responsibility Policy

Distribution: RTC Commissioners and Alternate Commissioners
RTC B&A/P Committee Members
RTC Legal Counsel

**SANTA CRUZ COUNTY
REGIONAL TRANSPORTATION COMMISSION
(SCCRTC)**

**Leases, Licenses, Encroachments
and Rights of Entry on Rail Line Right of Way**



Policies Approved by the RTC August 6, 2020

Amendment Recommended November 5, 2026

EXHIBIT A

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Overview of the Santa Cruz Branch Rail Line Acquisition

Acquisition and Funding

The Santa Cruz County Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Line (Branch Line) right-of-way to advance regional transportation projects within the rail corridor, such as future passenger rail, through the Zero-Emission Passenger Rail and Trail Project, and a multi-use pedestrian and bicycle path through the Coastal Rail Trail portion of the Monterey Bay Sanctuary Scenic Trail Network (MBSST). Priority projects to expand transportation uses within the corridor are informed by ongoing planning studies led by the RTC. The RTC may undertake future studies to help inform the use, management, and operations within the Branch Line Right of Way (ROW).

In 2012 the RTC finalized the purchase of the Branch Line and the rail corridor became publicly owned. The \$14.2M purchase of the Branch Line right-of-way was funded, in-part, from \$11M in Proposition 116 funds for “rail projects within Santa Cruz County which facilitate recreational, commuter, intercity and intercounty travel.” The California Transportation Commission (CTC) developed policies and requirements for projects funded with Proposition 116 funds. The Proposition 116 funds were provided through a master funding agreement and a program supplement agreement with the State of California and administered by Caltrans.

As part of the purchase, Union Pacific retained a freight easement and the common carrier responsibility for freight shipping. The easement has been transferred to subsequent short line operators who are selected by the RTC and regulated by the Surface Transportation Board (STB). The RTC enters into an administration, coordination and license (ACL) agreements with the

selected rail operators which outline the responsibilities between both parties while providing the operator with a license to operate rail service on the Branch Line. Rail operations on the Branch Line are governed and inspected by the Federal Railroad Administration (FRA) and the California Public Utilities Commission (CPUC) to help ensure safety.

Section 1 – Purpose

The purpose of this Policy is to establish consistent requirements and procedures for the use, leasing, licensing, permitting, and granting of rights of entry onto the Branch Line corridor or right-of-way (ROW). This Policy is intended to ensure that such uses are consistent with the RTC's ownership and transportation purposes, applicable funding requirements, railroad operations and safety, applicable law, and the short- and long-term plans for the Branch Line.

This Policy also establishes requirements for determining fair market value, approving leases, licenses, and rights of entry, managing existing agreements, addressing encroachments, and protecting the infrastructure and assets that are part of the Branch Line ROW.

Section 2 – Fair Market Valuation and Value Determination

2.1 Market Rate Requirement

To ensure that there is no gift of public funds, as prohibited under California Constitution Article XVI, Section 3 and 6, new and updated leases shall be established at fair market rate. For purposes of this Policy, fair market rate means the most probable rent that a railroad corridor property should bring in a competitive and open market, reflecting all conditions and restrictions

EXHIBIT A

of the specified lease agreement, including, but not limited to:

- Term;
- Rental rate increases;
- Permitted uses;
- Linear configuration;
- Shared or non-exclusive use;
- Applicable restrictions;
- Access limitations;
- Maintenance and expense obligations; and
- Other conditions affecting the value of the leasehold interest.

The lessee and lessor shall each be presumed to be acting prudently and knowledgeably, with the lease consummated as of a specified date and the leasehold passing from lessor to lessee under conditions whereby:

- The lessee and lessor are typically motivated;
- Both parties are well informed or well advised and acting in what they consider their best interests, which may be aided by a market rental rate survey, broker opinion, or formal appraisal utilized during negotiations;
- Rent is paid in cash in U.S. dollars and expressed as an amount per time period consistent with the payment schedule of the lease contract, with the lessee agreeing to make timely payments and abide by all applicable late-payment provisions; and
- The rental amount represents the normal consideration for the property leased and is unaffected by special fees or concessions granted by anyone associated with the transaction
- The RTC may charge a deposit for lease, licenses, and other agreements as necessary.

2.2 Fair Market Valuation Methods

The RTC may use one or more fair market valuation tools or methods to establish a baseline range or rate for leases, licenses, permits, and rights of entry.

Fair market value may be determined using market evidence, comparable rental agreements, rent surveys, appraisals performed by a licensed appraiser, market studies, valuation models, or other recognized valuation methods appropriate to the property interest and proposed use. The valuation methodology shall be supported by available market data and updated at reasonable intervals to reflect current market conditions.

Actual rates shall be adjusted, as appropriate, to account for site-specific factors, including:

- Size;
- Access limitations;
- Interference with railroad operations;
- Degree of exclusivity; and
- Other site-specific conditions affecting value.

A site-specific appraisal, performed by a licensed appraiser, or other specialized valuation analysis may still be required for unique property conditions, as determined by the RTC on a case-by-case basis.

2.3 Review of Existing Leases

The RTC shall routinely review existing leases to determine whether rental

rates remain consistent with market rates.

For leases determined to be below market rate, the RTC shall work to update the lease to market rates based on a market rental rate survey, formal appraisal, or other appropriate information.

Section 3 – Approval Authority

3.1 RTC Approval

New and updated leases, licenses, and rights of entry having a one-time or annual amount exceeding the procurement authority for a single transaction established in the RTC's Administrative and Fiscal Policies shall be approved by the Commission.

Staff are authorized to approve leases, licenses, permits, and right of entry agreements within their delegated authority.

3.2 Closed Sessions and Lease Negotiations

The Commission may hold closed sessions as permitted by the Ralph M. Brown Act. All closed-session discussions shall comply with the notice, description, and reporting requirements of Government Code sections 54950–54963.

Section 4 – Standard Terms and Conditions

4.1 Consistency with RTC Purposes, Plans, Agreements, and Law

Leases, licenses, rights of entry, and other agreements for use of the

Branch Line ROW shall be consistent with applicable legal and funding requirements, the RTC's purposes and adopted plans and policies for the right-of-way, existing and planned transportation, trail, and railroad uses, and applicable safety and operational requirements.

4.2 Rental Rate Escalation

Leases shall include provisions for escalation of rental rates consistent with market conditions.

4.3 Termination

Leases, licenses, and rights of entry shall include appropriate termination provisions to ensure that such agreements do not unduly impact the development of transportation projects on the Branch Line ROW.

4.4 Fees for Licenses and Rights of Entry

Licenses and rights of entry shall include fees payable to the RTC and, as applicable, the rail service operator to reimburse the RTC and rail service operator for the costs of providing administration and related services, in addition to a determined or negotiated market rate for the right of use provided by the license or right of entry.

4.5 Fee Reductions or Waivers

If a license or right of entry will provide a service to the RTC that benefits its ownership, management, maintenance, improvement, or operation of the Branch Line ROW, or provides a demonstrated and measurable public benefit, fees may be reduced or waived by the Executive Director as

applicable, provided that the reduction or waiver does not result in a gift of public funds or an improper private benefit.

4.6 Rail Service Operator Coordination

Any lease, license, or right of entry that crosses or otherwise temporarily affects the rail service operator's easement or railroad operations shall be coordinated with the rail service operator.

Rights of entry and licenses shall include a requirement for notification to the rail service operator prior to entering the property as authorized by the agreement.

4.7 Indemnification

Leases, licenses, and rights of entry shall include appropriate indemnification provisions protecting the RTC and, as applicable, the rail service operator.

4.8 Insurance

Rights of entry shall include appropriate insurance requirements to protect the interests of the RTC and, as applicable, the rail service operator.

4.9 Alterations to RTC Property

Leases, licenses, and rights of entry shall prohibit alteration of RTC property except as specifically authorized by the applicable lease, license, or right-of-entry agreement.

Section 5 – Revenue and Use of Proceeds

Revenues received from leases, licenses, and rights of entry shall be used to cover the RTC's costs to negotiate, produce, and implement such leases, licenses, and rights of entry, as well as costs associated with the RTC's responsibility to manage, maintain, operate, and improve the Branch Line.

Section 6 – Encroachment Management

6.1 Identification and Resolution of Encroachments

Any encroachment onto the Branch Line ROW shall be resolved through removal of the encroachment or conversion of the encroachment to an appropriate long-term lease, license, or right of entry.

As resources allow and needs arise, the RTC will work to identify and address encroachments on the Branch Line ROW. Encroachments may also be brought to the attention of the RTC by members of the public, adjacent property owners, or other parties, or may be discovered inadvertently.

6.2 Prioritization

Identification and resolution of encroachments shall prioritize encroachments that:

- Impact the uses, operations, inspections, or maintenance of the Branch Line ROW;
- Impact implementation of projects by the RTC or RTC partner agencies on or in the vicinity of the Branch Line ROW; and/or
- Create or increase liabilities to the RTC.

6.3 Unauthorized Encroachments

Encroachments that are not the subject of an approved lease, license, or right of entry or other use permit in accordance with this Policy are not permitted and are subject to removal in accordance with applicable law.

Depending on the nature of the encroachment, and at the sole discretion of the RTC, available options may include:

- Immediate removal by the owner within 30 days of notice from the RTC;
- Removal within another period specified by the RTC;
- Modification of the encroachment;
- Development of a lease, license, or right of entry consistent with this Policy and based on the nature, duration, exclusivity, permanence, and risk associated with the proposed use; and/or
- Filing or pursuing trespass, ejection, or other legal actions as necessary to abate the encroachment.

6.4 Removal or Relocation of Encroachments

Where an encroachment has been identified and the encroaching party elects to remove or relocate the encroachment to its property boundary, a qualified surveyor may be required to establish and mark the applicable property boundary and ensure that the encroachment has been properly abated.

The encroaching party shall coordinate with RTC to determine whether a formal survey is necessary, and they shall bear the expense of any required

survey.

A party that reestablishes an improvement without obtaining a formal survey assumes the risk that the improvement may need to be relocated in the future if it encroaches on RTC property.

6.5 Alternative Payment Structures

Parties with encroaching property on the RTC Branch Line ROW who elect to enter into an agreement permitting such use may apply for alternative payment structures including, but not limited to:

- Monthly billing;
- Fee deferral;
- Hardship waiver

Any alternative payment structure request shall be supported by supplemental information that is required, verified, and accepted by the RTC under Real Property program guidelines, which shall be consistent with generally accepted public-agency practices for evaluating financial hardship and public benefit. Alternative payment structures may be approved by the Executive Director consistent with delegated authority thresholds.

Section 7 – Agreements with Public Entities

Where an adjacent or nearby landowner is a public entity and there is a demonstrated public benefit and benefit to the RTC, the RTC may enter into a no-cost agreement for the use and management of rail property, provided the agreement complies with applicable agency policies and requirements.

Where revenue is generated from such an agreement, the revenue shall be reinvested in the management and maintenance of the property, consistent with applicable RTC policies and agreements.

Section 8 – General Administration

All leases, licenses, rights of entry, and other agreements authorized under this Policy shall be administered in a manner consistent with the RTC's responsibilities as owner and manager of the Branch Line ROW and with the applicable funding agreements, transportation plans, railroad requirements, and laws and regulations identified in this Policy.

Section 9 – Trail Use and Public Access

Portions of the Branch Line ROW designated for public trail use may be opened to the public subject to applicable RTC policies, operating agreements, safety requirements, and temporary closures. Public access to a designated trail does not authorize entry into portions of the ROW outside the designated public-use area or authorize activities that would otherwise require a lease, license, permit, or right of entry.

Section 10 – Emergency Access

The Executive Director or designee may authorize temporary entry onto the Branch Line ROW without prior execution of a standard agreement when reasonably necessary to address an immediate threat to life, public safety, property, railroad operations, transportation infrastructure, or environmental resources. Such authorization shall be documented as soon as practicable.

Section 11 – Possessory Interest Tax

EXHIBIT A

To the extent permitted by applicable law, any lessee, licensee, permittee, or other authorized user of the Branch Line ROW shall be responsible for any possessory interest tax or other property tax imposed as a result of its use or occupancy of RTC property.

**SANTA CRUZ COUNTY
REGIONAL TRANSPORTATION COMMISSION
(SCCRTC)**

Railroad Crossing Responsibility Policy



Recommended for Adoption November 5, 2026

1. Purpose and Background

RTC owns the Santa Cruz Branch Rail Line (SCBRL), a corridor that predates most of the roads, streets, and highways that now cross it. Those crossings exist because public and private entities have extended their road and highway networks across an already-established rail corridor for their own convenience and access. This policy sets RTC's general position on how responsibility, including cost, design review, permitting, safety oversight, and coordination, is allocated for the construction, maintenance, and repair of SCBRL crossings, consistent with common Class I railroad practice and regulatory guidance.

2. Definitions

- **RTC:** The Santa Cruz County Regional Transportation Commission, owner of the SCBRL right-of-way.
- **Rail Carrier:** Any operator providing freight or passenger rail service on the SCBRL under agreement with RTC.
- **Railroad:** Collectively, RTC and/or the Rail Carrier, as context requires.
- **Road or Highway Owner:** The public or private entity with ownership or maintenance jurisdiction over a road, street, or highway crossing the SCBRL (e.g. a city, the County of Santa Cruz, an HOA, or Caltrans).
- **At-Grade Crossing:** A crossing where the roadway and tracks share the same grade.
- **Grade-Separated Crossing:** An overcrossing or undercrossing structurally separating the roadway from the tracks.

3. General Policy Statement

Because a crossing exists for the road or highway owner's convenience and access, the road or highway owner is responsible for the design, permitting, and construction of the crossing, and for its ongoing maintenance and repair and bears the full cost, unless RTC determines that Railroad participation in performing a portion of that work is in the Railroad's interest.

This reflects the general practice of Class I Railroads, which likewise hold that the requesting agency bears project and ongoing responsibility and cost for crossings serving its roadway network, while the railroad retains approval authority and safety standard-setting responsibility over its right-of-way.

4. Responsibilities of the Railroad

Regardless of which party bears the cost, the Railroad is responsible for:

1. **Standards:** Setting the design, construction, and safety standards applicable to SCBRL crossings, consistent with regulatory requirements

which may include AREMA, CPUC, FRA, or other rail industry or RTC standards.

2. **Review and Approval:** Timely review and written approval of crossing plans submitted by a road or highway owner, plans shall be submitted by the road or highway owner with at least 6 weeks provided for review and comment by Railroad.
3. **Flagging and Oversight:** Providing qualified personnel to flag and oversee work on or near active portions of the right-of-way.
4. **Track and Signal Maintenance:** Maintaining the track structure, specifically rail track, ties, and ballast, and rail signal systems.
5. **Safety Monitoring:** Monitoring crossing conditions and promptly notifying the road or highway owner of hazards requiring its attention.
6. **Incident Reporting:** Participating in incident investigations and any required regulatory reporting.

5. Responsibilities of the Road or Highway Owner

Unless RTC determines otherwise under Section 6, or per an existing crossing agreement, the road or highway owner is responsible for:

1. **Design, Permitting, and Construction:** All engineering, environmental review, permitting, and construction costs, including any Railroad flagging or oversight, billed at actual incurred cost, in accordance with the RTC's Policy for Capital Projects by Others along the SCBRL. All improvements must be in compliance with American Disabilities Act standards.
2. **Crossing Surface and Approaches:** The roadway surface within the SCBRL right-of-way, including surfaces between and around the track structure, drainage, striping, and approach grades.
3. **Traffic Control Devices:** Signage and warning devices serving the roadway, and their maintenance, except where integrated with Railroad signal systems under a separate arrangement.
4. **Ongoing Maintenance and Repair:** All maintenance and repair of the crossing improvements above, for the life of the crossing.
5. **License Fees:** Any fees for the owner's use of RTC right-of-way.
6. **Insurance and Indemnification:** Coverage and indemnification of the Railroad for crossing-related claims at the minimum levels determined by Railroad.
7. **Permits and Notification:** Obtaining all required permits, and giving the Railroad advance notice of work and prompt notice of any observed hazard.
8. **Signal Coordination:** Coordinating any traffic-signal preemption or interconnection with Railroad warning devices to Railroad standards.

6. RTC Discretion to Participate

RTC may fund, perform work, or maintain part of a crossing where doing so is in the Railroad's best interest, including where:

- The work supports the RTC's Zero Emission Passenger Rail & Trail development rather than existing solely for roadway access;
- The Railroad needs the improvement for train speed, capacity, or operating efficiency;
- Bundling with other work achieves material cost savings for RTC;
- Grant funding requires RTC's participation; or
- Consolidation or closure of a crossing, reducing long-term Railroad liability, is achieved;

Any such participation requires written authorization by the RTC Executive Director or Commission as applicable or as documented in the governing crossing agreement.

The RTC may perform repairs if the road or highway owner does not perform necessary maintenance, especially in cases of public safety, in an emergency response, or as required by State or Federal regulatory entities. RTC reserves the right to bill Road or Highway Owner for actual incurred costs. Emergency repair and response procedures shall be created by RTC staff and shared with the road or highway owner to address expected response, noticing, and cost recovery, as it aligns with this policy.

7. New and Grade-Separated Crossings

Consistent with Class I Railroad practice, RTC discourages new at-grade crossings in favor of consolidation, closure, or grade separation. No new at-grade crossings may be built without RTC's prior written authorization, and RTC may condition approval on consolidating nearby crossings. The road or highway owner bears all actual Railroad costs of reviewing and overseeing a new crossing including approvals by regulatory agencies.

The same cost and responsibility principles in Section 3 apply to grade-separated crossings (overcrossings and undercrossings): the road or highway owner is responsible for the structure's design, construction, and long-term maintenance, including required bridge inspection, and for any shoring or flagging needed to protect rail operations, unless RTC determines participation is warranted under Section 6. Any structure occupying airspace above or subsurface area below RTC right-of-way requires a license agreement, at the owner's cost.

8. Agreements and Administration

No at-grade or grade-crossing construction, reconstruction, or material modification may proceed without a written agreement between the Railroad and the road or highway owner addressing scope, cost allocation, maintenance responsibility, and, as applicable, flagging, insurance, real estate terms, and

EXHIBIT B

closure or abandonment provisions as specified by state and federal regulations. Any existing agreements between Railroad and the road or highway owner authorizing the above work shall be updated as soon as practical to address or include criteria for compliance with this section.

The RTC Executive Director is authorized to apply this policy in negotiating individual crossing agreements and to make the Section 6 determinations, subject to Commission approval for agreements involving significant Railroad participation, new crossing authorizations, or grade separation projects. This policy will be reviewed periodically and may be amended by the Commission.

TO: Regional Transportation Commission (RTC)
FROM: Max Friedman, Transportation Planner
RE: State Legislative Update

RECOMMENDATIONS

This item is for information only.

BACKGROUND

The RTC monitors state and federal legislative and administrative actions that could impact transportation funding or project implementation in the region. Legislative priorities are identified in the RTC's annual [Legislative Platform](#) approved by the Commission annually at the beginning of the year in January.

DISCUSSION

The following is an update on selected bills from the 2025-26 California legislative session that were signed into law by Governor Gavin Newsom. Staff focused on legislation with potential impacts on the RTC, partner agencies, and the broader Santa Cruz County region.

The Legislature adjourned for final recess on September 1, 2026, and the Governor had until September 30, 2026, to sign or veto bills. In total, the Governor signed or vetoed all bills that reached his desk accounting for 1,040 signed bills and 120 vetoed bills (10.3%). The highlighted bills summarized below address a range of issues, including changes to transportation planning and grant programs, new tools for transit and bicycle data, safety requirements, and local agency operations. All bills take effect January 1, 2027, with later implementation dates noted below. An accompanying detailed description of all bills is included in [Attachment 1](#).

Bills Signed into Law

Bill	Title	Category	Implementation Dates	Description
AB 2168	Active Transportation Program: guidelines	Active Transportation	Revised guidelines: 1/1/28	Updates ATP funding guidelines, transit coordination requirements, and penalties for delayed awards.
AB 1569	Pupil safety: electric bicycle: safety and training program	Traffic Safety	Training program due 3/1/28	Requires standardized e-bike safety training materials for students in grades 7–12.
AB 2346	Vehicles: electric bicycles and speed limits	Traffic Safety / Active Transportation	Equipment requirements: 1/1/29	Adds e-bike equipment and sales requirements; authorizes local trail speed limits.
SB 1167	Vehicles: electric bicycles	Traffic Safety / Active Transportation	Certain battery and charging provisions: 1/1/28	Clarifies e-bike classifications and strengthens labeling, marketing, and crash reporting requirements.
SB 1279	Speed safety systems	Traffic Safety	Long Beach authorization expires 1/1/32	Authorizes two additional Long Beach speed cameras and strengthens image privacy protections.
AB 1599	Public transit: California Transit Stop Registry: transit datasets	Transit	Registry: 6/1/27; operator compliance: 1/1/28	Establishes a statewide transit stop registry and standardizes stop and amenity reporting.
AB 1837	Video imaging of parking violations	Transit	New programs before 1/1/32; authorization expires 1/1/34	Extends camera enforcement of parking and stopping violations affecting transit.
SB 741	Low Carbon Transit Operations Program	Transit		Streamlines LCTOP administration and revises eligible transit expenditures.

SB 1087	Transportation planning: sustainable communities strategies: transportation funding programs	Transportation Planning and Funding	Eight-year SCS cycle phased in with eligible plans adopted from 1/1/28	Extends SCS updates to eight years and revises transportation funding eligibility.
AB 2015	Department of Transportation: third-party navigation applications: study and report	Transportation Planning	Study and recommendations due 1/1/29	Requires a pilot study of navigation apps' traffic and safety impacts.
AB 1976	Streets and highways: pedestrian and bicycle facilities	Project Delivery and Environmental Review		Limits reconsideration of advanced bicycle and pedestrian projects and streamlines specified local procedures.
SB 1250	State highway system: wildlife connectivity	Climate Resilience and Environmental Protection		Strengthens wildlife connectivity planning and reporting for the state highway system.
SB 1423	Regional planning: standardized spatial planning datasets	Climate Resilience and Environmental Protection	Datasets: 7/1/28; guidance: 1/1/29	Requires statewide mapping datasets on hazards, natural resources, and agricultural lands.
AB 1821	California Public Records Act: agency response time	Local Agency Administration		Changes public records determination and extension deadlines from calendar to business days.

SUMMARY

The RTC monitors state legislative actions that may affect transportation planning, funding, project delivery, programs, and agency operations. This report highlights selected bills signed into law in 2026 with potential implications for the RTC, partner agencies, and the broader Santa Cruz County region. Staff will continue to monitor implementation and coordinate with partner agencies as appropriate.

Attachment:

1. Summary of Bills Signed into Law

Detailed Summary of 2025/26 Bills Signed into Law

AB 2168 (Wicks), Active Transportation Program: guidelines.

Requires the California Transportation Commission (CTC) to revise statewide ATP guidelines beginning January 1, 2028, to strengthen walking and bicycling connections to transit, including planned transit stops and access in rural and underserved areas. Requires incentives for combining ATP awards with other funding to support larger projects and connected active transportation networks. Also directs CTC to establish penalties, ranging from point deductions to disqualification, for applicants that do not use previous awards promptly, while considering delays beyond their control. Applicants proposing projects adjacent to bus, shuttle, or paratransit routes must consult with the transit agency about potential impacts.

AB 1569 (Davies), Pupil safety: electric bicycle: safety and training program.

Requires the California Department of Education, in consultation with the California Highway Patrol, to develop a standardized e-bike safety and training program for students in grades 7 through 12 by March 1, 2028. The program must include online instructional videos and an assessment covering rules of the road, differences between e-bike classes, required safety equipment, and the civil and criminal implications of operating noncompliant e-bikes that exceed legal speed limits.

AB 2346 (Wilson), Vehicles: electric bicycles and speed limits.

Requires Class 2 e-bikes manufactured, sold, or offered for sale beginning January 1, 2029, to have speedometers, and all e-bikes manufactured or sold from that date to have front and rear lights. Requires sellers and distributors to provide written information about e-bike classifications, speeds, age restrictions, helmet requirements, and applicable laws. The bill also authorizes local agencies to establish speed limits of 15 or 20 mph on bicycle paths and multiuse trails, or 10 mph in limited areas with high pedestrian volumes or sight-distance challenges, subject to signage requirements. However, it does not automatically establish a trail speed limit or require RTC to adopt one.

SB 1167 (Blakespear), Vehicles: electric bicycles.

Clarifies the distinction between legal e-bikes, mopeds, and electric motorcycles and strengthens restrictions on marketing vehicles that do not meet California's e-bike definition as electric bicycles. The bill expands labeling and consumer disclosure requirements and requires retailers and

bicycle repair shops to verify a bicycle's classification before installing replacement classification labels. It also requires law enforcement to record available vehicle classification and labeling information in injury and crash reports, supporting more accurate safety data.

[SB 1279 \(L. Gonzalez\)](#), Speed safety systems: City of Long Beach.

Expands Long Beach's existing speed safety camera program to authorize two additional systems on Pacific Coast Highway until January 1, 2032. Requires systems to blur inadvertently captured images of other drivers, vehicles, and pedestrians who are not the subject of a violation, with a feasibility exception for cameras installed before January 1, 2027. RTC is exploring legislation to authorize speed safety cameras on Highway 17, and SB 1279 provides a recent example of state highway authorization and privacy safeguards.

[AB 1599 \(Ahrens\)](#), Public transit: California Transit Stop Registry: transit datasets.

Requires Caltrans, with input from transit operators, to establish a statewide transit stop registry by June 1, 2027. The registry will include standardized stop names, locations, unique identifiers, and information on seating and shelters. By January 1, 2028, transit operators must align their stop names and locations with the registry, use the assigned identifiers in published datasets, and report seating and shelter availability. These requirements will support more consistent transit information across agencies and trip-planning services.

[AB 1837 \(Mark González\)](#), Video imaging of parking violations.

Extends transit operators' authority to use cameras mounted on transit vehicles to enforce parking and stopping violations in transit-only lanes and at transit stops until January 1, 2034. Requires a 60-day warning period before enforcing a type of violation not previously covered by camera enforcement and requires operators to report on program effectiveness and privacy impacts.

[SB 741 \(Blakespear\)](#), Low Carbon Transit Operations Program.

Streamlines administration of the Low Carbon Transit Operations Program (LCTOP) and revises eligible uses of funding. Funds may now be used to maintain or expand bus, rail, or ferry service (including operating and maintenance costs); provide transit fare subsidies; or improve technology for transit network and fare integration. Transit agencies must submit a list of services or programs proposed for funding to Caltrans before receiving allocations and report on their expenditures.

SB 1087 (Cabaldon), Transportation planning: sustainable communities strategies: transportation funding programs.

Updates the state's regional planning requirements by extending the Sustainable Communities Strategy (SCS) update cycle from four years to eight years. The bill also establishes timelines for the California Air Resources Board's review of SCSs and revises requirements for setting regional greenhouse gas reduction targets. These changes may affect future coordination between the RTC and AMBAG on regional transportation planning. AMBAG's next SCS update remains scheduled for June 2030, and the agency must notify CARB by July 1, 2027, whether it will begin the eight-year SCS cycle with its 2030 or 2034 plan, subject to the bill's transition requirements. The bill requires an SCS implementation progress report four years after adoption and revises SCS-related requirements for state planning grants and project eligibility under the Trade Corridor Enhancement Program and Solutions for Congested Corridors Program (SCCP). Regarding SCCP, the bill allows applicants to demonstrate sufficient corridor-level planning and interagency collaboration as an alternative to a comprehensive corridor plan, subject to California Transportation Commission approval, and exempts ATP-eligible active transportation projects from this requirement. It also establishes funding eligibility conditions for regions using an Alternative Planning Strategy and, beginning with the 2032 program, prioritizes near-term projects in adopted regional transportation plans with a state-accepted SCS or Alternative Planning Strategy.

AB 2015 (Wicks), Department of Transportation: third-party navigation applications: study and report.

Requires Caltrans, in consultation with the California State Transportation Agency and relevant regional and local agencies, to conduct a pilot study on how navigation apps affect state highways and local road networks. The study will evaluate traffic diversion and safety impacts, including effects on designated slow streets and areas with high pedestrian activity.

AB 1976 (Wicks), Streets and highways: pedestrian and bicycle facilities.

Prohibits cities and counties from holding community input meetings to reconsider, delay, or prevent pedestrian and bicycle safety projects after they have passed 90 percent design. Preserves governing-body meetings, public participation required by law, and meetings on design and implementation details that do not materially alter the project's purpose. Once a construction contract is awarded or staff are directed to begin construction, terminating a project requires specified findings at a public meeting. The bill also limits signature requirements for resident petitions requesting traffic-calming measures and extends an existing CEQA

exemption to establishing or expanding pedestrian malls, subject to applicable conditions. These changes are intended to reduce delays in delivering local pedestrian and bicycle improvements.

SB 1250 (Cortese), State highway system: wildlife connectivity.

Requires Caltrans to include wildlife connectivity as an objective in the State Highway System Management Plan and publish a supplemental list of wildlife connectivity improvements with each revision of its Transportation Asset Management Plan. The list must be submitted to the California Transportation Commission for review and comment before publication. The bill also strengthens requirements for Caltrans to assess barriers to wildlife movement and update its inventory of connectivity needs in consultation with the California Department of Fish and Wildlife.

SB 1423 (Stern), Regional planning: standardized spatial planning datasets.

Requires the Governor's Office of Land Use and Climate Innovation to publish standardized statewide mapping datasets by July 1, 2028, covering hazards such as wildfire, flooding, and sea level rise, as well as sensitive natural resources and agricultural lands. The office must provide guidance for using the datasets by January 1, 2029. State, regional, and local agencies may voluntarily use this information in transportation, land use, housing, and climate planning, including Regional Transportation Plans and Sustainable Communities Strategies.

AB 1821 (Pacheco), California Public Records Act: agency response time. Changes the deadline for state and local agencies, including the RTC, to determine whether requested records are subject to disclosure from 10 calendar days to 10 business days. The bill also changes the maximum extension allowed under specified unusual circumstances from 14 calendar days to 14 business days. These deadlines apply to the agency's determination and notification to the requester; agencies must continue to make disclosable records available promptly.

AGENDA: November 5, 2026

TO: Regional Transportation Commission

FROM: Grace Blakeslee, Supervising Transportation Planner

RE: Federal Lands Access Program Memorandum of Agreement and Federal Transfer Agreement Amendments for the North Coast Rail Trail

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve a resolution (Attachment 1) to authorize the Executive Director to:

1. Amend the Memorandum of Agreement (MOA) and Fund Transfer Agreement between RTC and Federal Highway Administration- Central Federal Lands (FHWA-CFL) for Segment 5 of the Monterey Bay Sanctuary Scenic Trail, also referred to as the North Coast Rail Trail, between Wilder Ranch and Davenport (North Coast Rail Trail Phase 1 and 2) to allow for the transfer in previously programmed funds in the amount of \$2.010 million for the remaining work associated with the required environmental mitigation and minor construction contract changes (Attachment 1: Exhibits A & B); and,
 2. Authorize the transfer of \$100,000 to California Department of Parks and Recreation (State Parks) in previously programmed funds on behalf of FHWA-CFL to meet environmental mitigation requirements for the North Coast Rail Trail Project.
-

BACKGROUND

Staff, in coordination with Federal Highway Administration-Central Federal Lands (FHWA-CFL), is implementing the North Coast Rail Trail (Segment 5 of the Monterey Bay Sanctuary Scenic Trail). The North Coast Rail Trail (Project) is an approximately 7.5-mile multi-use bicycle and pedestrian trail along the rail corridor from Wilder Ranch State Park in the south to Davenport in the north in unincorporated Santa Cruz County, including construction of two parking lots in the project area and a pedestrian overcrossing of Highway 1 at Yellowbank/Panther Beach. Phase 1 and 2 of the Project includes the trail and parking lot and is currently under construction with completion scheduled for this Winter 2026/2027.

Phase 3 of the Project includes construction of the pedestrian overcrossing of Highway 1 at Yellowbank/Panther Beach and is in the pre-construction phase.

A Memorandum of Agreements (MOA) and associated Fund Transfer Agreements (FTA) between RTC and FHWA-CFL is in place to clarify roles and funding responsibilities. The first agreement was entered into in 2016 to begin project scoping. Subsequent agreements expanded the project description and associated funding for the Project and address funding for design, modifications to construction, and environmental mitigation costs.

The total cost for Phase 1 and Phase 2 of the Project including the trail and two parking lots is approximately \$64 million inclusive of preconstruction, construction, and environmental mitigation costs. To date, FHWA has committed \$46 million Federal Lands Access Program (FLAP) grant funds to develop and construct Phase 1 and Phase 2 of the North Coast Rail Trail. The Commission has programmed approximately \$13.3 million in Measure D Active Transportation funds and the Land Trust of Santa Cruz County and the California Coastal Conservancy has committed \$5.25 million in funding for the Project.

Staff is working with FHWA-CFL to refine cost estimates for Phase 3. Approximately \$1.5 million in Measure D Active Transportation Funds are programmed for Phase 3 to serve as a match to the FHWA-CFL funding. This portion of the project is at 30% design and RTC is coordinating with FHWA-CFL and Caltrans to advance the project design and refine cost estimates.

DISCUSSION

Construction of the North Coast Rail Trail is underway and the trail and associated parking lots (Phase 1 and 2) are scheduled to be completed in Winter 2026/2027. Although significant progress has been made to grade and pave the trail, the project is not complete and not open to the public. In coordination with FHWA-CFL, RTC opened the Yellowbank/Panther Beach parking lot associated with the trail in April 2026, but the trail will remain closed until all work the trail is completed.

RTC is responsible for 23.4% of the project costs for the project components associated with the FLAP grant award including the costs for environmental mitigation. Environmental mitigation for the North Coast Rail Trail was phased to address various requirements from environmental resource agencies and to seek opportunities for cost efficiencies.

A portion of environmental mitigation associated with permit requirements subject to California Department of Fish and Wildlife and the Regional Water Quality Control Board and some aspects of the California Coastal Commission (CCC) mitigation requirements was advanced and a contract to complete this work was awarded by FHWA-CFL in September 2026. This environmental mitigation work primarily focuses on restoration at specific locations near the project area and within State Parks and Bureau of Land Management properties. The second portion of environmental mitigation is primarily focused on completing environmental mitigation requirements required by CCC. The agreement between CCC and FHWA-CFL includes a set aside of funds for coastal restoration and public access and a direct fund transfer to State Parks for public access improvements. Completion of environmental mitigation requirements is the responsibility of FHWA-CFL and RTC's role is to provide the required 23.4% of environmental mitigation costs.

RTC previously programmed Measure D Active Transportation funding for environmental mitigation associated with the North Coast Rail Trail. At this time, an update to the RTC and FHWA-CFL funding agreements is needed to allow for the transfer of funds between RTC and FHWA-CFL for the remaining environmental mitigation costs in the amount of \$2.010million. This funding was previously programmed and no additional funding beyond what was previously programmed is requested.

Staff recommends that the Regional Transportation Commission (RTC) approve a resolution (Attachment 1) to authorize the Executive Director to amend the Memorandum of Agreement (MOA) and Fund Transfer Agreement between RTC and Federal Highway Administration- Central Federal Lands (FHWA-CFL) for the North Coast Rail Trail (Monterey Bay Sanctuary Scenic Trail Segment 5) between Wilder Ranch and Davenport (North Coast Rail Trail Phase 1 and 2) to allow for the transfer in previously programmed funds in the amount of \$2.010 million for the remaining work associated with the required environmental mitigation and minor construction contract changes (Attachment 1: Exhibits A & B); and,

Staff also recommends that the RTC approve a resolution to authorize the Executive Director to transfer \$100,000 to California Department of Parks and Recreation (State Parks) in previously programmed funds on behalf of FHWA-CFL as part of the required environmental mitigation for the North Coast Rail Trail project.

Next Steps

Staff will continue to coordinate with FHWA-CFL to complete construction of the North Coast Rail Trail (Phase 1 and 2), including environmental mitigation. Construction of the trail portion of the Project (Phase 1 and 2), including formal parking lots at Davenport and Yellowbank/Panther Beach are scheduled to be completed in Winter 2026/2027. Following completion of the trail and parking lots, RTC will work with FHWA to close out the Project with the exception of some mitigation monitoring that FHWA will oversee for an approximately 5-year period.

RTC staff will also continue to advance the Highway 1 Pedestrian Overcrossing at Yellowbank/Panther Beach (Phase 3). Next steps include refining the project design to establish the project footprint, which includes planning for expected impacts to utilities. This information will inform environmental review and permitting and updated cost estimates. Staff will return to the RTC when updated cost estimates are available for the Highway 1 Pedestrian Overcrossing at Yellowbank/Panther Beach (Phase 3).

FISCAL IMPACT

Funding for North Coast Rail Trail construction, including environmental mitigation, is included in the previously adopted Measure D 5-year plan Active Transportation Category. Staff is working with FHWA-CFL to refine cost estimates for Phase 3 (Highway 1 Pedestrian Overcrossing at Yellowbank/Panther Beach) and will return to the RTC should additional funding be required to complete this project.

SUMMARY

Construction of the North Coast Rail Trail is underway and the trail and associated parking lots are scheduled to be completed in Winter 2026/2027. RTC is responsible for 23.4% of the project costs for the project components associated with the FLAP grant award including the costs for environmental mitigation. RTC previously programmed Measure D Active Transportation funding for environmental mitigation associated with the North Coast Rail Trail based on prior estimates. At this time, an update to the RTC and FHWA-CFL funding agreements is needed to allow for the transfer of funds between RTC and FHWA-CFL for the remaining environmental mitigation costs. In addition, RTC is requesting authorization to transfer \$100,000 to State Parks on behalf of FHWA-CFL as part of the required environmental mitigation for the North Coast Rail Trail Project. Funding for the environmental mitigation was previously programmed and no additional funding is requested at this time.

Attachments:

1. Resolution:

- a. Amendment to the North Coast Rail Trail Memorandum of Agreement Memorandum of Agreement
- b. Amendment to the North Coast Rail Trail Fund Transfer Agreement

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of November 5, 2026
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO AMEND AGREEMENTS FOR FEDERAL LANDS ACCESS PROGRAM FUNDS AND TRANSFER FUNDS TO CALIFORNIA DEPARTMENT OF PARKS AND RECREATION FOR THE NORTH COAST RAIL TRAIL PROJECT ENVIRONMENTAL MITIGATION

WHEREAS, the goal of the Federal Lands Access Program (FLAP) is to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands;

WHEREAS, the Monterey Bay Sanctuary Scenic Trail Segment 5, also referred to as the North Coast Rail Trail, is located along the north coast of Santa Cruz County and provides access to three federal lands: California Coastal National Monument, Cotoni-Coast Dairies National Monument and the Monterey Bay National Marine Sanctuary;

WHEREAS, agreements between the Santa Cruz County Regional Transportation Commission (RTC) and FLAP and approved in May 2023 obligate RTC to pay for 23.4% of the project cost to secure FLAP funds for the North Coast Rail Trail including the cost for environmental mitigation;

WHEREAS, \$13.8 million in Measure D- Active Transportation funds are currently programmed to the North Coast Rail Trail in the Measure D-Active Transportation category 5- Year Program of Projects for Phases 1, 2 and 3 including for environmental mitigation; and

WHEREAS, Phase 1 and 2 of the North Coast Rail Trail, which includes construction of a multi-use trail between Wilder Ranch and Davenport, and construction of two formal parking lots (Davenport and Yellowbank/Panther Beach) is scheduled to be completed in Winter 2026/2027;

WHEREAS, environmental mitigation for the Phase 1 and 2 of the project includes, but is not limited to, the restoration of riparian areas, coastal restoration and access and a direct fund transfer of funds to State Parks for public access improvements at Panther Beach;

WHEREAS, the Memorandum of Agreement with FLAP was amended in April 2025 to incorporate some of environmental mitigation requirements and FHWA- CFL awarded a contract for this environmental mitigation work in September 2026;

WHEREAS, the FHWA-CFL and RTC Memorandum of Agreement needs to be amended to incorporate RTC's contribution to the remaining environmental mitigation to comply with environmental permits; and

WHEREAS, previously approved Measure D Active Transportation category funding for the North Coast Rail Trail environmental mitigation;

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

The Executive Director is authorized to:

1. Amend the Memorandum of Agreement (MOA) and Fund Transfer Agreement between Santa Cruz County Regional Transportation Commission (RTC) and Federal Highway Administration- Central Federal Lands (FHWA-CFL) for Monterey Bay Sanctuary Scenic Trail Segment 5, also referred to as the North Coast Rail Trail (Phase 1 and 2) to allow for the transfer in previously programmed funds in the amount of \$2.010 million for the remaining work associated with the required environmental mitigation and minor construction contract changes (Attachment 1: Exhibits A & B); and,
2. Approve the transfer of \$100,000 to California Department of Parks and Recreation (State Parks) in previously programmed funds on behalf of FHWA-CFL to meet environmental mitigation requirements for the North Coast Rail Trail Project.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

ATTEST:

Eduardo Montesino, Chair

Sarah Christensen, Secretary

Exhibit A: Amendment to the North Coast Rail Trail Memorandum of Agreement Memorandum of Agreement

Exhibit B: Amendment to the North Coast Rail Trail Fund Transfer Agreement

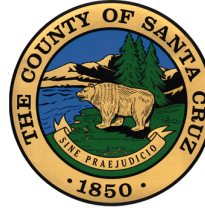
**CA FLAP SCR T5(1) & CA FLAP SCR T5(2) & CA FLAP SCR
T5(1A)/(1B)**

**FEDERAL LANDS ACCESS PROGRAM
PROJECT MEMORANDUM OF AGREEMENT**

Modification #002 dated April 2, 2025

Modification #003 dated February 11, 2026

Modification #004 dated September 3, 2026



Project / Facility Name: Monterey Bay Sanctuary Scenic Trail

Project Route: CA FLAP SCR T5(1)

State: California **County:** Santa Cruz

Owner of Federal Lands to which the Project Provides Access: U.S. Bureau of Land Management

Entity with Title or Maintenance Responsibility for Facility: Santa Cruz County Regional Transportation Commission

Type of Work: The project is to begin at the Wilder Ranch State Park and continue north approximately 5 miles along the Santa Cruz County Regional Transportation Commission rail corridor. The project will construct a 12 feet wide asphalt trail and a 6-feet wide to 12 feet wide unpaved trail.

This Agreement does not obligate (commit to) the expenditure of Federal funds, nor does it commit the parties to complete the project. Rather, this Agreement sets forth the respective responsibilities as the project proceeds through the project development process.

Parties to this Agreement: The Santa Cruz County Regional Transportation Commission, California State Parks, County of Santa Cruz, and FHWA-Central Federal Lands Highway Division (CFLHD).

The Program Decision Committee approved this project on August 31, 2015. The addition of the (2) project was approved on November 9, 2022. This modification adds work associated with mitigation to satisfy all permit conditions from the (2) project. It is anticipated that this work will be completed in two phases, (1A) and (1B). This modification includes work for both phases. Modification #001 of the Funds Transfer Agreement only adds match for phase (1A). **Modification #006 of the Funds Transfer Agreement updates match amounts and adds in match for phase (1B).** ~~A future modification to the funding agreement will be required to add in match for the second phase of mitigation (1B).~~ This Agreement includes Sections A to O.

AGREED:

<hr/> Sarah Christensen Executive Director Santa Cruz Regional Transportation Commission	<hr/> Date
<hr/> Chris Spohrer District Superintendent California State Parks	<hr/> Date
<hr/> Matt Machado Director of Public Works Santa Cruz County Public Works	<hr/> Date
<hr/> Vivien N. Hoang P.E. Chief of Business Operations FHWA-Central Federal Lands Highway Division	<hr/> Date

A. PURPOSE OF THIS AGREEMENT

This Agreement documents the intent of the parties and sets forth the anticipated responsibilities of each party in the development, construction, and future maintenance of the subject project. The purpose of the Agreement is to identify and assign responsibilities for the environmental analysis, design, right-of-way, utilities, acquisition, and construction as appropriate for this programmed project, and to ensure maintenance of the facility for public use if improvements are made. The parties understand that any final decision as to design or construction will not be made until after the environmental analysis required under the National Environmental Policy Act (NEPA) is completed (this does not prevent the parties from assigning proposed design criteria to be studied in the NEPA process). Any decision to proceed with the design and construction of the project will depend on the availability of appropriations at the time of obligation and other factors such as issues raised during the NEPA process, a natural disaster that changes the need for the project, a change in Congressional direction, or other relevant factors.

This Agreement does not obligate the expenditure of Federal funds, nor does it commit the parties to complete the project. Rather, this Agreement sets forth the respective responsibilities as the project proceeds.

If Federal Lands Access Program funds are used for the development or construction of this project, Santa Cruz County Regional Transportation Commission agrees to provide a matching share as outlined in the Reimbursable Agreement.

A previous modification to this agreement executed July 7, 2023, covered the following items:

- Addition of scope items from the CA FLAP SCR T5(2) project (Yellowbank and Davenport Parking Lots, and the approximately 2.1-mile segment of trail between the parking lots). Work from the (2) will be added to the (1) project for all remaining activities.
- Close out of CA FLAP SCR T5(2) Memorandum of Agreement.
- Updated budget and summary of funding including additional funds from FLAP and SCCRTC.

~~This~~ A previous modification to this agreement covered the following items:

- Updated budget and summary of funding including additional funds from FLAP and SCCRTC.
- Breaking out mitigation costs into the CA FLAP SCR T5(1A) & (1B) project.

~~This~~ A previous modification to this agreement covered the following items:

- Updated budget and summary of funding including additional funds from FLAP and SCCRTC.
- Inclusion of added scope items to the trail construction project that will be 100% funded by SCCRTC

This modification to this agreement covers the following items:

- Updated budget and summary of funding including a reduction of funds from FLAP and SCCRTC.

- A \$100k cash match reduction for SCCRTC based on their \$100k payment to California State Parks.
- Update of added scope items to the trail construction project that will be 100% funded by SCCRTC.

B. AUTHORITY

This Agreement is entered into between the signatory parties pursuant to the provisions of 23 U.S.C. 204.

C. JURISDICTION AND MAINTENANCE COMMITMENT

Santa Cruz County Regional Transportation Commission has jurisdictional authority to operate and maintain the existing facility and will operate and maintain the completed project. The Santa Cruz Regional Transportation Commission may designate operation and maintenance responsibility to another non-Federal entity through a formal agreement.

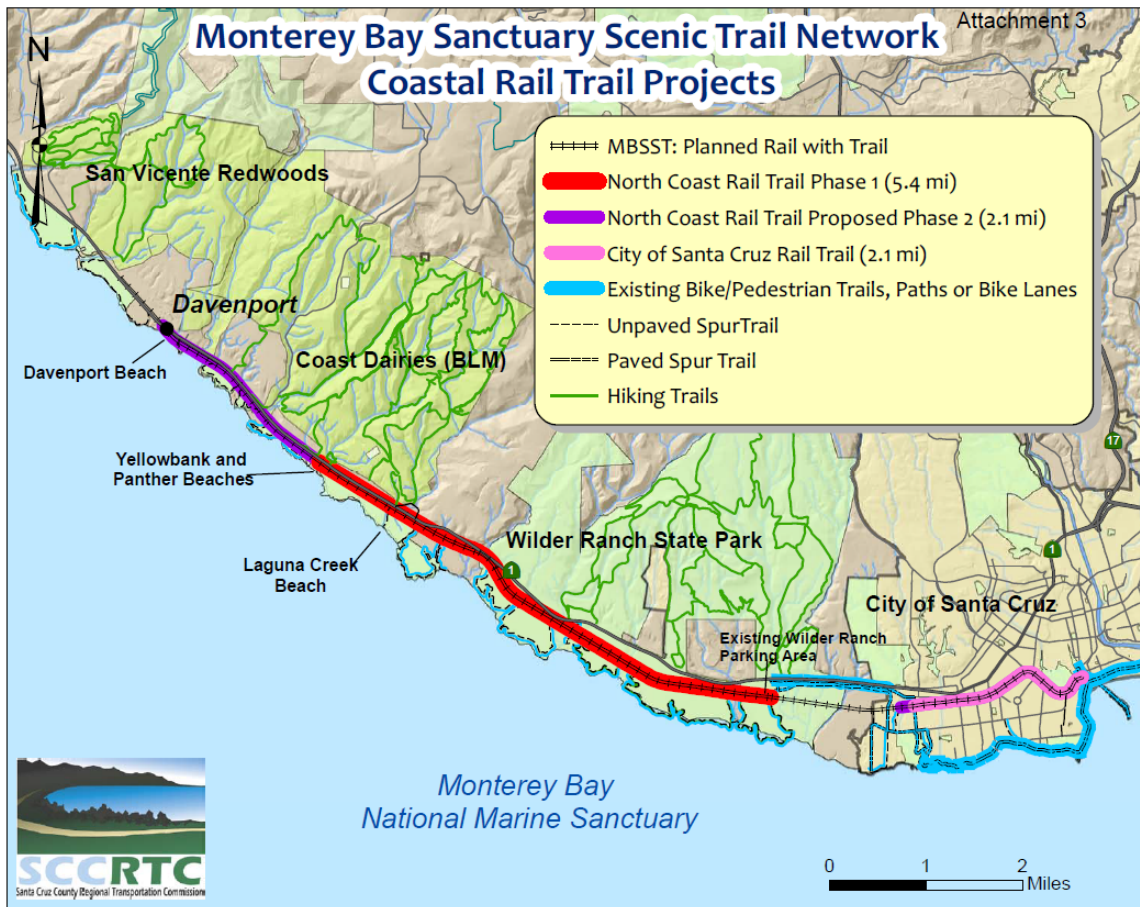
D. FEDERAL LAND MANAGEMENT AGENCY COORDINATION

Santa Cruz County Regional Transportation Commission has coordinated project development with the U.S. Bureau of Land Management. The U.S. BLM has endorsed the project in writing.

E. PROJECT BACKGROUND/SCOPE

5miles of Multi-Use Trail along existing railroad tracks north of Santa Cruz, CA. This project is part of a much larger planned trail network. The limits of this project are Wilder Ranch Parking Lot on the South (rail MP 23.6) and approximately 5 miles north (MP 28.6) on the north side as shown in the Project Location Map below.

Scope added by a previous modification dated 4/11/2023 includes trail beginning at the Yellowbank parking lot (approximately Rail Milepost 29.0) and continuing north approximately 2.1 miles along or near the Santa Cruz County Regional Transportation Commission rail corridor to the City of Davenport (approximately Rail Milepost 31.1) as shown in the Project Location Map below. The project will design a 12 feet wide asphalt trail, parking lots at Yellowbank Beach and Davenport Beach, turn lanes and a crosswalk at Davenport Beach, and non-ADA access to existing the Bonny Doon parking lot.



Project applicant Santa Cruz County Regional Transportation Commission (SCCRTC) in partnership with many stakeholders has been planning and developing the 50+ mile Monterey Bay Sanctuary Scenic Trail (MBSST) Network for many years. They have successfully completed the award winning MBSST Master Plan and associated programmatic MBSST Final Environmental Impact Report. In 2012 SCCRTC took ownership of the 32-mile Santa Cruz Branch Railroad Line, which much of the proposed MBSST will run parallel and in railroad right of way.

F. PROJECT BUDGET

The table is updated with this modification and is located below.

Item	Estimated Cost					Comments
-	MBSST (1) Project	MBSST (2) Project	MBSST (1A)	MBSST (1B) ⁽⁴⁾	Total Cost	-
Preliminary Engineering (PE) and Environmental Compliance (includes 2024 CA)	\$3,100,000	\$1,150,000	\$1,200,000 ⁽⁴⁾	—	\$5,450,000	(2) PE Funding Not Eligible for Match (100% funded by SCCRTC).
<i>Trail Portion</i>	<i>\$20,800,000</i>	<i>\$7,000,000</i>	—	—	<i>\$27,800,000</i>	Based on 75/25 Split
<i>Davenport Parking Lot (Option X)</i>	—	<i>\$2,150,000</i>	—	—	<i>\$2,150,000</i>	-
<i>Yellowbank Parking Lot (Option Y)</i>	—	<i>\$2,300,000</i>	—	—	<i>\$2,300,000</i>	-
<i>Changes in Construction</i>	<i>\$750,000</i>	<i>\$250,000</i>	—	—	<i>\$1,000,000</i>	Based on 75/25 split
<i>SCCRTC Funded Changes</i>	<i>\$300,000</i>	—	—	—	<i>\$300,000</i>	100% funded by SCCRTC
Construction Contract (CN) Total	\$21,850,000	\$11,700,000	\$3,250,000	\$12,000,000 ⁽²⁾	\$48,800,000	-
Construction Engineering (CE)	\$2,700,000	\$1,800,000	\$1,750,000 ⁽³⁾	—	\$6,250,000	CE for (1) & (2) is based on a 60/40 Split
Contingency (~3% of CN)	\$650,000	\$350,000	\$100,000	\$400,000	\$1,500,000	-
Total	\$28,300,000	\$15,000,000	\$6,300,000	\$12,400,000	\$62,000,000	-

Item	Estimated Cost					Comments
	MBSST (1) Project	MBSST (2) Project	MBSST (1A)	MBSST (1B)	Total Cost	
Preliminary Engineering (PE) and Environmental Compliance	\$3,100,000	\$1,150,000	\$380,000		\$4,630,000	(2) PE Funding Not Eligible for Match (100% funded by SCCRTC).
<i>Trail Portion</i>	<i>\$20,800,000</i>	<i>\$7,000,000</i>			<i>\$27,800,000</i>	Based on 75/25 Split
<i>Davenport Parking Lot (Option X)</i>	--	<i>\$2,150,000</i>			<i>\$2,150,000</i>	
<i>Yellowbank Parking Lot (Option Y)</i>	--	<i>\$2,300,000</i>			<i>\$2,300,000</i>	
<i>Changes in Construction</i>	<i>\$937,500</i>	<i>\$312,500</i>			<i>\$1,250,000</i>	Based on 75/25 Split
<i>SCCRTC Funded CN Changes</i>	<i>\$395,000</i>				<i>\$395,000</i>	100% Funded by SCCRTC
Construction Contract (CN) Total	\$22,132,500	\$11,762,500	\$3,220,000	\$10,300,000	\$47,415,000	
Construction Engineering (CE)	\$2,880,000	\$1,920,000	\$500,000		\$5,300,000	CE for (1) & (2) is based on a 60/40 Split
Contingency	\$187,500	\$167,500	\$100,000	\$100,000	\$555,000	
Total	\$28,300,000	\$15,000,000	\$4,200,000	\$10,400,000	\$57,900,000	

- (1) All preliminary engineering shown for (1A) and (1B) under (1A) as the project team is strategizing with permit agencies.
- (2) ~~This is a preliminary estimate based on current site treatments and assumes cost on the higher end of the estimate range. Mitigation costs will be refined with further coordination with permit agencies and RTC.~~ **Mitigation costs have been refined and reflect latest estimated costs.**
- (3) All construction engineering shown for (1A) and (1B) under (1A).
- (4) A future modification to the Funds Transfer Agreement will be required to add in match costs for the second phase of mitigation, MBSST (1B).

<u>G ROLES AND RESPONSIBILITIES</u>	Product/Service/Role
Responsible Party	
FHWA-CFLHD	<u>Project Planning</u> <ul style="list-style-type: none"> • Develop and sign the Project MOA • Manage project development schedule and preliminary engineering costs
	<u>Project Development</u> <ul style="list-style-type: none"> • Be the lead agency for NEPA • Prepare and approve environmental documents and make project decisions based on the NEPA documents (<i>Combined NEPA/CEQA document anticipated</i>) • Perform topographic surveys (if needed), environmental surveys, and pavement and geotechnical investigations • Assist in the public outreach effort by providing technical expertise, project information, and some exhibits and possible staffing. • Perform utility coordination • Obtain permits required for Federally constructed projects • Development of the PS&E. Provide project partners with draft PS&E at project milestone phases for review. • Advertise and award the contract • Provide estimated timeline and identification of major milestones • Provide assistance in coordination with the California Coastal Conservancy and other funders, as needed. • Provide documentation required by other funders, as reasonable.
	<u>Construction</u> <ul style="list-style-type: none"> • Administer the contract during construction • Provide Project Engineer on site for construction administration • Determine the need for any proposed changes to contract documents, evaluate change impacts, coordinate technical reviews as needed, and ensure that the construction is consistent with the PS&E • If required, enter into a formal partnering work session and agreement with all parties involved in the construction contract
Responsible Party	Product/Service/Role

<p>Santa Cruz County Regional Transportation Commission</p>	<p><u>Project Planning</u></p> <ul style="list-style-type: none"> • Review and sign the Project MOA • Designate a single point of contact who will be the primary contact and act as a liaison to your agency for FHWA-CFLHD's staff during project development <p><u>Project Development</u></p> <ul style="list-style-type: none"> • Provide available data on railroad operations, construction costs, and any other relevant information • Be the CEQA Lead Agency • Complete all compliance documentation and reviews and approve CEQA document (<i>Combined NEPA/CEQA document anticipated</i>) • Provide ROW and utility information and coordination (including ROW certification) • Review the environmental documents, plans and specifications at each phase of design and provide project development support. • Attend project milestone reviews and meetings • Lead the public outreach effort • Be responsible for ROW acquisition or access (if ROW is needed) • In coordination with the FHWA-CFLHD project manager, ensure that completed plans, specifications, and estimates (PS&E) are consistent with the intended outcome • Provide overall direction regarding policy and administration for the project and concur with the final plans and specifications • Obtain all rights necessary to construct, operate, and maintain the facility • Sign FHWA-CFLHD Right of Way certifications <p><u>Construction</u></p> <ul style="list-style-type: none"> • Designate a single point of contact who will be the primary contact for FHWA-CFLHD's construction staff during construction • If required, enter into a formal partnering work session and agreement with all parties involved in the construction contract • Provide areas within the Rail Corridor for a fenced staging area. • Attend a final inspection upon completion of construction • Provide Final Acceptance of the project • Upon final acceptance of the project, assume responsibility of the NPDES permit until the Notice of Termination is filed and accepted • Provide long term maintenance and operation of the project upon completion or enter into agreements with the County of Santa Cruz County or another party for this function • Perform reviews and provide information needed to support FHWA-CFLHD in resolution of contract disputes.
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Responsible Party	Product/Service/Role
County of Santa Cruz	<p><u>Project Planning</u></p> <ul style="list-style-type: none"> • Review and sign the Project MOA • Designate a single point of contact who will be the primary contact and act as a liaison to your agency for FHWA-CFLHD's staff during project development <p><u>Project Development</u></p> <ul style="list-style-type: none"> • Attend project milestone reviews and meetings • In coordination with the FHWA-CFLHD project manager, ensure that completed plans, specifications, and estimates (PS&E) are consistent with the intended outcome <p><u>Construction</u></p> <ul style="list-style-type: none"> • Designate a single point of contact who will be the primary contact for FHWA-CFLHD's construction staff during construction

Responsible Party	Product/Service/Role
California State Parks	<p><u>Project Planning</u></p> <ul style="list-style-type: none"> • Review and sign the Project MOA • Designate a single point of contact who will be the primary contact and act as a liaison to your agency for FHWA-CFLHD's staff during project development <p><u>Project Development</u></p> <ul style="list-style-type: none"> • Provide available data on known environmental resources and State property boundaries in the area. • Attend project milestone reviews and meetings. • Coordinate with State Land Leaseholders. • Provide an operation agreement, permanent easement, or transfer of property rights on State lands to the Santa Cruz County Regional Transportation Commission for trail maintenance, if current rights are insufficient. • In coordination with the FHWA-CFLHD project manager, ensure that completed plans, specifications, and estimates (PS&E) are consistent with the intended outcome <p><u>Construction</u></p> <ul style="list-style-type: none"> • Designate a single point of contact who will be the primary contact for FHWA-CFLHD's construction staff during construction • If required, enter into a formal partnering work session and agreement with all parties involved in the construction contract • Provide a temporary construction easement for work on State lands, if needed.

H. SCHEDULE

Activity	Anticipated Timeframe
Topographic Surveys, Environmental Scoping, and Conceptual Layouts	Fall 2015 to Spring 2016
Environmental Compliance	Fall 2015 to Summer 2016
Preliminary Engineering	Spring 2016 to Summer 2016
Final Engineering	Summer 2016 to Spring 2023
Advertisement	Fall 2024
Construction	Winter 2024 to Summer 2026
Preliminary Engineering (Mitigation)	Fall 2024 to Spring 2026
Final Engineering (Mitigation)	Spring 2026 to Fall 2026
Advertisement (Mitigation Phase 1)	Spring 2026
Construction (Mitigation Phase 1)	Summer 2026 – Fall 2027
Advertisement (Mitigation Phase 2)	Winter 2026
Construction (Mitigation Phase 2)	Spring 2027 – Winter 2028
Mitigation Monitoring	Fall 2027 – Winter 2032

I. PROPOSED DESIGN STANDARDS

Final design standards will be determined through the NEPA process.

Criteria	Proposed	Comments
Standard	AASHTO	
Functional Classification	Multi-use path	
Surface Type	Asphalt	Other hardscape materials may be used if deemed necessary for certain sections
Design Volume	N/A	
Design Speed	N/A	
Travel Way Width	12 feet paved	
Shoulder Width	2 ft. each side	

J. FUNDING

The SCCRTC is committing \$11,571,000 ~~\$11,571,000~~ **\$10,681,000** of funding towards the project (this does not include the design for the (2) project. However, it does include the additional scope requested by SCCRTC during construction, and the reduction in match as detailed in Section K). Portions of SCCRTC funding have been provided by the California Coastal Conservancy and are subject to State of California Agreement No. 14-085 (“Grant Agreement”), incorporated by this reference as if fully set forth herein. FHWA-CFLHD agrees to comply with the provisions of the Grant Agreement to the extent applicable to its work hereunder, consistent with Federal law; particular attention is called to Grant Agreement Standard Provisions entitled, “Work Program”, “Work Products and Acknowledgement of Conservancy Support”, “Early Termination, Suspension and Failure to Perform”, “Insurance”, “Audits/ Accounting/ Records”, “Non-Discrimination”, and “Prevailing Wage”. The remaining balance will be Federal Lands Access Program funding.

PROJECT FUNDING – Original (1) Scope			
Funding Source	Estimated Funding	% of Total Project	Comments
Federal Lands Access Program	\$24,345,000	87%	
Santa Cruz County Regional Transportation Commission	\$3,655,000	13%	Cash Match for Original (1) Project Reimbursable Agreement DTFH68-15-E-00035
Total	\$28,000,000		Spring 2026 Costs

During construction, SCCRTC requested various changes to the plans. This includes changes to bench colors, addition of culverts, changes to one gate type, ~~and~~ changes to the Davenport lift station, **addition of rock blanket at the Yellowbank parking area, additional trash enclosure at the Davenport parking area, addition of concrete coloring at Davenport and Bonny Doon, and changes to the electrical panel location at Davenport.** These changes are considered a part of the (1) project, will be fully funded by RTC, and are not included in the match.

SCCRTC Requested Changes		
Funding Source	Estimated Funding	Comments
Santa Cruz County Regional Transportation Commission	\$25,000	Bench color change
	\$20,000	Additional culverts
	\$10,000 \$15,000	Gate type change
	\$225,000 \$215,000	Davenport lift station
	\$20,000	Yellowbank rock blanket
	\$35,000	Additional trash enclosure at Davenport
	\$40,000	Colored Concrete at Davenport and Bonny Doon
	\$5,000	Electrical panel relocation
	\$20,000	Contingency and added CE costs
Total	\$300,000 \$395,000	Estimated costs (6982AF-23-K-500015)

The notification letter dated December 16, 2022, included a total match requirement of \$2,803,320 or 23.4% of the Construction and Construction Engineering costs for the CA FLAP SCR T5(2) project. This was based on costs from Fall 2021, which have since escalated. The updated match requirement based on the current costs are presented in the table below. RTC fully funded the design of the (2) scope in the amount of \$1,150,000 under Reimbursable Agreement DTFH68-16-E-00042. The funds spent for design of the original (2) scope cannot be used towards match.

PROJECT FUNDING – Original (2) Scope (Only CE/CN Costs FLAP Eligible)			
Funding Source	Estimated Funding	% of Project CE/CN Costs	Comments
Federal Lands Access Program	\$10,609,000	76.6%	
Santa Cruz County Regional Transportation Commission	\$3,241,000	23.4%	Cash Match for CN/CE for Original (2) Contract Funds Transfer Agreement (6982AF-23-K-500015)
Total	\$13,850,000		Escalated CE and CN for Original (2) Project

The mitigation effort for sensitive habitats impacted by the construction of the trail project was broken out into the CA FLAP SCR T5(1A) project for the first phase of mitigation work. The match requirement for the mitigation is consistent with the updated 23.4% per the latest agreement. The below table reflects estimated costs for mitigation design, mitigation construction engineering, and mitigation phase 1 construction.

PROJECT FUNDING – (1A) Scope			
Funding Source	Estimated Funding	% of Project CE/CN Costs	Comments
Federal Lands Access Program	\$4,825,000 \$3,210,000	76.6%	
Santa Cruz County Regional Transportation Commission	\$1,475,000 \$990,000	23.4%	Cash Match 6982AF-23-K-500015
Total	\$6,300,000 \$4,200,000		

The mitigation effort for sensitive habitats impacted by the construction of the trail project was broken out into the CA FLAP SCR T5(1B) project for the second phase of mitigation work. The match requirement for the mitigation is consistent with the updated 23.4% per the latest agreement. The below table reflects estimated costs for mitigation phase 2 ~~construction. These costs are not included in the current modification but will be included in the future.~~ The anticipated phase 2 effort is to meet our mitigation requirements by providing funding towards construction of a CCC approved mitigation project, to be constructed by others.

PROJECT FUNDING – (1B) Scope			
Funding Source	Estimated Funding	% of Project CE/CN Costs	Comments
Federal Lands Access Program	\$9,500,000 \$7,900,000	76.6%	
Santa Cruz County Regional Transportation Commission	\$2,900,000 \$2,500,000	23.4%	Cash Match 6982AF-23-K-500015
Total	\$12,400,000 \$10,400,000		

RTC is responsible for support costs incurred in completing the roles and responsibilities detailed in Section G. These costs will not be included in the total project cost and are the financial responsibility of the applicant in addition to the funding as described in the table above.

If during implementation of the project it is determined that the total project cost exceeds ~~\$62,000,000~~ \$57,900,000, the Central Federal Lands Highway Division and SCCRTC will either mutually agree to reduce the scope of the project or execute a modification to this agreement to change funding amounts.

K. MATCHING SHARE REQUIREMENTS

Since the CA FLAP SCR T5(2) project will no longer be used now that the projects are combined, match will be handled according to the following:

- Match requirements for (1) – \$3,655,000 or 11.47% of total project costs, whichever is greater (Refer to Agreement # DTFH68-15-E-00035)
- Added scope items – these items are not included in the match calculation and will be 100% funded by SCCRTC in the amount of ~~\$300,000~~ \$395,000 (Refer to Agreement # 6982AF-23-K-500015)
- SCCRTC will transfer \$100,000 to California State Parks to cover mitigation work for additional beach impacts during construction. Because of this, SCCRTC's total cash match will be reduced by \$100,000.
- Match Requirements for (2) - \$3,241,000 or 23.4% of Construction and Construction Engineering costs, whichever is greater (Refer to Agreement # 6982AF-23-K-500015)
- Match Requirements for (1A) and (1B) – 23.4% of Preliminary Engineering, Construction Engineering, and Construction costs, or \$3,490,000 (\$990,000 for 1A and \$2,500,000 for 1B) what's shown in the tables above, whichever is greater. ~~The match funds for the (1B) work are not included in modification #001 of the Funds Transfer Agreement but will be included in a future modification.~~ (Refer to Agreement # 6982AF-23-K-500015)
- Calculation of Construction costs for the (1) and (2) components of the total project will be based on the ~~actual~~ approximate costs for the Davenport Parking Lot, Yellowbank Parking Lot, and a 75%/25% split for the Trail between (1)/(2).
- Calculation of Construction Engineering costs for the (1) and (2) components of the total project will be based on a 60%/40% split between (1)/(2).

Summary of SCCRTC funding:

Agreement #'s:	DTFH68-16-E-00042***, DTFH68-15-E-00035, & 6982AF-23-K-500015				
	MBSST (1)	MBSST (2)	MBSST (1A)	MBSST (1B)	TOTAL
	11.47%*	23.4%*	23.4%*	23.4%*	
SCCRTC Required Cash Match	\$3,655,000.00	\$3,241,000.00	\$990,000.00	\$2,500,000.00	\$10,386,000.00
SCCRTC 100% Funded items	\$395,000.00	\$1,150,000.00			\$1,545,000.00
SCCRTC Reduction in Payment**	-\$100,000.00				-\$100,000.00
Total Funds from SCCRTC	\$3,950,000.00	\$4,391,000.00	\$990,000.00	\$2,500,000.00	\$11,831,000.00

*For all projects/phases, match = \$ or min. %, whichever is greater

**SCCRTC's payment reduction for funding beach impact mitigation work

***This table includes the \$1,150,000 provided by SCCRTC for the design of the original (2) project

Agreement Number:	SCCRTC Funds
DTFH68-16-E-00042	\$1,150,000.00
DTFH68-15-E-00035	\$3,655,000.00
6982AF-23-K-500015	\$7,026,000.00
Total:	\$11,831,000.00

L. PROJECT TEAM MEMBERS - POINTS OF CONTACT

The following table provides the points of contact for this project. They are to be the first persons to deal with any issues or questions that arise over the implementation of each party's role and responsibility for this agreement.

Name/Title	Organization	Address/Phone Number/Email
Grace Blakeslee, Supervising Transportation Planner	Santa Cruz County Regional Transportation Commission	1101 Pacific Avenue, Suite 250 Santa Cruz, CA 95060 (831) 460-3219 gblakeslee@sccrtc.org
Steve Wiesner, Assistant Director of Public Works	County of Santa Cruz Public Works	701 Ocean Street Santa Cruz, CA 95060 (831) 454-2160 Steve.wiesner@santacruzcounty.us
Chris Spohrer District Services Manager	California State Parks	303 Big Trees Park Road Felton, CA 95018 (831) 335-6382 Chris.spohrer@parks.ca.gov
Ryan Mathis Project Manager	FHWA-CFLHD	12300 W. Dakota Avenue Lakewood, CO 80228 720-963-3728 ryan.mathis@dot.gov

M. CHANGES/AMENDMENTS/ADDENDUMS

The agreement may be modified, amended, or have addendums added by mutual agreement of all parties. The change, amendment, or addendum must be in writing and executed by all the parties.

The types of changes envisioned include, but are not limited to, changes that significantly impact scope, schedule, or budget; changes to the local match, either in type or responsibility; changes that alter the level of effort or responsibilities of a party. The parties commit to consider suggested changes in good faith. Failure to reach agreement on changes may be cause for termination of this agreement.

A change in the composition of the project team members does not require the agreement to be amended.

It is the responsibility of the project team members to recognize when changes are needed and to make timely notification to their management to avoid project delivery delays.

N. ISSUE RESOLUTION PROCEDURES MATRIX

Issues should be resolved at the lowest level possible. The issue should be clearly defined in writing and understood by all parties. Escalating to the next level can be requested by any party. When an issue is resolved, the decision will be communicated to all levels below.

FHWA	Santa Cruz Regional Transportation Commission	Santa Cruz County	California State Parks	Time
Ryan Mathis Project Manager	Grace Blakeslee Program Manager	Russell Chen Senior Engineer	Augie Ceballos Sector Maintenance Chief	14 days
Wendy Longley Project Management Branch Chief	Luis Mendez Director of Planning, Programming & Transportation Services	Steve Wiesner Assistant Director of Public Works	Chris Spohrer District Services Manager	14 days
Curtis Scott Chief of Engineering	Sarah Christensen Executive Director	Matt Machado Director of Public Works	Chet Bardo District Superintendent	30 days

O. TERMINATION

This agreement may be terminated by mutual written consent of all parties. This agreement may also be terminated if either the NEPA process or funding availability requires a change, and the parties are not able to agree to the change. Any termination of this agreement shall not prejudice any rights or obligations accrued to the parties prior to termination. If Federal Access funds have been expended prior to termination, the party responsible for the match agrees to provide a match in the applicable percentage of the total amount expended on the project prior to the termination.

FEDERAL HIGHWAY ADMINISTRATION
FEDERAL LANDS HIGHWAY

FUNDS TRANSFER AGREEMENT

FHWA Agreement No.: 6982AF-23-K-500015 modification #003

CA FLAP SCR T5(1) Monterey Bay Sanctuary Scenic Trail

September 3, 2026

Agency providing funding: Santa Cruz County Regional Transportation Commission

Original Agreement amount: \$3,230,000.00

Mod #001 Amount: \$1,475,000

Mod #002 Amount: \$311,000.00

Mod #003 Amount: \$2,010,000.00

Total Agreement Amount: \$7,026,000.00

Period of Performance: From July 7, 2023 to December 1, 2033

Agency receiving funding: Central Federal Lands Highway Division (CFLHD)

This Funds Transfer Agreement (FTA) is to confirm that Santa Cruz County Regional Transportation Commission has committed to provide, through electronic funds transfer, ~~\$5,016,000.00~~ **\$7,026,000.00** to CFLHD for the Monterey Bay Sanctuary Scenic Trail project to meet the matching requirements and all conditions set forth in the modification to the Memorandum of Agreement (MOA) dated ~~2/11/2026~~ **9/3/26** and any future modifications to the MOA.

FUNDS TRANSFER SUMMARY					
Phase	Amount	Due	Received	Modification #	Comment
CE/CN	\$3,230,000	4/1/2024	02/09/2024		Must be received before CN Obligation
PE/CE/CN	\$1,475,000	4/18/2025	7/31/2025	001	Mitigation (1A) and updated (1) and (2) costs
CE/CN	\$311,000	3/1/2026	7/10/2026	002	Added scope costs and increased trail CN & CE cost
CE/CN	\$2,010,000	12/1/2026		003	
Total:	\$7,026,000				

AGENCY FINANCIAL AND CONTACT INFORMATION		
	Santa Cruz County Regional Transportation Commission	Central Federal Lands Highway Division
Unique Entity Identifier (UEI #)	DDKGNJ4CE8J8	TNG9SCVNCUW5
Financial Contact Information		
Name	Nisha Singh	Suzanne Schmidt
Phone	(831) 460-3200	(720) 963-3356
E-mail	nsingh@sccrtc.org	Suzanne.schmidt@dot.gov
Address	1101 Pacific Avenue Suite 250 Santa Cruz, CA 95060	12300 W. Dakota Ave. Lakewood, CO 80228
Project Contact Information		
Name	Grace Blakeslee	Ryan Mathis

**FEDERAL HIGHWAY ADMINISTRATION
FEDERAL LANDS HIGHWAY**

FUNDS TRANSFER AGREEMENT

FHWA Agreement No.: 6982AF-23-K-500015 modification **#003**

CA FLAP SCR T5(1) Monterey Bay Sanctuary Scenic Trail

September 3, 2026

Phone	(831) 460-3219	(720) 963-3728
E-mail	gblakeslee@scrtc.org	ryan.mathis@dot.gov

CFLHD is limited to recovery of the matching share of actual costs incurred, as reflected in the invoice provided by the CFLHD. Regardless of the estimated costs stated in the MOA, Santa Cruz County Regional Transportation Commission will provide 23.4% of the total Federal Lands Access Program cost required for the (2), and (1A), and (1B) project, or ~~\$5,016,000~~ **\$7,026,000**, whichever is greater, through the construction, closeout, and resolution of any disputes.

CFLHD shall not incur costs which result in matching funds exceeding the maximum cost stated in this Agreement without authorization by the Requesting Agency in the form of written modification to this Agreement.

Sarah Christensen, Executive Director Date
Santa Cruz County Regional Transportation
Commission

Contracting Officer Date
Central Federal Lands Highway Division

CFLHD requests that these payments be made through the US Treasury's website <https://pay.gov>. Pay.gov can be used to make secure electronic payments to any Federal Government Agencies via credit card or direct debit. Payment shall be submitted referencing the FHWA Agreement Number.

Option 1 (Preferred Method)

Plastic card or Automatic Clearing House
Payment (ACH Direct Debit)

- Go to Treasury's website — <https://pay.gov>
- Search for Agency Name (Transportation Department)
- Select the appropriate Transportation Agency (Federal Highway Administration)
- Follow the form instructions to make your payment. Note, if making an ACH payment from your bank account, please select ACH Direct Debit as the payment type.

Option 2

Mail check payment to the following address for
Paper Check Conversion (PCC) processing:

Make Check Payable To:
FEDERAL HIGHWAY ADMINISTRATION

Mailing Address:
DOT/FEDERAL HIGHWAY ADMINISTRATION
C/O MIKE MONRONEY AERONAUTICAL CENTER
6500 S. MacArthur Blvd.
ATTN: AMZ-324, HQS BLDG RM 265
Oklahoma City, OK 73169-6918

Notice to customers making payment by check:

- Please notify cfl.finance@dot.gov if mailing a check.
- Reference the Agreement number found in the heading of this agreement.
- When you provide a check as payment you authorize us either to use information from your check to make a one-time electronic fund transfer from your account or to process the payment as a check transaction.
- When we use information from your check to make an electronic fund transfer, funds may be withdrawn from your account as soon as the same day we receive your payment and you will not receive your check back from your financial institution.

FEDERAL HIGHWAY ADMINISTRATION
FEDERAL LANDS HIGHWAY

FUNDS TRANSFER AGREEMENT

FHWA Agreement No.: 6982AF-23-K-500015 modification #003

CA FLAP SCR T5(1) Monterey Bay Sanctuary Scenic Trail

September 3, 2026

~~Privacy Act – A Privacy Act Statement required by 5 U.S.C. § 552a(e)(3) stating our authority for soliciting and collecting the information from your check, and explaining the purposes and routine uses which will be made of your check information, is available from our internet site at:
https://www.fiscal.treasury.gov/fsservices/gov/rvnColl/otcNet/rvnColl_otcnet.htm
or call toll free: at 1-866-945-7920 to obtain a copy by mail. Furnishing the check information is voluntary, but a decision not to do so may require you to make payment by some other method.~~

Payment Options:

Effective March 25th, 2025, all payments to the Department of Transportation must be processed electronically and all lockboxes will be closed. Please choose one of the following options to make your payment.

Option 1 – Pay.gov (Preferred Payment Method)

Plastic Card or Automatic Clearing House Payment (ACH Direct Debit)

Go to Treasury's website: <https://pay.gov>

Search for Agency Name

Select the appropriate Transportation Agency

Follow the form instructions to make your payment. NOTE: If making an ACH payment from your bank account. Please select ACH Direct Debit and the payment type.

FHWA Miscellaneous Payments

Before You Begin 1 Complete Agency Form 2 Enter Payment Info 3 Review & Submit 4 Confirmation

Please use this form to make your Miscellaneous Payments to FHWA.

Paying online with Pay.gov is safe, secure, and the preferred method to make a payment. To make a payment using one of the below accepted payment methods, please click the Continue to the Form button.

Accepted Payment Methods:

▶ Bank account (ACH)

▶ Debit or credit card

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FHWA Miscellaneous Payments



Contact: Aquilla Carter

Email: [Click to email](#)

Phone: (202) 493-2906

**FEDERAL HIGHWAY ADMINISTRATION
FEDERAL LANDS HIGHWAY**

FUNDS TRANSFER AGREEMENT

FHWA Agreement No.: 6982AF-23-K-500015 modification #003
CA FLAP SCR T5(1) Monterey Bay Sanctuary Scenic Trail
September 3, 2026

Option 2 – Fedwire

INSTRUCTIONS FOR ELECTRONIC FUNDS TRANSFER TO
FEDERAL HIGHWAYS ADMINISTRATION, U.S. DEPARTMENT OF TRANSPORTATION

<u>1. BANK NAME:</u> Federal Reserve Bank	<u>6. REASONS FOR PAYMENT</u> FHWA/ Agreement Number or Bill/Invoice Number or Reimbursable Agreement Number, Purchase Order Number/Name
<u>2. BANK CITY</u> NYC	<u>7. PAYMENT AMOUNT</u> Payment amount due
<u>3. COUNTRY</u> USA	
<u>4. ABA/BIC/SWIFT NUMBER</u> 021030004	
<u>5. ALC/IBAN NUMBER</u> 69050001	

INSTRUCTIONS: You, as sender of the wire transfer, must provide the sending bank with the information from above. The information provided is constant and remain the same for all wire transfers to Federal Highways Administration, Department of Transportation.

Block #4 - RECEIVER ABA NO. - "021030004". Ensure the sending bank enters this nine digit identification number; it represents the routing symbol for the U.S. Treasury at the Federal Reserve Bank in New York.

Block #7 – PAYMENT AMOUNT - You as the sender provide the amount of the transfer. Please be sure the transfer amount is punctuated with commas and a decimal point. **EXAMPLE:**
\$10,000.00

Block #1 - RECEIVER NAME- "Federal Reserve Bank." Ensure the sending bank enters this abbreviation; it must be used for all wire transfer to the Treasury Department.

Block #5 - AGENCY LOCATION CODE - "IBAN=/ALC-69050001" Ensure the sending bank enters this information. This is the Agency Location Code for **Federal Highways Administration**, Department of Transportation.

Block #6 - REASON FOR PAYMENT - To ensure your wire transfer is credited properly, enter the appropriated bill, invoice, agreement number or country name.

Note: - A wire transfer must comply with the format and instructions or the Department cannot accept the wire transfer.

FEDERAL HIGHWAY ADMINISTRATION
FEDERAL LANDS HIGHWAY

FUNDS TRANSFER AGREEMENT

FHWA Agreement No.: 6982AF-23-K-500015 modification #003
CA FLAP SCR T5(1) Monterey Bay Sanctuary Scenic Trail
September 3, 2026

Privacy Act – A privacy Act Statement required by 5 U.S.C. 552a(e)(3) stating our authority for soliciting and collecting the information from your check, and explaining the purposes and routine uses which will be made of your check information, is available from our internet site as (PCCOTC.GOV), or call toll free at (1-800-624-1373) to obtain a copy by mail. Furnishing the check information is voluntary, but a decision not to do so may require you to make payment by some other method.

AGENDA: November 5, 2026

TO: Santa Cruz County Regional Transportation Commission

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

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. TP2185 with Irish Excavation for on-call services for vegetation control on the Santa Cruz Branch Rail Line right-of-way, increasing the contract budget by \$78,000 for a not-to-exceed amount of \$195,000, and extending the contract term 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 Irish Excavation (Contractor), contract TP2185, 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. The contract was amended in October 2025 to extend the term, and again in January 2026 to increase compensation by \$47,000 under the Executive Director's Signing Authority in order to address ongoing vegetation management needs.

DISCUSSION

Ownership of the SCBRL corridor requires ongoing vegetation control management for fallen trees, trees with overhanging branches, and vegetation removal in ditches and culverts. These activities are necessary 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 trimming work and ditch and culvert vegetation clearing in the SCBRL corridor. To efficiently address and respond to ongoing vegetation control needs, RTC staff recommend using services under this existing contract beyond the current contract end date of December 31, 2026, through December 31, 2027. Amending the current contract to add \$78,000 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 4 of Agreement TP2185 (Exhibit A to Attachment 1) 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 TP2185 (Exhibit A to Attachment 1) for vegetation control services along the SCBRL corridor, increasing the contract budget by \$78,000 for a not-to-exceed value of \$195,000 and to extend the contract term to December 31, 2027.

FISCAL IMPACT

There are no new fiscal impacts associated with amending contract TP2185. Funds for this amendment are available in the approved FY 2026/27 preventative maintenance budget and the Measure D Active Transportation category.

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 TP2185, to increase the contract budget by \$78,000 for a not-to-exceed amount of \$195,000 and to extend the term of the contract until December 31, 2027.

Attachments:

1. Resolution
 - a. Draft Contract Amendment 4 to Agreement No TP2185

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of November 5, 2026
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO AMEND THE
AGREEMENT TP 2185 WITH IRISH EXCAVATION FOR VEGETATION
MAINTENANCE ALONG THE SANTA CRUZ BRANCH RAIL CORRIDOR TO ADD
\$78,000 IN COMPENSATION FOR A NOT-TO-EXCEED VALUE OF \$195,000
AND EXTENDING THE CONTRACT TERM UNTIL 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 Irish
Excavation 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 2185 with Irish Excavation for on-call vegetation
management along the Santa Cruz Branch Rail Corridor to increase the
budget by \$78,000 for an amount not to exceed \$195,000 and extending the
contract term until December 31, 2027.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits:

- a) Draft Contract Amendment 4 to Irish Excavation Contract No.
TP2185

Distribution: RTC Fiscal, RTC Project Manager, Contractor

AMENDMENT 4

TO AGREEMENT NO. TP2185 BETWEEN IRISH EXCAVATION AND
THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Effective _____, the parties hereto agree to amend that certain agreement dated February 22, 2024, and amended September 12, 2024, October 2, 2025, and January 26, 2026, by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION hereinafter called COMMISSION, and IRISH EXCAVATION hereinafter called CONTRACTOR, as follows:

Section 2. Compensation: Payment shall be increased by \$78,000 to a total amount not to exceed \$195,000.

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 _____
Sean O'Donoghue
Owner

Date _____

Irish Excavation
305 Vineyard Town Center, Ste 109
Morgan Hill, CA 95037
(408) 659-6136
sean@irishexcavation.com

2. SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

By _____
Sarah Christensen
Executive Director

Date _____

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

3. APPROVED AS TO FORM:

By _____
Steve Mattas
RTC Counsel

Date _____

4. APPROVED AS TO INSURANCE:

By _____
Yesenia Parra
RTC Administrative Services Officer

Date _____

Distribution: RTC Contract Manager, RTC Contracts, CONTRACTOR

AGENDA: November 5, 2026

TO: Regional Transportation Commission

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

RE: Highway 1 State Park Drive to Bay Avenue/Porter Street
Auxiliary Lanes, Bus on Shoulder, and Mar Vista Bicycle and
Pedestrian Overcrossing Project – Amendment to Construction
Cooperative Agreement with Caltrans to Increase
Construction Support Funding

RECOMMENDATION

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution (Attachment 1) authorizing the Executive Director to execute Amendment 4 to the construction Cooperative Agreement with Caltrans (Exhibit A to Attachment 1) for a total amount not to exceed \$2.7 million for the construction support component of the project.

BACKGROUND

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

Since construction began, the Project has progressed substantially but has encountered numerous challenges that have increased construction capital and construction support costs. In September 2025, the RTC amended the Construction Cooperative Agreement with Caltrans to add \$6.6 million to the construction capital component of this project. Staff were made aware of the need to supplement the construction support component at that time. The estimated resources (i.e., hours) needed for the additional construction support costs resulting from the various construction support entities involved in delivering this project were not determined at that time.

DISCUSSION

The April 2026 staff report documented 49 contract change orders and 204 additional contract working days beyond the original 585 working days. Factors contributing to increased support included re-staging of the Bay/Porter interchange ramps, utility conflicts and redesign at the Mar Vista bicycle and pedestrian overcrossing, sound wall modifications, additional tree removal, and additional engineering, inspection, environmental, design, and administrative work. Caltrans also identified consultant support needs associated with staffing constraints.

Caltrans' construction support analysis, based on expenditures through December 31, 2025, identified an overall construction support funding shortfall of approximately \$6.7 million, of which \$4 million was authorized through Amendment 3 to the Cooperative Agreement in April 2026. The remaining approximately \$2.7 million was identified as a subsequent requirement to complete construction support activities.

In a follow-up letter dated October 13, 2026, Caltrans confirmed that the construction support cost analysis previously presented to the Commission in April 2026 remains consistent with the projected needs to complete the Project.

Caltrans has continued to monitor construction support expenditures and consultant costs as construction progresses. Based on its updated review, Caltrans is requesting authorization of the remaining \$2.7 million through Amendment 4 to the Cooperative Agreement. While the construction support estimate remains consistent with projected needs, Caltrans letter also advised that additional funding (Capital and Support) could become required should construction claims arise during project closeout.

RTC staff requested back up documentation of expenditures for construction support cost since the initial letter dated January 25, 2026. RTC staff reviewed the information provided by Caltrans and verified submitted information. Staff finds the request of the original construction support estimate remaining \$2.7 million to be substantiated given the documented increases in staffing demands, consultant usage, change orders, and extended project duration.

Therefore, **staff recommends the RTC approve the attached resolution (Attachment 1):**

- 1. Authorizing the Executive Director to execute Amendment 4 to the construction Cooperative Agreement with Caltrans (Exhibit**

A to Attachment 1) for a total amount not to exceed \$2.7 million for the construction support component of the project;

FISCAL IMPACT

As the project sponsor, the RTC is responsible for funding construction support cost increases in accordance with the Cooperative Agreement and grant agreement with the California Transportation Commission. There are no additional fiscal impacts as the \$2.7 million were programmed and budgeted in FY 2026-2027 after the April RTC meeting. The execution of this co-op will allow the release of the previously programmed funds in order to continue to support the project through completion.

SUMMARY

Caltrans previously identified an approximately \$6.7 million construction support funding shortfall for the Highway 1 State Park Drive to Bay Avenue/Porter Street Project. Following the prior \$4 million request, staff is returning to the Commission to request authorization of the remaining funds up to \$2.7 million. Staff recommends authorizing the executive director to execute Amendment 4 to Co-op 05-0419.

ATTACHMENTS

1. Resolution
 - a. Coop Agreement Amendment 4
2. Letter from Caltrans for Construction Support Cost Increase

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of November 5, 2026
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE
AND EXECUTE AMENDMENT NO. 4 TO THE COOPERATIVE AGREEMENT WITH
CALTRANS (CALTRANS COOP 05-0419) TO ADD UP TO \$2.7 MILLION FOR
THE CONSTRUCTION SUPPORT COMPONENT OF THE HIGHWAY 1 AUXILIARY
LANES AND BUS ON SHOULDER PROJECT BETWEEN STATE PARK DRIVE
AND BAY AVENUE/PORTER STREET,

WHEREAS, in January 2026, Caltrans identified an additional construction
support funding need of approximately \$6.7 million resulting from design
changes, utility conflicts, construction staging modifications, differing site
conditions, and an extended construction duration; and

WHEREAS, in April 2026, the Commission approved Amendment No. 3 to
Cooperative Agreement 05-0419 to provide an additional \$4 million for
construction support and amended the Measure D Highway Corridors 5-Year
Program of Projects and FY 2026-27 RTC Budget to program an additional
\$2.7 million for the Project; and

WHEREAS, in a letter dated October 13, 2026, Caltrans confirmed that the
construction support cost analysis previously presented to the Commission in
April 2026 remains consistent with the projected funding needs to complete
construction and requested the remaining \$2.7 million; and

WHEREAS, the additional \$2.7 million in Measure D Highway Corridors funds
was previously programmed by the Commission in April 2026 and is
available to support the proposed amendment to the Cooperative
Agreement;

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

1. The Executive Director is authorized to negotiate and execute
Amendment No. 4 to the Cooperative Agreement with Caltrans (Exhibit
A) for the construction component of the Highway 1 Auxiliary Lanes
and Bus on Shoulder Project between State Park Drive and Bay

Avenue/Porter Street interchanges (Coop 05-0419), to add up to \$2.7 million for the Construction Support component of the Project, subject to final negotiations and approval by legal counsel as to form.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits: A. Amendment 4 to Cooperative Agreement (Coop 05-0419)

AMENDMENT NO. 4 TO AGREEMENT 05-0419

This Amendment No. 4 (AMENDMENT) to Agreement 05-0419 (AGREEMENT), executed on and effective from _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

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

RECITALS

1. CALTRANS and SCCRTC, collectively referred to as PARTIES, entered into AGREEMENT on Oct 11, 2022, defining the terms and conditions for, *construct northbound and southbound auxiliary lanes between the Bay Street/Porter Avenue and State Park Drive interchanges on Highway 1, bus-on-shoulder elements, drainage facilities, construct retaining walls and sound walls, including the replacement of the Capitola Avenue overcrossing and construction of new bicycle and pedestrian overcrossing at Mar Vista Drive*, referred to as PROJECT.
2. PARTIES entered into Amendment No. 1 to AGREEMENT 05-0419 on June 13, 2023 to increase STIP/RIP funds by \$692,900 and increase LOCAL funds by \$4,570,000.
3. PARTIES entered into Amendment No. 2 to AGREEMENT 05-0419 on October 15, 2025 to increase LOCAL funds by \$6,600,000 for Construction Capital.
4. PARTIES entered into Amendment No. 3 to AGREEMENT 05-0419 on July 14, 2026 to increase LOCAL funds by \$4,000,000 for Construction Support.
5. The AGREEMENT established a contribution of \$4,000,000 in LOCAL funds towards Construction Support for the PROJECT.
6. PARTIES now seek to increase LOCAL funds by \$2,700,000 for Construction Support.

IT IS THEREFORE MUTUALLY AGREED:

1. A revised Funding Summary No. 05 is attached and made part of the AGREEMENT.
Any reference to the Funding Summary in the AGREEMENT is deemed to refer to the revised Funding Summary NO. 05 attached herein.
2. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
3. This AMENDMENT is deemed to be included and made a part of the AGREEMENT.

CONTACT INFORMATION

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

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Brian Zamora, Assistant Transportation Engineer

1101 Pacific Avenue, Suite 250

Santa Cruz, CA 95060

Office Phone: 831-460-3200

Email: bzamora@scrtc.org

CALTRANS

Madilyn Jacobsen, Project Manager

50 Higuera Street

San Luis Obispo, CA 93401

Office Phone: 805-835-6328

Email: Madilyn.Jacobsen@dot.ca.gov

SIGNATURES

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

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION

By: _____
Scott Eades
District Director

By: _____
Sarah Christensen
Executive Director

VERIFIED OF FUNDS & AUTHORITY:

By: _____
Hannah Ferguson
Project Control Manager

Attest: _____
Amin AbuAmara
Director of Capital Projects

CERTIFIED AS TO FINANCIAL TERMS & POLICIES:

By: _____
Steve Mattas
RTC Legal Council

By: _____
Lai Saephan
HQ Accounting Supervisor

FUNDING SUMMARY NO. 05

<u>FUNDING TABLE</u>							
<u>IMPLEMENTING AGENCY→</u>			<u>CALTRANS</u>		<u>SCCRTC</u>		Totals
Source	Party	Fund Type	CONST. SUPPORT	CONST. CAPITAL	CONST. SUPPORT	CONST. CAPITAL	
STATE	SCCRTC	STIP/RIP	0	5,621,900 ²	0	0	5,621,900
STATE	SCCRTC	SB1-LPP	0	14,394,000	0	0	14,394,000
LOCAL	SCCRTC	SB1-SCCP	7,760,000	44,077,000	1,000,000	0	52,837,000
LOCAL	SCCRTC	Local	6,700,000	21,170,000 ¹	0	0	27,870,000
Totals			100,722,900				

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

v 21				
<u>SPENDING SUMMARY</u>				
Fund Type	CONST. SUPPORT		CONST. CAPITAL	Totals
	<u>CALTRANS</u>	SCCRTC	<u>CALTRANS</u>	
STIP/RIP	0	0	5,621,900	5,621,900
SB1-LPP	0	0	14,394,000	14,394,000
SB1-SCCP	7,760,000	1,000,000**	44,077,000	52,837,000
LOCAL	6,700,000	0	21,170,000	27,870,000
Totals	14,460,000	1,000,000	85,262,900	100,722,900

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

Funding

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

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

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

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

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

Invoicing and Payment

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

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

CONSTRUCTION Support

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

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

CONSTRUCTION Capital

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

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

California Department of Transportation



October 12, 2026

Sarah Christensen
Executive Director
Santa Cruz County Regional Transportation Commission
1101 Pacific Ave. Suite 250
Santa Cruz, CA 95060

Dear Ms. Christensen:

This letter is a follow-up to our correspondence with you earlier this year (January 5, 2025) pertaining to the construction support needs for the **Bay/Porter to State Park Drive Auxiliary Lanes and Bus on Shoulder Project**. In our previous correspondence, we included a cost analysis demonstrating a total projected staff support needs to complete construction of \$6.7 million dollars.

At that time, our agencies collaborated to bring forward a Cooperative Agreement (Co-Op) Amendment (05-0419 Amendment #3) to the RTC Commission at the April 2026 meeting to authorize the urgent \$4 million need earlier this year. The same board action amended the FY 2026-27 budget to program an additional \$2.7 million in Measure D to this project in FY 2026-2027.

A summary table is provided below to provide you with a status of where the current project task orders and cost stand as of 10/8/2026:

Table 1: Construction Support Budgets and Expenditures

Construction Support	Budget	Expended	Balance
Caltrans Consultants			
<i>ICF Jones & Stokes, Inc.</i>	\$87,583.13	\$58,866.14	\$28,716.99
<i>MNS Engineers</i>	\$3,400,707.26	\$3,400,707.26	\$0.00
<i>Stantec Consulting Services, Inc.</i>	\$38,579.11	\$32,508.42	\$6,070.69
<i>Atlas Technical Consultants CA Inc.</i>	\$15,544.56	\$1,831.04	\$13,713.52
<i>Wood Environment & Infrastructure Solutions Inc</i>	\$161,192.36	\$161,192.36	\$0.00

WSP USA Inc	\$125,311.61	\$88,187.08	\$37,124.53
Total Caltrans Support Costs ¹	\$7,760,000.00	\$8,595,769.00	(\$835,769.00)
SCCRTC Support Costs*	\$1,000,000.00	\$269,722.98	\$730,277.02
Total	\$8,760,000.00	\$8,865,491.98	(\$105,491.98)

**The \$1,000,000 for SCCRTC will appear as an encumbered expense on the project, however, it is shown here as separate support costs – consistent with the Cooperative Agreement.*

Caltrans respectfully requests SCCRTC's support to proceed in the subsequent Co-Op Amendment #4 to authorize the **additional \$2.7 million** to the project. The analysis previously conducted and provided as part of the April RTC Board Action on the estimated cost to complete the project remains consistent with the projected needs. However, the risk remains that if there are construction claims, additional funds could be required.

Thank you for your consideration of this need on behalf of the project.

Darron Hill
Deputy District Director
Program/Project Management and Asset Management
Caltrans District 5

¹ Caltrans support costs shown in this table includes the costs associated with consultants for Construction Support activities.

AGENDA: November 5, 2026

TO: Regional Transportation Commission (RTC)

FROM: Surya Arvind, Accountant II
Marim Pearson, Finance and Budget Officer

RE: Status report on FY 2026-27 Transportation Development Act
Revenues for September 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 September 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, September FY 2026-27 revenues were 5.65% higher than September FY 2025-26. Actual revenues for September FY 2026-27 were 4.09% 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 September 2026 are \$59,068 (5.65%) higher, at \$1,104,012

compared to \$1,044,944 in September 2025. September 2026 cash receipts represent the June 2026 sales tax revenues as shown in Attachment 1.

<u>Actual Cash Receipts September 2026</u>			
<u>FY 2025-26</u>	<u>FY 2026-27</u>	<u>Increase / (-) Decrease</u>	
1,044,944	1,104,012	5.65%	59,068
<u>Budgeted to Actuals September 2026</u>			
<u>Budgeted</u>	<u>Actual</u>	<u>Increase / (-) Decrease</u>	
1,060,618	1,104,012	4.09%	43,394

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 September 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	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%	104.07%	104,125	9.23%
SEPTEMBER	1,044,944	1,060,618	1,104,012	43,394	4.09%	104.08%	59,068	5.65%
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	3,469,710	135,878	1.07%	27.40%	185,146	1.45%
July through September	3,284,564	3,333,832	3,469,710	135,878	4.08% Cash		185,146	5.64%
September	1,044,944	1,060,618	1,104,012	43,394	4.09% Accrual		59,068	5.65%

[https://rtcsc.sharepoint.com/sites/FiscalTeam/Shared Documents/Funding/TDA/FY27/02 Sept 2026/\[September 2027 TDA Revenue - BOD.xlsx\]Summary](https://rtcsc.sharepoint.com/sites/FiscalTeam/Shared Documents/Funding/TDA/FY27/02 Sept 2026/[September 2027 TDA Revenue - BOD.xlsx]Summary)

AGENDA: November 5, 2026

TO: Regional Transportation Commission (RTC)

FROM: Surya Arvind, Accountant II
Marim Pearson, Finance and Budget Officer

RE: Measure D Revenues from September 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 September 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 is the September 2026 Measure D revenue report. Cash receipts are 12.39% higher than the receipts from September 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

FY2026-27 Measure D cash receipts for September 2026 are \$285,007 (12.39%) higher at \$2,584,843 compared to \$2,299,836 in the same period in FY2025-26. September 2026 cash receipts represent July 2026 sales tax revenues.

Sep-25	Sep-26	Increase / (-) Decrease	
2,299,836	2,584,843	12.39%	285,007

FY 2025-26 Quarterly Sales Tax Revenues

The September 2026 distribution from the California Department of Tax and Fee Administration represents July 2026 sales tax revenues. For seasonal comparison, current and prior fiscal years are compared at the end of each quarter on an accrual basis. Q1 represents July through September 2026 revenues received September through November 2026. Q2 represents October through December revenues received December 2026 through February 2027. Q3 represents January through March 2027 revenues received March through May 2027. Q4 represents April through June 2027 revenues received June through August 2027. As we only have the information for July 2026, July-September 2026 on accrual basis, quarterly comparison is blank.

FY 2026-27 Year Meas D Revenues - Quarterly Comparison to FY 2025-26 Accrual Basis - Actual

	Q1 (July-Sep)	Q2 (Oct-Dec)	Q3 (Jan-March)	Q4 (Apr-June)	Fiscal YTD
FY 2025-26	-	-	-	-	-
FY 2026-27	-	-	-	-	-
\$ Difference	-	-	-	-	-
% Difference	-	-	-	-	-

FY 2026-27 Year Meas D Revenues - Quarterly Comparison to FY 2025-26 Accrual Basis - Projected

	Q1 Projected (July-Sep)	Q2 Projected (Oct-Dec)	Q3 Projected (Jan-Mar)	Q4 Projected (Apr-Jun)	Fiscal YTD
FY 2025-26	7,096,086	7,205,900	6,280,993	7,005,642	27,588,621
FY 2026-27	7,101,945	7,219,701	6,337,194	7,125,108	27,783,948
\$ Difference	5,859	13,801	56,201	119,466	195,327
% Difference	0.08%	0.19%	0.89%	1.71%	0.71%

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 September 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	SEPTEMBER	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	2,584,842.73	7,571,616.54	7,270,142.01		
BOE FEES		-	(59,320.00)	-	(59,320.00)	(60,410.00)		
NET		2,468,294.85	2,459,158.96	2,584,842.73	7,512,296.54	7,209,732.01	4.20%	302,564.53
ADMINISTRATION & IMPLEMENTATION - 729100/75381								
ADMINISTRATION - SALARIES & BENEFITS	1%	24,682.95	24,591.59	25,848.43	75,122.97	72,097.32	4.20%	3,025.65
O/H ADMIN		22,821.85	22,737.38	23,899.46	69,458.69	76,223.45	-8.87%	(6,764.76)
SALARIES & O/H IMPELEM& OVERSIGHT		11,786.89	11,786.89	11,786.89	35,360.68	35,360.70	0.00%	(0.02)
SERVICES & SUPPLIES		2,000.00	2,000.00	2,000.00	6,000.00	33,532.25	-82.11%	(27,532.25)
Subtotal		61,291.69	61,115.87	63,534.78	185,942.34	217,213.72	-14.40%	(31,271.38)
TO DISTRIBUTE TO INVESTMENT CATEGORIES		2,407,003.16	2,398,043.09	2,521,307.95	7,326,354.20	6,992,518.29	4.77%	333,835.91
1. NEIGHBORHOOD - 729200/75382	30%	722,100.95	719,412.93	756,392.39	2,197,906.26	2,097,755.49	4.77%	100,150.77
SLV SR9	Fixed \$	27,777.78	27,777.78	27,777.78	83,333.33	83,333.33	0.00%	-
HWY 17 Wildlife	Fixed \$	13,888.89	13,888.89	13,888.89	41,666.67	41,666.67	0.00%	-
		41,666.67	41,666.67	41,666.67	125,000.00	125,000.00	0.00%	-
City of Capitola - V41597	4.8714%	33,146.37	33,015.43	34,816.83	100,978.62	96,073.18	5.11%	4,905.44
City of Santa Cruz - V110467	22.3699%	152,212.72	151,611.41	159,883.69	463,707.82	442,037.95	4.90%	21,669.88
City of Scotts Valley - V102713	4.8745%	33,168.00	33,036.97	34,839.54	101,044.51	96,127.75	5.11%	4,916.76
City of Watsonville - V111928	16.0133%	108,959.81	108,529.37	114,450.99	331,940.17	315,807.90	5.11%	16,132.26
County of Santa Cruz	51.8709%	352,947.39	351,553.09	370,734.67	1,075,235.14	1,022,708.70	5.14%	52,526.44
	100%	680,434.28	677,746.26	714,725.72	2,072,906.26	1,972,755.49	5.08%	100,150.77
2. HWY Corridors - 729300/75383	25%	601,750.79	599,510.77	630,326.99	1,831,588.55	1,748,129.57	4.77%	83,458.98
3. TRANSIT/PARATRANSIT - 729400/75384	20%	481,400.63	479,608.62	504,261.59	1,465,270.84	1,398,503.66	4.77%	66,767.18
Santa Cruz Metro (SCMTD) 16%	80%	385,120.50	383,686.90	403,409.27	1,172,216.67	1,118,802.93	4.77%	53,413.75
Community Bridges - V127587 - 4%	20%	96,280.13	95,921.72	100,852.32	293,054.17	279,700.73	4.77%	13,353.44
4. ACTIVE TRANSPORTATION - 729500/75385	17%	409,190.54	407,667.33	428,622.35	1,245,480.21	1,188,728.11	4.77%	56,752.11
5. RAIL CORRIDOR - 729600/75386	8%	192,560.25	191,843.45	201,704.64	586,108.34	559,401.46	4.77%	26,706.87
DISTRIBUTED TO INVESTMENT CATEGORIES	100%	2,407,003.16	2,398,043.09	2,521,307.95	7,326,354.20	6,992,518.29	4.77%	333,835.91
TOTAL ADMIN & IMPEM AND INVESTMENT CATEGORIES		2,468,294.85	2,459,158.96	2,584,842.73	7,512,296.54	7,209,732.01	4.20%	302,564.53

AGENDA: November 5, 2026

TO: Regional Transportation Commission

FROM: Marim Pearson, Finance and Budget Officer

RE: FY 2024-25 Fiscal Audit for the Santa Cruz County Regional Transportation Commission and FY 2024-25 Audited Financial Statements for the Measure D Fund

RECOMMENDATION

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) accept the FY 2024-25 fiscal audit (Attachment 1) and FY 2024-25 audited financial statements for the Measure D fund (Attachment 2).

BACKGROUND

The RTC is required by state law to annually undergo an independent fiscal audit and required by Ordinance 2016-01 (2016 Measure D) to undergo an independent annual financial audit of the Measure D fund. Moss, Levy & Hartzheim performed the independent FY 2024-25 fiscal audit for the RTC and the independent fiscal audit of the Measure D fund.

DISCUSSION

The RTC received an unmodified, or clean, opinion from the auditor for both the audit of the RTC and the audit of the Measure D fund. This means that the financial statements are presented fairly, in all material respects, in accordance with generally accepted accounting principles, including those of the Governmental Accounting Standards Board (GASB). The reports are public documents and are available at the Commission's office and on the website.

Some highlights for FY 2024-25 include:

1. Measure D transaction and use tax revenues received during FY 2024-25 total \$27,599,097 representing an increase of 0.09% over FY2023-24 receipts of \$27,573,800.
2. TDA revenues were 1.2% higher at \$12,449,684 compared to FY 2023-24 at \$12,303,725.

3. The RTC's Net Position decreased \$1,584,408 from the restated beginning balance of \$16,462,785 to \$14,878,377 in FY24-25. The combined governmental fund balance was a deficit of \$2,748,022, primarily reflecting the prior-period write-off of anticipated FEMA reimbursements and expenditures exceeding revenues due to timing differences between capital project expenditures and related funding. Unrestricted Net Position was a deficit of \$8,593,067, reflecting these factors as well as pension, OPEB, and compensated absence liabilities. The RTC pension plan is discussed in more detail in Note 8 of the audit while the OPEB discussion is covered in Note 10. In FY 2024-25, RTC employer pension contributions totaled \$292,311. In May 2022, the RTC established trusts under Internal Revenue Code §115 to pre-fund the pension and OPEB liabilities.
4. The Fiduciary Funds continue to carry a high cash balance due to unclaimed TDA, RSTPX and Measure D allocations. As projects begin construction and are completed the funds will be claimed and balances reduced.
5. Various projects, which are highlighted in the Management Discussion and Analysis starting on Page 3, commenced or continued in FY 2024-25. These include:
 - a) Monterey Bay Sanctuary Scenic Trail Network
 - North Coast Rail Trail from Wilder Ranch to Davenport.
 - City of Santa Cruz Segment 7 phase 2 from Bay Street/California Avenue to the Santa Cruz Wharf.
 - City of Santa Cruz in partnership with the County of Santa Cruz Segments 8 and 9 in Santa Cruz and Live Oak.
 - County of Santa Cruz Segments 10 and 11 from 17th Avenue to State Park Drive.
 - b) Highway 1 Projects
 - 41st Avenue to Soquel Drive Auxiliary Lanes and Bus on Shoulder
 - State Park Drive to Bay/Porter Auxiliary Lanes and Bus on Shoulder
 - Freedom Boulevard to State Park Drive Auxiliary Lanes and Bus on Shoulder with Segment 12 of the Coastal Rail Trail
 - c) Zero Emission Passenger Rail and Trail Project Concept Report development
 - d) Highway 9 Corridor San Lorenzo Valley Complete Streets

The Management Discussion & Analysis Section of the RTC audit report contains financial highlights in comparison to the prior fiscal year.

FISCAL IMPACT

There is no fiscal impact to the RTC accepting the independent fiscal audit of the RTC and audit of the Measure D fund.

SUMMARY

The FY 2024-25 fiscal audits of the RTC and Measure D fund have been completed by the independent auditor. The auditor's opinion is that the financial statements present fairly the financial position of the RTC and Measure D fund in accordance with generally accepted accounting principles. Staff recommends that the Commission accept the audit reports.

Attachments:

1. FY 2024-25 SCCRTC Fiscal Audit Report
2. FY 2024-25 Measure D Fund Audited Financial Statements

Full documents available at:

<https://www.sccrtc.org/funding-planning/budget-work-program/>

Attachment 1

**SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION**

AUDIT REPORT
June 30, 2025

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
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June 30, 2025

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FINANCIAL SECTION

INDEPENDENT AUDITORS' REPORT

Santa Cruz County Regional Transportation Commission
Santa Cruz, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of Santa Cruz County Regional Transportation Commission (the Commission) as of and for the fiscal year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of Santa Cruz County Regional Transportation Commission, as of June 30, 2025, and the respective changes in financial position for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Santa Cruz County Regional Transportation Commission and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Santa Cruz County Regional Transportation Commission's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Santa Cruz County Regional Transportation Commission's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Santa Cruz County Regional Transportation Commission's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, the budgetary comparison schedules, the schedule of changes in the OPEB liability and related ratios, the schedule of OPEB contributions, the schedule of proportionate share of net pension liability, and the schedule of pension contributions, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The schedules of allocations and expenditures are presented for purposes of additional analysis and are not required parts of the basic financial statements.

The schedules of allocations and expenditures are the responsibility of management and were derived from and are related directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information section is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated September 24, 2026, on our consideration of the Santa Cruz County Regional Transportation Commission's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Commission's internal control over financial reporting and compliance.

Moss, Remy & Hargreaves LLP

Santa Maria, California
September 24, 2026



Management's Discussion and Analysis Fiscal Year Ending June 30, 2025

1. INTRODUCTION

This Management Discussion and Analysis (MDA) for the Santa Cruz County Regional Transportation Commission's (RTC) audited financials provides supplemental descriptions of work conducted by the RTC during the reporting year.

The RTC was established in 1972 under the provisions of the California Transportation Development Act (TDA) of 1971.

The RTC carries out multimodal transportation responsibilities that cross jurisdictional boundaries in Santa Cruz County, including state-mandated planning and funding requirements. In 1989, the RTC was established as the Service Authority for Freeway Emergencies under California Streets and Highways Code Sections 2550-2559. This allowed the RTC to provide highway call boxes, freeway service patrols and other motorist aid services to Santa Cruz County with funds collected from a \$1 vehicle registration fee on all cars registered in the County. In 2001, Section 67941 was added to the Government Code giving the RTC the power of eminent domain and the power to preserve, acquire, construct, improve, and oversee multimodal transportation projects and services on rail rights-of-way within Santa Cruz County. The RTC purchased the Santa Cruz Branch Rail Line in 2012 and contracts with an operator to provide freight and recreational rail service.

The RTC is also the designated administrator and taxing authority for the Measure D ½-cent transactions and use tax, which was approved by over two-thirds of Santa Cruz County voters in November 2016. An additional separate audit and expenditure reports are prepared that focus on the RTC's role as the Measure D Administrator, including Measure D revenues distributed to recipient agencies and program categories in the Measure D Ordinance.

Per Government Code Section 67940, the RTC is governed by a Commission composed of 12 members and one ex-officio member. The Board sets policies related to transportation planning, funding, projects, and programs throughout the county; delivers regional projects; and, in FY 2024-25, employed 24 full and part-time employees representing 22 full-time equivalent positions.

2. MAJOR PROGRAMS

The RTC sets priorities and secures funding for capital improvements to transportation infrastructure including highways, local roads, public transportation, rail, bicycle and pedestrian facilities; pursues and allocates funds for all elements of transportation; adopts policies to improve the regional transportation system; plans future projects and programs; and provides services to encourage the use of active and sustainable transportation modes, improve the safety and operation of the transportation system, and reduce vehicle emissions.

Per Government Code Section 29532.1, the RTC is the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County. As the RTPA for Santa Cruz County, the RTC is responsible for distributing Transportation Development Act (TDA) funds raised through a 1/4-cent state sales tax, as well as selecting projects and programs to receive the county's formula shares of State Transit Assistance (STA), Senate Bill 1 (SB1) Transit State of Good Repair (SGR), State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX), Low Carbon Transit Operations Program (LCTOP) and SB1 Local Partnership Program (LPP) funds.

As the RTPA, the RTC is also responsible for developing both the state-mandated *Regional Transportation Plan (RTP)* and *Regional Transportation Improvement Program (RTIP)*. The RTC is required to meet numerous other state and federal requirements, to develop a variety of transportation system plans and to help ensure a more efficient, effective, and resilient transportation system for the Santa Cruz County community.

The RTP is a long-range transportation planning document which identifies the region's goals, needs and potential funding sources over a 20+ year period. The RTP is updated every 4-5 years. The 2045 RTP was adopted by the RTC in June 2022. The RTP includes sustainability targets and an evaluation of the transportation plan's ability to meet the targets. Project and funding information in the RTP is consistent with the California Transportation Commission's (CTC) RTP Guidelines for RTPAs and the SB

375-mandated Sustainable Communities Strategy prepared by the region's Metropolitan Planning Organization (MPO), the Association of Monterey Bay Area Governments (AMBAG).

As certain state and federal funding becomes available, the RTC selects specific transportation projects to receive funds and lists those selected projects in the Regional Transportation Improvement Program (RTIP), which covers a 5-year period.

The 2024 RTIP, adopted by the RTC in December 2023 and updated every other year, included new and carryover transit, rail, local road, highway, bicycle, and pedestrian projects approved to receive the region's formula shares of projected STIP, RSTPX, SB125 transit, and LPP funds. RSTPX funds and funds programmed for projects being implemented or sponsored by the RTC are also included in the RTC's annual budgets for the year in which expenditures are expected.

The RTC contributed and/or secured state and federal funds for the following projects which were under development or were implemented in FY 2024-25:

- CAP 17: Upper Village Parking Lot Sidewalk Improvement Project, final construction
- CAP 21: Kennedy Avenue Sidewalk & Bike Lane, construction
- CO 64: Aptos Village Plan Improvements, final construction
- CO 83: Hwy 17 to Soquel Corridor, resurfacing and construction
- CO 84: Highway 152/Holohan Road construction
- CO 89: Soquel Dr Buffered Bike Lane and Congestion Mitigation Project, design and construction
- CO 90: Emergency Routes Resurfacing (Alba, Jamison Creek, and Empire Grade Roads), construction
- CO 91: San Andreas Road Resurfacing, final design and construction
- CO 93: Holohan Road Resurfacing, final design and construction
- CO 94: Airport Boulevard and Green Valley Road Resurfacing, construction
- CT 34: Hwy 1 Scott Creek Coastal Resiliency, project development
- EA 02: BikeSmart & WalkSmart, Ecology Action
- RTC 38: GO Santa Cruz County Bicycle Incentives Program
- RTC 24: Hwy 1 Auxiliary Lanes & Bus on Shoulders and bicycle/pedestrian bridges: pre-construction design, environmental review, and right-of-way
- SC 54: Bay Corridor Design

- SV 31: Bean Creek Road Rehabilitation, construction
- SV 33: Granite Creek Rd Overcrossing Repaving and Bike/Ped Upgrades, design
- TRL 5: MBSST/Coastal Rail Trail Segment 5, North Coast Santa Cruz County, construction
- TRL 7b: Monterey Bay Scenic Sanctuary Trail (MBSST)/Coastal Rail Trail Segment 7 Phase 2, construction
- TRL 8-9, TRL 10-11, RTC 24g: MBSST /Coastal Rail Trail Segments 8-12, environmental review and design
- VAR 02: Project PASEO Earn-a-Bike, Bike Santa Cruz County
- WAT 48: Green Valley Road Rehabilitation, construction

SAFE and FSP

The Service Authority for Freeway Emergencies (SAFE) annual budget provides funds for several motorist aid services.

The RTC administers the Freeway Service Patrol (FSP) which consists of roving tow trucks during commute hours and other high traffic periods looking for disabled vehicles or debris on designated highway segments. The FSP provides on-the-spot help to stranded motorists. The purpose of the FSP is to decrease traveler delays associated with non-recurrent congestion, reduce collisions, improve air quality, and reduce fuel consumption by rapidly clearing incidents. In FY 2024-25, FSP tow providers roved Highways 1 and 17 for 3,606 hours and provided 856 assists to motorists and the California Highway Patrol (CHP). The most frequent services provided by FSP include assistance with collisions, mechanical quick fixes, and flat tire repairs.

The emergency call box program 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. The call boxes convert TTY (teletypewriter) messages into RTT (real-time text) messages. RTT uses the internet to transmit text in real time, while TTY uses the phone line. This makes RTT faster and more reliable than TTY.

Call box usage has continued to decline annually as personal cellular phones become available to nearly the entire population. However, call boxes in more remote areas continue to be used because they have more reliable phone service than personal cellular phones.

The RTC also administers the Safe on 17 Program which aims to maintain a reduced collision rate on Highway 17 by providing additional resources for extra CHP enforcement. Program funding is provided annually by the RTC SAFE (\$50,000) and Measure D-Highway (\$50,000) for extra CHP enforcement in Santa Cruz County and the Metropolitan Transportation Commission (MTC) SAFE (\$50,000) for enforcement in Santa Clara County. In FY 2024-25, CHP provided 961 hours of extra enforcement throughout the Highway 17 corridor. Through the Safe on 17 Program, the RTC, Caltrans and the CHP work in partnership to develop highway improvements that will help to reduce collisions and provide information to the public to encourage safer driving.

Cruz511, a 511-traveler information project (described in more detail in the next section), is also funded in part through the SAFE budget.

Cruz511 and Alternatives to Driving Alone

Since 1979, the RTC has provided the community with a centralized resource for traveler information. Cruz511 is the umbrella brand under which all RTC traveler information services take place. While the programs' offerings have evolved over the years in response to changing needs and opportunities, the mainstay has been to provide tools, information, and encouragement to commuters about options for travel other than driving alone. These alternatives include carpooling, vanpooling, bicycling, walking, taking public transit and telecommuting. The program also assists employers, schools, and other organizations in developing travel programs for their employees and constituents.

In FY 2024-25, 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," an online commute manager and incentives platform with carpool and vanpool ride matching, and transit and bike trip planning. Cruz511, including the Go Santa Cruz County program, is funded in part by Measure D-Highway Corridor and SAFE funds.



More than 6,800 participants have signed up for Go Santa Cruz County since launching the program in mid-2021, with over 800 participants signing up in FY 2024-25. In the past year, participants took a total of 78,000 trips using alternative transportation modes, such as walking, biking, carpooling, vanpooling, public transit, and telecommuting. This resulted in a reduction of 189.1 tons of CO2 emissions and the burning of over 6.7 million calories. The CO2 emission reduction is equivalent to the emissions from about 41 typical passenger cars driven for one year with a gas mileage of about 22 miles per gallon and driven about 11,500 miles per year. Staff also attended in-person community events to generate interest in the GO Santa Cruz County Program and to register new participants.

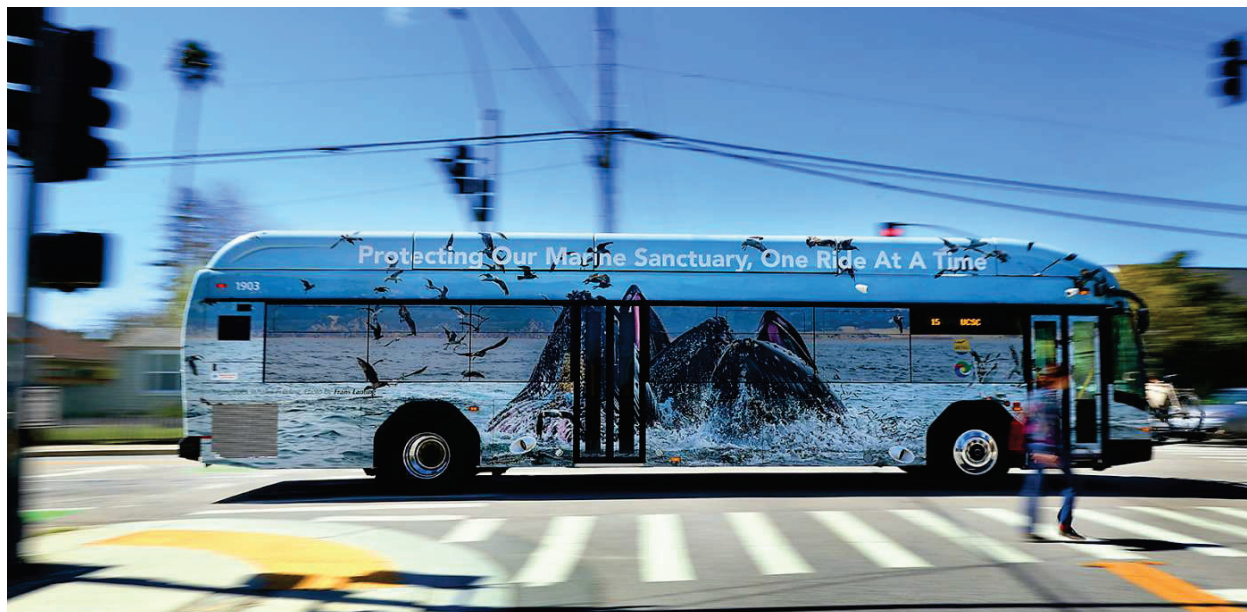


RTC marketing consultants continued marketing the [promotional video](#) created to reach new audiences. Marketing consultants created daily social media posts on various social media channels that were engaging and informative. The strategy included a mix of paid and organic social media marketing. Employer outreach consultants continued engaging with major employers, onboarding new employers onto the platform, and providing virtual and on-site commuter safety workshops to participants.

In FY 2024-25, the RTC continued its partnership with the Santa Cruz Metropolitan Transit District (METRO), to support the One Ride at a Time (ORAT) campaign to encourage people to take the bus while protecting Santa Cruz County's extraordinary natural resources. To participate, riders sign up for Go Santa Cruz County and log their bus trips. They earn 10 points for each trip, with a maximum of two trips per day. Once participants reach 250 points, or 25 trips, they can choose one of two nonprofit partners to receive a \$10 donation. The partners are the Monterey Bay National Marine Sanctuary Foundation and the Bay of Life Fund, both of which work to protect the environment. Over 233 participants logged more than 13,185 transit trips in FY 2024-25, travelling over 97,511 miles throughout Santa Cruz County.

In spring of 2025, the GO Santa Cruz County Bicycle Incentives Program launched building upon the success of the downtown Go Santa Cruz e-bike rebate program and provides point-of-sale vouchers for the purchase of non-electric and electric bicycles and subsidized annual memberships for the regional electric bikeshare service. It combines financial incentives,

promotion, and education to encourage people to commute by bike, whether it's with a non-electric or electric bike.



In FY 2024-25 the RTC continued to provide traveler information, including details about county road and lane closures, to the public via cruz511.org and social media accounts on Facebook and Twitter. Cruz511 provides a valuable service for drivers navigating challenging road conditions, particularly during the winter months. Google Analytics data consistently shows increased web traffic during this period, reflecting the heightened need for real-time information. This surge demonstrates the importance of Cruz511's resources, including accident reports and delay notifications, when inclement weather makes road conditions unpredictable. The website's role in providing timely travel alerts for incidents, road closures, construction and maintenance activities further underscores its importance in keeping the public informed and better prepared while traveling throughout the community.

Highway 1 Projects

The RTC in partnership with Caltrans is implementing a program of multimodal projects to reduce congestion, improve safety, improve transit travel time and reliability of Santa Cruz METRO routes, and construct bicycle and pedestrian overcrossings to improve access and connectivity for active transportation users. Improvements include auxiliary lanes (Aux), a bus-on-shoulder facility (BOS), bridge replacements, and the construction of new bicycle and pedestrian overcrossings. There are currently three Highway 1 projects being developed to construct five sets of auxiliary lanes and a bus-

on shoulder facility that stretches 7.5 miles and includes 4 new bicycle and pedestrian overcrossing and bike/ped improvements to local roadway overcrossings. In 2020, RTC received a grant in Cycle 2 of the Solutions for Congested Corridors Program (SCCP) and Local Partnership Program (LPP), to fully fund 5 miles of improvements, which are now under construction.



Highway 1 – 41st to Soquel Auxiliary Lanes & BOS Project

This project includes one set of auxiliary lanes on Highway 1 between the 41st Avenue and Soquel Dr/Ave interchanges with bus-on-shoulder improvements and a new bicycle and pedestrian overcrossing at Chanticleer Avenue. Construction was largely complete in spring 2025, and full completion is scheduled early 2026, weather dependent.

Highway 1 – State Park to Bay/Porter Auxiliary Lanes & BOS Project

This project includes two sets of auxiliary lanes on Highway 1 between State Park Drive and Rio Del Mar Blvd interchanges and Rio Del Mar and Bay/Porter 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. Construction is ongoing and is anticipated to be complete in spring 2027, weather dependent.



Construction of Highway 1 Bay/Porter to State Park project, October 2024.

Highway 1 – Freedom to State Park Auxiliary Lanes & BOS Project

This project includes auxiliary lanes and bus-on-shoulder improvements on Highway 1 between Freedom Blvd and State Park Drive interchanges and the construction of a 1.25-mile-long multiuse trail along the Santa Cruz Branch Rail Corridor (segment 12 of the Coastal Rail Trail). RTC was awarded a \$30 million federal MEGA grant to partially fund construction of the project. The project final design and right of way components are ongoing. In June 2025, RTC was awarded additional grants, as part of Cycle 4 of SCCP and LPP, for \$94 million to fully fund the project. Construction is expected to begin in summer 2027.

Rail Corridor Infrastructure Preservation

In fall 2024, the RTC completed a project to remove storm damage debris and sediment from drainage ditches and culverts along the Santa Cruz Branch Rail Line right-of-way, and a separate project was completed to undertake minor repairs to bridge handrails, walkways and bracing members along the Branch Line. Several culvert repairs and replacements were also completed as part of the Segment 5 North Coast Rail Trail construction activities. As part of the Zero Emission Passenger Rail and Trail project (see next section for further information), the project team is completing an infrastructure evaluation program for the Branch Line from Mile Post 0.433 to Mile Post 22, with results intended to be compiled as part of the Project Concept Report.

In summer 2023, the RTC completed a Coastal Hazards Analysis of the Santa Cruz Branch Line in the vicinity of the coastal bluffs above the Pacific Ocean near Park Avenue in Capitola. The resulting technical memorandum

describing the analyses and summarizing the results was utilized in discussions with California Coastal Commission Central Coast staff as well as outlining the needs of further coastal erosion and climate vulnerability and adaptation studies being conducted by RTC staff set to complete in 2024 and 2025.

Zero Emission Passenger Rail & Trail Project

The Zero Emission Passenger Rail & Trail Project proposes a new high-capacity passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line (SCBRL) from the city of Santa Cruz in the north to Pajaro, just south of Watsonville. The project also proposes 12 miles of Coastal Rail Trail. The project aims to take advantage of the publicly owned rail right-of-way to provide passenger rail service to connect the most populated areas of Santa Cruz County to each other and to the greater region as well as to provide integrated intercity travel options for riders on the Central Coast.

The project continued development of the Project Concept Report, which will define, evaluate, and develop a project build concept to be advanced into subsequent tasks. An executive summary of the draft Project Concept Report was released in June 2025, with community outreach and engagement for the draft report planned for Summer 2025. The final Project Concept Report was scheduled to be completed in Fall 2025.



ZEPRT project public workshop, June 2025

Climate Adaptation Vulnerability Assessment

As climate change-accelerated natural hazards become more frequent and intense, populations already considered vulnerable are at heightened risk, even when facing the same type of disaster as their neighbors. Recognizing this unequal distribution of risk, the Santa Cruz County Climate Adaptation and Vulnerability Assessment (CAVA) was structured to not only examine how hazards affect different areas of the county, but also to consider their unique impacts on each community and transportation asset. The analysis for the CAVA was structured in alignment with the Caltrans adaptation framework, shown in the figure below. The CAVA completes Step 1 of this framework. The RTC Climate Adaptation Vulnerability Assessment was accepted by the Commission at their February 2025 meeting.



The CAVA includes considerations of multiple climate change-intensified natural hazards and focuses on the County-maintained road network and the Santa Cruz Branch Rail Line (SCBRL).

Monterey Bay Sanctuary Scenic Trail Network-Coastal Rail Trail

RTC staff provided oversight and technical assistance for implementation of

the Monterey Bay Sanctuary Scenic Trail Network (MBSST). This included coordination with local jurisdictions and Central Federal Lands of the Federal Highway Administration who are implementing specific sections of the trail network. Measure D funds have been used to leverage \$183 million in Active Transportation Program (ATP), Federal Lands Access Program (FLAP) and other funds.

1. **North Coast Segment 5, Wilder Ranch-Davenport:** In coordination with the RTC, Federal Highway Administration Central Federal Lands Highway Division (FHWA-CFLHD) continued development of the 7.5-mile coastal rail trail from Davenport to Wilder Ranch State Park. Construction continued on Phases I and II, which include the rail trail and improvements to two parking lots. Design work for Phase III, a new crossing over Highway 1 at Yellowbank Beach, continued.



Segment 5 construction, October 2024

2. **Segment 7, Phase 2, Santa Cruz Construction:** The City of Santa Cruz completed construction of Phase 2, from Bay Street/California Avenue to the Santa Cruz Wharf.

3. **Segments 8 & 9, Santa Cruz-Live Oak:** The City of Santa Cruz, in partnership with the County of Santa Cruz, continued intermediate design and environmental review of Segments 8 & 9 of the Coastal Rail Trail between the Santa Cruz Wharf and 17th Avenue (2.2 miles), funded by state and private funds. The city has used local and regional Measure D funds as match to secure over \$40 million in grants to fully fund the project.



4. **Segments 10 & 11, Live Oak to Seacliff/Aptos:** The County of Santa Cruz, in partnership with the City of Capitola, continued intermediate design of Segments 10 & 11 of the trail from 17th Ave to State Park Drive (4.5 miles) using Measure D funds and using Measure D as match for a grant of \$68 million secured from California's Active Transportation Program in December 2022.
5. **Segment 12, Aptos/Rio del Mar:** The RTC continued final design of Segment 12 of the Coastal Rail Trail between State Park Drive and Rio Del Mar Blvd. as part of the Highway 1 Freedom-State Park Auxiliary Lanes and Bus-on-Shoulder project, which is being implemented in partnership with Caltrans. This section of trail includes bicycle/pedestrian bridges over Highway 1 and Soquel Drive, connecting coastal neighborhoods and Aptos Village. RTC was awarded a \$30 million federal MEGA grant and \$94 million in SB1 grants to fully fund the construction of the combined project. Final design and right of way activities are ongoing.
6. **Segments 13-20, Watsonville:** The City of Watsonville, County of Santa Cruz, and RTC continued to analyze design options for future sections of trail, including Segment 18 between Lee Road and Ohlone Parkway and between the Slough Trail and Walker Street, remaining sections of the trail between Aptos and Pajaro Station (Segments 13-20), and the Capitola Trestle area, as part of the Zero Emission Passenger Rail and Trail project.
7. **Ongoing Corridor Maintenance:** RTC continued to use Measure D funds to maintain the future trail corridor, including vegetation control; tree maintenance; trash and dumping abatement; graffiti abatement;

encampments; drainage maintenance and repairs; and managing, renegotiating, or clearing of unpermitted encroachments. RTC also continued work to secure programmatic environmental permits to support maintenance activities.

8. **Technical Support and Oversight:** RTC staff provided technical support and stakeholder coordination for development of the MBSST/Coastal Rail Trail projects.
9. **Boundary survey work for segments 9-12:** Through a contract with a surveying consultant, the RTC continued boundary survey work for segments 9-12 of the MBSST. The survey work supports both MBSST and maintenance activities. All completed records of survey are filed with the County.

State Route 9 San Lorenzo Valley (SLV) Complete Streets

Building off of the community-based Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan, RTC staff used Measure D funds in FY 2024-25 to leverage grant funding for priority projects for implementation along the corridor as identified in the Measure D-funded Project Initiation Document (PID). The PID was completed in Fall 2022 and Measure D revenues were used to leverage a \$1.8M STIP grant in December 2023 to include priority Complete Streets components identified for Segment 1 Felton and Segment 2 SLV Schools in Caltrans' existing 05-1K890 SHOPP Capital and Preventative Maintenance (CAPM) repaving project.

The Caltrans project will be funding construction of pedestrian and bicycle facilities from Laurel Drive in south Felton to the entrance to SLV High School, as well as a reconstructed pedestrian island in the Graham Hill/Hwy 9 intersection and a two-way left turn lane in downtown Felton. The Measure D and STIP funded improvements extend from Redwood Drive at the southern end of the town of Felton, to El Solyo Heights drive and the entrance to the SLV Middle School. These improvements include additional bike facilities, bike boxes at the Graham Hill intersection, pedestrian facilities connecting to transit stops and Henry Cowell State Park, curb extensions "bulb-outs" and/or pedestrian islands at crosswalks, transit stop improvements, and circulation improvements for all modes around the SLV High School entrance as identified in the SLV Schools Access Study. The Environmental Document for the 05-1K890 project was released in January 2025, and the Plan, Specifications and Estimates (PS&E) phase began in May 2025.

This successful grant and partnership with an existing Caltrans project

represents a huge win for the Highway 9/SLV Measure D program. Measure D funds are currently estimated to be funding only approximately 17% of construction costs and approximately 6% of preconstruction costs for all complete streets elements identified in the SLV Plan for both the Felton and the SLV Schools segments.

In addition to the PS&E work in collaboration with Caltrans currently underway in the Felton/SLV Schools area, SLV Program staff are working on a comprehensive update of the Hwy 9/SLV Complete Streets Plan. The plan is being updated and expanded to include all conventional undivided highways outside of city limits in Santa Cruz County, specifically Highways 1 north of Santa Cruz, 9, 35, 236, and 152 and 129 outside of Watsonville.

The Rural Highways Safety Plan (RHSP) will include the components necessary to be considered an approved Comprehensive Safety Action Plan (CSAP), allowing the SLV Program improvements, as well as any new improvements identified in the RHSP, to compete for federal Highway Safety Improvement Program (HSIP) and Safe Streets for All (SS4A) implementation funding.



In winter 2022, Congressional Representative Anna Eshoo supported SCCRTC in securing a \$1,500,000 federal appropriation (earmark) for the Boulder Creek Complete Streets Improvements project. This project seeks to implement the complete streets improvements identified in the SLV Plan and further refined in the San Lorenzo Valley Project Initiation Document in Boulder Creek along Highways 9 and 236. Components include new and updated sidewalks, enhanced crosswalks with curb extensions, pedestrian refuge islands, and other features to enhance pedestrian safety and slow vehicle speeds.

In FY 2023/24 RTC staff released a request for Proposals (RFP) for the Project Approval and Environmental Document (PAED) phase of the project. Staff were successful in securing a qualified consultant to perform the PAED phase of the project. The project approval and environment design contract work commenced in spring 2025. The PAED phase of the project is estimated to be completed in mid 2027. The \$1.5M earmark was authorized by Caltrans and will be used to cover the PAED phase of the project while staff

continue to seek additional funding grants to bring the project into construction.



Rural Highways Safety Plan

The Santa Cruz County Rural Highways Safety Plan (RHSP) provides a comprehensive, data-driven framework to reduce and ultimately eliminate killed and severe injury (KSIs) crashes on rural state highways in unincorporated Santa Cruz County. The RHSP focuses on six undivided state highways that serve a wide range of functions, from rural main streets and community connectors to more mountainous or agricultural corridors. These highways play a critical role in daily travel, goods movement, and access to schools, jobs, recreation, and essential services. They also experience a high share of crashes resulting in KSI outcomes and include roadway conditions associated with elevated potential crash risk. The RHSP is intended to guide coordinated safety investments, project development, and funding decisions by the Santa Cruz County Regional Transportation Commission (RTC), Caltrans, and local partners over time.

In addition to serving as a long-range safety roadmap, the RHSP, alongside the County's Safety Action Plan, helps the county meet key state and federal safety planning requirements and positions the RTC and its partners to pursue implementation funding, including eligibility for federal Safe Streets

and Roads for All (SS4A) grants.

During Fiscal Year 2024-25, the RHSP project team took the effort through the first two of its three project outreach Milestones:

Milestone 1 engagement (Fall 2024) focused on existing conditions and perceived safety concerns.

Milestone 2 engagement (Spring/Summer 2025) focused on reviewing crash profiles, potential countermeasures, and priority locations. The project team also completed the analysis of existing conditions and a transportation needs assessment.

Milestone 3: Rural Highways Safety Plan project report and approval will be completed in FY25/26.

3. FINANCIAL STATEMENTS

The Basic Financial Statements consist of RTC Wide Financial Statements (Governmental funds only), Funds Financial Statements (Governmental and Fiduciary funds) and Notes to Financial Statements.

A. RTC Wide Financial Statements

The RTC-wide statements (Statement of Net Position and the Statement of Activities) are on the full accrual basis of accounting; and consistent with Government Accounting Standards Board (GASB) Statement No. 34. The fixed assets are capitalized, depreciated, and reported net of accumulated depreciation on the Statement of Net Position (balance sheet). In addition, the expenses are recognized for accrued vacation and sick leaves (compensated absences), and the related outstanding balance is reflected in the liability section. In accordance with GASB Statement No. 75, the RTC Wide Financial Statements include the expenses and liabilities associated with Other Post-Employment Benefits (OPEB) as discussed in Note 10 of the report. The RTC adheres to GASB Statement No. 68 which requires the measurement and reporting of the pension liability; and pension is discussed in detail in Note 8 starting on page 55. OPEB is discussed beginning on Page 59. Pension and OPEB liabilities continue to affect Net Position.

B. Fund Financial Statements

The RTC had sixteen funds in FY 2024-25. There are eight governmental funds (pages 34 – 35) and eight fiduciary funds (pages 42 – 43).

The RTC uses the following fund balance classifications, which are in line with GASB Statement No. 54, Fund Balance Reporting and Governmental

Fund Type Definitions:

1. Nonspendable Fund Balance
2. Restricted Fund Balance
3. Committed Fund Balance
4. Assigned Fund Balance
5. Unassigned Fund Balance (for the Administration and Planning Fund only or Funds with a negative fund balance)

Not all fund balance classifications may be present in any one reporting year, and the current financial statements have two: Restricted and Unassigned.

4. FINANCIAL HIGHLIGHTS

FY 2024-25 is another year of major accomplishment, which included continuing construction of the Highway 1 Bay/Porter to State Park Auxiliary Lane project, the continued implementation of Go Santa Cruz County, a web-based commuter management and rewards platform, continued coordination with Caltrans to implement priorities from the Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan, and recommendations from the SLV Schools Access Study, and implementing segments of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network.

The implementation of Government Accounting Standards Board Statement No. 75 (GASB 75), Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions and GASB Statement No. 68 Accounting and Financial Reporting for Pensions continue to have significant negative impacts on the Net Position of Government wide financial statements.

Governmental Activities

Net Position

The Net Position is down \$1,584,408 to \$14,878,377 from the restated beginning balance of \$16,462,785 in FY 2024. The combined fund balance is a deficit of \$2,748,022 (pages 34–35), primarily reflecting the prior-period write-off of anticipated FEMA reimbursements and expenditures exceeding revenues. Unrestricted Net Position was a deficit of \$8,593,067 (page 31), reflecting these factors as well as pension, OPEB, and compensated absence liabilities. The ability to meet these long-term obligations depends mostly on the benefit plans offered and/or the funding strategies. The RTC has been making additional payments above normal costs and the minimum required payment for the Unfunded Actuarial Liability. The table below shows OPEB (\$1,688,835), Compensated Absence (\$455,216), and Net Pension Liability (\$1,719,466) affect Unrestricted Net Position (page 31; Note 7, page 55). In

2022, the RTC established two Section 115 Trusts with CalPERS. The additional discretionary payments have reduced the pension and OPEB unfunded accrued liabilities.

In FY 2024-25, employer pension contributions were \$292,311 and employer OPEB contributions were \$418,457 to reduce the OPEB.

UNRESTRICTED NET POSITION DEFICIT ANALYSIS		
	FY 2025	FY 2024
Current Assets (Cash & Receivables)*	\$ 9,545,531	\$ 15,237,661
Less:		
Restricted Fund Balance**	(2,289,371)	(1,461,948)
Current Liabilities (Net of D/T Other Funds)*	(12,293,553)	(11,935,541)
Unassigned Fund Balance**	\$ (5,037,393)	\$ 1,840,172
Less pension, OPEB, and compensated absences***	\$ (3,863,517)	\$ (4,054,067)
Add:		
Prepays and deposits		22,315
Net Deferred Outflows & Inflows***	307,843	708,069
Unrestricted Net Position	\$ (8,593,067)	\$ (1,483,511)
* Statement of Net Position page 31 - Governmental Fund Balance - pages 34-35		
** <i>Governmental Fund Balance</i> - pages 34-35		
*** <i>Statement of Net Position</i> - page 31 or <i>Note 7, Long-term Liabilities</i> on page 55		

Cash, Receivables, and Payables

Cash and investments show a decrease of \$1,916,907 to \$4,608,182 from \$6,525,089 (pages 34-35). Governmental fund current assets were \$9,545,531 against liabilities of \$12,293,553, a ratio of .78x. The current liabilities net increase of \$319,725 is mostly due to the increase in accounts payable liability of \$525,056, partly offset by Unearned Revenue (\$205,331).

Capital Assets

Net fixed assets totaled \$21,267,625 in FY 2025. The net depreciable fixed assets increased by \$8,125 to \$390,872, the increase is due to equipment acquisition less depreciation (Page 55).

Other Balance Sheet Highlights

- Unearned Revenue decreased by \$205,331 to \$16,262. The Unearned Revenue balance in FY 2025 is entirely in the Rail/Trail Authority Fund (pages 34-35).

Condensed Balance Sheet of Governmental Funds			
	June 30, 2025	June 30, 2024	Change (including restatement)
Cash	\$ 4,608,182	\$ 6,525,089	\$ (1,916,907)
Accounts Receivable and Due From	4,937,349	8,761,725	(3,824,376)
Prepaid Items		11,449	(11,449)
Total Assets	\$ 9,545,531	\$ 15,298,263	\$ (5,752,732)
Accounts Payable and Due To	12,277,291	11,752,235	525,056
Unearned Revenue	16,262	221,593	(205,331)
Total Liabilities	12,293,553	11,973,828	319,725
Total Fund Balances	(2,748,022)	3,324,435	(6,072,457)
Total Liabilities and Fund Balances	\$ 9,545,531	\$ 15,298,263	\$ (5,752,732)

Revenues

The combined governmental funds revenues are up \$1,165,891 to \$27,277,108. The table below is a year-to-year revenue comparison:

Revenues Comparison			
	June 30, 2025	June 30, 2024	Change
RSTPX	\$ 51,173	\$ 325,427	\$ (274,254)
TIRCP	940,666	934,414	6,252
Local Transportation Fund (TDA)	2,216,399	1,578,472	637,927
Measure D	19,768,295	20,595,483	(827,188)
CA Dept of Transp Grant - SB1	72,491	141,738	(69,247)
RPA (Admin & Planning)	77,160	292,206	(215,046)
Sust Transp Grant WCB	59,201	-	59,201
Sust Transp Grant CDFW	10,621	-	10,621
FEMA	-	-	-
Motor Vehicle Fees	299,473	249,048	50,425
Aid From Other Governments	40,100	47,332	(7,232)
STIP	173,414	640,622	(467,208)
SCCP	-	263,989	(263,989)
Local Partnership Program & SHA	232,397	284,025	(51,628)
Caltrans Grant (FSP)	84,911	163,871	(78,960)
Land Trust	2,630,000	-	2,630,000
Interest, Lease, & Other	620,807	594,590	26,217
	\$ 27,277,108	\$ 26,111,217	\$ 1,165,891

The Commission's two largest funding sources are State (6.2%) and Local (91.5%). The local revenues (\$24,954,267) consist of TDA funds (\$2,216,399); Motor Vehicle fees (\$299,473); Aid from Other Governments (\$40,100); Land Trust (\$2,630,000); and Measure D (\$19,768,295). Federal revenues totaled \$233,184, and Interest and Other revenues totaled \$620,807 (pages 38–39).

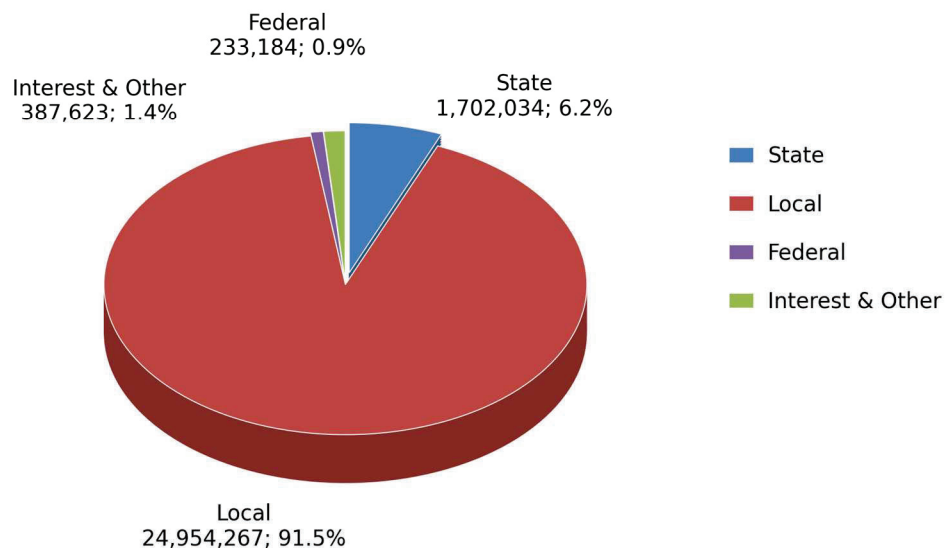
The funding sources comparative table and the graph (Figure 1) are presented below:

Table Funding by Source				
	FY 2025		FY 2024	
Local	\$ 24,954,267	91.5%	\$ 22,649,020	86.7%
State	1,702,034	6.2%	3,046,337	11.7%
Federal	233,184	0.9%	-	0.0%
Interest & Others	387,623	1.4%	415,860	1.6%
	<u>\$ 27,277,108</u>		<u>\$ 26,111,217</u>	

Figure 1

FY 2025 Funding by Source

FY 2025 Revenues by Funding Source



Expenditures

- The expenditures are up \$1,548,647 to \$28,661,136; and major expenditures were for payroll (\$4,280,475); Services and Supplies (\$23,173,100) in various funds, and Towing Service for FSP (\$384,514).
- Payroll costs (\$4,280,475) are down 3.6%.
- Overall, total expenditures were within final fund budgets.

Fiduciary Funds

- With the addition of the two SB125 trust funds, there are eight fiduciary funds.
- The combined cash balance remains high and has increased \$10,873,598 (+23.0%) to \$58,187,247. Measure D cash and investments totaled \$29,152,237.
- The unclaimed allocations by funding sources and claimants are presented below:

UNCLAIMED TDA AND STP EXCHANGE ALLOCATIONS FY 2025 ENDING June 30, 2025

	Total	TDA	RSTPX
County of Santa Cruz	\$ 15,967,478	\$ 1,020,778	\$ 14,946,700
City of Capitola	1,198,624	1,624	1,197,000
City of Santa Cruz	2,880,538	713,302	2,167,236
City Scotts Valley	2,111,341	158,572	1,952,769
City of Watsonville	4,225,302	840,462	3,384,840
SCCRTC	1,029,911	-	1,029,911
Total Allocated	\$ 27,413,194	\$ 2,734,738	\$ 24,678,456

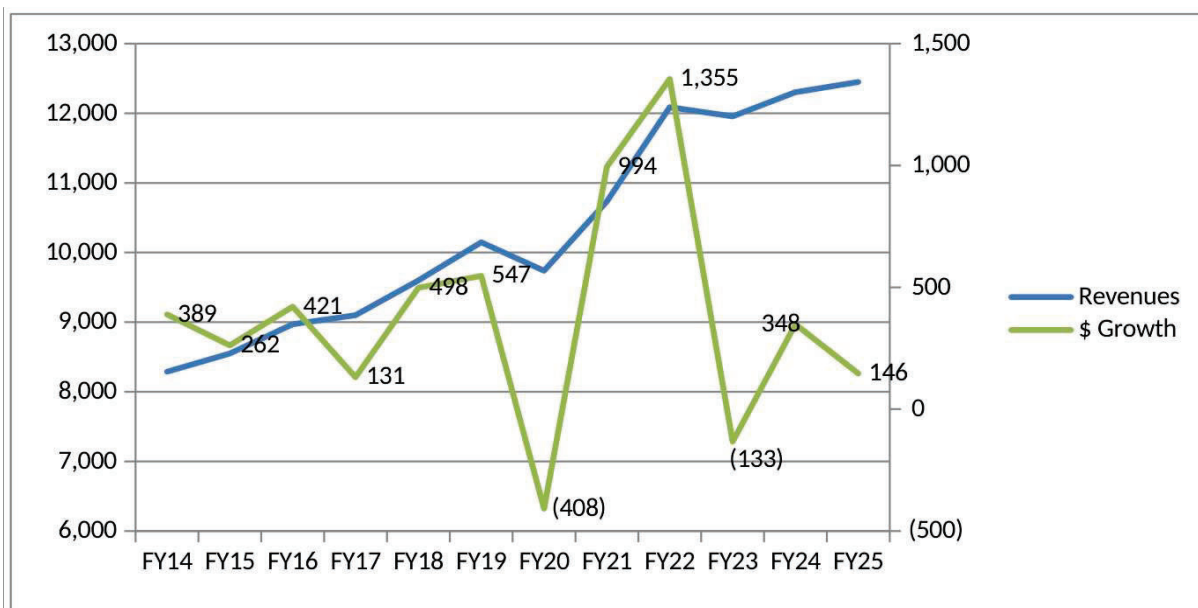
- The Net Position decreased by \$2,485,701 (4.9%) to \$48,590,823 due to an increase in Measure D expenditures (pages 44-45).
- The State Transit Assistance (\$4,777,075) sales tax revenues decreased 18.3%.
- The statements show a decrease in TDA of \$5,323 (0.04%) to \$12,365,396 from \$12,370,719 in FY 2024.

- The TDA performance in the last twelve fiscal years based on cash receipts is shown on the following table and graph:

The TDA cash receipts performance over the last Twelve years

Fiscal Year	Actual Receipts	(Change)	
2013-14	\$ 8,287,590	\$ -	
2014-15	8,549,340	261,750	3.2%
2015-16	8,970,056	420,716	4.9%
2016-17	9,101,315	131,259	1.5%
2017-18	9,599,732	498,417	5.5%
2018-19	10,147,019	547,287	5.7%
2019-20	9,738,939	(408,080)	-4.0%
2020-21	10,733,415	994,476	10.2%
2021-22	12,088,658	1,355,243	12.6%
2022-23	11,955,278	(133,380)	-1.1%
2023-24	12,303,725	348,447	2.9%
2024-25	12,449,684	145,959	1.2%

Figure 2
TDA Annual Revenues and Changes – Last Twelve (12) Years
FY 2014 – FY 2025 (\$ in 000)



The graph is based on actual monthly receipts during the fiscal year, which goes from July to June, therefore these receipts may not agree to the audited TDA revenues, which include July and August receipts of the following fiscal year.

The SCMTD receives 85.5% of all TDA allocated funds after the RTC share; and 93.8% of the PUC Section 99313 STA funds with the remaining 6.2% apportioned to Community Bridges Lift Line. The expenditure levels in the fiduciary funds are dependent on revenue fluctuations, the allocations, and the claims for disbursement.

5. CURRENT FINANCIAL ISSUES AND CONCERNS

Management has been able to control the discretionary expenses; however, continuing to secure new revenue sources to meet existing and increasing transportation needs continued to be a priority in FY 2024-25 and into the future. In November 2016, Santa Cruz County voters approved Measure D, a comprehensive transportation sales tax measure which helps to address some of the backlog of local road, highway, and transit shortfalls, as well as leverage grants and fund priority transportation projects. The California legislature's approval of Senate Bill 1 in April 2017 and federal approval of the Infrastructure Investment and Jobs Act (IIJA) in FY 2021-22 provided an increase and a degree of stability to transportation funding. Nonetheless these new fund sources have still not provided sufficient funds to meet all of the transportation priorities and needs identified by the public and project sponsors. The 2045 Regional Transportation Plan (RTP) identifies a funding gap of nearly \$5 billion. Part of what exacerbates the funding gap is the fact that construction costs have increased significantly and continue to increase, and some projects have received fewer bids than in years past, which results in less competition and unfavorable bid values, that strain local resources. Therefore, the RTC continues to work with agencies throughout the county and state to leverage local funds to increase transportation funding and use existing funds efficiently.

Major RTC projects currently under development for which existing funding is insufficient to fully fund include the Highway 1 Corridor Investment program, the Monterey Bay Sanctuary Scenic Trail (MBSST) Network/Coastal Rail Trail projects and maintenance, and rail corridor projects. Scoping project grant applications to be multi-modal has proved to be a successful strategy in securing competitive grants. The RTC partnered with the County of Santa Cruz and Santa Cruz METRO to not only build auxiliary lanes on Highway 1 between Soquel Drive and State Park Drive but also implement Bus on Shoulders on the highway and make bicycle, pedestrian and transit improvements along Soquel Drive. In December 2021, the RTC and its partners secured \$107.2 million from the State for these projects which

continued to be implemented in FY 2024-25. Measure D funds were used to leverage this state grant. During FY 2024-25, the RTC again worked with Caltrans, the County of Santa Cruz, the City of Santa Cruz and Santa Cruz METRO to prepare applications for state and federal funds for priority regional projects.

Throughout FY 2024-25, the RTC continued to implement the voter-approved investment plan for the Measure D sales tax measure and updated the long-range Measure D Strategic Implementation Plan (SIP), updating the cash flow model and review options to advance delivery of projects with the use of financing. Measure D is estimated to raise approximately \$27 million per year (in 2025 dollars) over 30 years. The expenditure plan included in Measure D includes Neighborhood Projects such as local streets and roads, safety, bicycle and pedestrian, and school safety projects; Community Projects such as transit and paratransit projects; and Regional Projects such as Highways, Rail Trail and other transportation improvements on the rail corridor.

With the RTC purchase of the Santa Cruz Branch Rail Line and an agreement with a short line railroad operator, freight service continues, and recreational passenger rail service was implemented. Unfortunately, the 2017 and 2022-2023 winter storms caused significant damage to portions of the rail line right-of-way. The 2017 storm damage repair work was completed in FY 2022-23. However, from late December 2022 through March 2023, several severe storms again damaged the rail line in multiple locations. Work commenced in early winter 2023 to repair the damage and to remove storm debris, with work to repair damages still ongoing at some locations. The 2017 and 2022-2023 storm damages were caused by federally declared major disasters and are considered eligible for Federal Emergency Management Agency (FEMA) reimbursement. The RTC continues to work with FEMA and the California Office of Emergency Services (Cal OES) to obtain maximum eligible reimbursement for the storm damage repair work. If full reimbursement from FEMA is not received, RTC will need to use other funding to pay for the repairs. Measure D-Rail funding and revenue generated from the SCBRL property are eligible fund sources to backfill any repair work not reimbursed by FEMA.

Future liabilities associated with retirement and other post-employment benefits (OPEB) continue to impact the RTC's net position. For several years, the RTC has been making additional payments to CalPERS to address the future liability associated with retirement benefits and recently established

Section 115 trust funds with CalPERS to address the OPEB and retirement liabilities. In FY 2024-25, the RTC continued to make contributions to the Section 115 trust funds.

Questions concerning this financial report or requests for additional financial information should be directed to the Finance and Budget Officer, Santa Cruz County Regional Transportation commission, 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060.

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SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**STATEMENT OF NET POSITION**June 30, 2025

	Governmental Activities
	<u> </u>
ASSETS	
Cash and investments	\$ 4,608,182
Receivables	4,937,349
Right to use assets, net	440,033
Capital assets:	
Nondepreciable	20,876,753
Depreciable, net	<u>390,872</u>
 Total assets	 <u>31,253,189</u>
 DEFERRED OUTFLOWS OF RESOURCES	
Pension related	952,803
OPEB related	<u>219,883</u>
 Total deferred outflows of resources	 <u>1,172,686</u>
 LIABILITIES	
Accounts payable	12,203,395
Accrued salaries	73,896
Unearned revenue	16,262
Current portion of compensated absences	113,804
Current portion of lease payable	111,609
Noncurrent liabilities:	
Compensated absences	341,412
Lease payable	413,976
Net pension liability	1,719,466
OPEB liability	<u>1,688,835</u>
 Total liabilities	 <u>16,682,655</u>
 DEFERRED INFLOWS OF RESOURCES	
Pension related	27,244
OPEB related	<u>837,599</u>
 Total deferred inflows of resources	 <u>864,843</u>
 NET POSITION	
Net investment in capital assets	21,182,073
Restricted for programs	2,289,371
Unrestricted	<u>(8,593,067)</u>
 Total net position	 <u><u>\$ 14,878,377</u></u>

The accompanying notes are an integral part of this statement.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
STATEMENT OF ACTIVITIES
For the Fiscal Year Ended June 30, 2025

		Program Revenues		
	Expenses	Charges for Services	Operating Contributions and Grants	Capital Contributions and Grants
				Net (Expense) Revenue and Changes in Net Position
Governmental activities:				
Transportation	\$ 28,861,516	\$ -	\$ 26,656,301	\$ -
Total governmental activities	<u>\$ 28,861,516</u>	<u>\$ -</u>	<u>\$ 26,656,301</u>	<u>\$ -</u>
General Revenues				
Investment income				291,190
Other				<u>329,617</u>
Total general revenues				<u>620,807</u>
Change in net position				<u>(1,584,408)</u>
Net position - beginning of fiscal year				21,151,214
Restatement				<u>(4,688,429)</u>
Net position - beginning of fiscal year, restated				<u>16,462,785</u>
Net position - end of fiscal year				<u>\$ 14,878,377</u>

The accompanying notes are an integral part of this statement.

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SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
GOVERNMENTAL FUNDS
BALANCE SHEET
June 30, 2025

	Administration and Planning Fund	Rail/Trail Authority Fund	Service Authority for Freeway Emergencies Fund	Freeway Service Patrol Fund
ASSETS				
Cash and investments	\$ 489,789	\$ 1,299,767	\$ 556,259	\$ 85,083
Accounts receivable	1,851,310			
Due from other agencies	622,116	611,204	49,573	
Due from fiduciary funds	239	350,909		
	<u>239</u>	<u>350,909</u>		
Total assets	<u>\$ 2,963,454</u>	<u>\$ 2,261,880</u>	<u>\$ 605,832</u>	<u>\$ 85,083</u>
LIABILITIES AND FUND BALANCES				
Liabilities:				
Accounts payable	\$ 1,664,145	\$ 767,805	\$ 82,826	\$ 112,483
Accrued payroll	73,896			
Unearned revenue		16,262		
Due to fiduciary funds	7,793	6,036,848		502
	<u>7,793</u>	<u>6,036,848</u>		<u>502</u>
Total liabilities	<u>1,745,834</u>	<u>6,820,915</u>	<u>82,826</u>	<u>112,985</u>
Fund Balances:				
Restricted:				
Transportation planning			523,006	
Unassigned	1,217,620	(4,559,035)		(27,902)
	<u>1,217,620</u>	<u>(4,559,035)</u>		<u>(27,902)</u>
Total fund balances	<u>1,217,620</u>	<u>(4,559,035)</u>	<u>523,006</u>	<u>(27,902)</u>
Total liabilities and fund balances	<u>\$ 2,963,454</u>	<u>\$ 2,261,880</u>	<u>\$ 605,832</u>	<u>\$ 85,083</u>

The accompanying notes are an integral part of this statement.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
GOVERNMENTAL FUNDS
BALANCE SHEET (CONTINUED)
June 30, 2025

	Highway 1 Program Fund	Highway 1 Auxiliary Lanes Fund	Cruz 511 Fund	Active Transportation MBSST Fund	Totals
ASSETS					
Cash and investments	\$ 486	\$ 1,387,307	\$ 535,868	\$ 253,623	\$ 4,608,182
Accounts receivable					1,851,310
Due from other agencies					1,282,893
Due from fiduciary funds		1,231,673		220,325	1,803,146
Total assets	<u>\$ 486</u>	<u>\$ 2,618,980</u>	<u>\$ 535,868</u>	<u>\$ 473,948</u>	<u>\$ 9,545,531</u>
LIABILITIES AND FUND BALANCES					
Liabilities:					
Accounts payable	\$ -	\$ 1,227,135	\$ 135,395	\$ 2,103,645	\$ 6,093,434
Accrued payroll					73,896
Unearned revenue					16,262
Due to fiduciary funds		25,415	1,024	38,379	6,109,961
Total liabilities		<u>1,252,550</u>	<u>136,419</u>	<u>2,142,024</u>	<u>12,293,553</u>
Fund Balances:					
Restricted:					
Transportation planning	486	1,366,430	399,449		2,289,371
Unassigned				(1,668,076)	(5,037,393)
Total fund balances	<u>486</u>	<u>1,366,430</u>	<u>399,449</u>	<u>(1,668,076)</u>	<u>(2,748,022)</u>
Total liabilities and fund balances	<u>\$ 486</u>	<u>\$ 2,618,980</u>	<u>\$ 535,868</u>	<u>\$ 473,948</u>	<u>\$ 9,545,531</u>

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SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
RECONCILIATION OF THE GOVERNMENTAL
FUNDS BALANCE SHEET
TO THE STATEMENT OF NET POSITION
June 30, 2025

Total Fund Balances - Governmental Funds \$ (2,748,022)

Amounts reported for governmental activities in the statement of net position are different because:

In governmental funds, only current assets are reported. In the statement of net position, all assets are reported, including capital and right to use assets and accumulated depreciation and amortization

Capital assets at historical cost	\$ 21,499,811	
Accumulated depreciation	(232,186)	
Right to use assets	836,925	
Accumulated amortization	<u>(396,892)</u>	
Net		21,707,658

In governmental funds, only current liabilities are reported. In the statement of net position, all liabilities, including long-term liabilities, are reported. Long-term liabilities relating to governmental activities consist of:

Compensated absences	\$ 455,216	
Lease payable	525,585	
OPEB liability	1,688,835	
Net pension liability	<u>1,719,466</u>	
Total		(4,389,102)

Deferred outflows and inflows of resources: In governmental funds, deferred outflows and inflows of resources are not reported because they are applicable to future periods. In the statement of net position, deferred outflows and inflows of resources are reported.

Deferred inflows of resources relating to pensions	\$ (27,244)	
Deferred inflows of resources relating to OPEB	(837,599)	
Deferred outflows of resources relating to pensions	952,803	
Deferred outflows of resources relating to OPEB	<u>219,883</u>	
		307,843

Total Net Position - Governmental Activities \$ 14,878,377

The accompanying notes are an integral part of this statement.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
GOVERNMENTAL FUNDS
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES
For the Fiscal Year Ended June 30, 2025

	Administration and Planning Fund	Rail/Trail Authority Fund	Service Authority for Freeway Emergencies Fund	Freeway Service Patrol Fund
Revenues				
Local Transportation Funds	\$ 2,216,399	\$ -	\$ -	\$ -
Motor Vehicle Fees			299,473	
California Department of Transportation Grant - SB1				72,491
RSTP Exchange Funds	7,519			
State Planning, Programming and Monitoring Funds	(31,471)			
Caltrans Grant (FSP)				84,911
State Rural Planning Assistance TIRCP	77,160	940,666		
RTPA State Grant	59,201			
Climate Adaptation Grant - ZEPRT	10,621			
SHA Grant	232,397			
Aid from Other Governments			40,100	
Land Trust				
Measure D	259,068	2,937,620	116,565	105,068
Use of Money and Property	77,177	113,515	44,337	2,374
Other	306,123	23,494		
Total revenues	3,214,194	4,015,295	500,475	264,844
Expenditures				
Salaries and Benefits	2,334,124	637,111	166,748	72,331
Services and Supplies	1,345,473	2,550,043	364,555	7,096
Bike to Work	45,704			
SHA Climate Adaptation Grant	76,805			
Safe Routes to School	8,114			
Towing Service				384,514
FTA Equity Action Grant	33,507			
Coastal Resiliency Plan	17,381			
SCC North Coast TDM Plan	86,302			
RTP - AMBAG	37,500			
TNC Access for All	25,896			
SCC Rural Highway Safety Plan	284,196			
Highway 17 Wildlife Crossing	277			
Other	31,660			
Capital Outlay	53,510			
Debt Service:				
Principal on financed lease	104,708			
Interest on financed lease	17,487			
Total expenditures	4,502,644	3,187,154	531,303	463,941
Excess of revenues over (under) expenditures	(1,288,450)	828,141	(30,828)	(199,097)
Fund balances - July 1	2,479,751	(617,264)	553,834	116,031
Restatements	26,319	(4,769,912)		55,164
Fund balances - July 1, restated	2,506,070	(5,387,176)	553,834	171,195
Fund balances - June 30	\$ 1,217,620	\$ (4,559,035)	\$ 523,006	\$ (27,902)

The accompanying notes are an integral part of this statement.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
GOVERNMENTAL FUNDS
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES (CONTINUED)
For the Fiscal Year Ended June 30, 2025

	Highway 1 Program Fund	Highway 1 Auxiliary Lanes Fund	Cruz 511 Fund	Active Transportation MBSST Fund	Totals
Revenues					
Local Transportation Funds	\$ -	\$ -	\$ -	\$ -	\$ 2,216,399
Motor Vehicle Fees					299,473
California Department of Transportation Grant - SB1					72,491
RSTP Exchange Funds				43,654	51,173
State Planning, Programming and Monitoring Funds		204,885			173,414
Caltrans Grant (FSP)					84,911
State Rural Planning Assistance					77,160
TIRCP					940,666
RTPA State Grant					59,201
Climate Adaptation Grant - ZEPRT					10,621
SHA Grant					232,397
Aid from Other Governments					40,100
Land Trust				2,630,000	2,630,000
Measure D		14,166,499	116,565	2,066,910	19,768,295
Use of Money and Property	20	27,924	21,784	4,059	291,190
Other					329,617
Total revenues	20	14,399,308	138,349	4,744,623	27,277,108
Expenditures					
Salaries and Benefits		305,442	82,957	681,762	4,280,475
Services and Supplies		13,044,975	130,021	5,730,937	23,173,100
Bike to Work					45,704
SHA Climate Adaptation Grant					76,805
Safe Routes to School					8,114
Towing Service					384,514
FTA Equity Action Grant					33,507
Coastal Resiliency Plan					17,381
SCC North Coast TDM Plan					86,302
RTP - AMBAG					37,500
TNC Access for All					25,896
SCC Rural Highway Safety Plan					284,196
Highway 17 Wildlife Crossing					277
Other					31,660
Capital Outlay					53,510
Debt Service:					
Principal on financed lease					104,708
Interest on financed lease					17,487
Total expenditures		13,350,417	212,978	6,412,699	28,661,136
Excess of revenues over (under) expenditures	20	1,048,891	(74,629)	(1,668,076)	(1,384,028)
Fund balances - July 1	466	317,539	474,078		3,324,435
Restatements					(4,688,429)
Fund balances - July 1, restated	466	317,539	474,078		(1,363,994)
Fund balances - June 30	\$ 486	\$ 1,366,430	\$ 399,449	\$ (1,668,076)	\$ (2,748,022)

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SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
RECONCILIATION OF THE GOVERNMENTAL FUNDS STATEMENT OF
REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES
TO THE STATEMENT OF ACTIVITIES
For the Fiscal Year Ended June 30, 2025

Net Change in Fund Balances - Governmental Funds	\$	(1,384,028)
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Amounts reported for governmental activities in the statement of activities are different because:

Capital assets are reported in governmental funds as expenditures.

However, in the statement of activities, the cost of those assets is allocated over their estimated useful lives as depreciation expense. This is the amount by which additions to capital assets of \$53,510 was more than depreciation expense of \$45,385 in the period.

8,125

Right to use assets are reported in governmental funds as expenditures.

However, in the statement of activities, the cost of those assets is allocated over the length of the lease. This is the amount by which additions to right to use assets of \$0 is less than amortization expense of \$103,537.

(103,537)

In the statement of activities, compensated absences are measured by the amounts earned during the fiscal year. In governmental funds, however, expenditures for these items are measured by the amount of financial resources used. This fiscal year, vacation earned exceeded the amounts used by \$87,302.

(87,302)

The issuance of lease payable provides current financial resources to governmental funds, while the repayment of the principal of lease payable consumes the current financial resources of governmental funds. Neither transaction has any effect on net position. The amount is the net effect of these differences in the treatment of lease payable and related items.

New lease liability issued	\$ -
Principal payments	<u>104,708</u>

104,708

In governmental funds, pension costs are recognized when employer contributions are made. In the statement of activities, pension costs are recognized on the accrual basis. This fiscal year, the difference between accrual-basis pension costs and actual employer contributions was:

(448,389)

In governmental funds, OPEB costs are recognized when employer contributions are made. In the statement of activities, OPEB costs are recognized on the accrual basis. This fiscal year, the difference between accrual basis OPEB costs and actual employer contributions was:

326,015

Change in Net Position - Governmental Activities	\$	<u><u>(1,584,408)</u></u>
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The accompanying notes are an integral part of this statement.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
STATEMENT OF FIDUCIARY NET POSITION
FIDUCIARY FUNDS
June 30, 2025

	Private Purpose Trust Funds			
	Local Transportation Fund	State Transit Assistance Fund	Surface Transportation Program Exchange Fund	Measure D Fund
ASSETS				
Cash and investments	\$ 7,328,903	\$ 19,831	\$ 7,827,088	\$ 29,152,237
Accounts receivable	2,239,620			1,740,254
Due from SCCRTC			4,857,383	1,252,578
Due from other agencies		1,437,535		
Due from other funds				2,175,264
Total assets	<u>9,568,523</u>	<u>1,457,366</u>	<u>12,684,471</u>	<u>34,320,333</u>
LIABILITIES				
Accounts payable				3,576,626
Due to SCCRTC				1,803,146
Due to other funds	2,175,264			
Due to other agencies	722,542	1,438,600	267,523	
Total liabilities	<u>2,897,806</u>	<u>1,438,600</u>	<u>267,523</u>	<u>5,379,772</u>
NET POSITION				
Held in trust for other governments	<u>\$ 6,670,717</u>	<u>\$ 18,766</u>	<u>\$ 12,416,948</u>	<u>\$ 28,940,561</u>

The accompanying notes are an integral part of this statement.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
STATEMENT OF FIDUCIARY NET POSITION
FIDUCIARY FUNDS (CONTINUED)
June 30, 2025

	Private Purpose Trust Funds			Other Employee Benefits Trust Fund	
	Low Carbon Transit Operators Program Fund	TIRCP Fund	ZETCP Fund	Miscellaneous Deductions Fund	Totals
ASSETS					
Cash and investments	\$ 194,059	\$ 13,280,046	\$ 384,138	\$ 945	\$ 58,187,247
Accounts receivable					3,979,874
Due from SCCRTC					6,109,961
Due from other agencies					1,437,535
Due from other funds					2,175,264
Total assets	194,059	13,280,046	384,138	945	71,889,881
LIABILITIES					
Accounts payable				278	3,576,904
Due to SCCRTC					1,803,146
Due to other funds					2,175,264
Due to other agencies		12,968,218	346,861		15,743,744
Total liabilities		12,968,218	346,861	278	23,299,058
NET POSITION					
Held in trust for other governments	\$ 194,059	\$ 311,828	\$ 37,277	\$ 667	\$ 48,590,823

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
FIDUCIARY FUNDS
For the Fiscal Year Ended June 30, 2025

	Private Purpose Trust Funds			
	Local Transportation Fund	State Transit Assistance Fund	Surface Transportation Program Exchange Fund	Measure D Fund
Additions:				
Sales tax	\$ 12,365,396	\$ 4,777,075	\$ -	\$ 27,599,097
Contributions from SCCRTC				
State of Good Repair (SB1)		902,365		
Transit and Intercity Rail Capital Program				
Zero-Emission Transit Capital Program				
Interest	197,865	17,647	371,509	1,307,696
Total additions	12,563,261	5,697,087	371,509	28,906,793
Deductions:				
Claimants:				
Santa Cruz Metropolitan Transit District	8,701,057	5,303,461		4,313,536
Santa Cruz County Regional				
Transportation Commission	1,594,283		7,519	17,794,383
City of Capitola	131,628		200,000	300,368
City of Santa Cruz	190,914		147,420	1,839,401
City of Scotts Valley				311,530
County of Santa Cruz	400,000			3,762,680
City of Watsonville				967,117
Community Bridges	663,927	373,795		1,073,906
Volunteer Center	101,767			
Salaries and benefits				1,857,457
Services and supplies				343,430
Total deductions	11,783,576	5,677,256	354,939	32,563,808
Change in net position	779,685	19,831	16,570	(3,657,015)
Net position - beginning of fiscal year	5,891,032		12,400,378	34,645,811
Restatements		(1,065)		(2,048,235)
Net position - beginning of fiscal year, restated	5,891,032	(1,065)	12,400,378	32,597,576
Net position - end of fiscal year	\$ 6,670,717	\$ 18,766	\$ 12,416,948	\$ 28,940,561

The accompanying notes are an integral part of this statement.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
FIDUCIARY FUNDS (CONTINUED)
For the Fiscal Year Ended June 30, 2025

	Private Purpose Trust Funds			Other Employee Benefits Trust Fund	
	Low Carbon Transit Operators Program Fund	TIRCP Fund	ZETCP Fund	Miscellaneous Deductions Fund	Totals
Additions:					
Sales tax	\$ -	\$ -	\$ -	\$ -	\$ 44,741,568
Contributions from SCCRTC				225	225
State of Good Repair (SB1)					902,365
Transit and Intercity Rail Capital Program		7,705,571			7,705,571
Zero-Emission Transit Capital Program			2,303,107		2,303,107
Interest	5,898	311,828	37,277		2,249,720
Total additions	5,898	8,017,399	2,340,384	225	57,902,556
Deductions:					
Claimants:					
Santa Cruz Metropolitan Transit District		7,705,571	2,303,107		28,326,732
Santa Cruz County Regional Transportation Commission					19,396,185
City of Capitola					631,996
City of Santa Cruz					2,177,735
City of Scotts Valley					311,530
County of Santa Cruz					4,162,680
City of Watsonville					967,117
Community Bridges					2,111,628
Volunteer Center					101,767
Salaries and benefits					1,857,457
Services and supplies					343,430
Total deductions		7,705,571	2,303,107		60,388,257
Change in net position	5,898	311,828	37,277	225	(2,485,701)
Net position - beginning of fiscal year	188,161			517	53,125,899
Restatements				(75)	(2,049,375)
Net position - beginning of fiscal year, restated	188,161			442	51,076,524
Net position - end of fiscal year	\$ 194,059	\$ 311,828	\$ 37,277	\$ 667	\$ 48,590,823

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

NOTES TO BASIC FINANCIAL STATEMENTS

June 30, 2025

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Santa Cruz County Regional Transportation Commission are prepared in conformity with accounting principles generally accepted in the United States of America as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Commission's accounting policies are described below:

A. The Reporting Entity

The Santa Cruz County Regional Transportation Commission, the regional transportation planning agency for the County of Santa Cruz, was created pursuant to Title 3 of Government Code Section 29535. The Commission is responsible for transportation planning activities as well as for the administration of the Transportation Development Act Funds (Local Transportation and State Transit Assistance), Sales Tax Measure D, the Service Authority for Freeway Emergencies Fund (SAFE), the Freeway Service Patrol Fund (FSP), the Surface Transportation Program Exchange Fund (STP), Highway 1 Program Fund, the Highway 1 Auxiliary Lanes Fund, the Rail/Trail Authority Fund, the Cruz 511 Fund, the Active Transportation MBSST Fund, the LCTOP Fund, the TIRCP Fund, and the ZETCP Fund. The Commission does not exercise control over any other governmental agency or authority. Criteria used in determining the reportable entity were based on control or dependence determined on the basis of budget adoption, funding, and appointment of the respective governing board.

The reporting entity is the Santa Cruz County Regional Transportation Commission. There are no component units included in this report which meet the criteria of the Governmental Accounting Standards Board (GASB) Statement No. 14, *The Financial Reporting Entity*, as amended by GASB Statements No. 39, No. 61, No. 80, and No. 90.

B. Government-wide and Fund Financial Statements

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the nonfiduciary activities of the Commission. For the most part, the effect of interfund activity has been removed from these statements. *Governmental activities* are normally supported by taxes and intergovernmental revenues.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. *Direct expenses* are those that are clearly identifiable with a specific function or segment. *Program revenues* include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as *general revenues*.

Separate financial statements are provided for governmental funds and fiduciary funds, even though the latter are excluded from the government-wide financial statements. Major individual governmental funds are reported as separate columns in the fund financial statements.

C. Basis of Presentation

Government-wide Financial Statements:

The government-wide statements are prepared using the economic resources measurement focus. This approach differs from the manner in which governmental fund financial statements are prepared. Governmental fund financial statements, therefore, include reconciliation with brief explanations to better identify the relationship between the government-wide statements and the statements for the governmental funds.

The government-wide statement of activities presents a comparison between direct expenses and program revenues for each function or program of the Commission's governmental activities. Direct expenses are those that are specifically associated with a service, program, or department and are therefore clearly identifiable to a particular function. Program revenues include charges paid by the recipients of goods or services offered by a program, as well as grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Revenues which are not classified as program revenues are presented as general revenues of the Commission, with certain exceptions. The comparison of direct expenses with program revenues identifies the extent to which each governmental function is self-financing or draws from the general revenues of the Commission.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

C. Basis of Presentation (Continued)

Fund Financial Statements:

Fund financial statements report detailed information about the Commission. The focus of governmental fund financial statements is on major funds rather than reporting funds by type. Each major governmental fund is presented in a separate column. Fiduciary funds are reported by fund type.

The accounting and financial treatment applied to a fund is determined by its measurement focus. All governmental funds are accounted for using a flow of current financial resources measurement focus. With this measurement focus, only current assets and current liabilities are generally included on the balance sheet. The Statement of Revenues, Expenditures, and Changes in Fund Balances for these funds presents increases, (i.e., revenues and other financing sources) and decreases (i.e., expenditures and other financing uses) in net current assets.

Fiduciary funds are reported using the economic resources measurement focus.

D. Basis of Accounting

Basis of accounting refers to when revenues and expenditures are recognized in the accounts and reported in the financial statements. Government-wide financial statements are prepared using the accrual basis of accounting. Governmental funds use the modified accrual basis of accounting. Fiduciary funds use the accrual basis of accounting.

Revenues – exchange and non-exchange transactions:

Revenue resulting from exchange transactions, in which each party gives and receives essentially equal value, is recorded under the accrual basis when the exchange takes place. On a modified accrual basis, revenue is recorded in the fiscal year in which the resources are measurable and become available. “Available” means the resources will be collected within the current fiscal year or are expected to be collected soon enough thereafter to be used to pay liabilities of the current fiscal year. For the Commission, “available” means collectible within the current period or within 60 days after fiscal year-end.

Non-exchange transactions, in which the Commission receives value without directly giving equal value in return, include property taxes, and grants. Under the accrual basis, revenue from property taxes is recognized in the fiscal year for which the taxes are levied. Revenue from grants is recognized in the fiscal year in which all eligibility requirements have been satisfied. Eligibility requirements include timing requirements, which specify the fiscal year when the resources are to be used or the fiscal year when use is first permitted; matching requirements, in which the Commission must provide local resources to be used for a specific purpose; and expenditure requirements, in which the resources are provided to the Commission on a reimbursement basis. Under the modified accrual basis, revenue from non-exchange transactions must also be available before it can be recognized.

Unearned revenue:

Unearned revenues arise when assets are received before revenue recognition criteria have been satisfied. Grants received before eligibility requirements are met, are recorded as unearned revenue.

Expenses/expenditures:

On the accrual basis of accounting, expenses are recognized at the time a liability is incurred. On the modified accrual basis of accounting, expenditures are generally recognized in the accounting period in which the related fund liability is incurred, as under the accrual basis of accounting. However, under the modified accrual basis of accounting, debt service expenditures, as well as expenditures related to compensated absences and claims and judgments, are recorded only when payment is due. Allocations of cost, such as depreciation and amortization, are not recognized in the governmental funds.

When both restricted and unrestricted resources are available for use, it is the Commission’s policy to use restricted resources first then unrestricted resources as they are needed.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

E. Fund Accounting

The accounts of the Commission are organized on the basis of funds, each of which is considered to be a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund balance or net position, revenues, and expenditures/expenses. The Commission's resources are allocated to and accounted for in individual funds based upon the purpose for which they are to be spent and the means by which spending activities are controlled. The Commission's accounts are organized into major and fiduciary funds, as follows:

Major Governmental Funds:

Administration and Planning – Transportation planning and administration of the Transportation Development Act.

Rail/Trail Authority – To account for financial activities of the Coastal Rail/Trail Project.

Service Authority for Freeway Emergencies – State funds for administration and operation of freeway call boxes and motorist aid.

Freeway Service Patrol – State funds for roadside assistance.

Highway 1 Program – Transportation planning and administration of the Highway 1 Projects.

Highway 1 Auxiliary Lanes – Transportation planning and administration for an additional lane on Highway 1.

Cruz 511 – To account for financial activities of the Cruz 511 program.

Active Transportation MBSST – To account for financial activities of Active Transportation planning.

Fiduciary Funds:

These funds account for assets held by the Commission as a trustee or agent for other units of government. The fiduciary funds used by the Commission are as follows:

Private Purpose Trust: These funds are utilized by the Commission, as trustee, to receive and allocate Local Transportation funds, State Transit Assistance funds, Surface Transportation Program Exchange funds, Low Carbon Transit Operators Program funds, SB 125 Transit and Intercity Rail Capital Program (TIRCP) Fund, SB 125 Zero-Emission Transit Capital Program (ZETCP) Fund, and the Measure D funds to eligible claimants.

Pension (and other Employee Benefits) Trusts: These funds are utilized by the Commission, as trustee, to receive employee contributions for employee benefit arrangements. The Commission has a fiduciary responsibility to administer the plans.

F. Budgets

Budgets are adopted on a basis consistent with accounting principles generally accepted in the United States of America. Annual appropriated budgets are adopted for the major funds. All annual appropriations lapse at fiscal year end.

G. Cash and Investments

The Commission holds its cash in the County of Santa Cruz Treasury. The County maintains a cash and investment pool, and allocates interest to the various funds based upon the average monthly cash balances. Information regarding categorization of investments can be found in the County of Santa Cruz's Basic Financial Statements. Investments are stated at fair value.

A payroll account is kept at the Santa Cruz County Bank for payment of state and federal taxes, health insurance, and other contributions and deductions.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

H. Capital Assets

Capital assets (including infrastructure) are recorded at cost where historical records are available and at an estimated original cost where no historical records exist. Contributed capital assets are valued at their estimated fair value at the date of the contribution. Capital assets are defined by the Commission as assets with an initial, individual cost of at least \$1,500 and estimated useful life in excess of two years.

Capital assets used in operations are depreciated over their estimated useful lives using the straight-line method in the governmental column in the government-wide financial statements. Depreciation is charged as an expense against operations and accumulated depreciation is reported on the statement of net position. The estimated useful life is as follows:

Building	27.5 years
Furniture and Equipment	3 to 8 years
Leasehold Improvements	Lease term or 30 years

I. Unearned Revenue

Cash is received for federal and state special projects and programs and recognized as revenue to the extent that qualified expenditures have been incurred. Unearned revenue is recorded to the extent cash received on specific projects and programs exceed qualified expenditures.

J. Long-term Obligations

In the government-wide financial statements, long-term debt and other long-term obligations are reported as liabilities in the statement of net position. In the fund financial statements, governmental fund types report the face amount of debt issued as other financing sources.

K. Compensated Absences

All vacation pay, as well as sick leave for management, plus related payroll taxes is accrued when incurred in the government-wide financial statements. A liability for these amounts is reported in the governmental funds only if they have matured, for example, as a result of employee resignations and retirements. The Commission reports compensated absences in compliance with GASB Statement No. 101.

L. Fund Balances

Fund balances of the governmental funds are classified as follows:

Nonspendable Fund Balance – represents amounts that cannot be spent because they are either not in spendable form (such as inventory or prepaid insurance) or legally required to remain intact (such as notes receivable or principal of a permanent fund).

Restricted Fund Balance – represents amounts that are constrained by external parties, constitutional provisions or enabling legislation.

Committed Fund Balance – represents amounts that can only be used for a specific purpose because of a formal action by the Commission's governing board. Committed amounts cannot be used for any other purpose unless the governing board removes those constraints by taking the same type of formal action. Committed fund balance amounts may be used for other purposes with appropriate due process by the governing board. Commitments are typically done through adoption and amendment of the budget. Committed fund balance amounts differ from restricted balances in that the constraints on their use do not come from outside parties, constitutional provisions, or enabling legislation.

Assigned Fund Balance – represents amounts which the Commission intends to use for a specific purpose, but that do not meet the criteria to be classified as restricted or committed. Intent may be stipulated by the governing board or by an official or body to which the governing board delegates the authority. Specific amounts that are not restricted or committed in a special revenue, capital projects, debt service, or permanent fund are assigned for purposes in accordance with the nature of their fund type or the fund's primary purpose. Assignments within the Administration and Planning Fund convey that the intended use of those amounts is for a specific purpose that is narrower than the general purpose of the Commission.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

L. Fund Balances (Continued)

Unassigned Fund Balance – represents amounts which are unconstrained in that they may be spent for any purpose. Only the Administration and Planning Fund reports a positive unassigned fund balance. Other governmental funds might report a negative balance in this classification because of overspending for specific purposes for which amounts had been restricted, committed or assigned.

When an expenditure is incurred for a purpose for which both restricted and unrestricted fund balance is available, the Commission considers restricted funds to have been spent first. When an expenditure is incurred for which committed, assigned, or unassigned fund balances are available, the Commission considers amounts to have been spent first out of committed funds, then assigned funds, and finally unassigned funds.

M. Prepaid Items

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both government-wide and fund financial statements.

N. Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America, as prescribed by the GASB and the American Institute of Certified Public Accountants, requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenditures/expenses during the reporting period. Actual results could differ from those estimates.

O. Pensions

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Santa Cruz County Regional Transportation Commission's Public Employees' Retirement System (CalPERS) plan (Plan) and additions to/deductions from the Plan fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

P. Other Postemployment Benefits (OPEB)

For purposes of measuring the net OPEB liability and deferred outflows/inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the Commission's plan (OPEB Plan) and additions to/deductions from the Plans' fiduciary net position have been determined on the same basis. For this purpose, benefit payments are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Q. Deferred Outflows and Inflows of Resources

Pursuant to GASB Statement No. 63, "*Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position*," and GASB Statement No. 65, "*Items Previously Reported as Assets and Liabilities*," the Commission recognizes deferred outflows and inflows of resources.

In addition to assets, the Statement of Net Position will sometimes report a separate section for deferred outflows of resources. A deferred outflow of resources is defined as a consumption of net position by the government that is applicable to a future reporting period. The Commission has two items which qualify for reporting in this category; refer to Note 8 and Note 10 for a detailed listing of the deferred outflows of resources the Commission has reported.

In addition to liabilities, the Statement of Net Position will sometimes report a separate section for deferred inflows of resources. A deferred inflow of resources is defined as an acquisition of net position by the Commission that is applicable to a future reporting period. The Commission has two items which qualify for reporting in this category; refer to Note 8 and 10 for a detailed listing of the deferred inflows of resources the Commission has reported.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTES TO BASIC FINANCIAL STATEMENTS
June 30, 2025

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

R. Right to use assets

The Commission has recorded right to use lease assets as a result of implementing GASB Statement No. 87. The right to use assets are initially measured at an amount equal to the initial measurement of the related lease liability plus any lease payments made prior to the lease term, less lease incentives, and plus ancillary charges necessary to place the lease into service. The right to use assets are amortized on a straight-line basis over the life of the related lease.

S. Future Accounting Pronouncements

GASB Statements listed below will be implemented in future financial statements:

Statement No. 103	"Financial Reporting Model Improvements"	The provisions of this statement are effective for fiscal years beginning after June 15, 2025.
Statement No. 104	"Disclosure of Certain Capital Assets"	The provisions of this statement are effective for fiscal years beginning after June 15, 2025.
Statement No. 105	"Subsequent Events"	The provisions of this statement are effective for fiscal years beginning after June 15, 2026.

NOTE 2 – CASH AND INVESTMENTS

The Commission maintains most of its cash in the Santa Cruz County Treasurer's Investment Fund. The County Treasurer pools and invests the funds it oversees. All participants share investment gains or losses proportionately. Earned interest is apportioned monthly based on each participant's average daily deposit.

Investments are carried at fair value. On June 30, 2025, the Commission had the following cash and investments on hand:

Cash in bank and on hand	\$ 69,801
Cash and investments with the Santa Cruz County Treasurer's Investment Fund	<u>62,725,628</u>
Total cash and investments	<u>\$ 62,795,429</u>

Cash and investments are presented on the accompanying basic financial statements, as follows:

Cash and investments, statement of net position	\$ 4,608,182
Cash and investments, statement of fiduciary net position	<u>58,187,247</u>
Total cash and investments	<u>\$ 62,795,429</u>

The Commission categorizes its fair value measurements within the fair value hierarchy established by U.S. Generally Accepted Accounting Principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. These principles recognize a three-tiered fair value hierarchy. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. The Commission did not have investments that are measured under Level 1, Level 2, or Level 3.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**NOTES TO BASIC FINANCIAL STATEMENTS**

June 30, 2025

NOTE 2 – CASH AND INVESTMENTS (Continued)Investments Authorized by the Commission's Investment Policy

The Commission's investment policy only authorizes investment in the local government investment pool administered by the County of Santa Cruz. The Commission's investment policy does not contain any specific provisions intended to limit the Commission's exposure to interest rate risk, credit risk, and concentration of credit risk.

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates.

Information about the sensitivity of the fair values of the Commission's investments to market interest rate fluctuations is provided by the table below that shows the distribution of the Commission's investments by maturity:

Investment Type	Carrying Amount	Remaining Maturity (in Months)			
		12 Months Or Less	13 - 24 Months	25 - 60 Months	More than 60 months
Santa Cruz County Treasurer's Investment Fund	\$ 62,725,628	\$ 62,725,628	\$ -	\$ -	\$ -
Total	<u>\$ 62,725,628</u>	<u>\$ 62,725,628</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of rating by a nationally recognized statistical rating organization. Presented below, is the minimum rating required by the California Government Code and the Commission's investment policy, and the actual rating as of fiscal year end for each investment type.

Investment Type	Carrying Amount	Minimum Legal Rating	Exempt From Disclosure	Ratings as of fiscal year end		
				AAA	Aa	Not Rated
Santa Cruz County Treasurer's Investment Fund	\$ 62,725,628	N/A	\$ -	\$ -	\$ -	\$ 62,725,628
Total	<u>\$ 62,725,628</u>		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 62,725,628</u>

Concentration of Credit Risk

The investment policy of the Commission contains no limitations on the amount that can be invested in any one issuer beyond that stipulated by the California Government Code. There are no investments in any one issuer that represent 5% or more of the total Commission's investments.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

NOTES TO BASIC FINANCIAL STATEMENTS

June 30, 2025

NOTE 2 – CASH AND INVESTMENTS (Continued)

Custodial Credit Risk

Custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The California Government Code and the Commission's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The fair value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure the Commission's deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

None of the Commission's deposits with financial institutions in excess of federal depository insurance limits were held in uncollateralized accounts.

The custodial credit risk for *investments* is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and the Commission's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for investments. With respect to investments, custodial credit risk generally applies only to direct investments in marketable securities. Custodial credit risk does not apply to a local government's indirect investment in securities through the use of mutual funds or government investment pools (such as Santa Cruz County Treasurer's Investment Fund).

Investment in Santa Cruz County Treasurer's Investment Fund

The Commission is a participant in the Santa Cruz Treasurer's Investment Fund (County Pool) that is regulated by the California Government Code. The fair value of the Commission's investment in this pool is reported in the accompanying basic financial statements at the amounts based upon the Commission's pro-rata share of the fair value provided by the County Pool for the entire Santa Cruz County Treasurer's Investment Fund portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by the County Pool, which are recorded on an amortized cost basis.

NOTE 3 – DUE FROM OTHER AGENCIES

Due from other agencies consists of the following at June 30, 2025:

Special Revenue Funds					
Agency	Administration and Planning Fund	Rail / Trail Authority Fund	Service Authority for Emergencies Fund	Freeway Service Patrol Fund	Highway 1 Program Fund
State grants (DOT)	\$ 305,093	\$ 597,298	\$ -	\$ -	\$ -
Federal grants (DOT)	317,023				
Other		13,906	49,573		
Totals	<u>\$ 622,116</u>	<u>\$ 611,204</u>	<u>\$ 49,573</u>	<u>\$ -</u>	<u>\$ -</u>
Special Revenue Funds (continued)			Fiduciary Funds		
Agency	Highway 1 Auxiliary Fund	Cruz 511 Fund	Active Transportation MBSST Fund	Local Transportation Fund	State Transit Assistance Fund
State grants (DOT)	\$ -	\$ -	\$ -	\$ -	\$ 1,437,535
Federal grants (DOT)					
Other					
Totals	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1,437,535</u>

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTES TO BASIC FINANCIAL STATEMENTS
June 30, 2025

NOTE 3 – DUE FROM OTHER AGENCIES (Continued)

Fiduciary Funds (continued)					
Agency	Surface Transportation Program Exchange Fund	Low Carbon Transit Operators Program Fund	Measure D Fund	TIRCP Fund	ZETCP Fund
State grants (DOT)	\$ -	\$ -	\$ -	\$ -	\$ -
Federal grants (DOT)					
Other					
Totals	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

NOTE 4 – RIGHT TO USE ASSET

Right to use asset activity for the Commission for the fiscal year ended June 30, 2025, was as follows:

	Balance July 1, 2024	Additions	Reductions	Balance June 30, 2025
Right to use assets				
Leased office	\$ 836,925	\$ -	\$ -	\$ 836,925
Total right to use assets	<u>836,925</u>			<u>836,925</u>
Less accumulated amortization for:				
Leased office	<u>293,355</u>	<u>103,537</u>		<u>396,892</u>
Total accumulated amortization	<u>293,355</u>	<u>103,537</u>		<u>396,892</u>
Right to use assets, net	<u>\$ 543,570</u>	<u>\$ (103,537)</u>	<u>\$ -</u>	<u>\$ 440,033</u>

NOTE 5 – LEASE PAYABLE

On August 23, 2021, the Commission agreed to new terms on an amendment to the office space lease agreement to extend the term to September 30, 2027. Rent is \$9,959 per month and increases by 3% on October 1st of each subsequent fiscal year. On April 9, 2024, the Commission agreed to new terms on an amendment to increase office space rented and extend the term of the lease to September 30, 2029. The lease liability is measured at a discount rate of 3%, which is the U.S. Treasury Bill rate. As a result of the lease, the Commission has recorded a right to use asset of \$836,925.

The future minimum lease obligations and the net present value of these minimum lease payments as of June 30, 2025, were as follows:

Fiscal Year Ending June 30	Principal Payments	Interest Payments	Total
2026	\$111,609	\$ 14,252	\$ 125,861
2027	118,832	10,805	129,637
2028	126,389	7,137	133,526
2029	134,294	3,238	137,532
2030	<u>34,461</u>	<u>174</u>	<u>34,635</u>
	<u>\$525,585</u>	<u>\$ 35,606</u>	<u>\$ 561,191</u>

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTES TO BASIC FINANCIAL STATEMENTS
June 30, 2025

NOTE 6 – CAPITAL ASSETS

Capital assets activity for the fiscal year ended June 30, 2025, was as follows:

	Balance July 1, 2024	Increases	Decreases	Balance June 30, 2025
Governmental activities				
Nondepreciable capital assets				
Right of way	\$ 14,200,000	\$ -	\$ -	\$ 14,200,000
Land	1,028,342			1,028,342
Construction in progress	5,648,411			5,648,411
Total nondepreciable capital assets	<u>\$ 20,876,753</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 20,876,753</u>
Depreciable capital assets				
Equipment	\$ 310,634	\$ 53,510	\$ 29,263	\$ 334,881
Building	171,390			171,390
Leasehold improvements	116,787			116,787
Total depreciable capital assets	598,811	53,510	29,263	623,058
Less accumulated depreciation	(216,064)	(45,385)	(29,263)	(232,186)
Net depreciable capital assets	<u>\$ 382,747</u>	<u>\$ 8,125</u>	<u>\$ -</u>	<u>\$ 390,872</u>
Net capital assets	<u>\$ 21,259,500</u>	<u>\$ 8,125</u>	<u>\$ -</u>	<u>\$ 21,267,625</u>

NOTE 7 – LONG-TERM LIABILITIES

Changes in long-term liabilities

Long-term liability activity for the fiscal year ended June 30, 2025, is shown below:

	Balance July 1, 2024	Additions	Deletions	Balance June 30, 2025	Due within One Year
Governmental activities					
Compensated absences	\$ 367,914	\$ 87,302	\$ -	\$ 455,216	\$ 113,804
Lease payable	630,293		104,708	525,585	111,609
OPEB liability	1,925,908		237,073	1,688,835	
Net pension liability	1,760,245		40,779	1,719,466	
Governmental activities					
Long-term liabilities	<u>\$ 4,684,360</u>	<u>\$ 87,302</u>	<u>\$ 382,560</u>	<u>\$ 4,389,102</u>	<u>\$ 225,413</u>

NOTE 8 – PENSION PLAN

A. General Information about the Pension Plan

Plan Descriptions

All qualified permanent and probationary employees are eligible to participate in the Commission's Miscellaneous Employee Pension Plans, cost-sharing multiple employer defined benefit plans administered by the California Public Employees' Retirement System (CalPERS). Benefit provisions under the Plans are established by State statute and Commission resolution. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS' website.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTES TO BASIC FINANCIAL STATEMENTS
June 30, 2025

NOTE 8 – PENSION PLAN (Continued)

A. General Information about the Pension Plan (Continued)

Benefits Provided

CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for nonduty disability benefits after 10 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost of living adjustments for each plan are applied as specified by the Public Employees' Retirement Law.

The Plans' provisions and benefits in effect at June 30, 2025, are summarized as follows:

Hire Date	Miscellaneous	
	Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	2.0% @ 55	2.0 % @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50-63	52-67
Monthly benefits, as a % of eligible compensation	1.4% to 2.4%	1.0% to 2.5%
Required employee contribution rates	6.93%	7.75%
Required employer contribution rates	12.52% + \$145,601	7.87%

Contributions

Section 20814(c) of the California Public Employees' Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for the Plan are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the fiscal year, with an additional amount to finance any unfunded accrued liability. The Commission is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. Contributions to the pension plan from the Commission were \$292,311 for the fiscal year ended June 30, 2025.

B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions

At June 30, 2025, the Commission reported \$1,719,466 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2024 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2023 rolled forward to June 30, 2024 using standard update procedures. The Commission's proportion of the net pension liability was based on a projection of the Commission's long-term share of contributions to the pension plan relative to the projected contributions of all Pension Plan participants, actuarially determined. At June 30, 2024, the Commission's proportion of the CalPERS's Miscellaneous Plan was 0.03555%, which increased by .00035% from June 30, 2023.

For the fiscal year ended June 30, 2025, the Commission recognized pension expense of \$740,700. Pension expense represents the change in the net pension liability during the measurement period, adjusted for actual contributions and the deferred recognition of changes in investment gain/loss, actuarial gain/loss, actuarial assumptions or method, and plan benefits. At June 30, 2025, the Commission reported deferred outflows of resources and deferred inflows of resources related to pension from the sources shown on the following page:

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTES TO BASIC FINANCIAL STATEMENTS
June 30, 2025

NOTE 8 – PENSION PLAN (Continued)

B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$ 292,311	\$ -
Differences between expected and actual experience	148,664	5,801
Changes in assumptions	44,194	
Net difference between projected and actual earnings on retirement plan investments	98,988	
Adjustment due to differences in proportions	225,320	851
Difference in actual contributions and proportionate share of contributions	143,326	20,592
	<u>\$ 952,803</u>	<u>\$ 27,244</u>

\$292,311 reported as deferred outflows of resources related to pensions resulting from Commission contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the fiscal year ended June 30, 2026. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expenses as follows:

Fiscal Year Ending June 30	Amount
2026	\$ 292,162
2027	310,064
2028	64,943
2029	(33,921)
	<u>\$ 633,248</u>

Actuarial Assumptions

The total pension liability in the June 30, 2023 actuarial valuation was determined using the following actuarial assumptions:

	<u>Miscellaneous</u>
Valuation Date	June 30, 2023
Measurement Date	June 30, 2024
Actuarial Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.30%
Salary Increases	Varies by Entry Age and Service
Mortality Rate Table (1)	Derived using CalPERS' Membership Data for all Funds
Post Retirement Benefit Increase	Contract COLA up to 2.30% until Purchasing Power Protection Allowance Floor on Purchasing Power applies

- (1) The mortality table used was developed based on CalPERS' specific data. The rates incorporate Generational Mortality to capture ongoing mortality improvement using 80% of Scale MP 2020 published by the Society of Actuaries. For more details, please refer to the 2021 experience study report that can be found on the CalPERS' website.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTES TO BASIC FINANCIAL STATEMENTS
June 30, 2025

NOTE 8 – PENSION PLAN (Continued)

B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

Discount Rate

The discount rate used to measure the total pension liability was 6.90%. To determine whether the municipal bond rate should be used in the calculation of a discount rate for public agency plans (including PERF C), CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 6.90 percent discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 6.90 percent will be applied to all plans in the Public Employees Retirement Fund including PERF C. The stress test results are presented in a detailed report called “GASB Crossover Testing Report” that can be obtained at CalPERS’ website under the GASB No. 68 section.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account long-term market return expectations as well as the expected pension fund cash flows. Projected returns for all asset classes are estimated and, combined with risk estimates, are used to project compound (geometric) returns over the long term. The discount rate used to discount liabilities was informed by the long-term projected portfolio return.

The expected real rates of return by asset class are as follows:

Asset Class	Assumed Asset Allocation	Real Return Years 1- 10(a)(b)
Global Equity - cap-weighted	30.0%	4.54%
Global Equity -non-cap-weighted	12.0%	3.84%
Private Equity	13.0%	7.28%
Treasury	5.0%	0.27%
Mortgage-backed Securities	5.0%	0.50%
Investment Grade Corporates	10.0%	1.56%
High Yield	5.0%	2.27%
Emerging Market Debt	5.0%	2.48%
Private Debt	5.0%	3.57%
Real Assets	15.0%	3.21%
Leverage	-5.0%	-0.59%
Total	100.0%	

(a) An expected inflation of 2.30% used for this period.

(b) Figures are based on the 2021-22 Asset Liability Management study.

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following represents the Commission’s proportionate share of the net pension liability calculated using the discount rate of 6.90 percent, as well as what the Commission’s proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (5.90 percent) or 1 percentage point higher (7.90 percent) than the current rate:

	1% Decrease 5.90%	Discount Rate 6.90%	1% Increase 7.90%
Commission's proportionate share of the net pension plan liability	\$3,653,968	\$ 1,719,466	\$ 127,087

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTES TO BASIC FINANCIAL STATEMENTS
June 30, 2025

NOTE 8 – PENSION PLAN (Continued)

B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in the separately issued CalPERS financial reports.

C. Payable to the Pension Plan

At June 30, 2025, the Commission had no amount outstanding for contributions to the pension plan required for the fiscal year ended June 30, 2025.

NOTE 9 – NET POSITION

GASB Statement No. 63, requires that the difference between assets added to the deferred outflows of resources and liabilities be added to the deferred inflows of resources be reported as net position. Net position is classified as either net investment in capital assets, restricted, or unrestricted.

The government-wide and fiduciary funds financial statements utilize a net position presentation. Net position is categorized as net investment in capital assets, restricted, and unrestricted.

Net investment in capital assets – This category groups all capital assets, including infrastructure, into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction, or improvement of these assets reduce the balance in this category.

Restricted Net Position – This category presents external restrictions imposed by creditors, grantors, contributors, or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.

Unrestricted Net Position – This category represents net position of the Commission, not restricted for any project or other purpose.

NOTE 10 – OTHER POST EMPLOYMENT BENEFITS (OPEB)

Plan Description

Plan administration – Integrated medical/prescription drug coverage is provided through CalPERS under the Public Employees' Medical and Hospital Care Act (PEMHCA). Employees may choose from a variety of HMO and PPO options. The Commission offers the same health plans to its retirees as its active employees, with the exception that once a retiree becomes eligible for Medicare, he or she must join a Medicare HMO or a Medicare Supplement plan under PEMHCA.

Benefits provided – Employees (SEIU and RAMM members) and executive directors become eligible to retire and receive monthly contributions from the Commission upon attainment of age 50 and five years of covered PERS service, or by qualifying disability retirement status. Benefits are paid for the lifetime of the retiree and, if applicable, the surviving spouse of the retiree if coverage is in effect at the time of the retiree's death. The Commission's retiree contribution is based on the CalPERS PEMHCA unequal method. The active caps are 95% of the Blue Shield Bay Area premium for single and 90% for dual and family. Currently, the retiree single cap is equal to the active single cap. The retiree dual and family caps shall increase annually by five percent of the current monthly employer contribution for employees, until such time that the employer contribution for retirees equals the employer contribution paid for retirees.

Employees Covered

As of the July 1, 2023, actuarial valuation, the following current and former employees were covered by the benefit terms under the Commission's Plan:

Active plan members	21
Inactive employees or beneficiaries currently receiving benefits	<u>12</u>
Total	<u>33</u>

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTES TO BASIC FINANCIAL STATEMENTS
June 30, 2025

NOTE 10 – OTHER POST EMPLOYMENT BENEFITS (OPEB) (CONTINUED)

Contributions

The contribution requirements of Plan members and the Commission are established and amended by SCCRTC. Beginning on August 29, 2022, assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement No. 75.

Net OPEB Liability

The Commission's net OPEB liability was measured as of June 30, 2025 and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation dated July 1, 2023. Standard actuarial update procedures were used to project/discount from valuation to measurement dates.

Actuarial assumptions. The total OPEB liability was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Discount Rate	5.75%
Inflation	2.50%
Salary Increases	3.00%
Mortality Rate	Mortality rates from 2021 CalPERS Experience Study
Healthcare Trend Rate	5.25% for 2025-2029, 5.00% for 2030-2039, 4.75% for 2040-2049, 4.50% for 2050-2069, and 4.00% for 2070 and later year

Actuarial assumptions used in the July 1, 2023 valuation were based on a review of plan experience during the period July 1, 2021 to June 30, 2023.

The long-term expected rate of return on OPEB plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of investment expense and inflation) are developed for each major asset class. The calculated investment rate of return was set equal to the expected ten-year compound (geometric) real return plus inflation (rounded to the nearest 25 basis points, where appropriate). The table below provides the long-term expected real rates of return by asset class (based on published capital market assumptions).

Asset Class	Assumed Asset Allocation	Real Rate of Return
Global ex-U.S. Equity	34.0%	4.80%
U.S. Fixed	41.0%	1.80%
TIPS	5.0%	1.60%
Real Estate	17.0%	3.70%
Commodities	3.0%	1.90%
Total	100.0%	

Change in assumptions. For the June 30, 2025 measurement date, the medical cost trend rate decreased from 5.50% to 5.25%.

Discount rate. GASB Statement No. 75 requires a discount rate that reflects the following:

- The long-term expected rate of return on OPEB plan investments — to the extent that the OPEB plan's fiduciary net position (if any) is projected to be sufficient to make projected benefit payments and assets are expected to be invested using a strategy to achieve that return;
- A yield or index rate for 20-year, tax-exempt general obligation municipal bonds with an average rating of AA/Aa or higher — to the extent that the conditions in (a) are not met.

To determine a resulting single (blended) rate, the amount of the plan's projected fiduciary net position (if any) and the amount of projected benefit payments is compared in each period of projected benefit payments. The discount rate used to measure the Commission's net OPEB liability is based on these requirements and the following information:

Reporting Date	Measurement Date	Municipal 20 Year High Grade Rate Index	Discount Rate
June 30, 2024	June 30, 2024	3.97%	5.75%
June 30, 2025	June 30, 2025	5.20%	5.75%

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTES TO BASIC FINANCIAL STATEMENTS
June 30, 2025

NOTE 10 – OTHER POST EMPLOYMENT BENEFITS (OPEB) (CONTINUED)

Changes in the Net OPEB Liability

	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
Balance at June 30, 2024 (Valuation Date July 1, 2023)	\$ 2,273,267	\$ 347,359	\$ 1,925,908
Changes recognized for the measurement period:			
Service cost	98,234		98,234
Interest	132,656		132,656
Contributions - employer		418,457	(418,457)
Net investment income		49,889	(49,889)
Benefit payments	(130,712)	(130,712)	
Administrative expense		(383)	383
	100,178	337,251	(237,073)
Balance at June 30, 2025 (Measurement Date June 30, 2025)	\$ 2,373,445	\$ 684,610	\$ 1,688,835

Sensitivity of the net OPEB liability to changes in the discount rate. The following presents the net OPEB liability, as well as what the net OPEB liability would be if it were calculated using a discount rate that is 1 percentage point lower (4.75 percent) or 1 percentage-point higher (6.75 percent) than the current discount rate:

	1% Decrease 4.75%	Discount Rate 5.75%	1% Increase 6.75%
Net OPEB Liability	\$ 2,009,540	\$ 1,688,835	\$ 1,422,817

Sensitivity of the net OPEB liability to changes in the healthcare trend rates. The following presents the net OPEB liability, as well as what the net OPEB liability would be if it were calculated using a healthcare cost trend rates that are 1 percentage-point lower (4.25 percent) or 1 percentage-point higher (6.25 percent) than the current healthcare cost trend rates:

	1% Decrease (4.25% Decreasing to 4.00%)	Healthcare Cost Trend Rate (5.25% Decreasing to 4.00%)	1% Increase (6.25% Decreasing to 4.00%)
Net OPEB Liability	\$ 1,343,085	\$ 1,688,835	\$ 2,124,107

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB

For the fiscal year ended June 30, 2025, the Commission recognized OPEB expense of \$92,442. As of the fiscal year ended June 30, 2025, the Commission reported deferred outflows and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 75,520	\$ 2,170
Change in assumptions	144,363	809,896
Net difference between projected and actual earnings on retirement plan investments		25,533
	\$ 219,883	\$ 837,599

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTES TO BASIC FINANCIAL STATEMENTS
June 30, 2025

NOTE 10 – OTHER POST EMPLOYMENT BENEFITS (OPEB) (CONTINUED)

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB (Continued)

Amounts reported as deferred outflows and inflows of resources will be recognized in OPEB expense as follows:

Fiscal Year Ending June 30,	Amount
2026	\$ (111,731)
2027	(134,836)
2028	(189,721)
2029	(97,161)
2030	(30,095)
Thereafter	(54,172)
	<u>\$ (617,716)</u>

NOTE 11 – SENATE BILL 1 – STATE OF GOOD REPAIR

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program that will provide additional revenues for transit infrastructure repair and service improvements. This investment in public transit will be referred to as the State of Good Repair program. This program provides funding of approximately \$105 million annually to the State Transit Assistance (STA) Account. These funds are to be made available for eligible transit maintenance, rehabilitation and capital projects.

This program demonstrates California's commitment to clean, sustainable transportation, and the role that public transit plays in that vision. While SB 1 addresses a variety of transportation needs, this program has a specific goal of keeping transit systems in a state of good repair, including the purchase of new transit vehicles, and maintenance and rehabilitation of transit facilities and vehicles. These new investments will lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions and other pollutants.

In the fiscal year ended June 30, 2025, the Santa Cruz County Regional Transportation Commission received \$902,365. The funding was distributed to the Santa Cruz Metropolitan Transit District.

NOTE 12 – DEFICIT FUND BALANCE

The following funds had negative fund balances at June 30, 2025:

Fund	
Major Fund:	
Rail/Trail Authority Fund	\$ (4,559,035)
Freeway Service Patrol Fund	(27,902)
Active Transportation MBSST Fund	(1,668,076)

The Rail/Trail Authority fund deficit primarily reflects the removal of previously recorded FEMA disaster recovery reimbursements that the Commission no longer expects to receive, as described in Notes 13 and 14. Management will evaluate the use of eligible Rail funding to address unreimbursed storm repair costs, subject to applicable funding restrictions and future Commission approval. The Freeway Service Patrol fund deficit reflects accumulated program expenditures exceeding recognized revenues and available fund balance. The fund balance was also restated to correct a prior-year overstatement of accounts payable. The Active Transportation MBSST fund deficit reflects project expenditures exceeding recognized revenues.

To address these deficits, management plans to reconcile outstanding reimbursements, pursue eligible funding sources and incorporate deficit reduction into future budgets. Management will monitor fund balances and adjust expenditures and funding allocations, subject to applicable funding restrictions and Commission approval, with the objective of restoring positive fund balances over time.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTES TO BASIC FINANCIAL STATEMENTS
June 30, 2025

NOTE 13 – RISK MANAGEMENT AND CERTAIN RISK CONDITIONS

Risk Management

The Santa Cruz County Regional Transportation Commission (the Commission) is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; cyber incidents; and natural disasters. The Commission is a member of the Special District Risk Management Authority (SDRMA), an intergovernmental risk-sharing joint powers authority created pursuant to California Government Code Section 6500 et seq. SDRMA provides risk financing and risk management services to California public agencies by pooling self-insured losses and purchasing excess insurance coverage. SDRMA is governed by a board of directors elected by its members.

The Commission participates in SDRMA's Property/Liability Package Program. For the year ended June 30, 2025, the Commission's contribution to the program was \$205,876. Property coverage was based on reported values of \$4,512,875, including contents. Coverage in effect at June 30, 2025 was as follows:

Coverage	Limit per Occurrence	Member Deductible
General liability, including employee benefits liability	\$10,000,000	\$25,000
Public officials and employees errors and omissions	\$10,000,000	\$25,000
Automobile liability, including non-owned automobiles	\$10,000,000	\$25,000
Employee and public officials dishonesty	\$1,000,000	\$10,000
Property, including boiler and machinery	\$1,000,000,000 Property/ \$100,000,000 Boiler and Machinery (shared program limits)	\$1,000
Pollution liability	\$2,000,000	\$250,000
Cyber liability	\$2,000,000 annual aggregate	\$50,000
Mobile and contractors equipment	Actual cash value; \$14,000 scheduled equipment value	\$1,000
Automobile physical damage (comprehensive and collision)	Lesser of actual cash value, stated value, or repair cost	\$500 comp; \$1,000 collision

The Commission also participates in SDRMA's Workers' Compensation Program, which provides statutory workers' compensation coverage and employer's liability coverage of \$5,000,000 annual aggregate shared by all SDRMA covered parties. The Commission's contribution to this program for the year ended June 30, 2025 was \$15,215.

The Commission requires St. Paul & Pacific Railroad, LLC, a subsidiary of Progressive Rail, Inc. and the operator of the Santa Cruz Branch Rail Line, to maintain railroad liability insurance of not less than \$25 million per occurrence and \$50 million in the aggregate, naming the Commission as an additional insured.

Settled claims have not exceeded insurance coverage in any of the past three fiscal years, and there were no significant reductions in insurance coverage from the prior year. Separate financial statements of SDRMA may be obtained from the Special District Risk Management Authority, 1112 I Street, Suite 300, Sacramento, California 95814.

Certain Risk Disclosures

Concentration of Revenue Sources – Sales Tax

For the year ended June 30, 2025, approximately 81% of the Commission's governmental activities revenues of \$27,277,108 were derived from sales-tax-based sources, consisting of Measure D transaction and use tax of \$19,768,295 and Local Transportation Fund revenue under the Transportation Development Act of \$2,216,399. In addition, the Commission administered \$44,741,568 of Measure D, Local Transportation Fund, and State Transit Assistance sales tax revenues in its fiduciary funds for allocation to claimants. These revenues depend on taxable sales within Santa Cruz County and the State and are sensitive to economic conditions.

Concentration of Funding Sources – Federal Disaster Recovery Reimbursements

The Commission has relied on reimbursements from the Federal Emergency Management Agency (FEMA) to fund the repair of damage to the Santa Cruz Branch Rail Line caused by the 2017 and 2022-2023 winter storms.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTES TO BASIC FINANCIAL STATEMENTS
June 30, 2025

NOTE 13 – RISK MANAGEMENT AND CERTAIN RISK CONDITIONS (Continued)

Certain Risk Disclosures (Continued)

During the year ended June 30, 2025, the Commission determined that it no longer expects to receive FEMA disaster recovery reimbursements it had previously recorded. As described in Note 14, the Commission reduced the beginning fund balance of the Rail/Trail Authority Fund by \$4,769,912 and reduced the beginning net position of the Measure D Fund by \$2,048,235, which includes FEMA reimbursements no longer expected and prior-year distributions not previously recorded. At June 30, 2025, the Rail/Trail Authority Fund reported a deficit fund balance of (\$4,559,035), as described in Note 12. On December 5, 2024, the Commission reviewed storm damage repair expenditures and the status of FEMA and CalOES reimbursements. The funding approach presented to the Commission identifies Measure D Rail funds to cover unreimbursed costs, subject to future Commission programming action.

NOTE 14 – RESTATEMENTS

For the fiscal year ended June 30, 2025, there was a decrease of \$(4,688,429) to the government-wide statements and to the Statement of Revenues, Expenditures, and Changes in Fund Balances which consisted of an increase of \$26,319 in the Administration and Planning Fund due to overstatement of accounts payable in the prior fiscal year, a decrease of \$4,769,912 in the Rail/Trail Authority Fund to account for FEMA disaster recovery reimbursements the Commission no longer expect to get reimbursement for as originally expected, and an increase in the Freeway Service Patrol Fund of \$55,164 to correct overstatement of accounts payable in the prior fiscal year.

In the fiduciary fund Statement of Changes in Fiduciary Net Position, there was a restatement decrease of \$2,049,375 which consisted of a decrease in the net position of the State Transit Assistance Fund of \$1,065 and of the Miscellaneous Deductions Fund of \$75 to correct the accounts payable carryforward and a decrease in the Measure D Fund net position of \$2,048,235 to account for FEMA disaster recovery reimbursements that the Commission no longer expects to get reimbursed for and for distributions made in the prior fiscal year but not recorded until after the financial statements had been prepared.

REQUIRED SUPPLEMENTARY INFORMATION SECTION

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
BUDGETARY COMPARISON SCHEDULE
ADMINISTRATION AND PLANNING FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
For the Fiscal Year Ended June 30, 2025

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenues				
Local Transportation Funds	\$ 1,594,283	\$ 1,594,283	\$ 2,216,399	\$ 622,116
RSTP Exchange	14,953	14,953	7,519	(7,434)
State Planning, Programming and Monitoring Funds	139,579	139,579	(31,471)	(171,050)
State Rural Planning Assistance	337,000	402,692	77,160	(325,532)
FTA	113,220	244,736		(244,736)
RMRA	202,000	143,728		(143,728)
FHWA	552,322	599,465		(599,465)
RTPA State Grant			59,201	59,201
Climate Adaptation Grant - ZEPRT			10,621	10,621
SHA Grant	1,166,161	2,616,826	232,397	(2,384,429)
Measure D	2,465,864	2,812,130	259,068	(2,553,062)
Use of money and property			77,177	77,177
Other		590,856	306,123	(284,733)
Total revenues	6,585,382	9,159,248	3,214,194	(5,945,054)
Expenditures				
Salaries and Benefits	2,381,038	2,551,946	2,334,124	217,822
Services and Supplies	1,192,851	2,000,070	1,345,473	654,597
Bike to Work	72,000	72,000	45,704	26,296
SHA Climate Adaptation Grant	156,000	156,000	76,805	79,195
Safe Routes to School	14,953	14,953	8,114	6,839
FTA Equity Action Grant	180,000	160,000	33,507	126,493
Coastal Resiliency Plan	943,000	40,000	17,381	22,619
SCC North Coast TDM Plan	323,200	350,530	86,302	264,228
RTP - AMBAG	30,000	30,000	37,500	(7,500)
TNC Access for All	114,103	111,507	25,896	85,611
SCC Rural Highway Safety Plan	264,000	278,519	284,196	(5,677)
Highway 17 Wildlife Crossing	1,250,000	1,349,324	277	1,349,047
Other	546,000	3,440,107	31,660	3,408,447
Capital Outlay	55,000	60,000	53,510	6,490
Debt Service:				
Principal on lease	104,708	104,708	104,708	
Interest on lease	17,487	17,487	17,487	
Total expenditures	7,644,340	10,737,151	4,502,644	6,234,507
Excess of revenues over (under) expenditures	(1,058,958)	(1,577,903)	(1,288,450)	289,453
Other Financing Sources (Uses):				
Transfers in		43,052		(43,052)
Transfers out	(110,000)	(110,000)		110,000
Total other financing sources (uses)	(110,000)	(66,948)		66,948
Change in fund balance	(1,168,958)	(1,644,851)	(1,288,450)	356,401
Fund balance - July 1	2,479,751	2,479,751	2,479,751	
Prior period adjustment			26,319	26,319
Fund balance - July 1, restated	2,479,751	2,479,751	2,506,070	26,319
Fund balance - June 30	\$ 1,310,793	\$ 834,900	\$ 1,217,620	\$ 382,720

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
BUDGETARY COMPARISON SCHEDULE
RAIL/TRAIL AUTHORITY FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
For the Fiscal Year Ended June 30, 2025

	Budgeted Amounts			Variance with Final Budget
	Original	Final	Actual Amounts	Positive (Negative)
Revenues				
Measure D	\$ 3,936,000	\$ 5,580,000	\$ 2,937,620	\$ (2,642,380)
Use of money and property	83,772	83,772	113,515	29,743
TIRCP		3,553,963	940,666	(2,613,297)
Other revenue	3,680,000		23,494	23,494
Total revenues	7,699,772	9,217,735	4,015,295	(5,202,440)
Expenditures				
Salaries and benefits	910,000	930,000	637,111	292,889
Services and supplies	7,008,925	8,416,722	2,550,043	5,866,679
Total expenditures	7,918,925	9,346,722	3,187,154	6,159,568
Excess of revenues over (under) expenditures	(219,153)	(128,987)	828,141	957,128
Other Financing Sources (Uses):				
Transfers in	110,000	110,000		(110,000)
Transfers out		(21,526)		21,526
Total other financing sources (uses)	110,000	88,474		(88,474)
Excess of revenues and other sources over (under) expenditures and other uses	(109,153)	(40,513)	828,141	868,654
Fund balance (deficit) - July 1	(617,264)	(617,264)	(617,264)	
Restatement			(4,769,912)	(4,769,912)
Fund balance (deficit) - July 1, restated	(617,264)	(617,264)	(5,387,176)	(4,769,912)
Fund balance (deficit) - June 30	<u>\$ (726,417)</u>	<u>\$ (657,777)</u>	<u>\$ (4,559,035)</u>	<u>\$ (3,901,258)</u>

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
BUDGETARY COMPARISON SCHEDULE
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
For the Fiscal Year Ended June 30, 2025

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenues				
Motor vehicle fees	\$ 257,750	\$ 257,750	\$ 299,473	\$ 41,723
Aid from other governments	50,000	50,000	40,100	(9,900)
Measure D	50,000	50,000	116,565	66,565
Use of money and property	1,000	1,000	44,337	43,337
Total revenues	358,750	358,750	500,475	141,725
Expenditures				
Salaries and benefits	134,000	134,000	166,748	(32,748)
Services and supplies	400,250	400,250	364,555	35,695
Total expenditures	534,250	534,250	531,303	2,947
Excess of revenues over (under) expenditures	(175,500)	(175,500)	(30,828)	144,672
Other Financing Sources (Uses):				
Transfers out	(50,000)	(50,000)		50,000
Total other financing sources (uses)	(50,000)	(50,000)		50,000
Excess of revenues and other sources over (under) expenditures and other uses	(225,500)	(225,500)	(30,828)	194,672
Fund balance - July 1	553,834	553,834	553,834	
Fund balance - June 30	\$ 328,334	\$ 328,334	\$ 523,006	\$ 194,672

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
BUDGETARY COMPARISON SCHEDULE
FREEWAY SERVICE PATROL FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
For the Fiscal Year Ended June 30, 2025

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenues				
California Department of Transportation Grant - SB1	\$ 141,739	\$ 134,398	\$ 72,491	\$ (61,907)
Caltrans Grant (FSP)	157,417	157,417	84,911	(72,506)
Measure D	200,000	220,000	105,068	(114,932)
Use of money and property			2,374	2,374
Total revenues	499,156	511,815	264,844	(246,971)
Expenditures				
Salaries and benefits	86,500	86,500	72,331	14,169
Services and supplies	17,200	17,200	7,096	10,104
Towing service	401,910	408,115	384,514	23,601
Total expenditures	505,610	511,815	463,941	47,874
Excess of revenues over (under) expenditures	(6,454)		(199,097)	(199,097)
Fund balance - July 1	116,031	116,031	116,031	
Restatement			55,164	55,164
Fund balance - July 1, restated	116,031	116,031	171,195	55,164
Fund balance (deficit) - June 30	\$ 109,577	\$ 116,031	\$ (27,902)	\$ (143,933)

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
BUDGETARY COMPARISON SCHEDULE
HIGHWAY 1 PROGRAM FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
For the Fiscal Year Ended June 30, 2025

	Budgeted Amounts			Variance with
	Original	Final	Actual Amounts	Final Budget
				Positive (Negative)
Revenues				
Use of money and property	\$ -	\$ -	\$ 20	\$ 20
Total revenues			20	20
Expenditures				
Salaries and benefits				
Services and supplies				
Total expenditures				
Excess of revenues over (under) expenditures			20	20
Fund balance - July 1	466	466	466	
Fund balance - June 30	<u>\$ 466</u>	<u>\$ 466</u>	<u>\$ 486</u>	<u>\$ 20</u>

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
BUDGETARY COMPARISON SCHEDULE
HIGHWAY 1 AUXILIARY LANES FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
For the Fiscal Year Ended June 30, 2025

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenues				
Use of money and property	\$ -	\$ -	\$ 27,924	\$ 27,924
SCCP	47,000	434,871		(434,871)
State Planning, Programming, and Monitoring Funds		335,079	204,885	(130,194)
Measure D	22,277,850	19,357,765	14,166,499	(5,191,266)
Other		39,830		(39,830)
Total revenues	22,324,850	20,167,545	14,399,308	(5,768,237)
Expenditures				
Salaries and benefits	600,000	525,000	305,442	219,558
Services and supplies	21,724,850	19,642,545	13,044,975	6,597,570
Total expenditures	22,324,850	20,167,545	13,350,417	6,817,128
Excess of revenues over (under) expenditures			1,048,891	1,048,891
Fund balance - July 1	317,539	317,539	317,539	
Fund balance - June 30	\$ 317,539	\$ 317,539	\$ 1,366,430	\$ 1,048,891

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
BUDGETARY COMPARISON SCHEDULE
CRUZ 511 FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
For the Fiscal Year Ended June 30, 2025

	Budgeted Amounts			Variance with
	Original	Final	Actual Amounts	Final Budget
				Positive (Negative)
Revenues				
State Planning, Programming and Monitoring Funds	\$ 370,635	\$ 370,635	\$ -	\$ (370,635)
Aid from other governments	194,900	194,900		(194,900)
Measure D	220,500	220,500	116,565	(103,935)
Use of money and property	4,000	4,000	21,784	17,784
Total revenues	790,035	790,035	138,349	(651,686)
Expenditures				
Salaries and benefits	210,535	210,535	82,957	127,578
Services and supplies	712,400	712,400	130,021	582,379
Total expenditures	922,935	922,935	212,978	709,957
Excess of revenues over (under) expenditures	(132,900)	(132,900)	(74,629)	58,271
Other Financing Sources (Uses):				
Transfers in	50,000	50,000		(50,000)
Total other financing sources (uses)	50,000	50,000		(50,000)
Excess of revenues and other sources over (under) expenditures and other uses	(82,900)	(82,900)	(74,629)	8,271
Fund balance - July 1	474,078	474,078	474,078	
Fund balance - June 30	\$ 391,178	\$ 391,178	\$ 399,449	\$ 8,271

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
BUDGETARY COMPARISON SCHEDULE
ACTIVE TRANSPORTATION MBSST FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
For the Fiscal Year Ended June 30, 2025

	Budgeted Amounts		Actual Amounts	Variance with
	Original	Final		Final Budget Positive (Negative)
Revenues				
RSTP Exchange Funds	\$ 125,000	\$ 125,000	\$ 43,654	\$ (81,346)
Land Trust	80,000	3,230,000	2,630,000	(600,000)
Measure D	7,540,820	9,484,258	2,066,910	(7,417,348)
Use of money and property			4,059	4,059
Total revenues	7,745,820	12,839,258	4,744,623	(8,094,635)
Expenditures				
Salaries and benefits	889,903	892,718	681,762	210,956
Services and supplies	6,855,917	11,925,014	5,730,937	6,194,077
Total expenditures	7,745,820	12,817,732	6,412,699	6,405,033
Excess of revenues over (under) expenditures		21,526	(1,668,076)	(1,689,602)
Other Financing Sources (Uses):				
Transfers out		(21,526)		21,526
Total other financing sources (uses)		(21,526)		21,526
Excess of revenues and other sources over (under) expenditures and other uses			(1,668,076)	(1,668,076)
Fund balance - July 1				
Fund balance (deficit) - June 30	\$ -	\$ -	\$ (1,668,076)	\$ (1,668,076)

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
SCHEDULE OF CHANGES IN THE OPEB LIABILITY AND RELATED RATIOS
Last 10 Years*
As of June 30, 2025

	2025	2024	2023	2022	2021
Total OPEB Liability					
Service cost	\$ 98,234	\$ 105,181	\$ 157,522	\$ 224,198	\$ 211,434
Interest on the total OPEB liability	132,656	124,076	101,131	64,948	71,228
Actual and expected experience difference		78,784		32,946	
Changes in assumptions		(343,621)	(355,422)	(777,945)	246,455
Benefit payments	(130,712)	(120,550)	(112,938)	(92,475)	(74,599)
Net change in total OPEB Liability	100,178	(156,130)	(209,707)	(548,328)	454,518
Total OPEB liability- beginning	2,273,267	2,429,397	2,639,104	3,187,432	2,732,914
Total OPEB liability- ending (a)	<u>\$ 2,373,445</u>	<u>\$ 2,273,267</u>	<u>\$ 2,429,397</u>	<u>\$ 2,639,104</u>	<u>\$ 3,187,432</u>
Plan Fiduciary Net Position					
Contribution - employer	418,457	358,295	194,910		
Net investment income	49,889	26,872	1,020		
Benefit payments	(130,712)	(120,550)	(112,938)		
Administrative expense	(383)	(193)	(57)		
Net change in plan fiduciary net position	337,251	264,424	82,935		
Plan fiduciary net position- beginning	347,359	82,935			
Plan fiduciary net position- ending (b)	<u>\$ 684,610</u>	<u>\$ 347,359</u>	<u>\$ 82,935</u>	<u>\$ -</u>	<u>\$ -</u>
Net OPEB liability - ending (a)-(b)	<u>\$ 1,688,835</u>	<u>\$ 1,925,908</u>	<u>\$ 2,346,462</u>	<u>\$ 2,639,104</u>	<u>\$ 3,187,432</u>
Plan fiduciary net position as a percentage of of the total OPEB liability	28.84%	15.28%	3.41%	0.00%	0.00%
Covered payroll	\$ 2,569,323	\$ 2,346,219	\$ 2,416,614	\$ 2,127,147	\$ 1,961,919
Commission's net OPEB liability as a percentage of covered payroll	65.73%	82.09%	97.10%	124.07%	162.47%
	2020	2019	2018		
Total OPEB Liability					
Service cost	\$ 177,210	\$ 113,898	\$ 121,414		
Interest on the total OPEB liability	76,179	69,300	60,196		
Actual and expected experience difference	(10,840)				
Changes in assumptions	357,350	139,953	(133,982)		
Changes in benefit terms					
Benefit payments	(72,998)	(62,470)	(50,598)		
Net change in total OPEB liability	526,901	260,681	(2,970)		
Total OPEB liability - beginning	2,206,013	1,945,332	1,948,302		
Total OPEB liability - ending	<u>\$ 2,732,914</u>	<u>\$ 2,206,013</u>	<u>\$ 1,945,332</u>		
Plan Fiduciary Net Position					
Contribution - employer					
Net investment income					
Benefit payments					
Administrative expense					
Net change in plan fiduciary net position					
Plan fiduciary net position- beginning					
Plan fiduciary net position- ending (b)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>		
Net OPEB liability - ending (a)-(b)	<u>\$ 2,732,914</u>	<u>\$ 2,206,013</u>	<u>\$ 1,945,332</u>		
Plan fiduciary net position as a percentage of of the total OPEB liability	0.00%	0.00%	0.00%		
Covered payroll	\$ 1,880,332	\$ 1,888,097	\$ 1,374,598		
Commission's net OPEB liability as a percentage of covered payroll	145.34%	116.84%	141.52%		

Notes:

The Commission reported a change in assumptions from a decrease in the medical trend rate from 5.50% to 5.25% in the fiscal year ended June 30, 2025.

*- Fiscal year 2018 was the 1st year of implementation, therefore only eight years are shown.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
SCHEDULE OF OPEB CONTRIBUTIONS
Last 10 Years*
As of June 30, 2025

	<u>2025</u>	<u>2024</u>	<u>2023</u>
Actuarially Determined Contribution (ADC)	\$ 277,228	\$ 269,154	\$ 246,496
Contributions in Relation to the ADC	<u>(418,457)</u>	<u>(358,295)</u>	<u>(194,910)</u>
Contribution Deficiency / (Excess)	<u>\$ (141,229)</u>	<u>\$ (89,141)</u>	<u>\$ 51,586</u>
Covered Payroll	\$ 2,569,323	\$ 2,346,219	\$ 2,416,614
Contributions as a % of Covered Payroll	16.29%	15.27%	8.07%

*- Fiscal year 2023 was when the Commission created an OPEB Trust. Prior to the fiscal year ended June 30, 2023 there was no calculation of an Actuarial Determined Contribution.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
SCHEDULE OF PROPORTIONATE SHARE OF NET PENSION LIABILITY
Last 10 Years
As of June 30, 2025

The following table provides required supplementary information regarding the Commission's Pension Plan.

	2025	2024	2023	2022	2021
Proportion of the net pension liability/(asset)	0.01418%	0.01411%	0.01411%	-0.00206%	0.01556%
Proportionate share of the net pension liability/(asset) \$	1,719,466	\$ 1,760,245	\$ 1,629,316	\$ (111,641)	\$ 1,692,619
Covered payroll	\$ 2,346,219	\$ 2,127,147	\$ 2,240,016	\$ 1,967,823	\$ 1,880,332
Proportionate share of the net pension liability as percentage of covered payroll	73.29%	82.75%	72.74%	-5.67%	90.02%
Plan's total pension liability	\$ 55,320,956,562	\$ 52,441,984,274	\$ 49,525,975,138	\$ 46,174,942,264	\$ 43,702,930,887
Plan's fiduciary net position	\$ 43,193,516,089	\$ 39,966,633,692	\$ 37,975,170,163	\$ 40,766,653,876	\$ 32,822,501,335
Plan fiduciary net position as a percentage of the total pension liability	78.08%	76.21%	76.68%	88.29%	75.10%
	2020	2019	2018	2017	2016
Proportion of the net pension liability	0.01626%	0.01717%	0.01902%	0.01925%	0.01875%
Proportionate share of the net pension liability \$	1,665,720	\$ 1,654,850	\$ 1,886,393	\$ 1,665,777	\$ 1,286,988
Covered payroll	\$ 2,081,870	\$ 1,590,897	\$ 1,541,379	\$ 1,523,462	\$ 1,351,432
Proportionate share of the net pension liability as percentage of covered payroll	80.01%	104.02%	122.38%	109.34%	95.23%
Plan's total pension liability	\$ 41,426,453,489	\$ 38,944,855,364	\$ 37,161,348,332	\$ 33,358,627,624	\$ 31,771,217,402
Plan's fiduciary net position	\$ 31,179,414,067	\$ 29,308,589,559	\$ 27,244,095,376	\$ 24,705,532,291	\$ 24,907,305,871
Plan fiduciary net position as a percentage of the total pension liability	75.26%	75.26%	73.31%	74.06%	78.40%

Note to Schedule:

There were no significant changes to the actuarial methods or assumptions.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
SCHEDULE OF PENSION CONTRIBUTIONS
Last 10 Years
As of June 30, 2025

The following table provides required supplementary information regarding the Commission's Pension Plan.

	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>
Contractually required contribution (actuarially determined)	\$ 292,311	\$ 634,015	\$ 549,346	\$ 454,857	\$ 725,030
Contribution in relation to the actuarially determined contributions	(292,311)	(634,015)	(549,346)	(454,857)	(725,030)
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll	\$ 2,569,323	\$ 2,346,219	\$ 2,127,147	\$ 2,240,016	\$ 1,967,823
Contributions as a percentage of covered payroll	11.38%	27.02%	25.83%	20.31%	36.84%
	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Contractually required contribution (actuarially determined)	\$ 440,212	\$ 443,077	\$ 552,504	\$ 267,135	\$ 214,636
Contribution in relation to the actuarially determined contributions	(440,212)	(443,077)	(552,504)	(267,135)	(214,636)
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll	\$ 1,880,332	\$ 2,081,870	\$ 1,590,897	\$ 1,541,379	\$ 1,523,462
Contributions as a percentage of covered payroll	23.41%	21.28%	34.73%	17.33%	14.09%

Notes to Schedule

There were no significant changes to the actuarial methods or assumptions.

SUPPLEMENTARY INFORMATION SECTION

**INDEPENDENT AUDITORS' REPORT ON
TRANSPORTATION DEVELOPMENT ACT COMPLIANCE**

Santa Cruz County Regional Transportation Commission
Santa Cruz, California

Report on Compliance

Opinion on Compliance with the Transportation Development Act

We have audited the Santa Cruz County Regional Transportation Commission's (the Commission) Local Transportation Fund's compliance with the types of compliance requirements described in the *Transportation Development Act Guidebook*, published by the State of California Department of Transportation applicable for the fiscal year ended June 30, 2025.

In our opinion, the funds allocated to and received by Santa Cruz County Regional Transportation Commission pursuant to the TDA, complied, in all material respects, with the compliance requirements referred to above that are applicable to the statutory requirements of the Transportation Development Act and the allocation instructions and resolutions of Santa Cruz County Regional Transportation Commission for the fiscal year ended June 30, 2025.

Basis for Opinion

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and the *Transportation Development Act Guidebook*; published by the State of California Department of Transportation. Our responsibilities under those standards and the *Transportation Development Act Guidebook* are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Santa Cruz County Regional Transportation Commission and to meet our other ethical responsibilities, in accordance with relevant ethical requirements related to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion. Our audit does not provide a legal determination of Santa Cruz County Regional Transportation Commission's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Transportation Development Act.

Auditors' Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on Santa Cruz County Regional Transportation Commission's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and *Transportation Development Act Guidebook* will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Santa Cruz County Regional Transportation Commission's compliance with the requirements of the government program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the *Transportation Development Act Guidebook*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit;
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Commission's compliance with the compliance requirements referred to above and performing such other procedures as we consider necessary in the circumstances;
- Obtain an understanding of the Commission's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances, and to test and report on internal control over compliance in accordance with the *Transportation Development Act Guidebook*, but not for the purpose of expressing an opinion on the effectiveness of the Santa Cruz County Regional Transportation Commission's internal control. Accordingly, we express no such opinion.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that a material noncompliance with a compliance requirement will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention from those charged with governance.

Our consideration of internal control over compliance was the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit, we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the *Transportation Development Act Guidebook*. Accordingly, this report is not suitable for any other purpose.

Moss, Rinz & Hartshorn LLP

Santa Maria, California
September 24, 2026

**INDEPENDENT AUDITORS' REPORT ON
MEASURE D COMPLIANCE**

Santa Cruz County Regional Transportation Commission
Santa Cruz, California

Report on Compliance

Opinion on Compliance Pursuant to Measure D

We have audited the Santa Cruz County Regional Transportation Commission's (the Commission) Measure D Fund's compliance with the types of compliance requirements described in *Ordinance No. 2016-01* (Measure D), applicable for the fiscal year ended June 30, 2025.

In our opinion, the funds allocated to and received by Santa Cruz County Regional Transportation Commission pursuant to the Measure D, complied, in all material respects, with the compliance requirements referred to above that are applicable to the statutory requirements of Measure D and the allocation instructions and resolutions of Santa Cruz County Regional Transportation Commission for the fiscal year ended June 30, 2025.

Basis for Opinion

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and *Ordinance No. 2016-01*. Our responsibilities under those standards and the *Ordinance No. 2016-01* are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Santa Cruz County Regional Transportation Commission and to meet our other ethical responsibilities, in accordance with relevant ethical requirements related to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion. Our audit does not provide a legal determination of Santa Cruz County Regional Transportation Commission's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to Measure D.

Auditors' Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on Santa Cruz County Regional Transportation Commission's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and *Ordinance No. 2016-01* will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Santa Cruz County Regional Transportation Commission's compliance with the requirements of the government program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and *Ordinance No. 2016-01*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit;
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Commission's compliance with the compliance requirements referred to above and performing such other procedures as we consider necessary in the circumstances;
- Obtain an understanding of the Commission's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances, and to test and report on internal control over compliance in accordance with *Ordinance No. 2016-01*, but not for the purpose of expressing an opinion on the effectiveness of the Santa Cruz County Regional Transportation Commission's internal control. Accordingly, we express no such opinion.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that a material noncompliance with a compliance requirement will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention from those charged with governance.

Our consideration of internal control over compliance was the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit, we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the *Ordinance No. 2016-01*. Accordingly, this report is not suitable for any other purpose.

Moss, Remy & Hartgrain LLP

Santa Maria, California
September 24, 2026

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
SCHEDULE OF ALLOCATIONS AND EXPENDITURES
LOCAL TRANSPORTATION FUND
For the Fiscal Year Ended June 30, 2025

Claimant/Purpose/Authority*	Allocated Balance July 1, 2024	Allocation	Expended	Allocated Balance June 30, 2025
Santa Cruz Metropolitan Transit District				
Transit operator assistance PUC § 99260(a)	\$ -	\$ 8,701,057	\$ 8,701,057	\$ -
Totals		8,701,057	8,701,057	
Santa Cruz County Regional Transportation Commission				
Administration PUC § 99233.1		631,735	631,735	
Planning PUC § 99402		734,548	734,548	
Pedestrian and bicycle PUC § 99400 (a)		228,000	228,000	
Totals		1,594,283	1,594,283	
City of Santa Cruz				
Volunteer Center and Community Bridges PUC § 99400 (c)		956,608	765,694	190,914
Pedestrian and bicycle PUC § 99400 (a)	588,082	125,220	190,914	522,388
Totals	588,082	1,081,828	956,608	713,302
County of Santa Cruz				
Pedestrian and bicycle PUC § 99400 (a)	1,168,321	252,457	400,000	1,020,778
Totals	1,168,321	252,457	400,000	1,020,778
City of Scotts Valley				
Pedestrian and bicycle PUC § 99400 (a)	135,084	23,488		158,572
Totals	135,084	23,488		158,572
City of Capitola				
Pedestrian and bicycle PUC § 99400 (a)	114,189	19,063	131,628	1,624
Totals	114,189	19,063	131,628	1,624
City of Watsonville				
Pedestrian and bicycle PUC § 99400 (a)	741,679	98,783		840,462
Totals	741,679	98,783		840,462
Grand totals	\$ 2,747,355	\$ 11,770,959	\$ 11,783,576	\$ 2,734,738

* Public Utilities Code

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
SCHEDULE OF ALLOCATIONS AND EXPENDITURES
STATE TRANSIT ASSISTANCE FUND
For the Fiscal Year Ended June 30, 2025

Claimant/Purpose/Authority*	Allocated Balance July 1, 2024	Allocation	Expended	Allocated Balance June 30, 2025
Santa Cruz Metropolitan Transit District				
Transit operator assistance CAC § 6730(a)	\$ -	\$ 5,985,332	\$ 5,303,461	\$ 681,871
Total	-	5,985,332	5,303,461	681,871
City of Santa Cruz				
Community Bridges CAC § 6730(a)	-	396,191	373,795	22,396
Total		396,191	373,795	22,396
Grand totals	\$ -	\$ 6,381,523	\$ 5,677,256	\$ 704,267

* California Code of Regulations, Title 21

Attachment 2

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION
COMMISSION
MEASURE D FUND**

FINANCIAL STATEMENTS
June 30, 2025

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
MEASURE D FUND
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INDEPENDENT AUDITORS' REPORT

Citizen Oversight Committee
Santa Cruz County Regional Transportation Commission
Santa Cruz, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the Measure D Fund of Santa Cruz County Regional Transportation Commission, as of and for the fiscal year ended June 30, 2025, and the related notes to the financial statements, as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Measure D Fund of Santa Cruz County Regional Transportation Commission, as of June 30, 2025, and the changes in financial position thereof for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Measure D Fund of Santa Cruz County Regional Transportation Commission and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matter

As discussed in Note 1, the financial statements present only the Measure D Fund and do not purport to, and do not present fairly the financial position of the Santa Cruz County Regional Transportation Commission, as of June 30, 2024, the changes in its financial position for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Measure D Fund of Santa Cruz County Regional Transportation Commission's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Measure D Fund of Santa Cruz County Regional Transportation Commission's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Measure D Fund of Santa Cruz County Regional Transportation Commission's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, of the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Measure D Fund of Santa Cruz County Regional Transportation Commission's financial statements. The supplementary information listed in the table of contents are presented for purposes of additional analysis and are not a required part of the financial statements.

The supplementary information, listed in the table of contents, are the responsibility of management and was derived from and relate directly to the underlying accounting and other records used to prepare the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the financial statements as a whole.

Moss, Ling & Hartshorn LLP

Santa Maria, California
June 30, 2026

I. INTRODUCTION

Measure D is a comprehensive and inclusive package of transportation investments approved by over two-thirds (2/3) of Santa Cruz County voters in November 2016. This thirty year ½-cent (0.5%) transactions and use tax guarantees a steady, direct source of local funding to every city and the County of Santa Cruz for local



street and road maintenance, bicycle, pedestrian, and safety projects; to Santa Cruz METRO and Community Bridges-Lift Line for transit and paratransit services for seniors and people with disabilities; as well as funds to implement priority highway, trail, and other essential transportation projects and programs throughout the county. Measure D went into effect on April 1, 2017. After costs for administration and implementation of the Measure are accounted for, funds are distributed by the formula set forth in the voter-approved Expenditure Plan for Measure D to the following Investment categories:

- 30% - Neighborhood Projects (Cities & County)
- 25% - Highway Corridor
- 20% - Transit/Paratransit (SCMTD and Community Bridges)
- 18% - Active Transportation (Coastal Rail Trail)
- 7% - Rail Corridor

The Santa Cruz County Regional Transportation Commission (RTC) is the administrator of Measure D responsible for receiving tax revenues collected by the California Department of Tax and Fee Administration, distributing revenues to local agencies and project sponsors, and ensuring compliance with the voter-approved ordinance. A five-year program of projects showing how recipient agencies plan to use Measure D funds is updated and adopted annually by each agency receiving Measure D revenues. An annual audit of receipts and expenditures of each recipient is also required. Consistent with the Measure D Ordinance, the Measure D Taxpayer Oversight Committee, made up of five residents, reviews recipient agency fiscal audits and expenditure reports, and prepares an annual report of findings.

II. Measure D Funded Projects in FY 2024/25

Since Measure D went into effect, the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville, the County of Santa Cruz, Santa Cruz METRO, Community Bridges, and the RTC have put Measure D funds to work - filling potholes, building new bicycle and walking paths, replacing aging buses, increasing transportation service for seniors and people with disabilities, designing major infrastructure projects, maintaining existing infrastructure, and providing traveler information and assistance programs. The following highlights a few of the projects that were funded by Measure D in FY 2024/25.

Active Transportation: Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail



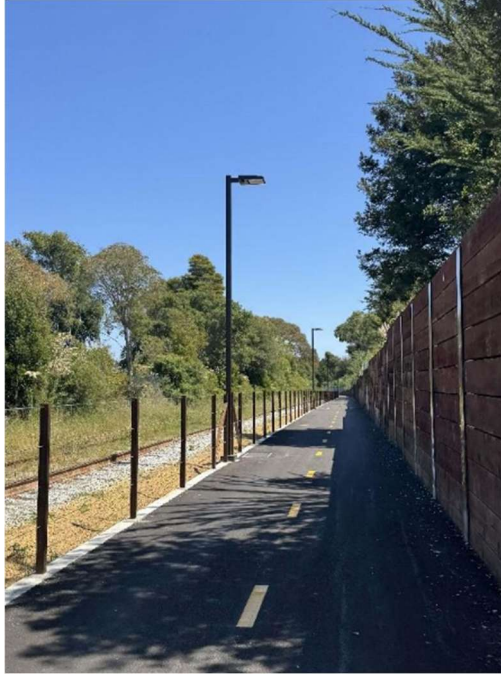
- 1. MBSST Network Implementation:** RTC staff provided oversight and technical assistance for implementation of the Monterey Bay Sanctuary Scenic Trail Network (MBSST). This included coordination with local jurisdictions and Central Federal Lands of the Federal Highways Administration who are implementing specific sections of the trail network. Measure D funds have been used to leverage \$183 million in Active Transportation Program (ATP), Federal Lands Access Program (FLAP) and other funds.

- 2. North Coast Segment 5, Wilder Ranch-Davenport:** In coordination with the RTC, Federal Highway Administration Central Federal Lands Highway Division (FHWA-CFLHD) continued development of the 7.5-mile coastal rail trail from Davenport to Wilder Ranch State Park. Construction continued on Phases I and II, which include the rail trail and improvements to two parking lots. Design work for Phase III, a new crossing over Highway 1 at Yellowbank Beach, continued.



Segment 5 construction, October 2024

- 3. Segment 7, Phase 2, Santa Cruz Construction:** The City of Santa Cruz completed construction of Phase 2, from Bay Street/California Avenue to the Santa Cruz Wharf.



Segment 7 Phase 2 Completed Trail

- 4. Segments 8 & 9, Santa Cruz-Live Oak:** The City of Santa Cruz, in partnership with the County of Santa Cruz, continued intermediate design and environmental review of Segments 8 & 9 of the Coastal Rail Trail between the Santa Cruz Wharf and 17th Avenue (2.2 miles), funded by state and private funds. The city has used local and regional Measure D funds as match to secure over \$40 million in grants to fully fund the project.
- 5. Segments 10 & 11, Live Oak to Seacliff/Aptos:** The County of Santa Cruz, in partnership with the City of Capitola, continued intermediate design of Segments 10 & 11 of the trail from 17th Ave to State Park Drive (4.5 miles) using Measure D funds and using Measure D as match for a grant of \$68 million secured from California's Active Transportation Program in December 2022.
- 6. Segment 12, Aptos/Rio del Mar:** The RTC continued final design of Segment 12 of the Coastal Rail Trail between State Park Drive and Rio Del Mar Blvd. as part of the Highway 1 Freedom-State Park Auxiliary Lanes and Bus-on-Shoulder project, which is being implemented in partnership with Caltrans. This section of trail includes bicycle/pedestrian bridges over Highway 1 and Soquel Drive, connecting coastal neighborhoods and Aptos Village. RTC was awarded a \$30 million federal MEGA grant and \$94 million in SB1 grants to fully fund the construction of the combined project. Final design and right of way activities are ongoing.

- 7. Segments 13-20, Watsonville:** The City of Watsonville, County of Santa Cruz, and RTC continued to analyze design options for future sections of trail, including Segment 18 between Lee Road and Ohlone Parkway and between the Slough Trail and Walker Street, remaining sections of the trail between Aptos and Pajaro Station (Segments 13-20), and the Capitola Trestle area, as part of the Zero Emission Passenger Rail and Trail project.
- 8. Ongoing Corridor Maintenance:** RTC continued to use Measure D funds to maintain the future trail corridor, including vegetation control; tree maintenance; trash and dumping abatement; graffiti abatement; encampments; drainage maintenance and repairs; and managing, renegotiating, or clearing of unpermitted encroachments. RTC also continued work to secure programmatic environmental permits to support maintenance activities.
- 9. Technical Support and Oversight:** RTC staff provided technical support and stakeholder coordination for development of the MBSST/Coastal Rail Trail projects.
- 10. Boundary survey work for segments 9-12:** Through a contract with a surveying consultant, the RTC continued boundary survey work for segments 9-12 of the MBSST. The survey work supports both MBSST and maintenance activities. All completed records of survey are filed with the County.

Rail Corridor

Infrastructure Preservation:

In fall 2024, the RTC completed a project to remove storm damage debris and sediment from drainage ditches and culverts along the Santa Cruz Branch Rail Line right-of-way, and a separate project was completed to undertake minor repairs to bridge handrails, walkways and bracing members along the Branch Line. Several culvert repairs and replacements were also completed as part of the Segment 5 North Coast Rail Trail construction activities. As part of the Zero Emission Passenger Rail and Trail project (see next section for further information), the project team is completing an infrastructure evaluation program for the Branch Line from Mile Post 0.433 to Mile Post 22, with results intended to be compiled as part of the Project Concept Report.

In summer 2023, the RTC completed a Coastal Hazards Analysis of the Santa Cruz Branch Line in the vicinity of the coastal bluffs above the Pacific Ocean near Park Avenue in Capitola. The resulting technical memorandum describing the analyses and summarizing the results was utilized in discussions with California Coastal Commission Central Coast staff as well as outlining the needs of further coastal erosion and climate vulnerability and adaptation studies being conducted by RTC staff set to complete in 2024 and 2025.

To-date, the RTC received \$483,278 in reimbursements from FEMA for winter 2017 storm damage repairs, which had been initially funded by Measure D in prior years. Additional repairs were initially funded by Measure D and a short-term loan of other RTC funds. The RTC has submitted an additional \$4.82 million in invoices to FEMA, which if not paid by FEMA, would need to be funded by Measure D. For the 2022 and 2023 storm damages, RTC has to-date expended \$1.29 million in project costs for storm damage emergency response and repairs through a long-term loan of other RTC funds. If project costs are not reimbursed from state or federal public assistance programs, the long-term loan costs would need to be reimbursed by Measure D funds.

The RTC continues to perform basic maintenance of railroad infrastructure in areas not currently served by the shortline operator. This includes responding to crossing signal malfunctions.

Engineering and administrative review and coordination continues for utility and other entities to perform maintenance or construction on facilities affecting the rail line in accordance with the RTC's policy for capital projects by others. There were a total of 21 right of entry agreement requests for projects along the RTC-owned Santa Cruz Branch Rail Line that were reviewed and coordinated in FY2024-25. The right of entry requests included those from the City of Santa Cruz, City of Watsonville, PG&E, Caltrans, New Horizons Affordable Housing development, JJ Albanese, Community Tree Service, Saks Construction, and Bogard Construction.

Zero Emission Passenger Rail & Trail Project

The Zero Emission Passenger Rail & Trail Project proposes a new high-capacity passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line (SCBRL) from the City of Santa Cruz in the north to Pajaro, just south of Watsonville. The project also proposes 12 miles of Coastal Rail Trail. The project aims to take advantage of the publicly

owned rail right-of-way to provide passenger rail service to connect the most populated areas of Santa Cruz County to each other and to the greater region as well as to provide integrated intercity travel options for riders on the Central Coast.

The project continued development of the Project Concept Report, which will define, evaluate, and develop a project build concept to be advanced into subsequent tasks. An executive summary of the draft Project Concept Report was released in June 2025, with community outreach and engagement for the draft report planned for Summer 2025. The final Project Concept Report was scheduled to be completed in Fall 2025.



ZEPRT project public workshop, June 2025

Highway Corridors

The RTC in partnership with Caltrans is implementing a program of multimodal projects to reduce congestion, improve safety, improve transit travel time and reliability of Santa Cruz METRO routes, and construct bicycle and pedestrian overcrossings to improve access and connectivity for active transportation users. Improvements include auxiliary lanes (Aux), a bus-on-shoulder facility (BOS), bridge replacements, and the construction of new bicycle and pedestrian overcrossings.



There are currently three Highway 1 projects being developed to construct five sets of auxiliary lanes and a bus-on shoulder facility that stretches 7.5 miles and includes 4 new bicycle and pedestrian overcrossing and bike/ped improvements to local roadway overcrossings. In 2020, RTC received a grant in Cycle 2 of the Solutions for Congested Corridors Program (SCCP) and Local Partnership Program (LPP), to fully fund 5 miles of improvements, which are now under construction.



Highway 1 – 41st to Soquel Auxiliary Lanes & BOS Project

This project includes one set of auxiliary lanes on Highway 1 between the 41st Avenue and Soquel Dr/Ave interchanges with bus-on-shoulder improvements and a new bicycle and pedestrian overcrossing at Chanticleer

Avenue. Construction was largely complete in spring 2025, and full completion is scheduled early 2026, weather dependent.

Highway 1 – State Park to Bay/Porter Auxiliary Lanes & BOS Project

This project includes two sets of auxiliary lanes on Highway 1 between State Park Drive and Rio Del Mar Blvd interchanges and Rio Del Mar and Bay/Porter 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. Construction is ongoing and is anticipated to be complete in spring 2027, weather dependent.



Construction of Highway 1 Bay/Porter to State Park project, October 2024.

Highway 1 – Freedom to State Park Auxiliary Lanes & BOS Project

This project includes auxiliary lanes and bus-on-shoulder improvements on Highway 1 between Freedom Blvd and State Park Drive interchanges and the construction of a 1.25-mile-long multiuse trail along the Santa Cruz Branch Rail Corridor (segment 12 of the Coastal Rail Trail). RTC was awarded a \$30 million federal MEGA grant to partially fund construction of the project. The project final design and right of way components are ongoing. In June 2025, RTC was awarded additional grants, as part of Cycle 4 of SCCP and LPP, for \$94 million to fully fund the project. Construction is expected to begin in summer 2027.

Cruz511 Program: Since 1979, the RTC has provided the community with a centralized resource for traveler information. Cruz511 is the umbrella brand under which all RTC traveler information services take place. While the programs' offerings have evolved over the years in response to changing needs and opportunities, the mainstay has been to provide tools, information, and encouragement to commuters about options for travel other than driving alone. These alternatives include carpooling, vanpooling, bicycling, walking, taking public transit and telecommuting. The program also assists employers, schools, and other organizations in developing travel programs for their employees and constituents.



In FY 2024-25, 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," an online commute manager and incentives platform with carpool and vanpool ride matching, and transit and bike trip planning. Cruz511, including the Go Santa Cruz County program, is funded in part by Measure D-Highway Corridor and SAFE funds.



More than 6,800 participants have signed up for Go Santa Cruz County since launching the program in mid-2021, with over 800 participants signing up in FY 2024-25. In the past year, participants took a total of 78,000 trips using alternative transportation modes, such as walking, biking, carpooling, vanpooling, public transit, and telecommuting. This resulted in a reduction of 189.1 tons of CO2 emissions and the burning of over 6.7 million calories. The CO2 emission reduction is equivalent to the emissions from about 41 typical passenger cars driven for one year with a gas mileage of about 22 miles per gallon and driven about 11,500 miles per year. Staff also attended in-person community events to generate interest in the GO Santa Cruz County Program and to register new participants.

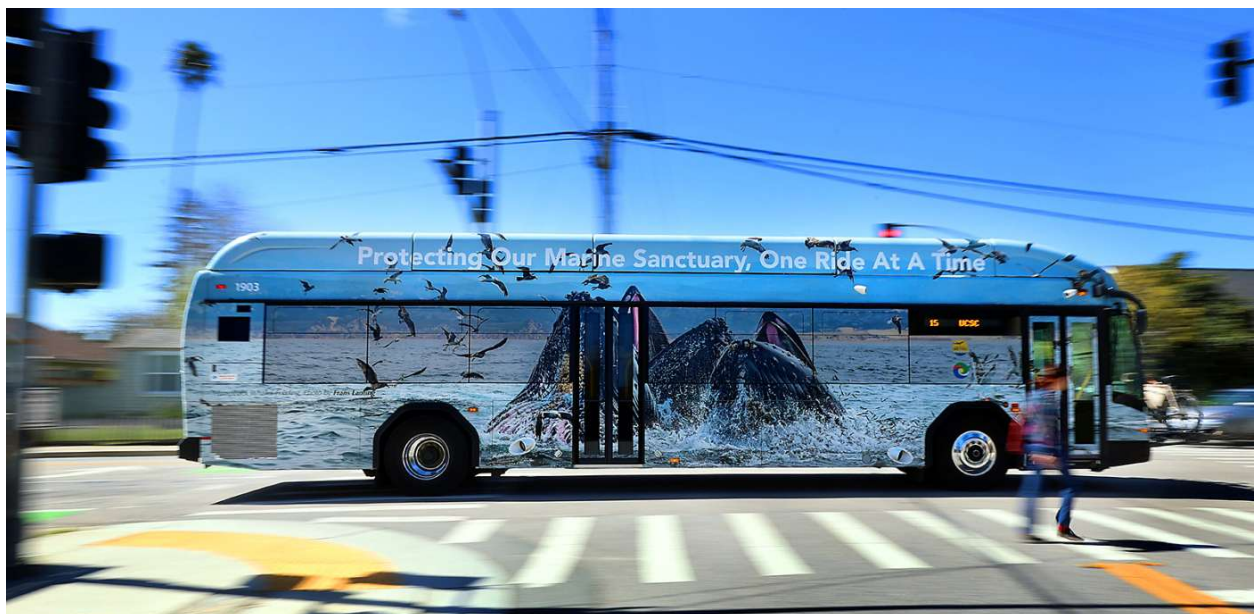


RTC marketing consultants continued marketing the [promotional video](#) created to reach new audiences. Marketing consultants created daily social media posts on various social media channels that were engaging and informative. The strategy included a mix of paid and organic social media marketing. Employer outreach consultants continued engaging with major employers, onboarding new employers onto the platform, and providing virtual and on-site commuter safety workshops to participants.

In FY 2024-25, the RTC continued its partnership with the Santa Cruz Metropolitan Transit District (METRO), to support the One Ride at a Time (ORAT) campaign to encourage people to take the bus while protecting Santa Cruz County's extraordinary natural resources. To participate, riders sign up for Go Santa Cruz County and log their bus trips. They earn 10

points for each trip, with a maximum of two trips per day. Once participants reach 250 points, or 25 trips, they can choose one of two nonprofit partners to receive a \$10 donation. The partners are the Monterey Bay National Marine Sanctuary Foundation and the Bay of Life Fund, both of which work to protect the environment. Over 233 participants logged more than 13,185 transit trips in FY 2024-25, travelling over 97,511 miles throughout Santa Cruz County.

In spring of 2025, the GO Santa Cruz County Bicycle Incentives Program launched building upon the success of the downtown Go Santa Cruz e-bike rebate program and provides point-of-sale vouchers for the purchase of non-electric and electric bicycles and subsidized annual memberships for the regional electric bikeshare service. It combines financial incentives, promotion, and education to encourage people to commute by bike, whether it's with a non-electric or electric bike.



In FY 2024-25 the RTC continued to provide traveler information, including details about county road and lane closures, to the public via cruz511.org and social media accounts on Facebook and Twitter. Cruz511 provides a valuable service for drivers navigating challenging road conditions, particularly during the winter months. Google Analytics data consistently shows increased web traffic during this period, reflecting the heightened need for real-time information. This surge demonstrates the importance of Cruz511's resources, including accident reports and delay notifications, when inclement weather makes road conditions unpredictable. The website's role in providing timely travel alerts for incidents, road closures, construction and

maintenance activities further underscores its importance in keeping the public informed and better prepared while traveling throughout the community.

Safe on 17 and Freeway Service Patrol (FSP): The Service Authority for Freeway Emergencies (SAFE) annual budget provides funds for several motorist aid services.

The RTC administers the Freeway Service Patrol (FSP) which consists of roving tow trucks during commute hours and other high traffic periods looking for disabled vehicles or debris on designated highway segments. The FSP provides on-the-spot help to stranded motorists. The purpose of the FSP is to decrease traveler delays associated with non-recurrent congestion, reduce collisions, improve air quality, and reduce fuel consumption by rapidly clearing incidents. In FY 2024-25, FSP tow providers roved Highways 1 and 17 for 3,606 hours and provided 856 assists to motorists and the California Highway Patrol (CHP). The most frequent services provided by FSP include assistance with collisions, mechanical quick fixes, and flat tire repairs.

The emergency call box program 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. The call boxes convert TTY (teletypewriter) messages into RTT (real-time text) messages. RTT uses the internet to transmit text in real time, while TTY uses the phone line. This makes RTT faster and more reliable than TTY.

Call box usage has continued to decline annually as personal cellular phones become available to nearly the entire population. However, call boxes in more remote areas continue to be used because they have more reliable phone service than personal cellular phones.

The RTC also administers the Safe on 17 Program which aims to maintain a reduced collision rate on Highway 17 by providing additional resources for extra CHP enforcement. Program funding is provided annually by the RTC SAFE (\$50,000) and Measure D-Highway (\$50,000) for extra CHP enforcement in Santa Cruz County and the Metropolitan Transportation Commission (MTC) SAFE (\$50,000) for enforcement in Santa Clara County. In FY 2024-25, CHP provided 961 hours of extra enforcement throughout the

Highway 17 corridor. Through the Safe on 17 Program, the RTC, Caltrans and the CHP work in partnership to develop highway improvements that will help to reduce collisions and provide information to the public to encourage safer driving.

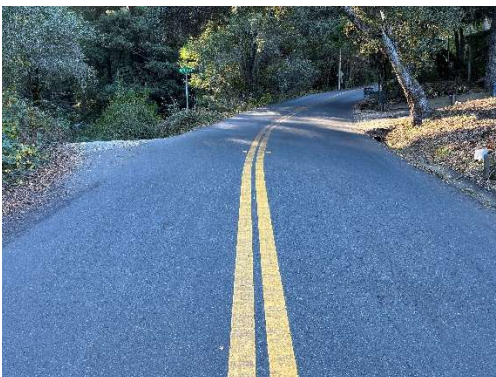
Cruz511, a 511-traveler information project (described in more detail in the above section), is also funded in part through the SAFE budget.

Neighborhood Projects

Approximately 30% of Measure D revenues are distributed by formula to the cities of Capitola, Santa Cruz, Scotts Valley, Watsonville and County public works departments for transportation projects in local jurisdictions. In FY2024/25, the cities and County repaired several local roads, built new bicycle and pedestrian facilities, and provided transportation safety programs throughout the county.

1. County of Santa Cruz:

- Roadway Resurfacing + East Cliff Drive Resurfacing: 5.75 miles of roads including bike lane enhancements on the continuous East Cliff-Portola Dr corridor. Additional work performed on part of the summer 2025 countywide road resurfacing program that addressed a total of 11.68 miles.
- Green Valley Road Multi-Use Path: The County used Measure D funds as well as grant funds including a \$5 million Clean California grant to construct a new 2-mile pathway serving bicyclists and pedestrians, including landscaping, transit improvements, public art, and bike education at the local school.
- Mountain Charlie PM 1.63 Emergency Landslide Repair.



El Solyo Heights Drive

2. City of Capitola:

Pavement Management (minor expenses only)

3. City of Santa Cruz:

Measure D contributed towards the following major projects.

- City Residential and Collector Street Reconstruction: ongoing pavement management efforts as well as the purchase of a patch truck.
- Bay Drive Protected Bike Lane and Pedestrian Path: New separated bike lanes, updated accessibility, and a new pedestrian path between Escalona Drive and Nobel.
- Coastal Rail Trail Segment 7 Phase 2: completion of construction of the 1.2-mile off-street paved bicycle and pedestrian path along the Santa Cruz Branch Rail Line.

4. City of Scotts Valley:

No significant expenditures.

5. City of Watsonville:

Measure D contributed towards the following major projects:

- Green Valley Road Improvements: rehabilitation of 2,200 feet of road, including improved bike lanes and replaced curb ramps.
- Pedestrian Traffic Safety Projects: a project that made targeted safety improvements at more than 60 locations citywide.
- Lee Road Trail Project Phase 1: Design phase completed for a project to build a bike and pedestrian route, with a street alignment along Harkins Slough Road and a separate trail paralleling the northern part of Lee Road.
- Pavement Management: citywide resurfacing of various roads.
- Freedom Boulevard Road Rehab and Traffic Calming Project: Design phase of project to rehabilitate and provide complete streets elements.



Green Valley Road Reconstruction

6. Highway 17 Wildlife Crossing

Caltrans completed most of the Highway 17 Wildlife Crossing construction in 2022. RTC utilized an inter-program loan from the Measure D Highway Corridors investment category (\$1.53 million in FY 2022/23 and FY 2023/24) to advance the project. Measure D formula funds are being used to repay the loan, starting in FY 2023/24. In FY 2024/25, approximately \$211,000 was applied toward repayment of the inter-program loan. This project is under the Neighborhood investment category, but since it is regional in nature, the funds flow through the RTC, which has a cooperative agreement with Caltrans for implementation of the project.

7. Highway 9 Corridor Investments

Building off of the community-based Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan, RTC staff used Measure D funds in FY 2024-25 to leverage grant funding for priority projects for implementation along the corridor as identified in the Measure D-funded Project Initiation Document (PID). The PID was completed in Fall 2022 and Measure D revenues were used to leverage a \$1.8M STIP grant in December 2023 to include priority Complete Streets components identified for Segment 1 Felton and Segment 2 SLV Schools in Caltrans' existing 05-1K890 SHOPP Capital and Preventative Maintenance (CAPM) repaving project.

The Caltrans project will be funding construction of pedestrian and bicycle facilities from Laurel Drive in south Felton to the entrance to SLV High School, as well as a reconstructed pedestrian island in the Graham Hill/Hwy 9 intersection and a two-way left turn lane in downtown Felton. The Measure D and STIP funded improvements extend from Redwood Drive at the southern end of the town of Felton, to El Solvo Heights drive and the entrance to the SLV Middle School. These improvements include additional bike facilities, bike boxes at the Graham Hill intersection, pedestrian facilities connecting to transit stops and Henry Cowell State Park, curb extensions "bulb-outs" and/or pedestrian islands at crosswalks, transit stop improvements, and circulation improvements for all modes around the SLV High School entrance as identified in the SLV Schools Access Study. The Environmental Document for the 05-1K890 project was released in January 2025, and the Plan, Specifications and Estimates (PS&E) phase began in May 2025.

This successful grant and partnership with an existing Caltrans project represents a huge win for the Highway 9/SLV Measure D program. Measure D funds are currently estimated to be funding only approximately 17% of construction costs and approximately 6% of

preconstruction costs for all complete streets elements identified in the SLV Plan for both the Felton and the SLV Schools segments.

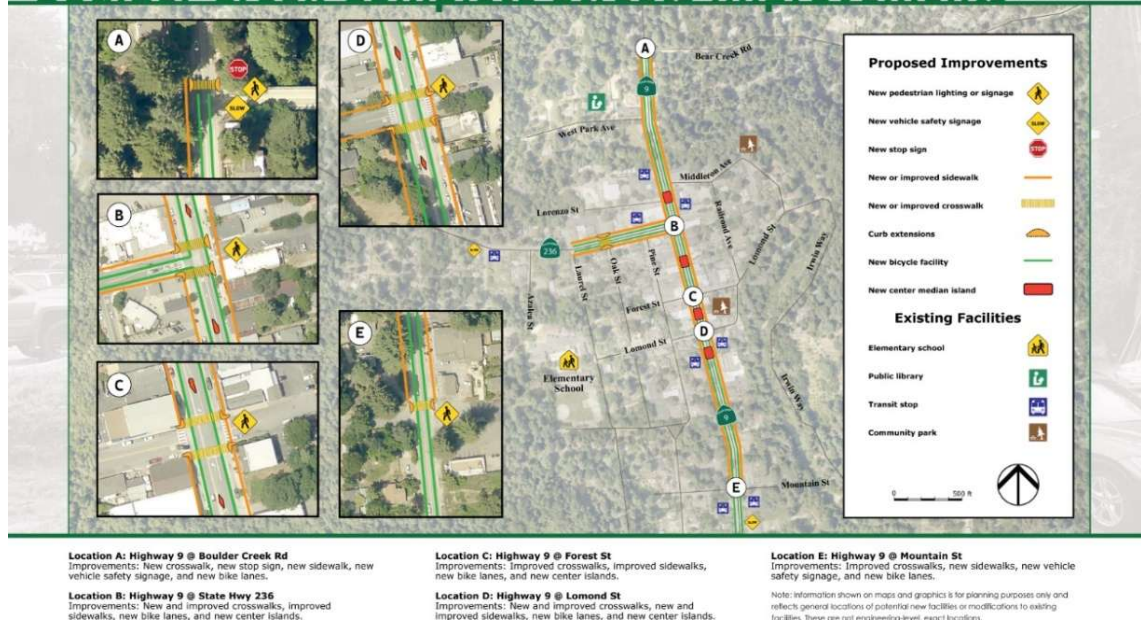
In addition to the PS&E work in collaboration with Caltrans currently underway in the Felton/SLV Schools area, SLV Program staff are working on a comprehensive update of the Hwy 9/SLV Complete Streets Plan. The plan is being updated and expanded to include all conventional undivided highways outside of city limits in Santa Cruz County, specifically Highways 1 north of Santa Cruz, 9, 35, 236, 152, and 129 outside of Watsonville. The Rural Highways Safety Plan (RHSP) will include the components necessary to be considered an approved Comprehensive Safety Action Plan (CSAP), allowing the SLV Program improvements, as well as any new improvements identified in the RHSP, to compete for federal Highway Safety Improvement Program (HSIP) and Safe Streets for All (SS4A) implementation funding.



In winter 2022, Congressional Representative Anna Eshoo supported SCCRTC in securing a \$1,500,000 federal appropriation (earmark) for the Boulder Creek Complete Streets Improvements project. This project seeks to implement the complete streets improvements identified in the SLV Plan and further refined in the San Lorenzo Vally Project Initiation Document in Boulder Creek along Highways 9 and 236. Components include new and updated sidewalks, enhanced crosswalks with curb extensions, pedestrian refuge islands, and other features to enhance pedestrian safety and slow vehicle speeds.

In FY 2023/24 RTC staff released a request for Proposals (RFP) for the Project Approval and Environmental Document (PAED) phase of the project. Staff were successful in securing a qualified consultant to perform the PAED phase of the project. The project approval and environment design contract work commenced in spring 2025. The PAED phase of the project is estimated to be completed in mid 2027. The \$1.5M earmark was authorized by Caltrans and will be used to cover the PAED phase of the project while staff continue to seek additional funding grants to bring the project into construction.

Boulder Creek Complete Streets Improvements



Transit/Paratransit

1. Santa Cruz Metro:

- Transit and Paratransit Operating Support: Measure D was used to continue providing additional bus and paratransit service and avoid service cuts.
- Purchase of 10 CNG articulated buses and bus components.

2. Lift Line Community Bridges:

- Continue its expanded service hours and provided additional medical and essential rides. Measure D provided funding for 2.5 additional drivers.
- Driver trainer to provide safety and service training.
- Executive assistant/dispatcher
- Vehicle general operation and maintenance costs.
- General operations overhead costs
- Lift Line Operations Facility

III. FINANCIAL STATEMENTS

The financial statements of Measure D are on an accrual basis, as the revenues are recorded when earned and expenditures are recognized when incurred. Measure D, the Fund, is divided into six subfunds – Administration and Implementation; Neighborhood; Highway Corridor; Transit/Paratransit; Active Transportation; and Rail Corridor subfunds. The Neighborhood Subfund has two additional subfunds to account for the San Lorenzo Valley

Highway 9 Corridor Improvements and Highway 17 Wildlife Crossing Expenditure Plan projects.

The Measure D Fund is a placeholder where all Measure D proceeds are initially deposited prior to the distribution to the subfunds. This shows total proceeds from the California Department of Tax and Fee Administration (formerly the Board of Equalization) and the amounts distributed to the Administration and Implementation, as well as to each of the five Investment Categories. Each subfund earns and keeps any interest earned due to the time lag between the deposit to the subfunds and the payment to recipients.

The revenues shown in the Management Discussion & Analysis (MD&A) Consolidated Balance Sheet (page 25 of the MD&A) represent actual Measure D proceeds received, any interest earned, and other revenues (including reimbursements from FEMA for 2017 storm damage project costs and funds previously paid to Administration and Implementation that were distributed to subfunds in FY 2024/25. The expenditures are actual payments sent to recipients or vendors; these are not inter-fund payments. Funds not yet paid into the six subfunds in FY 2024/25 (which had not left Measure D Fund) comprise the Fund Balances.

IV. FINANCIAL HIGHLIGHTS

Consolidated Financial Statements

The consolidated Balance Sheet shows a cash balance of \$29,152,237 and a fund balance net position of \$28,940,561 on June 30, 2025. These balances are being reserved for construction and other major expenses anticipated in FY 2025/26 and beyond, including significant highway and trail construction projects. The liability of \$4,266,352 is the sum of the accounts payable from all subfunds; it represents the amount the subfunds have not paid in FY2024/25 that are still owed to regional investment categories and direct recipients of Measure D and outside vendors.

In FY 2024/25, Measure D revenues totaled \$27,599,097 (page 27) and earned \$1,307,696 in interest for a total of \$28,906,793. Total expenditure by the RTC, including payments made to direct recipients, amounted to \$32,563,808 over the same 12 months through June 30, 2025. The RTC's Measure D fund balance is restricted to related subfunds and is not available for distribution to direct recipients.

Subfunds Financial Statements

The monthly receipts from California Department of Tax and Fee Administration are accounted for in Measure D – the fund. These receipts were all (100%) distributed to the Administration & Implementation subfund and the Five Investment Category subfunds according to the pre-determined

allocation formula prescribed in the Measure D Ordinance. The revenues equal expenditures in Measure D – the fund; and any net position is the cumulative interest earned by the cash receipts prior to distribution. This net position is unrestricted and is available for distribution to other subfunds. Below is the FY 2024/25 receipts distribution schedule and presentation of the distribution with and without the Administration & Implementation subfund as part of the percent split:

**Measure D Distribution
FY 2024/25 Ending June 30, 2025**

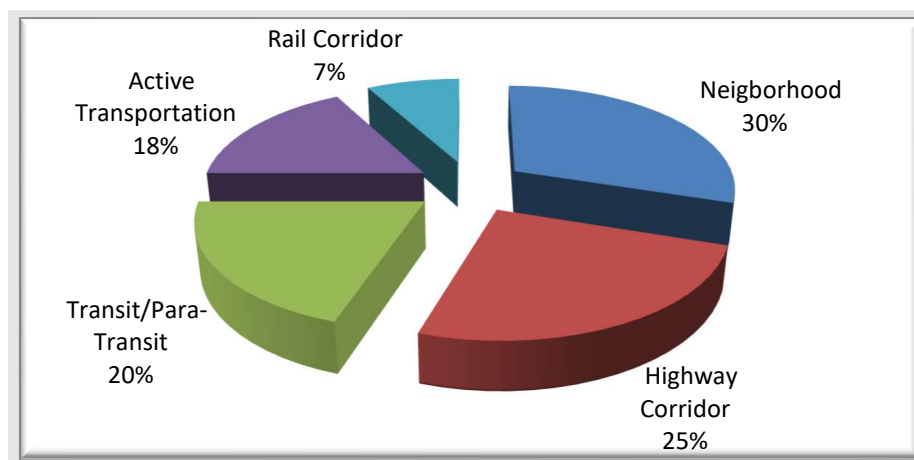
	With Administration & Implementation		Without Administration & Implementation	
Administration Salaries & Benefits	\$	244,257	0.9%	
Administration & Overhead		372,466	1.3%	
Neighborhood		8,043,811	29.1%	\$ 8,043,811 29.8%
Highway Corridor		6,749,297	24.5%	6,749,297 25.0%
Transit/Para-Transit		5,372,928	19.5%	5,372,928 19.9%
Active Transportation		4,824,689	17.5%	4,824,689 17.9%
Rail Corridor		1,991,649	7.2%	1,991,649 7.4%
TOTAL	\$	27,599,097	100.0%	\$ 26,982,374 100.0%

The total receipts of \$27,599,097 were below projection. Actual receipts varied by investment category as shown in the table below:

	Receipts	Budget	Over(Under) Budget*	%
Administration & Implementation	\$ 616,723	\$ 761,131	\$ (144,408)	-19%
Neighborhood	8,043,811	8,077,838	(34,027)	0%
Highway Corridor	6,749,297	6,731,532	17,765	0%
Transit/Para-Transit	5,372,928	5,385,225	(12,297)	0%
Active Transportation	4,824,689	4,577,441	247,248	5%
Rail Corridor	1,991,649	2,154,090	(162,441)	-8%
TOTAL	\$ 27,599,097	\$ 27,687,257	\$ (88,160)	

* Difference of Receipts (actual revenues received from state) over what was budgeted (forecasted prior to end of fiscal year).

Graph 1 – Measure D Distribution Without Administration & Implementation



Payments to Neighborhood and Transit/Para-transit recipients are made monthly, based on actual, rather than budgeted, revenues. Disbursements to regional projects (Highway Corridor; Rail/Trail; and Rail Corridor) were based on presentation of invoices or other evidentiary cost documentation. Highway 9/SLV investments and Highway 17 Wildlife Overcrossing are in the Neighborhood subfund, but they are regional projects and funds are managed by the RTC. For Highway 9, \$5,810 was expended in FY 2024/25; \$210,573 was expended in FY2024/25 for the Highway 17 project. Absent, Highway 9 and Highway 17, Measure D receipts would equal expenditures in the Neighborhood subfund. The equality of receipts and expenditures also exists in Transit/Para-transit subfund because these are pass-through funds and monthly payments are automatic, provided that the recipients are in compliance with Measure D requirements. The Supplementary Information Section presents the detailed monthly distribution of Measure D (starting on page 32 of the audit).

Highway 9; Highway Corridor; Active Transportation (Coastal Rail Trail - MBSST); and Rail all show high fund balances because funds are needed for construction work scheduled to begin in future years.

The following is a condensed revenues, expenditures, and change in position table:

MEASURE D COMBINED REVENUES, EXPENDITURES, AND CHANGE IN NET POSITION FY 2024-25 Period Ending June 30, 2025 Condensed Revenues, Expenditures, and Changes in Net Position Statements								
	Unallocated	Admin	Neighborhood	Highway	Transit	Active Transportation	Rail	TOTAL
REVENUES								
Tax Revenues	\$ -	\$ 616,723	\$ 8,043,811	\$ 6,749,297	\$ 5,372,928	\$ 4,824,689	\$ 1,991,649	\$ 27,599,097
Interest	2,556	11,148	101,610	669,391	831	321,428	200,732	1,307,696
TOTAL REVENUES	2,556	627,871	8,145,421	7,418,688	5,373,759	5,146,117	2,192,381	28,906,793
EXPENDITURES								
Admin/Impl		323,751						323,751
Neighborhood			6,206,666					6,206,666
Highway Corr				13,034,190				13,034,190
Transit/Para Transit					5,387,442			5,387,442
Active Transp						4,253,000		4,253,000
Rail Corridor							3,358,759	3,358,759
TOTAL EXPENDITURES	-	323,751	6,206,666	13,034,190	5,387,442	4,253,000	3,358,759	32,563,808
EXCESS OF REV OVER EXPENDITURES	2,556	304,120	1,938,755	(5,615,502)	(13,683)	893,117	(1,166,378)	(3,657,015)
Beginning Net Position	(341)	134,184	685,954	20,746,080	13,573	6,611,991	6,454,370	34,645,811
Prior-period Adjustment			1,308,089	(2,170,734)			(1,185,590)	(2,048,235)
Beginning Net Position, restated	(341)	134,184	1,994,043	18,575,346	13,573	6,611,991	5,268,780	32,597,576
ENDING NET POSITION	\$ 2,215	\$ 438,304	\$ 3,932,798	\$ 12,959,844	\$ (110)	\$ 7,505,108	\$ 4,102,402	\$ 28,940,561

Neighborhood Subfunds	SR9 SLV	Hwy 17 Wild	TOTAL
REVENUES			
Tax Revenues	\$ 277,778	\$ 138,889	\$ 416,667
Interest	95,563	3,907	99,470
TOTAL REVENUES	373,341	142,796	516,137
EXPENDITURES			
SLV/SR9	5,810		5,810
Hwy 17 Wildlife Overcross		210,573	210,573
TOTAL EXPENDITURES	5,810	210,573	216,383
EXCESS OF REV OVER EXPENDITURES	367,531	(67,777)	299,754
Beginning Net Position	2,094,959	109,657	2,204,616
ENDING NET POSITION	\$ 2,462,490	\$ 41,880	\$ 2,504,371

FINANCIAL ISSUES AND CONCERNS

Delivering large projects: While pay-as-you-go financing is the preferred method for delivery of projects, the RTC is working to accelerate delivery of most projects identified in the Measure D Expenditure Plan and 5-Year Programs of Projects. Measure D revenues are intended to be used to leverage other grants. The RTC, Caltrans and local agencies have been using Measure D funds to accelerate pre-construction work and make projects more competitive to leverage state and federal transportation funding grants, including those available in part because of state Senate Bill (SB1) (2017), a State budget surplus, and the Federal Infrastructure Investment and Jobs Act (IIJA). In order to accelerate delivery of some larger projects, RTC will continue to evaluate a range of financing options, including inter-program loans such as the one between the Highway Subcategory and Highway 17

Wildlife Crossing project. Since 2022, in order to leverage grants and accelerate delivery, the RTC has adopted Active Transportation and Highway Corridors five-year plans that exceed projected revenues on a cash-flow-basis and confirmed its commitment to secure future financing if needed. Financing is allowed by the Ordinance and consistent with the Measure D Strategic Implementation Plan policies.

V. COMPLIANCE WITH MEASURE D ORDINANCE

In FY 2024/25, the RTC and recipient agencies demonstrated that they implemented Measure D in accordance with the Measure D Ordinance and Expenditure Plan, as well as agreements and guidelines established by the RTC for recipient agencies. Recipients provided expenditure reports and audited financials showing how Measure D funds were spent, and provided information to demonstrate compliance with the Ordinance, including requirements related to Maintenance of Effort and public outreach.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
MEASURE D FUND
STATEMENT OF NET POSITION
June 30, 2025

ASSETS

Cash in county treasury	\$ 29,152,237
Accounts receivable	<u>5,168,096</u>
Total assets	<u>34,320,333</u>

LIABILITIES

Accounts payable	4,266,352
Salaries payable	<u>1,113,420</u>
Total liabilities	<u>5,379,772</u>

NET POSITION

Restricted for distribution	28,938,456
Unrestricted	<u>2,105</u>
Total net position	<u>\$ 28,940,561</u>

See accompanying notes to financial statements.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
MEASURE D FUND
STATEMENT OF CHANGES IN NET POSITION
For the Fiscal Year Ended June 30, 2025

Revenues:

State Board of Equalization - sales tax apportionment	\$ 27,599,097
Interest	<u>1,307,696</u>
Total revenues	<u>28,906,793</u>

Expenses:

Salaries and benefits	1,857,457
Services and supplies	343,430
Claimants:	
City of Capitola	300,368
City of Santa Cruz	1,839,401
City of Scotts Valley	311,530
City of Watsonville	967,117
County of Santa Cruz	3,762,680
Santa Cruz County Regional Transportation Commission	17,794,383
Community Bridges	1,073,906
Santa Cruz Metropolitan Transit District	<u>4,313,536</u>
Total expenses	<u>32,563,808</u>

Change in net position	<u>(3,657,015)</u>
------------------------	--------------------

Net position, beginning of fiscal year	34,645,811
Prior period adjustment	<u>(2,048,235)</u>
Net position, beginning of fiscal year adjusted	<u>32,597,576</u>
Net position, end of fiscal year	<u><u>\$ 28,940,561</u></u>

See accompanying notes to financial statements.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
MEASURE D FUND
NOTES TO FINANCIAL STATEMENTS
June 30, 2025

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Reporting Entity

The Measure D Fund (the Fund) was established as an expendable trust fund of Santa Cruz County Regional Transportation Commission (the Commission). The purpose of the trust fund is to accumulate revenues transmitted to the Commission by the State of California derived from a ½ cent of the general sales tax collected within Santa Cruz County.

The Commission is the Regional Transportation Planning Agency which is responsible for apportionments from the Measure D Fund.

The financial statements present only the activity of the Measure D Fund, and are not intended to present the financial position and changes in financial position of Santa Cruz County Regional Transportation Commission, in conformity with accounting principles generally accepted in the United States of America.

B. Basis of Accounting

The financial statements have been prepared on the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred. Interest income is allocated monthly to the fund by the Treasurer of Santa Cruz County.

C. Cash and County Treasury

The Measure D Fund holds its cash in the County of Santa Cruz Treasury. The County maintains a cash and investment pool, and allocates interest to the various funds based upon the average daily cash balances. Information regarding categorization of investments can be found in the County of Santa Cruz's basic financial statements.

D. Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

NOTE 2 - CASH AND INVESTMENTS

Custodial credit risk is the risk that in the event of a bank failure, the Fund's deposits may not be returned to it. The Fund does not have a formal deposit policy for custodial credit risk in addition to the California Government Code collateral requirements. Cash balances held in banks are insured up to \$250,000 by the Federal Depository Insurance Corporation. All deposits held by financial institutions are fully insured or collateralized with securities, held by the pledging financial institutions' trust departments in the Fund's name.

Investments at June 30, 2025, consist of the following:

Pooled Investment Funds:

Cash in county treasury

\$ 29,152,237

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

MEASURE D FUND

NOTES TO FINANCIAL STATEMENTS

June 30, 2025

NOTE 2 - CASH AND INVESTMENTS (Continued)

The Fund categorizes its fair value measurements within the fair value hierarchy established by accounting principles generally accepted in the United States of America. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. The Fund does not have any investments measured under Level 1, Level 2, or Level 3.

Cash in County Treasury

The fund maintains a portion of its cash in the Santa Cruz County Treasury, an external investment pool. The County pools these funds with those of other governmental entities in the county and invests the cash. These pooled funds are carried at fair value. Interest is earned based on average daily balance and is deposited quarterly into participating funds. Any investment gains and losses are proportionately shared by all funds in the pool. The County is restricted by the California Government Code to invest in obligations issued by the United States Treasury; obligations, participations, or other instruments of or issued by a federal agency or a United States government sponsored enterprise; obligations of state and local agencies of this State; bankers' acceptances; commercial paper; negotiable certificates of deposit; repurchase agreements; medium-term corporate notes; as well as other investments established by the California Government Code. The County's report discloses the required information in accordance with Governmental Accounting Standards Board Statement Nos. 3 and 40. Pooled investments are not required to be categorized by risk category.

Interest Rate Risk

The Fund does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

Credit Risk

State law limits investments in commercial paper, corporate bonds, and mutual bond funds to the top two ratings issued by nationally recognized statistical rating organizations. The Fund has no investment policy that would further limit its investment choices. Santa Cruz County Treasury pooled investment funds are unrated.

NOTE 3 – PRIOR -PERIOD ADJUSTMENTS

There were prior-period adjustments recorded for three funds. The Neighborhood Fund had a prior-period adjustment to increase beginning net position by \$1,308,089 to account for a loan repayment that was made in a prior fiscal year but was not recorded in the financial statements. The Highway Corridor Fund had a prior-period adjustment to decrease beginning net position by \$2,170,734 to account for distributions made in the prior fiscal year but not recorded until after the financial statements had been prepared. Finally, there was a prior-period adjustment to decrease the beginning net position by \$1,185,590 in the Rail Corridor Fund to account for FEMA disaster recovery reimbursements that the Commission previously accrued but are no longer anticipated to be reimbursed as originally expected.

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SUPPLEMENTARY INFORMATION

**INDEPENDENT AUDITOR'S REPORT ON
MEASURE D COMPLIANCE**

Citizen Oversight Committee
Santa Cruz County Regional Transportation Commission
Santa Cruz, California

Report on Compliance for Measure D

Opinion on Compliance for Measure D

We have audited the Measure D Fund of the Santa Cruz County Regional Transportation Commission's (the Commission) compliance with the types of compliance requirements described in *Ordinance No. 2016-01* (Measure D), applicable for the fiscal year ended June 30, 2025.

In our opinion, the funds allocated to and received by Santa Cruz County Regional Transportation Commission pursuant to Measure D, complied, in all material respects, with the compliance requirements referred to above that are applicable to the statutory requirements of Measure D of Santa Cruz County Regional Transportation Commission for the fiscal year ended June 30, 2025.

Basis for Opinion on Measure D

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and *Ordinance No. 2016-01*. Our responsibilities under those standards and *Ordinance No. 2016-01* are further described in the Auditors' Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Measure D Fund of the Santa Cruz County Regional Transportation Commission and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for Measure D. Our audit does not provide a legal determination of the Measure D Fund of the Santa Cruz County Regional Transportation Commission's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to Measure D.

Auditors' Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Measure D Fund of Santa Cruz County Regional Transportation Commission's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and *Ordinance No. 2016-01* will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgement made by a reasonable user of the report on compliance about the Measure D Fund of Santa Cruz County Regional Transportation Commission's compliance with the requirements of Measure D as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and *Ordinance No. 2016-01*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Measure D Fund of Santa Cruz Regional Transportation Commission's compliance with the compliance requirements referred to above and performing such other procedures we considered necessary in the circumstances.
- Obtain an understanding of internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with *Ordinance No 2016-01*, but not for the purpose of expressing an opinion on the effectiveness of the Measure D Fund of Santa Cruz Regional Transportation Commission's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regard, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of Measure D on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditors' Responsibilities for the Audit of Compliance section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

Purpose of this Report

This report is intended solely for the information and use of the Citizen Oversight Committee, management of the Santa Cruz County Regional Transportation Commission and for filing with the appropriate regulatory agencies and is not intended to be and should not be used by anyone other than these specified parties.

Moss, Remy & Hartshorn LLP

Santa Maria, California
June 30, 2026

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SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
MEASURE D FUND
STATEMENT OF NET POSITION BY ALLOCATION
June 30, 2025

	<u>Unallocated</u>	<u>Admin</u>	<u>Neighborhood</u>	<u>Highway Corridor</u>
ASSETS				
Cash and investments	\$ 2,215	\$ 458,936	\$ 2,793,943	\$ 11,973,704
Accounts receivable	4,909,896			
Due from other sub funds		146,936	1,428,888	1,190,740
Total assets	<u>4,912,111</u>	<u>605,872</u>	<u>4,222,831</u>	<u>13,164,444</u>
LIABILITIES				
Accounts payable			288,498	
Salaries payable		167,568	1,535	204,600
Due to other sub funds	4,909,896			
Total liabilities	<u>4,909,896</u>	<u>167,568</u>	<u>290,033</u>	<u>204,600</u>
NET POSITION				
Restricted for distribution		438,304	3,932,798	12,959,844
Unrestricted	2,215			
Total net position	<u>\$ 2,215</u>	<u>\$ 438,304</u>	<u>\$ 3,932,798</u>	<u>\$ 12,959,844</u>

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
MEASURE D FUND
STATEMENT OF NET POSITION BY ALLOCATION (Continued)
June 30, 2025

	<u>Transit</u>	<u>Active Transportation</u>	<u>Rail Corridor</u>	<u>Total Measure D</u>
ASSETS				
Cash and investments	\$ 85,513	\$ 8,750,957	\$ 5,086,969	\$ 29,152,237
Accounts receivable		258,200		5,168,096
Due from other sub funds	<u>952,592</u>	<u>809,703</u>	<u>381,037</u>	<u>4,909,896</u>
Total assets	<u>1,038,105</u>	<u>9,818,860</u>	<u>5,468,006</u>	<u>39,230,229</u>
LIABILITIES				
Accounts payable	1,038,215	1,916,036	1,023,603	4,266,352
Salaries payable		397,716	342,001	1,113,420
Due to other sub funds	<u></u>	<u></u>	<u></u>	<u>4,909,896</u>
Total liabilities	<u>1,038,215</u>	<u>2,313,752</u>	<u>1,365,604</u>	<u>10,289,668</u>
NET POSITION				
Restricted for distribution		7,505,108	4,102,402	28,938,456
Unrestricted	<u>(110)</u>	<u></u>	<u></u>	<u>2,105</u>
Total net position	<u>\$ (110)</u>	<u>\$ 7,505,108</u>	<u>\$ 4,102,402</u>	<u>\$ 28,940,561</u>

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
MEASURE D FUND
STATEMENT OF CHANGES IN NET POSITION BY ALLOCATION
For the Fiscal Year Ended June 30, 2025

	Unallocated	Admin	Neighborhood	Highway Corridor
Revenues:				
State Board of Equalization - sales tax	\$ -	\$ 616,723	\$ 8,043,811	\$ 6,749,297
Interest	2,556	11,148	101,610	669,391
Total revenues	2,556	627,871	8,145,421	7,418,688
Expenses:				
Salaries and benefits		231,859	5,810	300,024
Services and supplies		6,403		
Claimants:				
City of Capitola			300,368	
City of Santa Cruz			1,404,312	
City of Scotts Valley			311,530	
City of Watsonville			967,117	
County of Santa Cruz			3,217,529	
Santa Cruz County Regional Transportation Commission		85,489		12,734,166
Community Bridges				
Santa Cruz Metropolitan Transit District				
Total expenses		323,751	6,206,666	13,034,190
Change in net position	2,556	304,120	1,938,755	(5,615,502)
Net position - beginning of fiscal year	(341)	134,184	685,954	20,746,080
Prior period adjustment			1,308,089	(2,170,734)
Net position - beginning of fiscal year adjusted	(341)	134,184	1,994,043	18,575,346
Net position - end of fiscal year	\$ 2,215	\$ 438,304	\$ 3,932,798	\$ 12,959,844

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
MEASURE D FUND
STATEMENT OF CHANGES IN NET POSITION BY ALLOCATION (Continued)
For the Fiscal Year Ended June 30, 2025

	Transit	Active Transportation	Rail Corridor	Total Measure D
Revenues:				
State Board of Equalization - sales tax	\$ 5,372,928	\$ 4,824,689	\$ 1,991,649	\$ 27,599,097
Interest	831	321,428	200,732	1,307,696
Total revenues	5,373,759	5,146,117	2,192,381	28,906,793
Expenses:				
Salaries and benefits		717,250	602,514	1,857,457
Services and supplies		337,027		343,430
Claimants:				
City of Capitola				300,368
City of Santa Cruz		435,089		1,839,401
City of Scotts Valley				311,530
City of Watsonville				967,117
County of Santa Cruz		545,151		3,762,680
Santa Cruz County Regional Transportation Commission		2,218,483	2,756,245	17,794,383
Community Bridges	1,073,906			1,073,906
Santa Cruz Metropolitan Transit District	4,313,536			4,313,536
Total expenses	5,387,442	4,253,000	3,358,759	32,563,808
Change in net position	(13,683)	893,117	(1,166,378)	(3,657,015)
Net position - beginning of fiscal year	13,573	6,611,991	6,454,370	34,645,811
Prior period adjustment			(1,185,590)	(2,048,235)
Net position - beginning of fiscal year adjusted	13,573	6,611,991	5,268,780	32,597,576
Net position - end of fiscal year	\$ (110)	\$ 7,505,108	\$ 4,102,402	\$ 28,940,561

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
MEASURE D FUND
SUMMARY OF OUTGO BY PROJECT
For the Fiscal Year Ended June 30, 2025

	<u>Unallocated</u>	<u>Admin</u>	<u>Neighborhood</u>	<u>Highway Corridor</u>
Expenses:				
Salaries and benefits	\$ -	\$ 231,859	\$ 5,810	\$ 300,024
Services and supplies		6,403		
City of Capitola			300,368	
City of Santa Cruz			1,404,312	
City of Scotts Valley			311,530	
City of Watsonville			967,117	
County of Santa Cruz			3,217,529	
Commission oversight and coordination		85,489		
Corridor encroachment & maintenance				
North Coast- Segment 5				
Highway 1				12,455,634
Cruz 511				140,414
FSP				138,118
Community Bridges				
Coastal Rail Trail - Segment 7,8,9				
Coastal Rail Trail - Segment 10,11				
Storm damage				
Bridge repairs and maintenance				
Rail preservation				
Zero emissions passenger rail and trail				
Santa Cruz Metropolitan Transit District				
	<u> </u>	<u> </u>	<u> </u>	<u> </u>
Total expenses	<u>\$ -</u>	<u>\$ 323,751</u>	<u>\$ 6,206,666</u>	<u>\$ 13,034,190</u>

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
MEASURE D FUND
SUMMARY OF OUTGO BY PROJECT (Continued)
For the Fiscal Year Ended June 30, 2025

	Transit	Active Transportation	Rail Corridor	Total Measure D
Expenses:				
Salaries and benefits	\$ -	\$ 717,250	\$ 602,514	\$ 1,857,457
Services and supplies		337,027		343,430
City of Capitola				300,368
City of Santa Cruz		435,089		1,839,401
City of Scotts Valley				311,530
City of Watsonville				967,117
County of Santa Cruz		545,151		3,762,680
Commission oversight and coordination				85,489
Corridor encroachment & maintenance		284,908		284,908
North Coast- Segment 5		1,833,368		1,833,368
Highway 1				12,455,634
Cruz 511				140,414
FSP				138,118
Community Bridges	1,073,906			1,073,906
Coastal Rail Trail - Segment 7,8,9		22,299		22,299
Coastal Rail Trail - Segment 10,11		77,908		77,908
Storm damage			888	888
Bridge repairs and maintenance			19,679	19,679
Rail preservation			941,411	941,411
Zero emissions passenger rail and trail			1,794,267	1,794,267
Santa Cruz Metropolitan Transit District	4,313,536			4,313,536
Total expenses	<u>\$ 5,387,442</u>	<u>\$ 4,253,000</u>	<u>\$ 3,358,759</u>	<u>\$ 32,563,808</u>

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
MEASURE D FUND
SUMMARY OF REVENUE ALLOCATION BY MONTH - CASH BASIS
For the Fiscal Year Ended June 30, 2025

	<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>	<u>January</u>
Revenues							
Gross	\$ 2,309,396	\$ 2,560,679	\$ 2,197,537	\$ 2,034,589	\$ 2,678,020	\$ 2,282,459	\$ 1,962,750
Board of Equalization Fees		(44,270)			(44,270)		
Net Sales Tax	<u>2,309,396</u>	<u>2,516,409</u>	<u>2,197,537</u>	<u>2,034,589</u>	<u>2,633,750</u>	<u>2,282,459</u>	<u>1,962,750</u>
Administration & Implementation							
Admin Salaries & Benefits	23,094	25,164	21,975	20,345	26,337	22,824	19,627
Overhead Admin	17,407	18,967	16,564	15,336	19,851	17,204	14,794
Implementation & Oversight	10,020	10,021	10,020	10,020	10,020	10,020	10,020
Services & Supplies	<u>4,041</u>	<u>4,041</u>	<u>4,042</u>	<u>4,042</u>	<u>4,042</u>	<u>4,042</u>	<u>4,042</u>
Subtotal	<u>54,562</u>	<u>58,193</u>	<u>52,601</u>	<u>49,743</u>	<u>60,250</u>	<u>54,090</u>	<u>48,483</u>
Amount to Distribute to Investment Categories	<u>\$ 2,254,834</u>	<u>\$ 2,458,216</u>	<u>\$ 2,144,936</u>	<u>\$ 1,984,846</u>	<u>\$ 2,573,500</u>	<u>\$ 2,228,369</u>	<u>\$ 1,914,267</u>
Investment Categories							
Neighborhood							
SLV SR9	\$ 27,778	\$ 27,777	\$ 27,778	\$ 27,777	\$ 27,778	\$ 27,778	\$ 27,778
HWY 17 Wildlife	13,889	13,888	13,889	13,889	13,889	13,889	13,889
City of Capitola	30,699	33,650	29,104	26,782	35,322	30,315	25,758
City of Santa Cruz	143,513	157,307	136,059	125,201	165,126	141,717	120,414
City of Scotts Valley	31,840	34,901	30,187	27,778	36,636	31,442	26,715
City of Watsonville	98,833	108,333	93,700	86,222	113,717	97,597	82,925
County of Santa Cruz	<u>329,899</u>	<u>361,608</u>	<u>312,765</u>	<u>287,805</u>	<u>379,582</u>	<u>325,773</u>	<u>276,801</u>
Total Neighborhood	<u>676,451</u>	<u>737,464</u>	<u>643,482</u>	<u>595,454</u>	<u>772,050</u>	<u>668,511</u>	<u>574,280</u>
Highway Corridors							
Highway Corridors	<u>563,709</u>	<u>614,554</u>	<u>536,234</u>	<u>496,211</u>	<u>643,375</u>	<u>557,092</u>	<u>478,567</u>
Transit/Paratransit							
Santa Cruz Metro	360,773	393,316	343,190	317,575	411,760	356,539	306,283
Community Bridges	<u>90,194</u>	<u>98,329</u>	<u>85,797</u>	<u>79,394</u>	<u>102,940</u>	<u>89,135</u>	<u>76,571</u>
Total Transit/Paratransit	<u>450,967</u>	<u>491,645</u>	<u>428,987</u>	<u>396,969</u>	<u>514,700</u>	<u>445,674</u>	<u>382,854</u>
Active Transportation							
Active Transportation	<u>383,320</u>	<u>417,896</u>	<u>364,639</u>	<u>337,424</u>	<u>437,495</u>	<u>378,823</u>	<u>325,425</u>
Rail Corridor							
Rail Corridor	<u>180,387</u>	<u>196,657</u>	<u>171,595</u>	<u>158,788</u>	<u>205,880</u>	<u>178,269</u>	<u>153,141</u>
Amount Distributed to Investment Categories	<u>\$ 2,254,834</u>	<u>\$ 2,458,216</u>	<u>\$ 2,144,937</u>	<u>\$ 1,984,846</u>	<u>\$ 2,573,500</u>	<u>\$ 2,228,369</u>	<u>\$ 1,914,267</u>

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
MEASURE D FUND
SUMMARY OF REVENUE ALLOCATION BY MONTH - CASH BASIS
For the Fiscal Year Ended June 30, 2025

	<u>February</u>	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>Total</u>
Revenues						
Gross	\$ 2,950,052	\$ 1,998,610	\$ 1,796,345	\$ 2,675,312	\$ 2,193,097	\$ 27,638,846
Board of Equalization Fees	(44,270)			(40,900)		(173,710)
Net Sales Tax	<u>2,905,782</u>	<u>1,998,610</u>	<u>1,796,345</u>	<u>2,634,412</u>	<u>2,193,097</u>	<u>27,465,136</u>
Administration & Implementation						
Admin Salaries & Benefits	29,058	19,986	17,963	26,344	21,931	274,648
Overhead Admin	21,902	15,064	13,540	19,856	16,530	207,015
Implementation & Oversight	10,020	10,020	10,020	10,020	10,020	120,241
Services & Supplies	<u>4,041</u>	<u>4,042</u>	<u>4,042</u>	<u>4,042</u>	<u>4,042</u>	<u>48,501</u>
Subtotal	<u>65,021</u>	<u>49,112</u>	<u>45,565</u>	<u>60,262</u>	<u>52,523</u>	<u>650,405</u>
Amount to Distribute to Investment Categories	<u>\$ 2,840,761</u>	<u>\$ 1,949,498</u>	<u>\$ 1,750,780</u>	<u>\$ 2,574,150</u>	<u>\$ 2,140,574</u>	<u>\$ 26,814,731</u>
Investment Categories						
Neighborhood						
SLV SR9	\$ 27,777	\$ 27,778	\$ 27,778	\$ 27,778	\$ 27,777	\$ 333,332
HWY 17 Wildlife	13,889	13,889	13,889	13,889	13,888	166,666
City of Capitola	39,200	26,269	23,386	35,332	29,041	364,858
City of Santa Cruz	183,253	122,803	109,325	165,170	135,763	1,705,651
City of Scotts Valley	40,657	27,246	24,256	36,645	30,121	378,424
City of Watsonville	126,201	84,571	75,289	113,748	93,496	1,174,632
County of Santa Cruz	<u>421,251</u>	<u>282,293</u>	<u>251,311</u>	<u>379,684</u>	<u>312,085</u>	<u>3,920,857</u>
Total Neighborhood	<u>852,228</u>	<u>584,849</u>	<u>525,234</u>	<u>772,246</u>	<u>642,171</u>	<u>8,044,420</u>
Highway Corridors						
Highway Corridors	<u>710,190</u>	<u>487,374</u>	<u>437,695</u>	<u>643,537</u>	<u>535,144</u>	<u>6,703,682</u>
Transit/Paratransit						
Santa Cruz Metro	454,522	311,920	280,125	411,864	342,492	4,290,359
Community Bridges	<u>113,630</u>	<u>77,980</u>	<u>70,031</u>	<u>102,966</u>	<u>85,623</u>	<u>1,072,590</u>
Total Transit/Paratransit	<u>568,152</u>	<u>389,900</u>	<u>350,156</u>	<u>514,830</u>	<u>428,115</u>	<u>5,362,949</u>
Active Transportation						
Active Transportation	<u>482,929</u>	<u>331,415</u>	<u>297,633</u>	<u>437,605</u>	<u>363,898</u>	<u>4,558,502</u>
Rail Corridor						
Rail Corridor	<u>227,261</u>	<u>155,960</u>	<u>140,062</u>	<u>205,932</u>	<u>171,246</u>	<u>2,145,178</u>
Amount Distributed to Investment Categories	<u>\$ 2,840,760</u>	<u>\$ 1,949,498</u>	<u>\$ 1,750,780</u>	<u>\$ 2,574,150</u>	<u>\$ 2,140,574</u>	<u>\$ 26,814,731</u>

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
MEASURE D FUND
PRIOR YEAR SUMMARY OF REVENUE ALLOCATION BY MONTH - CASH BASIS
For the Fiscal Year Ended June 30, 2024

	<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>	<u>January</u>
Revenues							
Gross	\$ 2,455,327	\$ 2,495,812	\$ 2,249,250	\$ 2,372,647	\$ 2,692,868	\$ 2,069,235	\$ 1,988,059
Board of Equalization Fees		(54,420)			(54,420)		
Net Sales Tax	<u>2,455,327</u>	<u>2,441,392</u>	<u>2,249,250</u>	<u>2,372,647</u>	<u>2,638,448</u>	<u>2,069,235</u>	<u>1,988,059</u>
Administration & Implementation							
Admin Salaries & Benefits	24,553	24,414	22,493	23,726	26,384	20,692	19,881
Overhead Admin	26,100	25,952	23,910	25,221	28,047	21,996	21,133
Implementation & Oversight	13,056	13,056	13,056	13,057	13,056	13,056	13,056
Services & Supplies	<u>4,042</u>	<u>4,042</u>	<u>4,041</u>	<u>4,042</u>	<u>4,042</u>	<u>4,042</u>	<u>4,042</u>
Subtotal	<u>67,751</u>	<u>67,464</u>	<u>63,500</u>	<u>66,046</u>	<u>71,529</u>	<u>59,786</u>	<u>58,112</u>
Amount to Distribute to Investment Categories	<u>\$ 2,387,576</u>	<u>\$ 2,373,928</u>	<u>\$ 2,185,750</u>	<u>\$ 2,306,601</u>	<u>\$ 2,566,919</u>	<u>\$ 2,009,449</u>	<u>\$ 1,929,947</u>
Investment Categories							
Neighborhood							
SLV SR9	\$ 27,778	\$ 27,777	\$ 27,778	\$ 27,778	\$ 27,778	\$ 27,777	\$ 27,778
HWY 17 Wildlife	13,889	13,889	13,889	13,889	13,889	13,889	13,889
City of Capitola	32,092	31,898	29,213	30,937	34,652	26,696	25,561
City of Santa Cruz	153,010	152,081	139,277	147,500	165,213	127,280	121,871
City of Scotts Valley	33,106	32,905	30,135	31,914	35,746	27,539	26,369
City of Watsonville	105,552	104,912	96,077	101,751	113,971	87,803	84,071
County of Santa Cruz	<u>350,846</u>	<u>348,716</u>	<u>319,356</u>	<u>338,212</u>	<u>378,827</u>	<u>291,850</u>	<u>279,445</u>
Total Neighborhood	<u>716,273</u>	<u>712,178</u>	<u>655,725</u>	<u>691,981</u>	<u>770,076</u>	<u>602,834</u>	<u>578,984</u>
Highway Corridors							
Highway Corridors	<u>596,894</u>	<u>593,482</u>	<u>546,437</u>	<u>576,650</u>	<u>641,730</u>	<u>502,362</u>	<u>482,487</u>
Transit/Paratransit							
Santa Cruz Metro	382,012	379,829	349,720	369,056	410,707	321,512	308,791
Community Bridges	<u>95,503</u>	<u>94,957</u>	<u>87,430</u>	<u>92,264</u>	<u>102,677</u>	<u>80,378</u>	<u>77,198</u>
Total Transit/Paratransit	<u>477,515</u>	<u>474,786</u>	<u>437,150</u>	<u>461,320</u>	<u>513,384</u>	<u>401,890</u>	<u>385,989</u>
Active Transportation							
Active Transportation	<u>405,888</u>	<u>403,568</u>	<u>371,578</u>	<u>392,122</u>	<u>436,376</u>	<u>341,607</u>	<u>328,091</u>
Rail Corridor							
Rail Corridor	<u>191,006</u>	<u>189,914</u>	<u>174,860</u>	<u>184,528</u>	<u>205,353</u>	<u>160,756</u>	<u>154,396</u>
Amount Distributed to Investment Categories	<u>\$ 2,387,576</u>	<u>\$ 2,373,928</u>	<u>\$ 2,185,750</u>	<u>\$ 2,306,601</u>	<u>\$ 2,566,919</u>	<u>\$ 2,009,449</u>	<u>\$ 1,929,947</u>

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
MEASURE D FUND
PRIOR YEAR SUMMARY OF REVENUE ALLOCATION BY MONTH - CASH BASIS
For the Fiscal Year Ended June 30, 2024

	<u>February</u>	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>Total</u>
Revenues						
Gross	\$ 3,049,260	\$ 2,004,978	\$ 1,871,779	\$ 2,515,689	\$ 2,076,145	\$ 27,841,049
Board of Equalization Fees	(54,420)			(33,940)		(197,200)
Net Sales Tax	<u>2,994,840</u>	<u>2,004,978</u>	<u>1,871,779</u>	<u>2,481,749</u>	<u>2,076,145</u>	<u>27,643,849</u>
Administration & Implementation						
Admin Salaries & Benefits	29,948	20,050	18,718	24,817	20,761	276,437
Overhead Admin	31,835	21,313	19,897	26,381	22,069	293,854
Implementation & Oversight	13,056	13,056	13,056	13,056	13,056	156,673
Services & Supplies	<u>4,042</u>	<u>4,042</u>	<u>4,041</u>	<u>4,042</u>	<u>4,042</u>	<u>48,502</u>
Subtotal	<u>78,881</u>	<u>58,461</u>	<u>55,712</u>	<u>68,296</u>	<u>59,928</u>	<u>775,466</u>
Amount to Distribute to Investment Categories	<u>\$ 2,915,959</u>	<u>\$ 1,946,517</u>	<u>\$ 1,816,067</u>	<u>\$ 2,413,453</u>	<u>\$ 2,016,217</u>	<u>\$ 26,868,383</u>
Investment Categories						
Neighborhood						
SLV SR9	\$ 27,778	\$ 27,778	\$ 27,777	\$ 27,778	\$ 27,778	\$ 333,333
HWY 17 Wildlife	13,889	13,889	13,889	13,889	13,889	166,668
City of Capitola	39,633	25,798	23,936	32,462	26,793	359,671
City of Santa Cruz	188,963	122,998	114,122	154,770	127,741	1,714,826
City of Scotts Valley	40,885	26,613	24,692	33,487	27,638	371,029
City of Watsonville	130,355	84,849	78,726	106,767	88,121	1,182,955
County of Santa Cruz	<u>433,285</u>	<u>282,031</u>	<u>261,678</u>	<u>354,883</u>	<u>292,904</u>	<u>3,932,033</u>
Total Neighborhood	<u>874,788</u>	<u>583,956</u>	<u>544,820</u>	<u>724,036</u>	<u>604,864</u>	<u>8,060,515</u>
Highway Corridors						
Highway Corridors	<u>728,990</u>	<u>486,629</u>	<u>454,017</u>	<u>603,363</u>	<u>504,054</u>	<u>6,717,095</u>
Transit/Paratransit						
Santa Cruz Metro	466,553	311,443	290,571	386,152	322,595	4,298,941
Community Bridges	<u>116,638</u>	<u>77,860</u>	<u>72,642</u>	<u>96,538</u>	<u>80,649</u>	<u>1,074,734</u>
Total Transit/Paratransit	<u>583,191</u>	<u>389,303</u>	<u>363,213</u>	<u>482,690</u>	<u>403,244</u>	<u>5,373,675</u>
Active Transportation						
Active Transportation	<u>495,713</u>	<u>330,908</u>	<u>308,732</u>	<u>410,288</u>	<u>342,757</u>	<u>4,567,628</u>
Rail Corridor						
Rail Corridor	<u>233,277</u>	<u>155,721</u>	<u>145,285</u>	<u>193,076</u>	<u>161,298</u>	<u>2,149,470</u>
Amount Distributed to Investment Categories	<u>\$ 2,915,959</u>	<u>\$ 1,946,517</u>	<u>\$ 1,816,067</u>	<u>\$ 2,413,453</u>	<u>\$ 2,016,217</u>	<u>\$ 26,868,383</u>

AGENDA: November 5, 2026

TO: Regional Transportation Commission (RTC)

FROM: Yesenia Parra, Administrative Services Officer

RE: Regional Transportation Commission Meeting Schedule for 2027

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve the proposed 2027 meeting schedule for the RTC's regular meetings and second meeting of the month.

BACKGROUND

Each year, the RTC approves the schedule of its regular meetings, including the second meeting of the month, for the following calendar year.

Since the COVID-19 pandemic began in 2020, RTC has offered community members the option to participate in meetings remotely via Zoom. However, the technology required to support remote participation limits the number of RTC meeting locations equipped with Zoom capabilities.

Over the past several years, RTC meetings have been held at three primary locations: the City of Watsonville, the Santa Cruz County Board of Supervisors Chambers, and the City of Scotts Valley.

DISCUSSION

Regular RTC meetings are generally held on the first Thursday of each month. When a second meeting is needed, it is generally held on the third Thursday of the month. No RTC meetings are scheduled for July.

Due to the year-end holidays, the January RTC meeting is generally scheduled for the second or third Thursday of the month, and a second meeting is not scheduled in January.

RTC meetings are conducted in a hybrid format, allowing members of the public to participate either in person or remotely. Commissioners are expected to participate in person unless they qualify for one of the limited

circumstances for remote participation under AB 2449 or participate remotely pursuant to the regular Brown Act teleconference provisions.

To encourage greater public participation, at least two evening meetings are proposed for 2027. The dates of these evening meetings are included in the proposed meeting schedule (Attachment 1).

The proposed 2027 RTC meeting schedule is provided in Attachment 1. Meeting locations are subject to change based on venue availability. Staff will provide updates to meeting locations, as needed, through the three-month meeting calendar included in the monthly RTC meeting agenda packets.

Regular RTC meetings and second meetings of the month typically begin at 9:00 a.m. Evening meetings will typically begin at 6:00 p.m. Agenda packets are posted on the RTC website approximately one week prior to each meeting and are available at: <https://www.sccrtc.org/meetings/regional-transportation-commission/agendas/>. Second meetings of the month are tentative until confirmed.

Staff recommend that the RTC approve the proposed 2027 RTC meeting schedule (Attachment 1). Updates to physical meeting locations will be provided as necessary through the three-month meeting schedule included in the monthly RTC meeting packets.

SUMMARY

Each year, the RTC approves its meeting schedule for the upcoming calendar year. RTC will continue to provide Zoom options for community participation. Staff recommend that the RTC approve the proposed RTC meeting schedules for 2027 (Attachment 1). Any changes to meeting location changes will be reported on the 3-month meeting scheduled included in the monthly RTC meeting packets.

Attachments:

1. 2027 RTC Commission Meeting Schedule

2027 RTC Commission Meeting Schedule*All meeting times 9:00am, except where noted.*

Date	Location
January 21	Watsonville City Council Chambers
February 4	County Board of Supervisors Chambers
March 4	Watsonville City Council Chambers
April 1	Watsonville City Council Chambers
May 6	County Board of Supervisors Chambers- EVENING MTG
June 3	Watsonville City Council Chambers
July	No Meeting
August 5	County Board of Supervisors Chambers
September 2	Watsonville City Council Chambers
October 7	County Board of Supervisors Chambers-EVENING MTG
November 4	Watsonville City Council Chambers
December 2	County Board of Supervisors Chambers

2027 2nd Meeting of the RTC

Meeting Date	Location
January	No Meeting
February	Commissioner Retreat -Location TBD
March	RTC Offices, Santa Cruz
April	RTC Offices, Santa Cruz
May	RTC Offices, Santa Cruz
June	RTC Offices, Santa Cruz
July	No Meeting
August	Watsonville City Council Chambers
September	RTC Offices, Santa Cruz
October	RTC Offices, Santa Cruz
November	RTC Offices, Santa Cruz
December	RTC Offices, Santa Cruz

AGENDA: November 5, 2026

TO: Regional Transportation Commission

FROM: Sierra Topp, Transportation Planning Technician

RE: Elderly and Disabled Transportation Advisory Committee Member Appointment

RECOMMENDATION

The Elderly and Disabled Transportation Advisory Committee and staff recommend that the Regional Transportation Commission approve the appointment shown in the October 2026 Elderly and Disabled Transportation Advisory Committee Roster (**Attachment 1**).

BACKGROUND

The Elderly and Disabled Transportation Advisory Committee (E&D TAC) advises the Regional Transportation Commission (RTC) and other transportation agencies on the network of specialized transportation services for seniors and people with disabilities in Santa Cruz County. The E&D TAC also serves as the local Social Services Transportation Advisory Council (SSTAC), a state-required entity that seeks input from transit-dependent and transit disadvantaged persons, including seniors, people with disabilities, low-income persons, and youth regarding transit needs in Santa Cruz County.

Seats on the E&D TAC correspond to Supervisorial District seats on the RTC, service providers, transit users, and agency representatives.

DISCUSSION

The E&D TAC functions best when all committee membership and alternate positions are filled. One committee member application was received from Karina Aragon to serve on the E&D TAC as the Social Services Provider Representative for Seniors in Santa Cruz County (**Attachment 2**).

At the October E&D TAC meeting, members motioned to recommend to the RTC to approve Karina Aragon's committee membership application. The motion passed unanimously.

The position is noted as pending in the attached roster (**Attachment 1**).

The E&DTAC and staff recommend that the RTC approve the appointment shown in the October 2026 E&D TAC Roster (Attachment 1**).**

FISCAL IMPACT

There are no fiscal impacts associated with making an appointment to the RTC's Elderly & Disabled Transportation Advisory Committee.

SUMMARY

The E&D TAC advises the RTC and other transportation agencies on the network of specialized transportation services for seniors and people with disabilities in Santa Cruz County. The committee functions best when all positions are filled. One individual expressed interest in joining the E&D TAC. Staff recommends that the position be filled as shown in the October 2026 E&D TAC Roster (**Attachment 1**).

ATTACHMENTS

1. October 2026 E&D TAC Roster
2. Member Application Form



Santa Cruz County Regional Transportation Commission
ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (E&D TAC)
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

Membership Roster
October 2026
(Membership Expiration Date)

Members	Representing	Alternate
Clay Kempf (2028)	Social Services Provider - Seniors	Patty Talbott (2028)
Karina Aragon – (<i>Pending</i>)	Social Services Provider - Seniors (County)	Vacant
Vacant	Social Service Provider - Disabled	Vacant
Stephanie Auld (2027)	Social Service Provider - Disabled (County)	Vacant
Tara Ireland (2027)	Social Service Provider - Persons of Limited Means (Volunteer Center)	Ares Bartell (2028)
Vacant	CTSA (Community Bridges)	Vacant
Jesus Bojorquez (2028)	CTSA (Lift Line)	Nadia Noriega (2028)
Bobbi Wood - (2029)	SCMTD (Metro)	Rina Solorio Gomez – (2029)
Michael Pisano - (2029)	Potential Transit User (60+)	Vacant
Vacant	Potential Transit User (Disabled)	Vacant

Supervisory District Representatives		
Members	Representing	Alternate
Vacant	1st District (Koenig)	Vacant
Wells Shoemaker, Vice Chair	2nd District (DeSerpa)	Vacant
Veronica Elsea, Chair	3rd District (Cummings)	Vacant
Katie Nunez	4th District (Hernandez)	Vacant
Portia Ramer	5th District (Martinez)	Vacant

Staff: Amanda Marino and Sierra Topp, Regional Transportation Commission

New E&D TAC Application Submission

Date Tue 9/22/2026 2:09 PM

Are you interested in learning more about \$50 per meeting stipend and travel reimbursement to voting committee members?

No

Name

Karina Aragon

Address

[REDACTED]

Email

[REDACTED]

Phone

[REDACTED]

Position(s) I am applying for:

County Representative

I am willing to serve in any appropriate position

- Yes

Length of residence in Santa Cruz County:

30 years

Previous experience on a government commission or committee: (Please describe the committee/commission's purpose and your role.)

Served as staff to the IHSS Advisory Committee for approximately seven years.

Other Relevant Work or Volunteer Experience

I've been in social services for 30 years, working with families and children, older adults and individuals with disabilities. I'm currently staff to the county's Master Plan for Aging plans.

Statement of Qualifications: Please describe why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

I believe my experience personally and professionally can contribute positively to the committee's work. I live and work in Watsonville. Through my employment, I serve the needs of residents across the county and from various backgrounds and demographics. Transportation is a critical component of the community and my broad experience and work in developing a Master Plan for Aging will be enhanced by my participation in the committee.

Diversity of Representation: Please describe whether you are someone whose background or community is not well represented in local government and decision-making. For example, non-white, young adult, senior over 75, immigrant, very low income, unhoused, disabled, or of marginalized gender or sexuality:

I am a female immigrant whose first language is not English. I do believe my connection to the farmworker community in South County and those that are non-English speakers, low-income, individuals that do not drive and are not comfortable with technology also give me insight into a unique set of needs of a group that is not comfortable articulating their needs or voicing their concerns to government.

Certification

- I certify that the above information is true and correct.

TO: Regional Transportation Commission

FROM: Nick Danty, Transportation Planner

RE: Bicycle Advisory Committee Membership Appointments

RECOMMENDATIONS

Staff recommend that the Regional Transportation Commission (RTC) accept the appointments of Corrina McFarlane and Steven Jonsson to serve on the Bicycle Advisory Committee (BAC). These appointments were shared with the BAC at the October 5th, 2026 meeting.

BACKGROUND

Seats on the Regional Transportation Commission's Bicycle Advisory Committee correspond to City and Supervisorial District seats on the Regional Transportation Commission (RTC). Commissioners of the four cities may nominate individuals for RTC consideration. Commissioners of the five Supervisorial Districts may appoint representatives directly. Two additional seats for Bike to Work and the Community Traffic Safety Coalition also exist, and appointments are made by the respective organization. Seats for the Bicycle Committee are for four-year terms (Supervisorial Districts) or three-year terms (all others). Each seat has a primary (voting) and an alternate representative. The Bicycle Advisory Committee's description, role and membership are in the 2022 RTC Rules and Regulations available on the RTC website.

DISCUSSION

Earlier this year, the primary representative for District 1, Scott Roseman, and the primary representative for District 4, Anna Kammer, resigned. RTC staff updated its website and notified the Commissioners of these districts. Staff provided recent applications from people either applying for or living in the district.

Via emails to staff, Commissioner Koenig appointed Corrina McFarlane ([Attachment 1](#)) to the Committee as the primary representative for District 1, and Commissioner Hernandez appointed Steven Jonsson ([Attachment 2](#)) to the Committee as the primary representative for District 4.

Staff continue to seek applicants to fill vacancies and for ending terms and welcomes recommendations from Commissioners. The application and more information about the Committee are available on the RTC webpage <https://sccrtc.org/meetings/bike-committee/>. Currently there are five vacancies: Alternative representatives for District 2, the City of Santa Cruz, and the City of Watsonville, and primary and alternative

representatives for the City of Scotts Valley. If the Commission approves the appointments of Corrina McFarlane and Steve Jonsson, two vacancies will open for alternative representatives for Districts 1 and 4.

A current roster is included as Attachment 3.

As communicated by Commissioner Koenig and Commissioner Hernandez, staff recommend that the RTC receive the appointments of Corrina McFarlane and Steven Johnsson to serve on the Bicycle Advisory Committee.

FISCAL IMPACT

None.

SUMMARY

Due to resignations, two vacancies were created on the Committee. Staff recommend that the RTC receive the direct appointments from Commissioners.

Attachment:

1. Application for Corrina McFarlane
2. Application for Steven Jonsson
3. October 2026 Bicycle Advisory Committee Roster

Name

Corrina McFarlane

Address

[REDACTED]

Santa Cruz, CA 95062

United States

[Map It](#)

Email

[REDACTED]

Phone

[REDACTED]

Position(s) I am applying for:

District 1 primary

I am willing to serve in any appropriate position

- Yes

Length of residence in Santa Cruz County:

20 years

Previous experience on a government commission or committee: (Please describe the committee/commission's purpose and your role.)

Cut my teeth as an BAC District 1 Alternate!

Other Relevant Work or Volunteer Experience

Trained and served on Santa Cruz probation dept NAB Neighborhood Accountability Board
Restorative Justice program for juvenile first-time offenders

Statement of Qualifications: Please describe why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

Bicycle everywhere. Surrogate grandma to a gaggle of kids all of whom are encouraged from the get-go to take to human-powered wheels.

Not quite remembering when I was appointed to BAC District 1 Alternate; maybe 2 or 3 years ago(?). I consider it something of a triumph that I have managed to show up for most meetings in a life where I have many multi-generational plates spinning ongoing.

Diversity of Representation: Please describe whether you are someone whose background or community is not well represented in local government and decision-making. For example, non-white, young adult, senior over 75, immigrant, very low income, unhoused, disabled, or of marginalized gender or sexuality:

We are surrogate grandparents to a Lakota orphan teenager (from SD Pine Ridge Indian Reservation) connected since their birth to her cousins who always lived here in Santa Cruz with Santa Cruz Mom and Pine Ridge Lakota Dad. This has catapulted us into Santa Cruz parenting/child/teen world in a way we never would have been (all those kids have grown up riding around on my bicycle with me). As well, our kid, for instance, has been an integral part of Salud y Cariho (champions girl esteem) at Shoreline in which practically every girl is Latino/ethnic.

Certification

- I certify that the above information is true and correct.

Name

Steven Jonsson

Address

[REDACTED]

Watsonville, California 95076

US

[Map It](#)

Email

[REDACTED]

Phone

[REDACTED]

Position(s) I am applying for:

RTC BAC District 4

I am willing to serve in any appropriate position

- Yes

Length of residence in Santa Cruz County:

60 years

Previous experience on a government commission or committee: (Please describe the committee/commission's purpose and your role.)

Current alternate on BAC for District 4

Other Relevant Work or Volunteer Experience

Bike Santa Cruz County board member for 3 years

Bicycle Industry Rep for 30 years

Statement of Qualifications: Please describe why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

I have been an alternate for District 4 for over a year now, and enjoyed representing the Watsonville Community. My experience as a board member of BSCC, and a resident of Bay Village, has connected me to many people who serve the City of Watsonville. I am a long time cyclist who believes in the power of 2 wheels. I have ridden most every road (and trail) in the South County and for that matter all of Santa Cruz County.

Diversity of Representation: Please describe whether you are someone whose background or community is not well represented in local government and decision-making. For example, non-white, young adult, senior over 75, immigrant, very low income, unhoused, disabled, or of marginalized gender or sexuality:

I am a working 70-year-old male with a disabled body, but I know personally how a bike can change lives, as it did for me some 36 years ago when I got clean and sober.

Certification

- I certify that the above information is true and correct.

Member	Representing	Alternate
*Corrina McFarlane	County of Santa Cruz-District 1	Vacant
Jack Brown	County of Santa Cruz-District 2	Vacant
Sally Arnold	County of Santa Cruz-District 3	Alex Santiago
*Steven Jonsson	County of Santa Cruz-District 4	Vacant
Rick Hyman	County of Santa Cruz-District 5	Theresia Rogerson
Paula Bradley	City of Capitola	Christopher O'Connell
Matt Farrell	City of Santa Cruz	Vacant
Vacant	City of Scotts Valley	Vacant
Gina Cole	City of Watsonville	Vacant
Matt Miller	Bike to Work	Jennifer Villegas Moreno
Alexander Yasbek	Community Traffic Safety Coalition	Kelly Curlett

*New appointment

AGENDA: November 5, 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**November 05, 2026 RTC Meeting**

November 2026-January 2027

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
11/05/26	Thu	Regional Transportation Commission	6:00pm	County BOS
11/09/26	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
11/12/2026	Thu	Budget & Administration/Personnel	1:30 pm	RTC Office
11/19/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
11/19/26	Thu	Regional Transportation Commission	9:00am	TBD
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	TBD
01/21/27	Thu	Regional Transportation Commission	9:00 am	County BOS
01/21/27	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office

- *RTC Office – 1101 Pacific Avenue, Suite 250A, Santa Cruz, CA*
- *Watsonville – 275 Main Street, Watsonville, CA*
- *County BOS – 701 Ocean Street, Room 500B, Santa Cruz, CA*



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 96060-4418 • (831) 460-3200 • info@sccrtc.org

September 23, 2026

Stephanie Hansen
Assistant Director
Community Development & Infrastructure, Planning
701 Ocean St., Rm 400
Santa Cruz, CA 95060

Dear Ms. Hansen,

The Santa Cruz County Regional Transportation Commission (RTC) is pleased to share its enthusiastic support for the *Santa Cruz County Mobility Hub and Transit-Oriented Development Strategic Plan* application.

The plan will identify and prioritize key locations in the unincorporated county where investments in mobility hub infrastructure and changes to local land use, will support transit-oriented development and future affordable housing growth. Focusing development around mobility hubs promote denser, walkable, mixed-use neighborhoods – improving everyday mobility of county residents, visitors, and supporting sustainable community vitality. As the region works to expand affordable housing, reduce congestion, and decrease vehicle miles traveled, this planning effort will lay the groundwork for a network of mobility hubs that provides low-income residents with safe, convenient, and reliable transportation connections and options. This comprehensive planning effort includes significant public outreach and will guide future development and network connections for all users.

The RTC serves as the regional transportation planning agency for Santa Cruz County and works with local jurisdictions, transit providers, Caltrans, and community partners to advance a safe, equitable, and multimodal transportation system. This project directly supports the RTC's ongoing work to better integrate transportation and land use planning and expand access to transit, walking, bicycling, and other mobility options. Identifying locations where mobility hubs can complement planned housing and development will help translate regional transportation goals into coordinated investments that improve connections between homes, jobs, services, and transit.



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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This effort complements other RTC-led planning initiatives that address different but interconnected regional transportation needs. The Santa Cruz County Comprehensive Multimodal Corridor Plan (CRUZ MCP) will evaluate mobility hubs, transit priority, first and last mile connections, and other multimodal strategies along the Watsonville–Santa Cruz corridor. The Watsonville Area Trucking Efficiency and Multimodal Safety (WATEMS) Study will focus on the greater Pajaro Valley, assessing the impacts of truck traffic on under-resourced and historically disadvantaged communities along SR-152 and SR-129 and evaluating multimodal improvements and potential alternative freight routes between Highway 1 and US-101. Together, these efforts will help the RTC and its partners coordinate transportation, land use, housing, freight, and multimodal investments while improving mobility, safety, equity, and regional connectivity.

The RTC recognizes the importance of strengthening connectivity between the unincorporated areas and the region’s major destination points to foster a socially and economically vibrant, thriving, and resilient community. This effort will build on the vision laid out in the 2050 Regional Transportation Plan and on RTC’s efforts including the Zero Emission Passenger Rail & Trail Project and the Coastal Rail Trail efforts.

The Santa Cruz County Regional Transportation Commission strongly supports this application and the impact it will have to identify the best opportunities to create a safer, more livable county for residents and visitors alike. Thank you for your consideration of this application.

Respectfully,

Sarah Christensen

Executive Director

Santa Cruz County Regional Transportation Commission



October 13, 2026

Anthony Serna
Deputy Secretary for Rail and Transit
California State Transportation Agency (CalSTA)
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Via email to: Anthony.Serna@calsta.ca.gov

**RE: Support for the Caltrans State Rail Assistance Grant Application
for Coast Subdivision Positive Train Control Project and
Operations Support for Capitol Corridor Service to Salinas**

Dear Mr. Serna:

On behalf of the Santa Cruz County Regional Transportation Commission (SCCRTC), I am writing to express support for the California Department of Transportation (Caltrans) application for funding through the State Rail Assistance program for the Coast Subdivision Positive Train Control (Coast PTC) project and for operations support for a round trip on Capitol Corridor to Salinas.

The Coast PTC project will design and install crucial train safety technology along the Union Pacific Railroad (UPRR) Coast Subdivision in two phases between Gilroy and San Luis Obispo to improve safety, reliability, and operational efficiency for passenger and freight service. UPRR identified the Coast PTC project as a requirement for implementing planned passenger rail extensions to Salinas and San Luis Obispo. This SRA funding request would fully fund the construction of these improvements.

Caltrans is working with the Capitol Corridor Joint Powers Authority to implement a round trip from the San Francisco Bay Area to Salinas and is applying for SRA funds to support operations of that passenger train.



SCCRTC is a member agenda of the Coast Rail Coordinating Council, which has been working to increase passenger train service along California's Central Coast for many years and strongly supports these investments.

Thank you for your consideration of our support.

Sincerely,

Sarah Christensen
Executive Director



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 96060-4418 • (831) 460-3200 • info@sccrtc.org

October 28, 2026

The Honorable Richard Katz

Dear Mr. Katz:

On behalf of the Santa Cruz County Regional Transportation Commission, it is my distinct honor to extend our deepest gratitude for your extraordinary career of public service and your unwavering advocacy for public transit and transportation in California.

Over sixteen years in the California State Assembly, including a decade as Chair of the Assembly Transportation Committee and service as Democratic Leader, you shaped the very framework by which Californians move. You gave our state its Transportation Blueprint for the 21st Century through Proposition 111, created the Congestion Management Program that binds land use to mobility, and championed rail and transit long before it was fashionable to do so. Your later service on the Los Angeles County Metropolitan Transportation Authority, on the California High-Speed Rail Authority, and as Chair of Metrolink, where your leadership made it the first railroad in the nation to implement Positive Train Control, reflects a career defined by results.

For Santa Cruz County, your legacy is tangible and enduring. As author of Proposition 116, the Clean Air and Transportation Improvement Act of 1990, you were instrumental in securing \$11 million dedicated to rail projects within Santa Cruz County. Those funds made it possible for this Commission to acquire the 32-mile Santa Cruz Branch Rail Line from Union Pacific in 2012, placing an irreplaceable coastal corridor into public ownership for the benefit of every resident and visitor. Today that corridor is the backbone of our region's vision for the future, from the Coastal Rail Trail now taking shape mile by mile to our planning for long-term zero-emission passenger rail service.

Please accept our heartfelt thanks for your vision, your integrity, and your enduring belief in the power of transportation to strengthen communities. California is better connected because of you.

With deepest respect and appreciation,

Eduardo Montesino
Chair, SCCRTC

Fred Keeley
Commissioner, SCCRTC



Ben Lomond Fire Protection District

9430 Highway 9, Ben Lomond CA 95005

831-336-5495 / fax 831-246-8890

www.benlomondfd.com

10-15-2026

Sarah Christensen, Executive Director

1101 Pacific Ave, Suite 250

Santa Cruz, CA 95060

RE: Letter of Support for the Santa Cruz County Regional Transportation Commission's HSIP Cycle 13 application – Completing the Transit Access Crosswalk Enhancement Network on State Route 9

Dear Director Christensen,

On behalf of Ben Lomond Fire Protection District, I am pleased to express our strong support for the Santa Cruz County Regional Transportation Commission's (RTC) Highway Safety Improvement Program (HSIP) Cycle 13 grant application for *Completing the Transit Access Crosswalk Enhancement Network on State Route 9*. Throughout the mountainous rural communities of the San Lorenzo Valley, pedestrians must cross Highway 9 to access schools, transit stops, community centers, parks, commercial areas, and homes. This route sees high rates of vehicle speeding and poor lines of sight around curves and trees, putting crossing pedestrians at risk and in direct conflict with oncoming traffic.

The requested funding would provide crosswalk enhancements at two high-risk locations: the Highlands Park and Senior and Community Center in Ben Lomond, and Larkspur Street in Brookdale. Both are uncontrolled crossings serving adjacent transit stops and have a documented history of serious crashes. Highlighted in the Rural Highways Safety Plan as systemic rather than isolated incidents, these crossing hazards disproportionately impact vulnerable non-drivers. Installing Rectangular Rapid Flashing Beacons (RRFBs) is a simple and effective tool to greatly increase pedestrian visibility and help prevent future crashes.

Ben Lomond Fire Protection District supports *Completing the Transit Access Crosswalk Enhancement Network on State Route 9* because it aligns closely with our goals to improve the safety to pedestrians which is in line with our mission to protect life and property.

We believe *Completing the Transit Access Crosswalk Enhancement Network on State Route 9* represents an important investment in the safety and well-being of Santa Cruz County residents and will create lasting benefits for communities throughout the region. We respectfully urge Caltrans to support this application and award funding for its implementation.

Sincerely,

Thank You,

Chief Stacie Brownlee and Board of Directors

Ben Lomond Fire Protection District



Ben Lomond Village Alliance

PO Box 66

Ben Lomond, CA 95005

BenLomondVillage.org

October 14, 2026

Sarah Christensen, Executive Director
Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue
Santa Cruz, CA 95060

RE: Letter of Support for HSIP Cycle 13 Application – Completing the Transit Access Crosswalk Enhancement Network on State Route 9

Dear Executive Director Christensen,

On behalf of the Ben Lomond Village Alliance (BLVA) Board and our more than 1,000 members, I am writing to express our strong support for the Highway Safety Improvement Program (HSIP) Cycle 13 grant application being submitted by the Commission. We understand the application seeks funding to install rectangular rapid flashing beacon (RRFB) push-button systems at two existing marked crosswalks at uncontrolled locations along Highway 9: the Highlands Park entrance in Ben Lomond and Larkspur Street in Brookdale.

In fact, BLVA encouraged the RTC in April of this year to pursue grant funding for improvements of this kind. Both locations have been identified in the Highway 9 Corridor Complete Streets Plan as candidates for pedestrian safety enhancements.

BLVA is particularly familiar with crossing conditions at the entrance to the County's Highlands Park and the need for additional pedestrian protections at this location. The park serves a broad cross-section of the San Lorenzo Valley community. It is home to the Valley's nonprofit Senior and Community Center, year-round youth field sports, a Community Bridges preschool, a charter high school, a skate park, sports courts, and summertime river access.

The existing crosswalk is also located within the only section of Highway 9 between Boulder Creek and Santa Cruz posted at 35 mph, while other community areas along the corridor are generally posted at 25 or 30 mph. With such a wide range of park users, transit stops on both sides of the highway, and higher vehicle speeds, additional measures that can reduce the risk of serious injury or death for pedestrians at this location are especially important.

BLVA appreciates the RTC's previous efforts to secure grant funding for RRFB systems at seven other marked crosswalks along Highway 9, and we strongly support adding these two locations. We also welcome the news that Caltrans has proposed incorporating the Mountain Street and Lomond Street crossings in Boulder Creek into its existing pedestrian safety enhancement project. Together, these improvements reinforce an important reality: Highway 9 is not simply a state highway. It also serves as the San Lorenzo Valley's "Main Street," connecting our communities and the people who walk, bike, take transit, drive, and gather within them.

Thank you for the RTC's continued work to improve safety along the Highway 9 corridor and for pursuing this important funding opportunity.

Sincerely,

Sarah Jansen-Mount

President

Ben Lomond Village Alliance



BOULDER CREEK ELEMENTARY SCHOOL

San Lorenzo Valley Unified School District

400 Lomond Street
Boulder Creek, CA 95006

Gerri Fippin,
Principal

California Distinguished School 2010

September 22, 2026

Highway Safety Improvement Program (HSIP) Review Committee
California Department of Transportation (Caltrans)

Re: Letter of Support for Santa Cruz County Regional Transportation Commission HSIP Application for Rectangular Rapid Flashing Beacons on Highway 9, San Lorenzo Valley

Dear Members of the Review Committee:

I am writing on behalf of Boulder Creek Elementary School to express our strong support for the Santa Cruz County Regional Transportation Commission's (SCCRTC) application for Highway Safety Improvement Program (HSIP) funding to install four new Rectangular Rapid Flashing Beacons (RRFBs) at existing crosswalks serving transit stops throughout the San Lorenzo Valley on Highway 9.

The proposed RRFB locations are:

- Ben Lomond: Highlands Park Entrance
- Brookdale: Larkspur Street
- Boulder Creek: Mountain Street
- Boulder Creek: Lomond Street

These crossings currently have no stop control or other safety enhancements, and each meets HSIP safety need thresholds. Highway 9 through the San Lorenzo Valley presents hazards for pedestrians and our students who walk to school because of sharp curves, poor lines of sight, and limited visibility from tree cover and shadows, making pedestrian-activated warning devices critical at crossings near our students' transit stops.

If funded, these four RRFBs would join seven others already installed by SCCRTC in partnership with Caltrans since 2019, at locations including the Felton Henry Cowell entrance and downtown midblock crossing, the SLV Schools Elementary and El Solvo Heights/ SLV Middle School entrances, Ben Lomond's Main Street, Brookdale's Clear Creek Road, and Boulder Creek's Forest Street. These devices have proven to be a popular and effective safety enhancement within our community, alerting drivers to pedestrians and significantly improving crossing safety along this corridor.

As the school community served in part by these transit stops, we recognize the direct benefit this project would provide to the safety of our students, families, and staff who travel along Highway 9. We respectfully urge the committee to fund this application.

Thank you for your consideration.

Sincerely,

Gerri Fippin

Boulder Creek Elementary Principal

Telephone: (831) 338-6413

Fax: (831) 338-6118



County of Santa Cruz

DEPARTMENT OF PARKS, OPEN SPACE & CULTURAL SERVICES

979 17TH AVENUE, SANTA CRUZ, CA 95062

(831) 454-7901 FAX: (831) 454-7940 TTY: 711

October 21, 2026

RE: Letter of Support for the Santa Cruz County Regional Transportation Commission's HSIP Cycle 13 application – Completing the Transit Access Crosswalk Enhancement Network on State Route 9

Dear Director Christensen,

On behalf of Santa Cruz County Department of Parks, Open Space, and Cultural Services, I am pleased to express our strong support for the Santa Cruz County Regional Transportation Commission's (RTC) Highway Safety Improvement Program (HSIP) Cycle 13 grant application for *Completing the Transit Access Crosswalk Enhancement Network on State Route 9*. Throughout the mountainous rural communities of the San Lorenzo Valley, pedestrians must cross Highway 9 to access schools, transit stops, community centers, parks, commercial areas, and homes. This route sees high rates of vehicle speeding and poor lines of sight around curves and trees, putting crossing pedestrians at risk and in direct conflict with oncoming traffic.

The requested funding would provide crosswalk enhancements at two high-risk locations: the Highlands Park and Senior and Community Center in Ben Lomond, and Larkspur Street in Brookdale. Both are uncontrolled crossings serving adjacent transit stops and have a documented history of serious crashes. Highlighted in the Rural Highways Safety Plan as systemic rather than isolated incidents, these crossing hazards disproportionately impact vulnerable non-drivers. Installing Rectangular Rapid Flashing Beacons (RRFBs) is a simple and effective tool to greatly increase pedestrian visibility and help prevent future crashes.

Santa Cruz County Parks supports *Completing the Transit Access Crosswalk Enhancement Network on State Route 9* because it aligns closely with our goals to provide safe, equitable, and accessible alternative transportation routes across the community and specifically to our County Parks, which increases the ability of residents and visitors to access the mental, physical, and social health benefits of parks and access to nature.

We believe *Completing the Transit Access Crosswalk Enhancement Network on State Route 9* represents an important investment in the safety and well-being of Santa Cruz County residents and will create lasting benefits for communities throughout the region. We respectfully urge Caltrans to support this application and award funding for its implementation.

Sincerely,

DocuSigned by:

 C2176072ABC44BC...
 Jeff Gaffney
 Director

Santa Cruz County Department of Parks, Open Space, and Cultural Services

COMMUNITY TRAFFIC SAFETY COALITION

of SANTA CRUZ COUNTY



www.sctrafficsafety.org ♦ www.facebook.com/sctrafficsafety ♦ CTSC@santacruzcounty.us ♦ (831) 454-7551

October 23, 2026

Sarah Christensen, Executive Director
Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue
Santa Cruz, CA 95060

Dear Executive Director Christensen,

On behalf of the Community Traffic Safety Coalition (CTSC), I am writing to express our strong support for the Santa Cruz County Regional Transportation Commission's (RTC) Highway Safety Improvement Program (HSIP) Cycle 13 grant application to improve pedestrian crossings along Highway 9 in the San Lorenzo Valley.

Highway 9 serves as both a major transportation corridor and an important connection between communities in the San Lorenzo Valley. Residents rely on this roadway to access schools, parks, businesses, transit stops, and other destinations. However, higher vehicle speeds, winding roadways, and limited visibility can create dangerous conditions for people walking, particularly when crossing the highway.

The proposed installation of Rectangular Rapid Flashing Beacons (RRFBs) at the Highlands Park entrance in Ben Lomond and Larkspur Street in Brookdale would address safety concerns at two crossings with documented histories of serious crashes. These improvements are particularly important for people who rely on walking and public transportation, including older adults, youth, and individuals who do not drive. Increasing driver awareness of pedestrians can help reduce crash risks and improve access to transit and other community destinations.

CTSC works to prevent traffic-related deaths and serious injuries throughout Santa Cruz County, with particular attention to people walking and biking. Enhancing these crossings is a practical step toward advancing our shared Vision Zero goal of eliminating traffic deaths and serious injuries.

We appreciate RTC's continued efforts to improve pedestrian safety along Highway 9 and build upon previous investments in safer crossings.

CTSC strongly supports this application and urges Caltrans to award funding for these important pedestrian safety improvements.

Sincerely,

Rebecca Downing

Rebecca Downing
CTSC Co-Chair



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831)460-3200 • info@sccrtc.org

October 21, 2026

Sarah Christensen, Executive Director
1101 Pacific Ave, Suit 250
Santa Cruz, CA 95060

RE: Letter of Support for the Santa Cruz County Regional Transportation Commission's HSIP Cycle 13 application – Completing the Transit Access Crosswalk Enhancement Network on State Route 9

Dear Director Christensen,

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) advises the Santa Cruz County Regional Transportation Commission (RTC), the Santa Cruz Metropolitan Transit District (Metro), and other service providers on transportation needs for people with disabilities, seniors and persons of limited means.

The E&D TAC fully supports the Regional Transportation Commission's grant application to increase pedestrian safety on Highway 9! The Highway Safety Improvement Program (HSIP) funding would be used to install new Rectangular Rapid Flashing Beacons (RRFBs) at existing crosswalks serving transit stops throughout the San Lorenzo Valley on Highway 9:

- Ben Lomond: Highlands Park Entrance
- Brookdale: Larkspur Street

These crossings were selected because, in addition to currently having no stop control or other safety enhancements, the locations have met the following safety need thresholds:

- Pedestrian killed or severely injured within the last 10 years, or
- Any road user killed within the last 5 years

If funded, these RRFBs would join 7 other RRFBs that have been funded and installed by RTC in partnership with Caltrans since 2019:

- Felton: Henry Cowell entrance, downtown midblock crossing
- SLV Schools: Elementary entrance, El Solyo Heights/Middle school entrance
- Ben Lomond: Main Street
- Brookdale: Clear Creek Road
- Boulder Creek: Forest Street

Though Caltrans has agreed to fund and install the two RRFBs in Boulder Creek at no cost to RTC's Measure D, allowing them to be dropped from the application scope, the remaining unfunded improvements are still extremely critical, particularly for those wishing to cross Highway 9 at the Highlands Park entrance to attend events.

Many older residents report that they continue to drive beyond the time when it's safe to do so because they are so afraid of walking up the hill and making the scary crossing in front of Highlands Park.

These pedestrian-activated flashers alert drivers to the presence of a pedestrian wishing to cross the highway, which is critical in the SLV due to the sharp curves, poor lines of sight, and limited visibility due to tree cover and shadows. They are visually low-profile until activated, and have been incredibly popular with the community.

The inclusion of an audible message also alerts pedestrians who are blind or have low vision when the beacon is flashing, eliminating guess work for these pedestrians at these dangerous crossings. The existence of these beacons will help all pedestrians to form and maintain good habits by only crossing when vehicles have a clear indication that pedestrians are present and about to cross.

Improving safety at these crossings will also combat isolation and improve general health among residents and visitors by allowing them to access parts of their communities, not previously accessible to them because of fear and the reality of these dangerous crossings.

The E&D TAC enthusiastically supports awarding this HSIP grant to the RTC to enhance the quality of life for all pedestrians and vehicle drivers who must negotiate HWY 9, but will be particularly important for the vulnerable pedestrians we represent, who deserve to safely participate in walks, community events, access public transit and other city and county services.

Please consider the significant increase in safety that funding these rectangular rapid flashing beacons would offer these San Lorenzo Valley pedestrians, decreasing the likelihood of serious injury or untimely deaths. Thank you for considering awarding this important grant to the RTC.

Sincerely,

A handwritten signature in dark ink, appearing to read "Veronica Elsea", written in a cursive style.

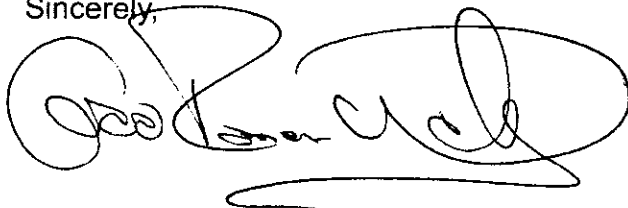
Veronica Elsea, Chair

Elderly and Disabled Transportation Advisory Committee
Santa Cruz County Regional Transportation Commission

Highlands Park Senior and Community Center, supports *Completing the Transit Access Crosswalk Enhancement Network on State Route 9* because it aligns closely with our goals to support seniors and give better and safe access to Highlands Parks and Highlands Park Senior and Community Center.

We believe *Completing the Transit Access Crosswalk Enhancement Network on State Route 9* represents an important investment in the safety and well-being of Santa Cruz County residents and will create lasting benefits for communities throughout the region. We respectfully urge Caltrans to support this application and award funding for its implementation.

Sincerely,

A handwritten signature in black ink, appearing to read 'Coco Raner-Walter', with a large, stylized flourish extending from the end of the signature.

Coco Raner-Walter

Board President



Highlands Park Senior & Community Center



October 19, 2026

Sarah Christensen, Executive Director
1101 Pacific Ave, Suite 250
Santa Cruz, CA 95060

RE: Letter of Support for the Santa Cruz County Regional Transportation Commission's HSIP Cycle 13 application – Completing the Transit Access Crosswalk Enhancement Network on State Route 9

Dear Director Christensen,

On behalf of Highlands Park Senior and Community Center, I am pleased to express our strong support for the Santa Cruz County Regional Transportation Commission's (RTC) Highway Safety Improvement Program (HSIP) Cycle 13 grant application for *Completing the Transit Access Crosswalk Enhancement Network on State Route 9*. Throughout the mountainous rural communities of the San Lorenzo Valley, pedestrians must cross Highway 9 to access schools, transit stops, community centers, parks, commercial areas, and homes. This route sees high rates of vehicle speeding and poor lines of sight around curves and trees, putting crossing pedestrians at risk and in direct conflict with oncoming traffic.

The requested funding would provide crosswalk enhancements at two high-risk locations: the Highlands Park and Senior and Community Center in Ben Lomond, and Larkspur Street in Brookdale. Both are uncontrolled crossings serving adjacent transit stops and have a documented history of serious crashes. Highlighted in the Rural Highways Safety Plan as systemic rather than isolated incidents, these crossing hazards disproportionately impact vulnerable non-drivers. Installing Rectangular Rapid Flashing Beacons (RRFBs) is a simple and effective tool to greatly increase pedestrian visibility and help prevent future crashes.



**SANTA CRUZ METROPOLITAN
TRANSIT DISTRICT**

110 Vernon Street
Santa Cruz, CA 95060
(831) 426-6080 | scmetro.org

October 21, 2026

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

RE: Letter of Support for the Santa Cruz County Regional Transportation Commission's HSIP Cycle 13 application – Completing the Transit Access Crosswalk Enhancement Network on State Route 9

Dear Director Christensen,

On behalf of the Santa Cruz Metropolitan Transit District (METRO), I am pleased to express our strong support for the Santa Cruz County Regional Transportation Commission's (RTC) Highway Safety Improvement Program (HSIP) Cycle 13 grant application for *Completing the Transit Access Crosswalk Enhancement Network on State Route 9*. Throughout the mountainous rural communities of the San Lorenzo Valley, pedestrians must cross Highway 9 to access schools, transit stops, community centers, parks, commercial areas, and homes. This route sees high rates of vehicle speeding and poor lines of sight around curves and trees, putting crossing pedestrians at risk and in direct conflict with oncoming traffic.

The requested funding would provide crosswalk enhancements at two high-risk locations: the Highlands Park and Senior and Community Center in Ben Lomond, and Larkspur Street in Brookdale. Both are uncontrolled crossings serving adjacent transit stops and have a documented history of serious crashes. Highlighted in the Rural Highways Safety Plan as systemic rather than isolated incidents, these crossing hazards disproportionately impact vulnerable non-drivers. Installing Rectangular Rapid Flashing Beacons (RRFBs) is a simple and effective tool to greatly increase pedestrian visibility and help prevent future crashes.

METRO supports *Completing the Transit Access Crosswalk Enhancement Network on State Route 9* because it aligns closely with our goals to provide safe, accessible, and reliable transit for every member of our community. METRO's Route 35 operates along Highway 9 and is a lifeline for San Lorenzo Valley residents, connecting Felton, Ben Lomond, Brookdale, and Boulder Creek to jobs, schools, medical appointments, and services in Scotts Valley and Santa Cruz. Every transit trip begins and ends with a walk, and because our stops serve both directions of travel, most riders must cross Highway 9 at least once on a round trip. Many of these riders are seniors, youth, people with disabilities, and others who do not drive. A safe crossing at the bus stop is as essential to their trip as the bus itself. These improvements would build on the seven RRFBs that RTC and Caltrans have installed along the corridor since 2019, which have already made a visible difference for our riders and operators.

We believe *Completing the Transit Access Crosswalk Enhancement Network on State Route 9* represents an important investment in the safety and well-being of Santa Cruz County residents and will create lasting benefits for communities throughout the region. We respectfully urge Caltrans to support this application and award funding for its implementation.

Sincerely,

John Uργο
Chief Planning and Innovation Officer
Santa Cruz Metropolitan Transit District



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 FAX: (831) 454-3262 TDD/TTY - Call 711

MANU KOENIG
FIRST DISTRICT

KIMBERLY DE SERPA
SECOND DISTRICT

JUSTIN CUMMINGS
THIRD DISTRICT

FELIPE HERNANDEZ
FOURTH DISTRICT

MONICA MARTINEZ
FIFTH DISTRICT

October 23, 2026

Sarah Christensen, Executive Director
1101 Pacific Ave, Suite 250
Santa Cruz, CA 95060

RE: Letter of Support for the Santa Cruz County Regional Transportation Commission's HSIP Cycle 13 application – Completing the Transit Access Crosswalk Enhancement Network on State Route 9

Dear Director Christensen,

On behalf of District 5 of Santa Cruz County, I am pleased to express my strong support for the Santa Cruz County Regional Transportation Commission's (RTC) Highway Safety Improvement Program (HSIP) Cycle 13 grant application for *Completing the Transit Access Crosswalk Enhancement Network on State Route 9*.

Throughout the mountainous rural communities of the San Lorenzo Valley, which are wholly contained within District 5, pedestrians must cross Highway 9 to access schools, transit stops, community centers, parks, commercial areas, and homes. This route sees high rates of vehicle speeding and poor lines of sight around curves and trees, putting crossing pedestrians at risk and in direct conflict with oncoming traffic.

The requested funding would provide crosswalk enhancements at two high-risk locations: Highlands Park and Senior and Community Center in Ben Lomond, and Larkspur Street in Brookdale. Both are uncontrolled crossings serving adjacent transit stops and have a documented history of serious crashes. Highlighted in the Rural Highways Safety Plan as systemic rather than isolated incidents, these crossing hazards disproportionately impact vulnerable non-drivers. Installing Rectangular Rapid Flashing Beacons (RRFBs) is a simple and effective tool to greatly increase pedestrian visibility and help prevent future crashes, as we have seen be effective in other locations within the San Lorenzo Valley in recent years.

We believe *Completing the Transit Access Crosswalk Enhancement Network on State Route 9* represents an important investment in the safety and well-being of Santa Cruz County residents and will create lasting benefits for communities throughout the region.

Page 2

RE: SCCRTC HSIP CYCLE 13 APPLICATION-SUPPORT

October 23, 2026

We respectfully urge Caltrans to support this application and award funding for its implementation.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Martinez", with a stylized flourish at the end.

MONICA MARTINEZ

Santa Cruz County Fifth District Supervisor



Valley Women's Club

OF SAN LORENZO VALLEY

P.O. Box 574

Ben Lomond, CA 95005

www.ValleyWomensClub.org

October 23, 2026

Sarah Christensen, Executive Director
Santa Cruz County Regional Transportation Commission
1101 Pacific Ave, Suite 250
Santa Cruz, CA 95060

RE: Letter of Support for the Santa Cruz County Regional Transportation Commission's HSIP Cycle 13 application – Completing the Transit Access Crosswalk Enhancement Network on State Route 9

Dear Director Christensen,

On behalf of the Valley Women's Club of San Lorenzo Valley, I am pleased to express our strong support for the Santa Cruz County Regional Transportation Commission's (RTC) Cycle 13 Highway Safety Improvement Program (HSIP) grant application to complete the Transit Access Crosswalk Enhancement Network on State Route 9. Throughout the mountainous rural communities of the San Lorenzo Valley, pedestrians must cross Highway 9 to access schools, transit stops, community centers, parks, commercial areas, and homes. This route sees high rates of speeding and poor visibility around curves and trees, putting crossing pedestrians at risk and in direct conflict with oncoming traffic.

The requested funding would provide crosswalk enhancements at two high-risk locations: the Highlands Park and Senior and Community Center in Ben Lomond, and Larkspur Street in Brookdale. Both are uncontrolled crossings serving adjacent transit stops and have a documented history of serious crashes. The Rural Highways Safety Plan highlights these crossing hazards as systemic rather than isolated incidents, and they disproportionately impact vulnerable non-drivers. Installing Rectangular Rapid Flashing Beacons (RRFBs) is a simple, effective tool that can greatly increase pedestrian visibility and help prevent future crashes.

The Valley Women's Club supports Completing the Transit Access Crosswalk Enhancement Network on State Route 9 because it aligns closely with our goals. For 48 years, the Club has been dedicated to community action, awareness, and leadership in environmental, educational, social, and political concerns that affect the health and welfare of this valley. Safe ways to walk and reach transit are part of that welfare. They connect residents to their schools, their town centers, and one another.

The Highlands Park crossing serves the whole valley. The park's senior center and community center host events throughout the year. Its fields fill with baseball and soccer tournaments, and families gather there for weddings and celebrations. The Valley Women's Club holds many of its

own events there as well. A beacon at that entrance would welcome everyone who walks or rides the bus to the park.

In Brookdale, the Larkspur Street crosswalk serves a stop on Santa Cruz METRO Route 35, the bus that runs along Highway 9 between Scotts Valley and Boulder Creek. Brookdale residents who ride the bus must cross the highway there to reach it. Since 2019, the RTC and Caltrans have installed seven of these beacons in the valley, and residents have embraced them. Adding these two crossings would build on that investment, extending pedestrian safety improvements to two more locations where residents must cross Highway 9 to reach transit and community destinations.

Highway 9 is more than a transportation corridor. It is the road that connects our valley's communities, schools, parks, and essential services. Making it safer to cross is fundamental to the well-being of the people who live here. These improvements would build on years of investment in pedestrian safety and address two locations where that work remains unfinished.

The Valley Women's Club strongly supports this application and respectfully urges Caltrans to fund these important improvements.

Sincerely,



Dawn Harker, President
Valley Women's Club of San Lorenzo Valley



Kathryn Gafford, President
Valley Women's Club of San Lorenzo Valley



Melody Barker, Secretary
Valley Women's Club of San Lorenzo Valley



Elizabeth Marzili, Treasurer
Valley Women's Club of San Lorenzo Valley

September 29, 2026

Justin Meek, Assistant Community Development Director
City of Watsonville
275 Main Street, Suite 400
Watsonville, CA 95076

RE: Support for the Watsonville Area Trucking Efficiency and Multimodal Safety Study

Dear Director Meek,

On behalf of the Monterey Bay Air Resources District (MBARD), I am writing to express support for the Santa Cruz County Regional Transportation Commission's application for Caltrans FY 2027–28 Sustainable Transportation Planning Grant funding for the Watsonville Area Trucking Efficiency and Multimodal Safety (WATEMS) Study.

MBARD's mission is to protect public and environmental health while balancing economic and air quality considerations. WATEMS addresses this intersection by evaluating how regional freight can move efficiently through the greater Pajaro Valley while reducing localized environmental and health impacts associated with heavy truck traffic in residential areas and near sensitive community destinations.

The application identifies existing air-quality concerns in under-resourced communities adjacent to SR-129 and SR-152 and proposes evaluating freight alternatives together with multimodal improvements. It also identifies the potential for more efficient freight routing to reduce stop-and-go operations, truck idling, fuel consumption, and transportation emissions while creating safer conditions for walking, bicycling, and transit.

These objectives support the region's Metropolitan Transportation Plan / Sustainable Communities Strategy and State priorities related to greenhouse gas reduction, environmental justice, public health, freight efficiency, and sustainable transportation. Just as importantly, the study's regional scope will allow transportation, land use, community, economic, and environmental considerations to inform one another as alternatives are developed and evaluated.

MBARD supports a data-driven planning process that considers both regional freight needs and the distribution of air-quality impacts and that seeks solutions that improve mobility without transferring environmental burdens to neighboring communities.

Sincerely,



Richard A. Stedman
Air Pollution Control Officer



County of Monterey

Board of Supervisors

Luis A. Alejo, District 1
Glenn Church, District 2
Chris M. Lopez, District 3
Wendy Root Askew, Chair, District 4
Kate Daniels, Vice Chair, District 5

Clerk of the Board
168 West Alisal St. 1st Floor
Salinas, CA 93901
831 755 5066
cob@co.monterey.ca.us

October 6, 2026

Justin Meek, Assistant Community Development Director
City of Watsonville
275 Main Street, Suite 400
Watsonville, CA 95076

RE: Support for the Watsonville Area Trucking Efficiency and Multimodal Safety Study

Dear Director Meek,

On behalf of the County of Monterey, I am writing to express support for the Santa Cruz County Regional Transportation Commission's application for Caltrans FY 2027–28 Sustainable Transportation Planning Grant funding for the Watsonville Area Trucking Efficiency and Multimodal Safety (WATEMS) Study.

Freight and community travel in the Pajaro Valley cross jurisdictional boundaries every day. Connections between Highway 1 and US-101 serve Watsonville as well as Monterey County communities such as Pajaro, Aromas, and Las Lomas, and any long-term change to regional freight circulation must carefully consider effects on residents, county roads, local businesses, agriculture, schools, and other sensitive land uses on both sides of the county line.

WATEMS provides an appropriate framework for that analysis. The study will distinguish regional through-freight from local agricultural and business truck demand, evaluate existing and potential routes, assess infrastructure and safety conditions, and compare alternatives against maintaining the existing freight network. The County's participation will help ensure that potential benefits and impacts to Monterey County communities and facilities are fully considered before a preferred strategy is identified.

The study supports regional transportation plans and State priorities related to freight efficiency, safety, climate resilience, environmental justice, and multimodal mobility. Its cross-jurisdictional approach also integrates transportation and land use planning by evaluating freight routes in relation to residential communities, schools, agricultural operations, businesses, and future development.

The County of Monterey supports a collaborative and data-driven planning process for this important regional issue and looks forward to coordinating with SCCRTC, Watsonville, TAMC, Caltrans, and community and freight stakeholders throughout the study.

Sincerely,

Wendy Root Askew, Chair
Board of Supervisors



WWW.CO.MONTEREY.CA.US



October 5, 2026

Justin Meek
Assistant Community Development Director
City of Watsonville
275 Main Street, Suite 400
Watsonville, CA 95076

Subject: Support for the Watsonville Area Trucking Efficiency and Multimodal Safety Study

Dear Director Meek,

I am writing on behalf of the Transportation Agency for Monterey County (TAMC), to express our support for the Santa Cruz County Regional Transportation Commission's application for Caltrans FY 2027–28 Sustainable Transportation Planning Grant funding for the Watsonville Area Trucking Efficiency and Multimodal Safety (WATEMS) Study.

As Monterey County's Regional Transportation Planning Agency, TAMC plans and programs a multimodal transportation system intended to enhance mobility, safety, access, environmental quality, and economic activity. WATEMS addresses each of these objectives through a regional examination of freight movement between Highway 1 and US-101 and its relationship to Watsonville and neighboring Monterey County communities.

The study's cross-county scope is particularly important. Potential freight alternatives include connections through the greater Pajaro Valley, and the analysis will consider local and regional truck demand, roadway conditions, multimodal safety, neighborhood impacts, agricultural access, and economic viability. WATEMS will also build upon existing regional work, including TAMC planning efforts and the Central Coast Sustainable Freight Study, rather than examining the Santa Cruz County portion of the freight network in isolation.

WATEMS will advance the Monterey County RTP, the regional Metropolitan Transportation Plan/Sustainable Communities Strategy, and State priorities for safe and efficient freight movement, environmental justice, greenhouse gas reduction, and multimodal transportation. Coordination among TAMC, SCCRTC, the counties of Monterey and Santa Cruz, Watsonville, Caltrans, and freight and agricultural stakeholders will also ensure that transportation alternatives are considered alongside local land uses, the needs of under-resourced communities, and planned investments throughout both counties.

TAMC supports this collaborative regional planning effort and looks forward to helping identify a long-term freight and multimodal strategy that improves safety and mobility while supporting the economic vitality of the greater Pajaro Valley.

Sincerely,

A handwritten signature in blue ink that reads "Todd Muck". The signature is written in a cursive, flowing style.

Todd A. Muck
Executive Director



September 30, 2026

Justin Meek, Assistant Community Development Director
City of Watsonville
275 Main Street, Suite 400
Watsonville, CA 95076

Re: Support for the Watsonville Area Trucking Efficiency and Multimodal Safety Study

Dear Director Meek:

On behalf of the Association of Monterey Bay Area Governments (AMBAG), I am writing to express support for the Santa Cruz County Regional Transportation Commission's application for Caltrans FY 2027–28 Sustainable Transportation Planning Grant funding for the Watsonville Area Trucking Efficiency and Multimodal Safety (WATEMS) Study.

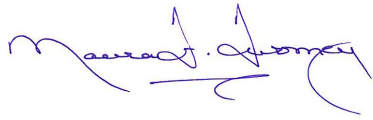
The WATEMS Study addresses a transportation issue of regional importance by examining how freight can move more efficiently between Highway 1 and US 101 while reducing the safety, air quality, and community impacts of truck traffic along SR 129 and SR 152 in Watsonville and neighboring Pajaro Valley communities. The study will evaluate existing conditions, multimodal safety enhancements, and potential alternative freight routes to ultimately develop a feasibility study, conceptual cost estimate, and implementation strategy.

As the Metropolitan Planning Organization for the Monterey Bay region, AMBAG coordinates long-range transportation and land use planning through Connect Monterey Bay 2050, the region's adopted Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). WATEMS will help advance the MTP/SCS and State priorities by improving multimodal safety, supporting more efficient goods movement, reducing localized transportation impacts on under-resourced communities, and evaluating strategies that can reduce transportation emissions. The study also builds upon the findings of the Central Coast Sustainable Freight Study.

WATEMS also represents a coordinated approach to transportation and land use planning across jurisdictional boundaries. The study will consider Watsonville's Downtown Specific Plan and General Plan update, alongside the regional transportation plans and land use policies of Santa Cruz and Monterey counties, and will evaluate how freight-route decisions could support safer streets, compact development, housing, and neighborhood vitality.

AMBAG supports this collaborative effort to develop a regional freight strategy that strengthens goods movement while advancing safer, healthier, and more connected communities throughout the Pajaro Valley.

Sincerely,

A handwritten signature in blue ink, appearing to read "Maura F. Twomey". The signature is fluid and cursive, with a horizontal line extending from the end.

Maura F. Twomey
Executive Director



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 FAX: (831) 454-3262 TDD/TTY - Call 711

MANU KOENIG
FIRST DISTRICT

KIMBERLY DE SERPA
SECOND DISTRICT

JUSTIN CUMMINGS
THIRD DISTRICT

FELIPE HERNANDEZ
FOURTH DISTRICT

MONICA MARTINEZ
FIFTH DISTRICT

October 5, 2026

Justin Meek, Assistant Community Development Director
City of Watsonville
275 Main Street, Suite 400
Watsonville, CA 95076

RE: Support for the Watsonville Area Trucking Efficiency and Multimodal Safety Study

Dear Director Meek,

As the Fourth District Supervisor for Santa Cruz County, I am writing to express support for the Santa Cruz County Regional Transportation Commission's application for Caltrans FY 2027–28 Sustainable Transportation Planning Grant funding for the Watsonville Area Trucking Efficiency and Multimodal Safety (WATEMS) Study.

The Fourth District includes most of the Pajaro Valley, the City of Watsonville, and Interlaken, communities that depend on safe and reliable connections to jobs, schools, businesses, farms, and services throughout the region. At the same time, SR-129 and SR-152 carry substantial regional truck traffic directly through Watsonville neighborhoods and the downtown area. WATEMS provides an opportunity to examine that long-standing conflict comprehensively rather than addressing freight efficiency, pedestrian safety, neighborhood impacts, and economic activity in isolation.

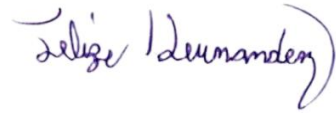
The study will evaluate potential freight-route alternatives together with multimodal safety improvements and will specifically consider impacts on residential neighborhoods, schools, parks, businesses, agricultural operations, and neighboring Pajaro Valley communities. This balanced approach is important because agriculture and freight are essential to the regional economy, while residents also deserve safe streets, clean air, and neighborhoods that are not divided by heavy through-truck traffic.

WATEMS will advance regional and State priorities for roadway safety, environmental justice, sustainable transportation, and efficient goods movement while coordinating transportation decisions with Watsonville's General Plan, Downtown Specific Plan, and surrounding county land uses. Its bilingual and community-focused outreach program

will also give residents a meaningful role in defining the study's vision and evaluating potential solutions.

I support this regional partnership and the opportunity it provides to develop a long-term transportation solution that improves safety and quality of life in the Pajaro Valley while maintaining the efficient movement of goods that supports our local economy.

Sincerely,

A handwritten signature in purple ink that reads "Felipe Hernandez". The signature is written in a cursive style with a large, sweeping flourish at the end.

Felipe Hernandez, Supervisor
Fourth District



Office of the Mayor

"Working with our community to create positive impact through service with heart."

October 2, 2026

Justin Meek, Assistant Community Development Director
City of Watsonville
275 Main Street, Suite 400
Watsonville, CA 95076

RE: Support for the Watsonville Area Trucking Efficiency and Multimodal Safety Study

Dear Director Meek,

As Mayor of the City of Watsonville, I am writing to express my support for the Santa Cruz County Regional Transportation Commission's application for Caltrans FY 2027–28 Sustainable Transportation Planning Grant funding for the Watsonville Area Trucking Efficiency and Multimodal Safety (WATEMS) Study.

Watsonville has invested significant community and planning effort in establishing a long-term vision for a safer, more walkable, and more connected city. Through the Downtown Watsonville Specific Plan and ongoing General Plan Update, residents and community stakeholders have helped shape a vision for safer streets, stronger neighborhood connections, improved walking and bicycling facilities, and a more vibrant downtown. WATEMS directly complements this work by examining the regional freight system that currently routes significant truck traffic along SR-152 through Downtown and along SR-129 through Watsonville neighborhoods.

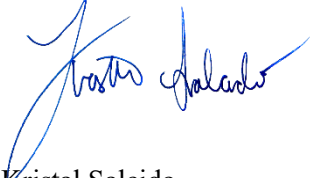
The movement of goods is essential to Watsonville and the broader Pajaro Valley economy, particularly our agricultural sector. At the same time, regional truck traffic traveling through residential neighborhoods and the downtown core creates significant safety, air quality, noise, and community impacts. The WATEMS Study provides an opportunity to address both needs together by evaluating freight-route alternatives and multimodal safety improvements that can support efficient goods movement while reducing conflicts with people walking, bicycling, using transit, and traveling on local streets. This work is especially important for Watsonville's under-resourced and historically disadvantaged communities. The study will examine opportunities to reduce heavy truck traffic near homes, schools, parks, businesses, and other sensitive destinations while creating safer and more comfortable connections for residents. It will also build upon the City's planning efforts to transform SR-152 into a safer, pedestrian-oriented Main Street and reconnect neighborhoods historically divided by highway and freight traffic.

I also appreciate that WATEMS is designed as a collaborative and community-driven effort. The City of Watsonville and SCCRTC will work with Caltrans, Santa Cruz and Monterey counties, TAMC, community-based organizations, agricultural and freight stakeholders, and residents throughout the

planning process. Bilingual workshops, pop-up events, surveys, and other outreach will ensure that the people most affected by existing conditions have a meaningful role in evaluating potential solutions.

I strongly support this opportunity to develop a long-term transportation solution that improves safety and quality of life for Watsonville residents, strengthens our neighborhoods and Downtown, and supports the efficient movement of goods that is vital to the Pajaro Valley economy.

Sincerely,



Kristal Salcido
City of Watsonville Mayor

Regeneración/Regeneration

PÁJARO VALLEY CLIMATE ACTION



Advisory Board

Jakki Castorena - Davila

Sustainability Manager,
Environmental Innovations

Rebecca Garcia, Retired

PVUSD Principal, 2020 Mayor of
Watsonville

Anne Hayes,

Fundraising Consultant

Kirsten Liske,

Senior Director of Regional
Climate Leadership, Ecology
Action

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and President of Farallon Strategies

Michael Mendez, Associate
Professor of Environmental
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Fellow at the University of
California, Irvine

Jasmine Nájera, CEO of Pajaro
Valley Prevention and Student
Assistance

Sarah Newkirk, Executive
Director of the Land Trust of Santa
Cruz County

Erica Padilla-Chavez, CEO of
the Second Harvest Food Bank of
Santa Cruz County

Stan Rushworth, Faculty
Emeritus at Cabrillo College

Azucena Sandoval, Climate
Justice Youth Leader, Stanford
University

October 2, 2026

Justin Meek, Assistant Community Development Director
City of Watsonville
275 Main Street, Suite 400
Watsonville, CA 95076

RE: Support for the Watsonville Area Trucking Efficiency and Multimodal Safety Study

Dear Director Meek,

On behalf of Regeneración – Pajaro Valley Climate Action, I am writing to express support for the Santa Cruz County Regional Transportation Commission's application for Caltrans FY 2027–28 Sustainable Transportation Planning Grant funding for the Watsonville Area Trucking Efficiency and Multimodal Safety (WATEMS) Study.

Regeneración works to advance climate justice through community-driven solutions in the Pajaro Valley. The issues addressed by WATEMS are directly relevant to that work. Residents living near SR-129 and SR-152 experience the combined effects of heavy truck traffic, air and noise pollution, roadway safety concerns, and infrastructure that has historically divided neighborhoods. The application identifies Watsonville as an under-resourced community and proposes evaluating strategies that could reduce these burdens while improving walking, bicycling, transit access, and neighborhood connectivity.

We particularly support the study's commitment to placing community voices at the center of the planning process. WATEMS proposes culturally and linguistically appropriate engagement, including Spanish-language outreach, accessible community workshops, pop-up events, surveys, and continued participation by community-based organizations throughout project development and implementation.

A successful regional freight solution should improve economic efficiency without shifting environmental burdens from one community to another. WATEMS provides an

Regeneración/Regeneration

PÁJARO VALLEY CLIMATE ACTION

opportunity to evaluate those trade-offs transparently and to develop solutions that improve safety, health, climate resilience, and quality of life for Watsonville, Pajaro, Aromas, Las Lomas, and the broader Pajaro Valley.

Regeneración supports this community-centered planning effort and looks forward to ensuring that the perspectives of under-resourced communities most affected by transportation and environmental burdens inform the study and its recommendations.

Sincerely,

Nancy Faulstich

Executive Director

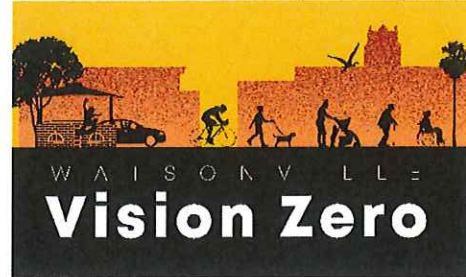
Regeneración – Pajaro Valley Climate Action

Regeneración/*Regeneration*

PÁJARO VALLEY CLIMATE ACTION

October 1, 2026

Justin Meek, Assistant Community Development Director
City of Watsonville
275 Main Street, Suite 400
Watsonville, CA 95076



**RE: Support for the Watsonville Area Trucking Efficiency
and Multimodal Safety Study**

Dear Assistant Director Meek,

On behalf of the Watsonville Vision Zero Task Force, I am writing to express support for the Santa Cruz County Regional Transportation Commission's application for Caltrans FY 2027–28 Sustainable Transportation Planning Grant funding for the Watsonville Area Trucking Efficiency and Multimodal Safety (WATEMS) Study.

The Vision Zero Task Force works toward eliminating traffic fatalities and severe injuries while advancing safe, healthy, and equitable mobility for all road users. WATEMS directly addresses these goals by examining one of Watsonville's most significant transportation safety challenges: the interaction between regional heavy-truck traffic and people walking, bicycling, using transit, and traveling on local streets.

The application identifies 60 pedestrian-involved collisions on SR-129 and SR-152 since 2017 and reports that pedestrians represented 34 percent of killed or severely injured crashes on those routes within Watsonville between 2017 and 2023. The study will use collision, freight, and community data to evaluate alternative truck routes and multimodal safety improvements, including options that could reduce exposure between large trucks and vulnerable road users.

WATEMS is also consistent with the Safe System approach and State goals to eliminate fatal and serious-injury crashes. Importantly, community outreach will continue throughout the study so that residents' experiences and safety priorities help shape the project vision, evaluation of alternatives, and ultimate recommendations.

The Watsonville Vision Zero Task Force supports WATEMS as an important opportunity to advance a safer transportation system and reduce preventable conflicts between regional freight movement and people traveling within Watsonville neighborhoods.

Sincerely,

A handwritten signature in blue ink, appearing to read "Murray Fontes".

Murray Fontes, member
Watsonville Vision Zero Task Force



PVUSD
PAJARO VALLEY UNIFIED SCHOOL DISTRICT

Dr. Heather Contreras
Superintendent of Schools

(831) 786-2135
www.PVUSD.net
294 Green Valley Rd., Watsonville, CA 95076

October 6, 2026

Justin Meek, Assistant Community Development Director
City of Watsonville
275 Main Street, Suite 400
Watsonville, CA 95076

RE: Support for the Watsonville Area Trucking Efficiency and Multimodal Safety Study

Dear Director Meek,

On behalf of the Pajaro Valley Unified School District (PVUSD), I am writing to express support for the Santa Cruz County Regional Transportation Commission's application for Caltrans FY 2027-28 Sustainable Transportation Planning Grant funding for the Watsonville Area Trucking Efficiency and Multimodal Safety (WATEMS) Study.

Safe transportation is essential to students and families throughout the Pajaro Valley. PVUSD's Transportation Department is committed to providing safe transportation for students, while many students also reach school by walking, bicycling, transit, or family vehicle. Heavy truck routes through Watsonville create particular concerns where regional freight traffic interacts with children and families traveling through neighborhoods and near schools. Current truck routes pass directly by PVUSD school sites, including Watsonville High School on East Beach Street and Lakeview Middle School on East Lake Avenue, both located along SR-152.

WATEMS will evaluate ways to reduce conflicts between heavy trucks and vulnerable road users while identifying multimodal safety improvements along SR-129, SR-152, and other corridors in the greater Pajaro Valley. The study's consideration of schools and other sensitive receptors when evaluating freight routes is especially important to PVUSD and the families we serve.

The project advances State priorities for roadway safety, accessibility, equity, and healthy communities and complements local efforts to create safer walking and bicycling connections. Its coordinated approach to transportation and land use planning will help ensure that school locations, neighborhood travel patterns, planned development, and community needs are considered when evaluating future freight and multimodal investments.

PVUSD supports this comprehensive planning effort and the opportunity to make transportation safer for students and families while addressing the broader freight mobility needs of the Pajaro Valley.

Sincerely,

A handwritten signature in black ink, appearing to read 'Heather Contreras', written in a cursive style.

Dr. Heather Contreras
Superintendent of Schools

Board of Trustees:, Carol Turley, President; Joy Flynn, VP/Clerk
Jessica Carrasco; Daniel Dodge, Jr.; Olivia Flores; Gabriel Medina; Dr. Misty Navarro;
Natalie Allen, Student Trustee



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831)460-3200 • info@sccrtc.org

October 5, 2026

Justin Meek, Assistant Community Development Director
City of Watsonville
275 Main Street, Suite 400
Watsonville, CA 95076

RE: Support for the Watsonville Area Trucking Efficiency and Multimodal Safety Study

Dear Director Meek,

On behalf of the Santa Cruz County Regional Transportation Commission's (RTC) Elderly and Disabled Transportation Advisory Committee (E&D TAC), I am writing to express support for the RTC's application for Caltrans FY 2027–28 Sustainable Transportation Planning Grant funding for the Watsonville Area Trucking Efficiency and Multimodal Safety (WATEMS) Study.

The E&D TAC advises the RTC and other transportation agencies regarding transportation services and mobility needs for seniors and people with disabilities throughout Santa Cruz County. Safe and accessible pedestrian connections, reliable transit access, comfortable crossings, and streets that accommodate people with differing mobility needs are essential components of an equitable transportation system.

WATEMS will evaluate how freight-route changes could create opportunities for multimodal safety improvements along SR-129 and SR-152, including streets and neighborhoods where heavy truck traffic can create barriers for people walking, using mobility devices, or accessing transit. The study will also evaluate community connectivity and Complete Streets improvements while considering the needs of vulnerable transportation users throughout the alternatives analysis.

The project advances State accessibility, safety, health, and social-equity priorities while coordinating transportation improvements with community destinations and land uses. We also support the project's commitment to accessible community workshops and continued involvement of community representatives throughout planning and implementation.

The E&D TAC supports this planning effort and encourages the project team to continue prioritizing universal accessibility and the mobility needs of seniors, people with disabilities, and transit-dependent residents as WATEMS alternatives are developed.

Sincerely,

A handwritten signature in dark ink, appearing to read "Veronica Elsea", is written on a light-colored rectangular background.

Veronica Elsea, Chair

Elderly and Disabled Transportation Advisory Committee
Santa Cruz County Regional Transportation Commission



Justin Meek
Assistant Community Development Director
City of Watsonville
275 Main Street, Suite 400
Watsonville, CA 95076

October 6, 2026

RE: Support for the Watsonville Area Trucking Efficiency and Multimodal Safety Study

Dear Director Meek,

On behalf of Bike Santa Cruz County, I am writing to express support for the Santa Cruz County Regional Transportation Commission's application for Caltrans FY 2027–28 Sustainable Transportation Planning Grant funding for the Watsonville Area Trucking Efficiency and Multimodal Safety (WATEMS) Study.

Bike Santa Cruz County works to make bicycling a safe, convenient, and accessible transportation option for people of all ages and abilities. Heavy truck traffic along SR-129 and SR-152 creates a significant barrier to achieving that goal in Watsonville, particularly where regional freight routes intersect with neighborhood streets, schools, commercial destinations, and existing or planned bicycle facilities.

Our 2026 countywide bicycle survey reinforces the need for this work. While our Watsonville sample was relatively small and should be viewed as directional, 68% of Watsonville respondents said they felt unsafe biking in their area, 64% described the bicycle network as poorly connected, and 80% identified unsafe traffic as a barrier to riding more. Watsonville respondents identified Freedom Boulevard as an unsafe corridor, with additional concerns around Main Street, East Lake Avenue, Green Valley Road, Holohan Road, Airport Boulevard, and routes serving local schools.

WATEMS will examine whether changes to the regional freight network could reduce these conflicts and allow portions of the existing state routes to better serve local travel. The study specifically proposes evaluating Complete Streets and multimodal safety improvements alongside freight alternatives, creating an opportunity to develop lower-stress bicycle connections and a more comfortable street environment for people who currently do not feel safe riding.

This approach reflects what we heard in our survey. Respondents consistently emphasized the importance of complete, connected routes, safer intersections and crossings, and facilities designed for people who are not already comfortable riding in traffic. In Watsonville especially, improving individual streets will be most effective when those improvements form part of a connected network between neighborhoods, schools, businesses, transit, and other everyday destinations.

The project supports regional and State goals for roadway safety, mode shift, VMT reduction, public health, and equitable access. We also support the study's community engagement approach, which will give under-resourced communities an opportunity to identify barriers and help define the improvements necessary to make bicycling a realistic everyday transportation choice.



Bike Santa Cruz County supports WATEMS and the opportunity it provides to create safer, better-connected streets while developing a more efficient regional freight network. We look forward to contributing our community perspective and survey findings as the study moves forward.

Sincerely,

Mikey Cohen

Mikey Cohen
Chair, Board of Directors
Bike Santa Cruz County



September 29, 2026

Justin Meek
Assistant Community Development Director
250 Main Street
Watsonville, CA 95076

RE: Community support for efforts to reduce impacts of trucking routes on Watsonville residents

Dear Director Meek:

Ecology Action strongly supports the City of Watsonville's efforts to mitigate adverse impacts from trucking routes on Highways 152 and 129 within the city. Watsonville streets have a high concentration of pedestrian injury and fatality incidents. From 2017-2020, data show the city ranked among the very highest in the entire state for incidents involving "pedestrians under 15" and "pedestrians in general." A key factor is that current truck routes traverse the city center and are adjacent to multiple schools, creating a significant conflict zone between freight and pedestrian movement, also generating particulate emissions that pose a risk to individual and community health.

Moving the trucking route out of the heart of the city will also provide significant benefits for freight system efficiency and reliability. Rerouting heavy trucks away from congested, multi-modal downtown streets means they can operate on roads better designed for their size and speed, leading to faster, more predictable transit times and a reduction in fuel consumption. This move will lower the risk of severe vehicle-pedestrian interactions, ultimately creating a safer, more predictable operating environment for freight operators.

This effort aligns with the recently adopted Downtown Watsonville Specific Plan, which envisions revitalizing the downtown and improving active transportation infrastructure. The Downtown Plan explicitly calls for removing the truck route designation from Main Street (Highway 152) to prioritize pedestrians and local traffic.

The planned truck route alternatives study staff will work with Watsonville's significant low-income community, residents, and stakeholders to assess conditions and co-design solutions. This project is a crucial opportunity to truly transform the City's future by creating safer, healthier, and more people-oriented streets.

Ecology Action enthusiastically endorses this effort and looks forward to participating as stakeholders.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Murphy".

Jim Murphy Executive Director/CEO

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 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 October 21, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **November 5, 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 October 21, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **November 5, 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 ended in September 2026.
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 October 21, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **November 5, 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 – December 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 October 21, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **November 5, 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.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized October 21, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **November 5, 2026**

Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C8 	San Lorenzo River Bridge & Kings Creek Bridge Replacement 1H470	State Route: 9 PM: 13.6 & 15.5 North of Boulder Creek, at the San Lorenzo River Bridge and at Kings Creek Bridge	Replaces the San Lorenzo River and Kings Creek bridges on State Route 9 north of Boulder Creek	September 2025 – May 2028	Construction Capital: \$14.7 million Total: \$25.9 million SHOPP- Bridge	Kelli Hill	Gordon N. Ball	This project will use temporary signals for reversing traffic at each bridge location for 24/7 traffic control through Fall 2027. An on-call temporary bike/pedestrian shuttle through the area will be available 7 days/week 7am-6pm. See flyer below for more details. Please see Caltrans News Releases for more up-to-date project notices.
	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

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized October 21, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **November 5, 2026**

Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D1	SR-17 Pavement Maintenance Treatment 1R450	State Route: 17 PM: SR-17 0.15 to 0.55 NB lanes	Install Non-Rubberized Open Grade Friction Coarse pavement for enhanced vehicle to roadway grip on Highway 17, northbound lanes between the on-ramp from Highway 1 to the off-ramp to Pasotiempo Dr.	Spring 2027 – Spring 2028	Construction Capital: \$2.1M Total: \$2.1 million Minor A Program	Kristen Langager	PS&E/RW	This project completed 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.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized October 21, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **November 5, 2026**

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

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized October 21, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **November 5, 2026**

Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D5	SR 1/9 Junction Lighting Project 1Q250	State Route: 1 PM: 17.46 to 17.66	Construct continuous lighting approaching the junction of SR 1 with SR 9 to improve intersection illuminance and uniformity and to enhance motorist and pedestrian safety.	Summer 2026 – Spring 2027	Construction Capital: \$1.6 million Total: \$3.5 million 010 Safety Funds	Aaron Wolfram	PS&E/RW	Construction Kickoff occurred 9/15/2026 Nighttime lane closures should be expected in Spring of 2027 . Substantial delays in production for electrical luminaries due to international shortages in materials makes beginning construction work delayed until Spring.
D6	Santa Cruz CAPM 1M110	State Route: 1 PM: 17.5 to 20.2 In & near the City of Santa Cruz from 0.06 miles south of SR-1/9 Junction to 0.09 miles north of the Mission St intersection	Grinding/ paving 2.7 miles of pavement, upgrading up to 89 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement; enhanced crosswalks; pedestrian refuge islands; 2 new bus stop locations.	Fall 2027 – Spring 2029	Construction Capital: \$9.9 million Total: \$16.8 million SHOPP-Pavement IIJA Supplement	Madilyn Jacobsen	PS&E/RW	This project is in the Plans, Specifications & Estimates (PS&E) phase, aka the Design phase. The 95% Design milestone was reached in December 2025. The Project team is preparing to submit the package to the District Office Engineer in October 2026.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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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
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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Projects in DEVELOPMENT

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

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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 October 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-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

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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. Draft Project Report and Environmental document to be released for public comment soon.
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 begun PS&E and expect to reach RTL by Spring 2027.

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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
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	PA&ED	Project received PA&ED funding at the October CTC meeting. Team is starting PA&ED targeting an approved Project Report and Environmental Document in Fall/Winter of 2027.
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 t for Construction. It is estimated that the project will be awarded, and approved in Winter 2026-27.

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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
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.

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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 – Summer 2028	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 currently in Award processing . It is estimated that the project will be awarded and approved by early Winter 2027 . Active construction activities are anticipated during the June-October 2027 permitted creek work window. Project to complete construction late summer 2028 due to 1-year of Plant Establishment. construction late summer 2028

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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ACRONYMS USED IN THIS REPORT:

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

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

Project Phases

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



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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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.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Public Records Requests:

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

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

INFORMATIONAL:

Quickmaps Mobile App/Caltrans Website: "Caltrans QuickMap"

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

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

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

Caltrans' Postmile Tool

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

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

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SCAN FOR CURRENT PROJECTS



State of California • Department of Transportation



News Release

Date: Wednesday, October 14, 2026
District: [05](#) – Santa Barbara, San Luis Obispo, Monterey, San Benito, and Santa Cruz Counties
Contact: [Ashton Harris](#)
Phone: (805) 549-3318

FOR IMMEDIATE RELEASE

HIGHWAY 9 UPPER DRAINAGE AND EROSION CONTROL IMPROVEMENTS PROJECT NEAR COMPLETION

SANTA CRUZ COUNTY — The Highway 9 Upper Drainage and Erosion Control Improvements Project is nearing completion. The work took place between Brookdale and the junction with upper Highway 236.

The project improves the operation of key drainage systems along Hwy. 9 and includes culvert replacement, paving, and enhancement of erosion control systems.

A temporary traffic signal was in place for approximately six months to allow crews access to work on culverts to reduce sediment into the San Lorenzo River and to improve the operation of drainage systems along Hwy 9.

Community members may still see work in this area from 9 am to 4 pm on weekdays with minimal traffic impacts until all materials are removed from the site. This project is expected to be completed by the end of the year.

This project is just one of several improvement projects happening in the San Lorenzo Valley. You can find a more in-depth timeline for the San Lorenzo Valley projects at this link: [San Lorenzo Valley Area Projects Fact Sheet](#)

Road information and updates can also be found on Caltrans District 5 Social Media platforms: X/Twitter at: [@CaltransD5](#), Facebook at: Caltrans Central Coast (District 5) and Instagram at: [Caltrans_D5](#).

Our **crews** deserve to get home safely too.
 Drive slowly and carefully in work zones.

CHP Traffic Incident Information Page: <http://cad.chp.ca.gov>
 Traveler information in real time at: <https://quickmap.dot.ca.gov/>

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

(more)

BE WORK ZONE ALERT



###

BE WORK ZONE ALERT



PUBLIC HEARING – Noticed for no earlier than 6:30 PM

AGENDA: November 5, 2026

TO: Regional Transportation Commission
FROM: Tommy Travers, Transportation Planner
RE: Measure D: Five-Year Programs of Projects for Regional Projects and Lift Line

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) hold a public hearing, consider comments received, and:

1. Adopt the FY 2026/27-2030/31 Measure D five-year programs of projects (5-year plans) for regional investment categories and projects: Highway Corridors, Active Transportation, Rail Corridor, the Highway 17 Wildlife Crossing, and the San Lorenzo Valley-Highway 9 Corridor (Attachment 1: Exhibits A through E), as well as the 5-year plan for Community Bridges's Lift Line (Exhibit F); and
 2. Amend the RTC and Measure D budget and work program to incorporate the funds programmed with this resolution and corresponding expenditures.
-

BACKGROUND

In November 2016, Santa Cruz County voters approved Measure D, a ½-cent transactions and use tax (similar to sales tax) for transportation projects and programs. The Measure D Expenditure Plan provides funding by formula for five categories of projects over 30 years. Percentages are of net measure revenues:

- Neighborhood projects: 30%
 - \$5 million for the Highway 17 Wildlife Crossing
 - \$10 million for San Lorenzo Valley (SLV)/Highway 9 Corridor
 - Balance (approx. 28%) to cities and County by formula
- Transportation for Seniors and People with Disabilities: 20%
 - 16% to Santa Cruz METRO and 4% to Lift Line
- Highway Corridors: 25%

- Active transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST)-Rail Trail: 17%
- Rail Corridor: 8%

Measure D provides critical funding to advance and implement priority transportation projects throughout Santa Cruz County. It has been used to prevent transit service cuts, expand lifeline transportation services to seniors and people with disabilities, advance over 18 miles of the Coastal Rail Trail, build a wildlife crossing on Highway 17, design new Complete Streets improvements in San Lorenzo Valley, construct new auxiliary lanes, bus-on-shoulder facilities, and a new pedestrian & bicycle bridge over Highway 1, and fill potholes and repair roadways countywide.

Although Measure D provides significant funding to deliver investments identified in the Measure D Expenditure Plan, Measure D was never expected to fully fund these projects and since 2016, Measure D has been used as leverage to secure over \$490 million in grants and other funds.

Each agency receiving Measure D revenues is required to annually update, hold a public hearing on, and adopt a five-year program of projects (5-year plan) that identifies how each agency plans to use Measure D revenues in the upcoming 5 years. The Regional Transportation Commission (RTC) is responsible for developing the 5-year plans for the Regional categories and other RTC-overseen categories of the Expenditure Plan, and also holds a public hearing for Community Bridges's Lift Line 5-year plan since Community Bridges is not a public agency. The draft 5-year plans were brought to the RTC Bicycle Advisory Committee and the RTC Elderly & Disabled Transportation Advisory Committee in October, and they did not recommend changes.

Agencies receiving direct formula allocations (cities, County of Santa Cruz, Santa Cruz METRO, and Community Bridges) typically develop and update their 5-year plans as part of their annual budgets and/or capital improvement programs. Community members are encouraged to provide input on those plans directly to each recipient agency. Approved plans are posted on the Measure D website: <https://www.sccrtc.org/funding-planning/measured/>.

DISCUSSION

The draft 5-year plans (Attachment 1: Exhibits A through E) are adjusted annually to reflect updated revenue forecasts, prior and anticipated expenditures, carry forward unspent balances, consider projected project costs and project schedules, and typically to add one additional year of

expenditures for ongoing transportation services and rail right-of-way maintenance.

The proposed Measure D 5-year plans (FY 2026/27-FY 2030/31) do not add any major new projects. They include the following new programming:

- Matching funds for grants to cover completion of the Environmental phase of the Zero Emission Passenger Rail & Trail project
- Debt service for bonds issued in FY26/27
- Rail line infrastructure maintenance cost increases
- Highway 1 State Park to Bay/Porter project construction support costs
- Additional future grant match use on the Highway 9 corridor
- Continued transportation services, rail infrastructure maintenance, corridor maintenance, and property management for the 5-year plan period through FY30/31
- Continued RTC oversight of MBSST trail projects led by others, based on current project schedules
- Extended reimbursement of built MBSST trail maintenance costs through FY30/31 based on prior agreement with local jurisdictions

Note that the Measure D funds programmed towards the study of climate resiliency of the rail corridor (these funds serve as a grant match to state planning funds) is now listed separately while previously it was included within the line item for corridor management.

The plans include a brief description of the proposed funding updates in the last column ("Proposed Updates") of the table as well as a brief project schedule updated in the "Schedule" column. Updated project fact sheets are included as Attachment 2. The proposed uses of funds are consistent with the approved Measure D Expenditure Plan and the Measure D Strategic Implementation Plan.

Financing

The RTC and partner agencies have successfully secured grants using Measure D as leverage to obtain state and federal grants to deliver several regional projects. In addition, the RTC and local jurisdictions are actively applying for further grant opportunities and continually assessing options to reduce costs and deliver projects efficiently.

Measure D's pay-as-you-go funding approach was not sufficient to achieve the RTC's approved 5-year plans, so the RTC issued \$70 million in bonds for Highway Corridor and Active Transportation category capital projects in September 2027. Bond proceeds, along with state and federal funds, are

being used to deliver these projects. As outlined in the Measure D Strategic Implementation Plan and directed by RTC actions, the RTC has undertaken bonding to borrow against future regional program revenues in order to deliver regional projects in alignment with current project schedules and grant commitments. An annual debt service payment schedule has been established, and the corresponding costs now appear in the 5-year plans. Because the bonding supports projects in both the Highway and Active Transportation categories, the related debt service payments will also be funded from those categories. Unspent bond proceeds are being invested in secure government treasuries in FY26/27 and FY27/28 to generate returns.

Lift Line

4% of net Measure D revenues are allocated to Community Bridges-Lift Line, as the Consolidated Transportation Services Agency (CTSA) for Santa Cruz County, for enhanced paratransit service. Since Community Bridges-Lift Line is the only agency receiving a direct allocation of Measure D funds that is not a public agency, review and approval of their Measure D five-year plan is overseen by the RTC and included in the RTC's public review process. The proposed Lift Line five-year plan, which continues to support recent levels of weekday and weekend paratransit service, electric fleet upgrades, and the new operations facility, is included as Attachment 1: Exhibit F.

Staff recommends that the Regional Transportation Commission (RTC) hold a public hearing, consider comments received, and:

- 1. Adopt the FY 2026/27-2030/31 Measure D five-year programs of projects (5-year plans) for regional investment categories and projects: Highway Corridors, Active Transportation, Rail Corridor, the Highway 17 Wildlife Crossing, and the San Lorenzo Valley-Highway 9 Corridor (Attachment 1: Exhibits A through E), as well as the 5-year plan for Community Bridges's Lift Line (Exhibit F); and**
- 2. Amend the RTC and Measure D budget and work program to incorporate the funds programmed with this resolution and corresponding expenditures.**

Next Steps

As project cost estimates and schedules are refined, new grant and leveraging opportunities arise, or if Measure D and other funding assumptions change, amendments to the 5-year plan may be proposed throughout the year. Modifications requiring approved funds to be shifted between fiscal years will be handled administratively. Staff will return to the RTC for consideration of any amendments that add new projects or increase

Measure D funds for individual projects during public meetings. As regional projects are implemented, staff periodically provides updates and solicits input on the projects from RTC committees, board, and the public. After the close of each fiscal year, Measure D expenditures are audited and recipient agencies, including the RTC, submit reports to ensure Measure D funds were expended consistently with the requirements of the voter-approved Measure D Ordinance and other agreements and guidelines. The reports describe actual expenditures, progress made to improve the transportation system, how maintenance-of-effort requirements have been met (to ensure Measure D revenues are supplementing rather than supplanting other revenues), and the degree that Measure D funds were used to secure additional funding from other sources (leveraging). Fiscal audits of expenditures are reviewed by the Measure D Taxpayer Oversight Committee (TOC). The TOC's annual reports and recipient agency audits and expenditure reports are posted on the RTC's Measure D website (<https://sccrtc.org/funding-planning/measured/taxpayer-oversight/>).

FISCAL IMPACT

On average, Measure D is expected to generate \$28-\$31 million per year over the next 5 years. In addition, bonding issued in September 2027 provided \$70 million in upfront funding, with another \$60 million anticipated from a future issuance in 2029. These bond proceeds represent prefunding of projects and will be repaid through future Measure D revenues.

The Measure D 5-year programs of projects show how the RTC plan to allocate funds for regional investment categories in the near term (FY26/27-FY30/31) and incorporate the associated bonding debt. As noted in the Recommendation, the RTC FY26/27 budget will also be amended to reflect FY26/27 Measure D programming, along with expenditures and carryover balances from prior years.

SUMMARY

Staff recommends that the RTC hold a public hearing and approve updates to the Measure D five-year programs of projects (5-year plans) for the regional transportation investment categories: Highway Corridors, Active Transportation, Rail Corridor, the Highway 17 Wildlife Crossing, and the San Lorenzo Valley-Highway 9 Corridor (Attachment 1: Exhibits A-E) as well as the 5-year plan for Community Bridges's Lift Line (Exhibit F). The 5-year plans, programming anticipated Measure D revenues for FY26/27-30/31, focus on continued implementation of previously approved projects.

Attachments:

1. Resolution and Exhibits: Measure D 5-year (FY26/27-30/31) programs of projects
 - a. Highway Corridors
 - b. Active Transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail
 - c. Rail Corridor
 - d. San Lorenzo Valley-Highway 9 Corridor
 - e. Highway 17 Wildlife Crossing
 - f. Lift Line
2. Project Fact Sheets

[https://rtcsc.sharepoint.com/rtc staff reports/rtc2026/11/regular/measure d 5-year plans/measured-5year-sr-rtc.docx](https://rtcsc.sharepoint.com/rtc%20staff%20reports/rtc2026/11/regular/measure%20d%205-year%20plans/measured-5year-sr-rtc.docx)

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of November 5, 2026
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION APPROVING THE MEASURE D
FIVE-YEAR PROGRAMS OF PROJECTS FOR REGIONAL PROJECTS**

WHEREAS, to address immense transportation needs and severe transportation funding shortfalls, Santa Cruz County voters approved Measure D in November 2016 by over a 2/3 majority; and

WHEREAS, Measure D is a ½-cent transactions and use tax for 30 years to fund five transportation improvement categories; and

WHEREAS, all Measure D funding recipients are required to develop a five-year program of projects (5-year plans) to identify planned expenditures and deliverables, with these plans adjusted annually based on updated revenue and distribution estimates, project schedule and cost information, as well as information on other grants or funds secured for the projects; and

WHEREAS, the RTC is the agency responsible for delivering and distributing funds for regional and other projects in the voter-approved Measure D Expenditure Plan including Active Transportation-Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail, Highway Corridors, Rail Corridor, the Highway 17 Wildlife Crossing, and San Lorenzo Valley Highway 9 Corridor; and

WHEREAS, the RTC has prepared five-year programs of projects and solicited input from advisory committees and the public for projected Measure D revenues which are consistent with the Measure D Ordinance and Expenditure Plan and the Regional Transportation Plan (RTP); and

WHEREAS, Community Bridges is designated as the Consolidated Transportation Services Agency in Santa Cruz County that receives four percent (4%) net revenue from Measure D to deliver Lift Line paratransit services to seniors and people with disabilities and uses the RTC 5-year plan public hearing and committee reviews as the venues for public input and adoption of its 5-year plan;

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

1. The updated Five-Year Program of Projects for Fiscal Years 2026/2027-2030/2031 (FY26/27-30/31) for Measure D regional categories and projects: Active Transportation (Coastal Rail Trail), Highway Corridors, Rail Corridor, the Highway 17 Wildlife Crossing, and San Lorenzo Valley Highway 9 Corridor Improvements are hereby adopted, as shown in Exhibits A through E.
2. The Five-Year Program of Projects for FY26/27-30/31 for the Consolidated Transportation Services Agency (Community Bridges/Lift Line) paratransit services for seniors and people with disabilities is hereby adopted, as shown in Exhibit F.
3. The FY26/27 RTC and Measure D budgets as well as work program are hereby amended to incorporate the funds programmed with this resolution in these Five-Year Programs of Projects and corresponding expenditures.
4. Staff is authorized to shift approved funds between fiscal years administratively in the 5-year plans and RTC Budget if needed to expedite delivery or reflect actual or updated expenditure schedules.
5. Staff and project sponsors are authorized to submit applications for grants showing these programmed Measure D funds as a committed local match.
6. The RTC is committed to taking future actions to secure financing, if determined necessary to fulfill programming commitments, in accordance with the Measure D Ordinance and Strategic Implementation Plan.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

Eduardo Montecino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits A-F: Five Year Program of Projects for Regional Categories and Lift Line

Distribution: RTC Fiscal, RTC Programming

[https://rtcsc.sharepoint.com/rtc staff reports/rtc2026/11/regular/measure d 5-year plans/01_measured-rtcfiveyrplans-res.docx](https://rtcsc.sharepoint.com/rtc%20staff%20reports/rtc2026/11/regular/measure%20d%205-year%20plans/01_measured-rtcfiveyrplans-res.docx)

Highway Corridors (25% of Measure D Revenues)**Proposed Fall 2026**

Previously updated 6/6/19, 6/27/19, 2/6/20, 3/5/20, 5/7/20, 9/3/20, 11/5/20, 12/3/20, 3/4/21, 10/7/21, 5/5/22, 9/1/22, 11/3/22, 5/4/23, 11/2/23, 6/6/24, 9/5/24, 11/7/24, 4/3/25, 5/1/25, 9/4/25, 11/6/25, 12/4/25, 3/5/25, 4/2/26

Exhibit A

Planned ¹														
	Project	Description	Schedule	FY25/26 Est Actuals	Prior Years Spent*	FY26/27	FY27/28	FY28/29	FY29/30	FY30/31	Total through FY30/31 Measure D	Future Years	Total (including Future capital)	Proposed Updates
1	Highway 1: Auxiliary Lanes and Bus on Shoulder from 41st to Soquel; Chanticleer Bike/Pedestrian Overcrossing	Freeway operational improvement, bus on shoulder improvements, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.	Construction largely completed 2025	\$ 4,636,412.87	\$10,255,028	\$4,034,510	\$25,000	\$25,000	\$0	\$0	\$14,339,538	\$0	\$14,339,538	Updated to reflect lower FY25 actuals and carry over unspent FY26 funds.
2	Highway 1: Auxiliary Lanes & Bus on Shoulder from State Park to Bay-Porter, Reconstruction of Capitola Avenue Overcrossing and Bicycle/Pedestrian Overcrossing at Mar Vista Dr	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lanes, new Bike/ped bridge	Estimated completion 2027	\$3,114,959	\$16,863,271	\$16,184,903	\$3,055,000	\$25,000	\$25,000	\$0	\$36,153,175	\$0	\$36,153,175	Updated to reflect lower FY25 actuals, carry over unspent FY26 funds, and add \$347k for construction support costs. (\$2.7m added in April amendment for additional Caltrans construction support costs)
3	Highway 1: Auxiliary Lanes & Bus on Shoulder from Freedom to State Park (no longer including Seg 12, outside Caltrans R/W)	Freeway operational improvement, bus on shoulder, soundwalls and retaining walls, widen bridge over Aptos Creek/Spreckles Drive, replace two rail bridges over Hwy 1, and construct two new Seg 12 trail bike/ped bridges over Hwy 1.	Start construction 2027	\$2,212,112	\$17,380,748	\$7,167,061	\$22,795,339	\$24,232,178	\$13,084,500	\$3,516,000	\$88,175,826	\$5,767,500	\$93,943,326	Scope no longer includes most of Seg 12 trail. Updated to reflect lower FY25 actuals, and higher FY26 est actuals. No change to total project (with trail) funds programmed.
	Segment 12 Rail Trail - (formerly included as part of larger Hwy 1 Freedom to State Park project)	Segment 12 Coastal Rail Trail project - construction and construction support costs only. Excluding bridges over Hwy 1.	Start construction 2027		\$0	\$275,000	\$5,617,400	\$14,156,000	\$8,388,600	\$0	\$28,437,000	\$1,618,694	\$30,055,694	Now listed as separate project. Remainder of Seg 12 project is listed in MBSS17/Trail 5-year plan. No change to total project (with hwy) funds programmed.
5	Cruz 511-Traveler Information and Commute Manager	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, GoSantaCruzCounty.org, carpool and other TDM programs	Ongoing	\$95,174	\$1,121,815	\$243,000	\$255,150	\$267,908	\$281,303	\$295,368	\$2,464,543	Ongoing	\$2,464,543	Updated to reflect lower FY25 actuals, lower FY26 est actuals, and add funds in FY31.
6	Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	Ongoing	\$37,886	\$210,336	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$460,336	Ongoing	\$460,336	Updated to reflect lower FY25 actuals, lower FY26 est actuals, and add funds in FY31.
7	Freeway Service Patrol	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17	Ongoing	\$304,784	\$1,224,016	\$231,000	\$242,550	\$254,678	\$267,411	\$280,782	\$2,500,437	Ongoing	\$2,500,437	Updated to reflect lower FY25 actuals, higher FY26 est actuals, add \$39k to address fuel cost increases, and add funds in FY31.
8	Bonding costs**	Bonding issuance expenses and subsequent debt service	Bonding in FY26/27 and planned in FY28/29	\$0	\$0	\$1,479,146	\$2,208,919	\$4,268,919	\$3,770,919	\$3,768,919	\$15,496,821	Est. \$60m	\$15,496,821	Updated to reflect bond issuance and debt payment costs, now known.
Completed														
9	SCC Regional Conservation Investment Strategy	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	Completed FY22/23		\$25,766						\$25,766		\$25,766	
10	Unified Corridor Investment Study - Completed	Unified Corridor Investment Study-Analysis of Highway 1 corridor projects	Completed Jan 2019		\$199,808						\$199,808		\$199,808	
Estimated Annual Measure D Highway Corridors Expenditures				\$10,401,328	\$47,280,789	\$29,664,621	\$34,249,358	\$43,279,682	\$25,867,733	\$7,911,069	\$188,253,251	\$7,386,194	\$195,639,445	
11	Interprogram Loan for Hwy 17 Wildlife Crossing	Interprogram loan to allow Hwy 17 Wildlife Crossing project to proceed without bonding and loan repayments	Interprogram Loan FY22/23		\$1,463,878	\$1,075,109	-\$166,667	-\$166,667	-\$166,667	-\$166,667	\$1,872,320	-\$166k/year		Final interprogram loan moved from FY25/26 to FY26/27 per Caltrans closeout schedule. Est. \$966k interest through 2047.
Total Expenditures (does not yet include bond debt costs)				\$10,401,328	\$48,744,667	\$30,739,730	\$34,082,691	\$43,113,015	\$25,701,066	\$7,744,402	\$190,125,571			

Notes:

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

*Previous FY amounts will be adjusted based on audited financials

**Bond revenues not yet spent to be invested for additional income. Costs do not reflect this income.

Measure D: 5-Year Program of Projects (FY26/27-30/31)
Active Transportation/MBST-Coastal Rail Trail (17% of Measure D Revenues)

Exhibit B

Proposed Fall 2026

ously updated 6/6/19, 12/5/19, 5/7/20, 6/29/20, 9/3/20, 5/6/21, 6/3/21, 8/5/21, 10/7/21, 5/5/22, 11/3/22, 1/12/23, 2/2/23, 3/3/22, 5/4/23, 11/2/23, 11/7/24, 4/3/25, 8/7/25, 11/6/25, 12/4/25, 1/15/26, 2/5/26, 3/5/26, 4/

	Rail Trail Project/Program	Description	Schedule	FY25/26 Est Actual	Prior Years Spent*	Planned ¹					Total Measure D through FY30/31	Future	Proposed Updates
						FY26/27	FY27/28	FY28/29	FY29/30	FY30/31			
1	North Coast Segment 5	Trail development and construction, including EIR & design consultants, legal, Environmental Health Services & ROW; RTC project mgmt, oversight, outreach and technical assistance; \$125k for Davenport Crosswalk and \$1.4 million for Yellowbank Crossing	Under construction	\$362,693	\$9,279,241	\$3,094,762	\$1,000,000	\$0	\$0	\$0	\$13,374,003	\$0	Updated to reflect lower FY25 actuals, lower FY26 est actuals, shift forward to FY27 and add \$56k for labor.
2	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	Start after trail open in FY26/27.	\$0	\$0	\$274,000	\$282,000	\$300,000	\$320,000	\$336,000	\$1,512,000	est \$270k/yr+ escalation and \$50k/yr for restroom maintenance	Add \$281k for continuing through FY31.
3	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC to serve as match for construction grants. Joint project with County.	Intermediate design underway	\$0	\$219,354	\$2,301,000	\$2,579,646	\$0	\$0	\$0	\$5,100,000	\$0	Carried forward one year.
4	RTC Oversight and technical assistance: Segments 7-9	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Through project completion	\$66,428	\$665,300	\$40,000	\$40,000	\$40,000	\$0	\$0	\$785,300	\$0	Add \$26k. (\$40k added in February amendment for "interim" trail design oversight)
5	Trail maintenance and operations in Santa Cruz	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$50,070	\$51,000	\$53,000	\$54,000	\$56,700	\$59,535	\$324,305	TBD	Add \$7k for continuing through FY31.
6	Segment 10-11: Segment 10 (17th-47th/Jade St. park), Seg 11 (Monterey to St. Park Dr)	Allocation to County DPW for planning, environmental review, design, right of way, and construction. County led project also serving Capitola.	Intermediate design underway	\$209,036	\$4,121,065	\$4,021,762	\$9,236,856	\$0	\$0	\$0	\$17,379,683	\$0	Updated to reflect lower FY26 est actuals, shifted forward to FY27.
7	Segment 10-11 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$131,017	\$577,033	\$40,000	\$40,000	\$40,000	\$0	\$0	\$697,033	\$0	Add \$71k to reflect higher FY25 actuals and add funds for FY29. (\$40k added in February amendment for "interim" trail design oversight)
8	Segment 12: State Park Drive to Rio Del Mar Boulevard	Design, right-of-way, and matching funds for construction grants. Assumes work associated with bridges over Highway 1 to be implemented with the Hwy 1 Freedom-State Park project and paid out of Measure D-Highway.	Start construction in 2027	\$0	\$3,209,459	\$5,206,441	\$1,777,000	\$1,346,000	\$1,009,500	\$0	\$12,548,400	\$0	Updated to reflect lower FY25 actuals and lower FY26 actuals, shifted to FY27.
9	Segments 13-20: South County Trail	Environmental advancing prior to that of full Zero Emission Passenger Rail & Trail Project.	Environmental and preliminary design underway	\$57,496	\$57,496	\$1,871,959	\$2,535,889	\$1,248,273	\$2,480,117	\$3,293,057	\$11,486,791	\$3.6m	\$3.3m less programmed, but shifted forward to future year FY32.
10	Trail maintenance and operations Segment 18 Ph 1	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$14,140	\$3,700	\$3,800	\$3,800	\$5,000	\$6,000	\$36,440	TBD	Add \$6k for continuing through FY31.
11	Zero Emission Rail Transit & Trail	Project concept report, preliminary engineering and environmental analysis of remaining sections of trail as part of the Passenger Rail & Trail project. Includes consultant services, project management and public outreach; match for grants.	Seeking grants to complete Environmental. Seg 13-20 advancing separately.	\$0	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000	TBD	Carried forward one year.
13	Ongoing oversight, coordination, and assistance, including on development of future trail sections.	RTC staff and consultants work related to overall trail planning, soil investigations, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects and grant applications.	ongoing	\$141,894	\$1,670,646	\$121,900	\$127,995	\$129,865	\$136,358	\$143,176	\$2,329,939	Varies	Updated to reflect lower FY25 actuals, lower FY26 est actuals, and reduce by \$198k. (\$340k added in January amendment for additional "interim" trail design work)

	Rail Trail Project/Program	Description	Schedule	FY25/26 Est Actual	Prior Years Spent*	FY26/27	FY27/28	FY28/29	FY29/30	FY30/31	Total Measure D through FY30/31	Future	Proposed Updates
14	Bonding costs**	Bonding issuance expenses and subsequent debt service	Bonding in FY26/27		\$0	<u>\$591,674</u>	<u>\$883,600</u>	<u>\$1,608,600</u>	<u>\$1,507,350</u>	<u>\$1,509,600</u>	\$6,100,824	Est \$24m	Updated to reflect bond issuance and debt payment costs, now known.
15	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree work, trash, graffiti, drainage, encroachments, boundary surveys, storm damage repairs outside of what is required for railroad operations. Includes RTC staff time and contracts.	ongoing	\$1,066,593	\$6,152,329	<u>\$2,256,765</u>	<u>\$2,160,117</u>	<u>\$1,544,824</u>	<u>\$1,611,025</u>	<u>\$1,683,553</u>	\$15,408,613	Estimated \$1.4M/yr + escalation	Updated to reflect lower FY25 actuals, carry over unspent FY26 funds, and add \$1.7m for continuing through FY31. (\$120k added in December amendment for legal costs)
16	<u>Corridor Climate Resilience Study</u> (formerly included in item 15)	Identify and evaluate potential climate-resilient concepts and alignment alternatives in addition to those identified in the ZEPRT Project Concept Report for four vulnerable locations	Phase 2: Design concepts	\$94,926	\$94,926	<u>\$264,453</u>	<u>\$44,032</u>	<u>\$27,426</u>	\$0	\$0	\$430,837	\$0	Newly listed as separate. Formerly included in "Corridor encroachments & maintenance"
Completed													
12	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	2019-2022	\$0	\$17,622						\$17,622		
17	Segment 7: Natural Bridges to Bay/California (Phase 1), Bay/California to Wharf (Ph2), City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	Phase I: 2020; Phase II: Completed spring 2025	\$0	\$3,165,836						\$3,165,836		
18	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	Completed June 2019	\$0	\$500,000						\$500,000		
19	Capitola Trestle Railroad Bridge Interim Trail analysis	Analysis of feasibility for building a trail on the bridge through Capitola Village and over Soquel Creek.	Completed FY21/22		\$29,256						\$29,256		
20	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Construction FY 24/25	\$0	\$3,463						\$3,463		
21	Segment 18 Phase 1: Ohlone to slough trail, City of Watsonville lead	Allocation to City of Watsonville for trail construction.	Completed 2021		\$150,000						\$150,000		
22	Watsonville Trail segments oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery		\$113,686						\$113,686		
Est. 5-Year Measure D Expenditures (does not yet include bond debt costs)				\$2,035,157	\$26,016,132	\$20,224,963	\$20,719,903	\$6,315,362	\$7,126,050	\$7,030,921	\$87,433,330		

1- Programmed funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

*Previous FY amounts will be adjusted based on audited financials

**Bond revenues not yet spent to be invested for additional income. Costs do not reflect this income.

Measure D: 5-Year Program of Projects (FY26/27-FY30/31)
Rail Corridor (8% of Measure D Revenues)

Proposed Fall 2026

Previously updated 6/6/19, 6/27/19, 10/3/19, 5/7/20, 9/3/20 and 6/6/21, 10/7/21, 6/16/22, 11/3/22, 12/1/22, 8/3/23, 11/2/23, 11/7/24, 11/6/25, 12/4/25

	Project	Description	Est. Schedule	FY25/26 Est Actuals	Prior Years Spent*	Planned ¹					Total thru FY30/31 Measure D	Future Years	Total (including future commitments)	Proposed Updates
						FY26/27	FY27/28	FY28/29	FY29/30	FY30/31				
1	Rail Infrastructure Preservation	Railroad bridge inspections and analysis, railroad bridge rehabilitation (including Pajaro River Bridge grant match), and ongoing maintenance and repair of railroad track infrastructure and signage.	Ongoing	\$1,029,498	\$7,107,722	\$4,080,220	\$2,347,350	\$3,229,900	\$1,493,750	\$1,797,905	\$20,056,847	Estimated \$1.7m/year	\$20,056,847	Updated to reflect higher FY25 actuals, carry over unspent FY26 funds, add additional \$3m for preservation work including a new culvert replacement, sinkhole repair, and pier protection in the harbor, and add \$1.8m for fifth year FY31.
2	Rail Transit -Preliminary Engineering and Environmental Analysis (Zero Emission Rail Transit & Trail Project)	Preparation of operating concept, preliminary engineering, and environmental document for electric rail transit and trail project on the branch line	Environmental to continue to FY31 dependant on grant funds	\$375,795	\$2,988,221	\$275,049	\$564,999	\$1,214,428	\$1,208,018	\$1,583,072	\$7,833,787	\$1,589,482	\$9,423,270	"Future years" amount committed for a grant match. Updated to reflect higher FY25 actuals, carry over unspent FY26 funds, and add additional \$3.9m for completion of environmental phase.
Completed Projects														
3	Santa Cruz County Regional Conservation Investment Strategy	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	FY19/20-Fall 2022		\$8,249						\$8,249		\$8,249	
4	Unified Corridor Investment Study (UCS), past lawsuits, and Transit Corridor Alternatives Analysis (TCAA)	Completed UCS, TCAA and lawsuit	2018-2019		\$1,888,225						\$1,888,225		\$1,888,225	
5	2017 Storm Damage Repair & Cleanup	Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees. Portion of costs anticipated to be reimbursed by FEMA	Spring 2020-2022		\$1,678,868						\$1,678,868		\$1,678,868	
Total Measure D Expenditures				\$1,405,293	\$13,671,285	\$4,355,269	\$2,912,349	\$4,444,328	\$2,701,768	\$3,380,977	\$31,465,977		\$33,055,459	
5a	FEMA reimbursement for storm damage repairs	This is an estimate. Final reconciliation of storm damage costs paid by Measure D and FEMA reimbursements still pending.			(\$1,185,590)						-\$1,185,590		-\$1,185,590	This is an estimate. Additional \$6M has been requested (to repay RSTPX short-term loan), and will need to come from RSTPX or Measure D if not reimbursed.

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

*Previous FY amounts will be adjusted based on audited financials

Measure D: 5-Year Program of Projects (FY26/27-FY30/31)

Neighborhood Projects: San Lorenzo Valley (SLV)/Highway 9 Corridor (\$333,333/year; \$10 million over 30 years)*Proposed Fall 2026**Previously updated 6/6/19, 11/7/19, 9/3/20, 10/7/21, 3/17/22, 11/3/22, 11/2/23, 11/7/24, 11/6/25*

	Name/Road/Limits	Description	Schedule	FY25/26 Est Actuals	Prior Years Spent*	Planned ¹					Total Measure D	Proposed Updates
						FY26/27	FY27/28	FY27/28	FY29/30	FY30/31		
1	Felton and SLV Schools Complete Streets Improvements	Funding designated for complete streets improvements through Felton.	Schools Access Study completed. Felton/SLV Schools CS Enhancement to Caltrans Felton CAPM project in final design	\$0	\$99,191	\$900,809	\$0	\$0	\$0	\$0	\$1,000,000	Carry forward unspent funds from FY26 to FY27
2	Preliminary scope and engineering documents for near term projects	Develop engineers estimates, prelim. designs, initial screening and implementation documents needed to secure funds for priority projects; may include engineering needed to integrate complete streets components into SHOPP and local projects. Includes \$180k to Caltrans for complete streets Project Initiation Document (PID) for the corridor.	Ongoing. Complete Streets PID completed 2022.	\$0	\$180,000	\$60,000	\$0	\$0	\$0	\$0	\$240,000	Carry forward unspent funds from FY26 to FY27
3	SLV/SR9 Corridor technical assistance, oversight, and community outreach	Includes legal, engineering review, grant preparation, funding agreements, RTC staff coordination with Caltrans, County, schools, and other stakeholders, public outreach, other planning activities.	Ongoing	\$9,660	\$149,622	\$86,324	\$0	\$0	\$0	\$0	\$235,946	Carry forward unspent funds from FY26 to FY27
4	Boulder Creek Complete Streets	Grant match for complete streets improvements in Boulder Creek, including sidewalks, enhanced crosswalks with curb extensions, pedestrian refuge islands, and other safety and traffic calming features.	Began pre-construction Summer 2023	\$177,105	\$177,105	\$309,895	\$478,945	\$263,504	\$1,170,551	\$0	\$2,400,000	Carry forward unspent funds from FY26 to FY27
5	<u>Match for Implementation Grant Opportunities Ben Lomond - Boulder Creek</u>	<u>Funding designated for complete streets improvements prioritized in the Rural Highway Safety Plan along the Hwy 9 corridor located north of the 3 schools campus.</u>	Crosswalks grant application in FY26/27; continue seeking more grants	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	Add \$300k for future complete streets grant matching
COMPLETED PROJECTS												
6	Hwy 9 Pedestrian Crosswalks and Enhancements	Stripe new crosswalks and add RRFs, ladder striping, etc to several existing crosswalks	Completed Spring 2021		\$25,385						\$25,385	
7	Hwy 9/SLV Complete Streets Corridor Plan	Community-based comprehensive corridor plan, identifying priority transportation projects.	Completed June 2019		\$35,000						\$35,000	
8	Farmer St. Road Repair (alternate ped/bike route to Hwy 9)	Resurfacing Farmer Street, a pedestrian bypass to access SLV Schools Campus	Completed Fall 2019		\$15,000						\$15,000	
Estimated 5-Year Measure D Expenditures				\$186,765	\$681,304	\$1,657,028	\$478,945	\$263,504	\$1,170,551	\$0	\$4,251,331	

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

*Previous FY amounts will be adjusted based on audited financials

Measure D: 5-Year Program of Projects (FY26/27-FY30/31)
Highway 17 Wildlife Corridor (\$5 million over 30 years)
Proposed Fall 2026
 Previously updated 6/6/19, 9/3/20, 10/7/21, 11/3/22, 11/2/23, 11/7/24, 11/6/25.

	Project	Description	Schedule	FY25/26 Est Actuals	Prior Years	Planned					Future Debt Service*	Total Measure D	Proposed Updates
						FY26/27	FY27/28	FY28/29	FY29/30	FY30/31			
1	Highway 17 Wildlife Crossing near Laurel Curve: Construction**	Construct wildlife undercrossing to connect habitat on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway.	2021-2023; final closeout following monitoring expected in 2027.	\$0	\$2,701,675.94	\$1,349,324						\$4,051,000	No change to total. Balance moved to FY26/27. Updated to reflect prior actuals.
2	Highway 17 Wildlife Crossing: Oversight and public outreach	RTC costs associated with oversight, agreements, financing, coordination, and public engagement.	FY19/20-FY25/26	\$0	\$9,978	\$1,000						\$10,978	Updated to reflect prior actuals and current project closeout schedule.
Estimated Annual Measure D Expenditures					\$2,711,654	\$1,350,324	\$0	\$0	\$0	\$0	\$0	\$4,061,978	Does not include debt service
3	Highway 17 Wildlife Crossing: Loan Repayments	Repayments to Measure D-Highway Corridors for interprogram loans used to advance construction.	2025 to 2047	\$0	\$210,573	\$0	Debt Service payments \$166,667/year					\$966,324	Anticipated debt service/interest to Hwy Corridors through 2047.
Total Expenditures including debt service through 2047					\$2,922,227	\$1,350,324	\$166,667	\$166,667	\$166,667	\$166,667	\$2,500,000	\$5,028,302	Includes Interest & future debt service.
4	Interprogram loans from Measure D - Hwy Corridors		2023-2026		\$1,674,634	\$1,075,109						\$2,749,743	Prior reflects interprogram loans through FY25/26. FY26/27 reflects anticipated loan amount needed to close out project.

*Since the full \$5M committed in the Measure D Expenditure Plan for this project will not be available until end of the 30 year measure, consistent with the Measure D Strategic Implementation Plan, the RTC authorized loans from the Highway Corridors investment category to accelerate delivery. Land Trust contributed \$3M for construction costs.

**Pre-construction and support costs funded through Caltrans SHOPP. Final expenditures and interprogram loan amounts will depend on final construction closeout amount and timing.

Measure D: 5-Year Program of Projects (FY 26/27-30/31)

Agency: Community Bridges - Lift Line

Category: Transportation for E&D

Estimated Annual Measure D Allocations

Prior and 25/26 estimate	FY26/27	FY27/28	FY28/29	FY29/30	FY30/31	Total
\$ 9,004,097	\$1,077,000	\$1,112,000	\$1,144,000	\$1,178,000	\$1,212,000	\$ 14,727,097

Amount of Measure D Funds Programmed (includes carryover)											
Project Name/location	Description (include project purpose and complete streets components if applicable)	Total Measure D	Prior and 25/26 estimate	FY26/27	FY27/28	FY28/29	FY29/30	FY30/31	5-year total	Other fund sources	Est. Construction start date
Driver 1 (1 FTE)	Additional driver to provide expanded hours of paratransit service	\$1,901,018	\$1,486,122	\$ 77,370	\$ 80,078	\$ 82,881	\$ 85,782	\$ 88,784	\$ 414,896		ongoing
Driver 2 (1 FTE)	Additional driver to provide expanded hours of paratransit service	\$1,901,018	\$1,486,122	\$ 77,370	\$ 80,078	\$ 82,881	\$ 85,782	\$ 88,784	\$ 414,896		ongoing
Driver 3 (1 FTE)	Additional driver to provide expanded hours of paratransit service	\$860,650	\$445,754	\$ 77,370	\$ 80,078	\$ 82,881	\$ 85,782	\$ 88,784	\$ 414,896		ongoing
Driver Trainer (1 FTE)	To support safety and service training for expanded paratransit operations	\$899,774	\$534,324	\$ 68,150	\$ 70,535	\$ 73,004	\$ 75,559	\$ 78,203	\$ 365,450		ongoing
Executive Assistant/Dispatcher (1 FTE)	To support expanded paratransit services	\$1,013,704	\$648,904	\$ 68,028	\$ 70,409	\$ 72,874	\$ 75,424	\$ 78,064	\$ 364,800		ongoing
Vehicle Operating (see note below*)	Costs associated wth operating the vehicles	\$1,135,472	\$85,150	\$ 195,865	\$ 202,721	\$ 209,816	\$ 217,160	\$ 224,760	\$ 1,050,322		ongoing
Outreach/Publicity	Materials and videos to promote paratransit ride availability	\$385,743	\$128,456	\$ 46,996	\$ 49,346	\$ 51,813	\$ 53,627	\$ 55,504	\$ 257,286		ongoing
Consultants / Project Managers	Facility project management-architects, environ review, design	\$303,325	\$231,707	\$ 14,026	\$ 14,026	\$ 14,026	\$ 14,516	\$ 15,024	\$ 71,617		ongoing
Indirect Overhead**	Indirect Costs on non Capital Expenditures	\$898,199	\$326,046	\$ 106,643	\$ 110,412	\$ 114,319	\$ 118,320	\$ 122,461	\$ 572,153		ongoing
Operations Facility	Reserve for projected Acquisition, construction and/or renovation expenses	\$4,888,100	\$3,316,547	\$ 300,181	\$ 309,317	\$ 314,506	\$ 319,474	\$ 328,075	\$ 1,571,553	2.5M Bank and Owner Financing	Started 2019
Vehicle Equipment Reserve	Vehicle/ Equipreplacement, matching funds, project procurement and implimentation	\$395,860	\$170,730	\$ 45,000	\$ 45,000	\$ 45,000	\$ 46,575	\$ 43,555	\$ 225,130	575K LCTOP, 454K CARB, 200K SGR	Ongoing
Estimated Annual Measure D Expenditures		\$14,582,863	\$8,859,863	\$1,077,000	\$1,112,000	\$1,144,000	\$1,178,000	\$1,212,000	\$5,723,000		
Annual Interest Earnings on Measure D Revenues			\$ 40,723.04	\$ 184.96	\$ 185.14	\$ 185.14	\$ 185.14	\$ 185.14	\$ 185.33		
Carry over to next fiscal year			\$184,957	\$185,142	\$185,327	\$185,512	\$185,512	\$185,512	\$185,698		



PROJECT FACT SHEET

Attachment 2
Updated October 2026

Highway Corridor: Highway 1 Aux Lanes, BOS (41st Avenue to Soquel Drive), and Chanticleer Bicycle/Pedestrian Overcrossing

Project Description

The project constructed northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the 41st Avenue and Soquel Avenue/Drive interchanges, and constructed a new bicycle and pedestrian overcrossing at Chanticleer Avenue. Historically, this section of Highway 1 has been the busiest in the county, serving over 100,000 vehicles a day, providing access to the primary regional commercial/retail activity centers on 41st Avenue and regional medical facilities located on Soquel Drive. The auxiliary lanes connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The bicycle/pedestrian overcrossing at Chanticleer Avenue provides an alternative route for bicyclists and pedestrians currently using the Soquel or 41st interchanges to cross over Highway 1. The overcrossing is lighted, 12- to 14-feet wide, and incorporates aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

Unified Corridor Investment Study

Recognizing the need to address both existing transportation problems and future needs of Santa Cruz County, a Unified Corridor Investment Study (UCS) was undertaken to consider transportation options between Santa Cruz and Watsonville along three of the most important north to south transportation routes in the County, including the Highway 1 corridor. The study provides a rigorous analysis of how various groups of projects or scenarios advance the transportation goals of Santa Cruz County.



Project Highlights

- ▶ Improves traffic operations on Highway 1
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users at Chanticleer Avenue
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Measure D funds are being used to accelerate the project development process
- ▶ Construction began in 2023 and will be completed in 2026.

Project Delivery Strategy

The RTC led the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds were used to complete the work necessary to ready the project for construction, and as a match for SB1 construction grants. This project received funds from Cycle 2 of the SB1 Solutions to Congested Corridors Program and Local Partnership Program competitive funds.



PROJECT FACT SHEET

Updated October 2026

Highway Corridor:
Highway 1 Aux Lanes, BOS (41st Avenue to
Soquel Drive), and Chanticleer
Bicycle/Pedestrian Overcrossing

Project Funding

Project Cost	\$	43.9M
Funding Sources		
Measure D (Highway)	\$	7.5M
Other Secured*	\$	36.4M

*Includes STIP, SB1 (SCCP and LPP programs) and HIP funds.



Project Status/Schedule

Construction was substantially completed in July 2025, with completion scheduled for 2026.





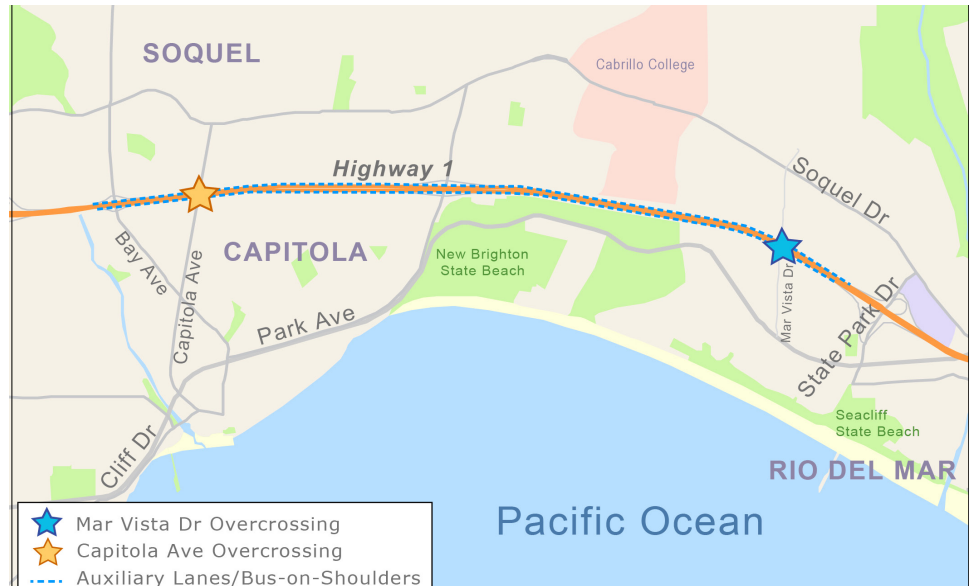
Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the Bay Avenue/Porter Street and State Park Drive interchanges and replace the existing Capitola Avenue local roadway overcrossing. This section of Highway 1 is one of the busiest in the county, providing access to the City of Capitola, Soquel and Aptos villages, and Cabrillo College. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The new Capitola Avenue overcrossing will include enhanced bicycle and pedestrian facilities to improve connectivity for bicyclists and pedestrians between Soquel Drive to the north and the future Coastal Rail Trail to the south. The overcrossing, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

The project also includes a new bicycle and pedestrian overcrossing (POC) at Mar Vista Drive to provide a safe link between schools, the beach, residential neighborhoods and retail centers on each side of Highway 1. This POC was one of three bicycle and pedestrian overcrossings identified in the Highway 1 Corridor Investment Plan.



Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between Bay Avenue/Porter Street and State Park Drive
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing enhanced bicycle and pedestrian facilities for active transportation users at Capitola Avenue
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users at Mar Vista
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Connects neighborhoods, schools, parks/beaches and commercial centers

Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds were used to complete the work necessary to ready the project for construction. The RTC was successful in securing Cycle 2 SB1 Solutions to Congested Corridors and Local Partnership Program competitive funds in 2020, which fully funded construction of this project.



Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

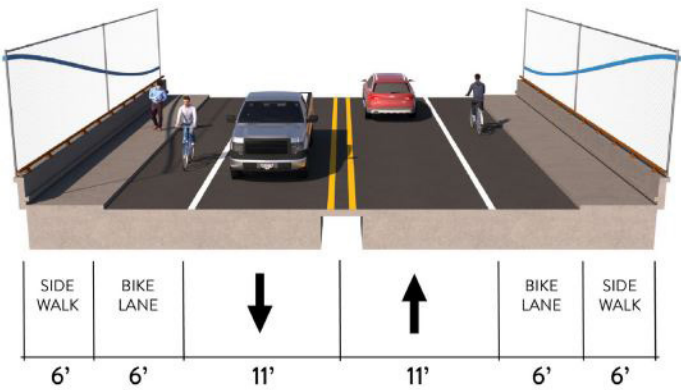
Project Funding

Estimated Total Cost	\$	101.4M
Funding Sources		
Measure D (Highway)	\$	25.1M
Other Secured*	\$	76.3M

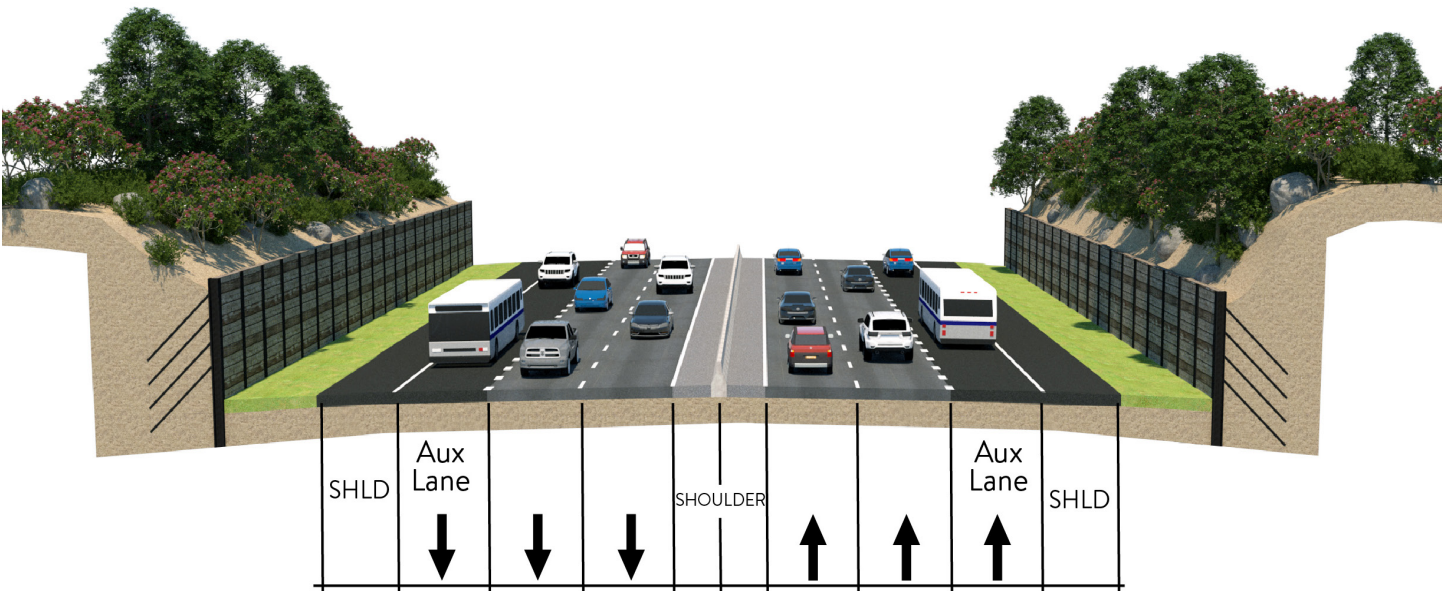
*Includes STIP and SB1 (SCCP and LPP programs) funds.

Project Status/Schedule

The project is under construction and is expected to be completed in spring 2027.



Preliminary rendering of Capitola Avenue Overcrossing



Preliminary rendering of auxiliary lanes



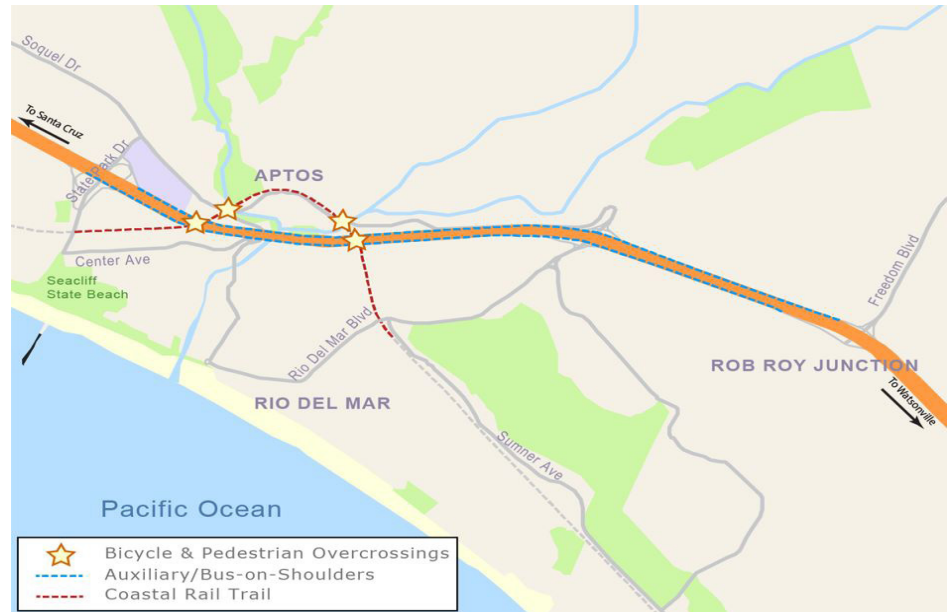
Highway Corridors: Highway 1 Aux Lanes and BOS (State Park Drive to Freedom Boulevard), and Coastal Rail Trail Segment 12

Project Description

The project will construct multimodal improvements to enhance transit frequency and on-time performance, and safety and mobility for vehicles, transit, bicycles, and pedestrians. The project includes northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the State Park Drive and Freedom Boulevard interchanges, replaces the two existing railroad bridges between the State Park Drive and Rio del Mar interchanges, and widens the Aptos Creek bridge. This section of Highway 1 provides access to Aptos Village, Rio del Mar, Aptos High School, and Aptos Hills/Corralitos. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The existing railroad bridges will be replaced with longer span bridges to accommodate the addition of auxiliary lanes on Highway 1. The Highway 1 bridge over Aptos Creek and Spreckles Drive will be widened as part of the project. The new bridges, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

This project also includes construction of Segment 12 of the Coastal Rail Trail, a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Rail Line right-of-way from State Park Drive to Rio Del Mar Boulevard.



Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between State Park Drive and Freedom Boulevard
- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
- ▶ Improves active transportation connectivity by constructing 4 dedicated bicycle/pedestrian overcrossings

Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor and Active Transportation funds and other RTC discretionary funds will be used to complete preconstruction work and as a match for future grants. The project will evaluate a Trail Next to the Railroad Track Alignment ("Ultimate Trail Configuration") and a Trail on the Railroad Track Alignment ("Interim Trail") as an optional first phase. The RTC was successful in securing 2024 SB1 Solutions to Congested Corridors and Local Partnership Program competitive funds, which fully funds construction of this project.



Highway Corridors: Highway 1 Aux Lanes and BOS (State Park Drive to Freedom Boulevard), and Coastal Rail Trail Segment 12

Project Funding

Estimated Total Cost	\$	244.1M
Funding Sources		
Measure D	\$	106.8M
Other Secured	\$	137.3M*

*Federal MEGA grant, SB1 (SCCP and LPP programs), SHOPP, STIP

Project Status/Schedule

The environmental phase of this project was completed in 2024. The project is expected to go to construction near the end of 2027.





Highway Corridors: Cruz511 and GO Santa Cruz County

Program Description

For more than 35 years, the RTC has offered transportation demand management (TDM) services to Santa Cruz County with the goal of using the existing transportation system more effectively by assisting travelers to use sustainable modes of transportation. TDM programs use a multi-pronged approach to incentivize and support mode share changes to non-drive alone methods of transportation.

[Cruz511](#), the RTC's TDM service, provides a comprehensive website of resources for travel options around the county, including a trip planner, bicycle maps, accessible travel options, and an interactive traffic map with real-time information on travel speeds, incident details, and lane closures on county roads and state highways. Knowledgeable travel counselors are also available to help people understand their options for getting around.

In Spring 2021, the RTC launched GO Santa Cruz County, an online commute management platform that rewards sustainable commuting. Participants earn points for each eligible trip logged on the platform or mobile app. Points can then be redeemed for electronic gift cards, entries into the monthly raffle, or donated to a local nonprofit. Learn more at www.gosantacruzcounty.org.



Program Highlights

- Provides sustainable commute choices to residents through coordination with major employers in the county
- Hosts an online and mobile platform to make sustainable commute choices easier for all people to access
- Cruz511 continued its partnership with Santa Cruz METRO to support the 'One Ride at a Time' campaign, incentivizing transit ridership while protecting local natural resources. Through the GO Santa Cruz County platform, riders earn points for logging transit trips, which can be redeemed for \$10 donations to local environmental non-profits.
- Provides education and informational messaging regarding safety and mobility options to the public





Highway Corridors: Cruz511 and GO Santa Cruz County

Total Programming

Total Funding	\$ 300,000/year avg.
Funding Sources	
Measure D (Highway)	\$ 2.1M
Other Sources**	\$ 995,000

*Amounts show money programmed beginning in FY17/18 when Measure D funds first became available.
 **Includes STBG, RSTPX, STIP, SAFE, City of Santa Cruz and Fund Interest funds



Rethink Your Commute and Earn Rewards!





Highway Corridors: Freeway Service Patrol

Program Description

The Santa Cruz County Regional Transportation Commission (RTC) operates the Freeway Service Patrol (FSP) program in Santa Cruz County in conjunction with the Department of Transportation (Caltrans) and the California Highway Patrol (CHP). This program consists of two tow trucks patrolling Highway 1 from Highway 9 to State Park Drive and Highway 17 from Mount Herman Road to the Santa Clara County Line.

FSP tow trucks remove disabled vehicles from the highway at no cost to motorists. They reduce congestion on the highway by quickly clearing accidents, debris, and other incidents, and allowing traffic to return to normal conditions. They commonly perform tasks such as changing a flat tire, jump-starting a vehicle, or providing gas. Service is available during weekday commute hours and on a limited schedule on weekends.

The FSP program is designed to reduce congestion, improve safety, and reduce fuel consumption and auto emissions by minimizing the congestion associated with collisions and other incidents.



Program Highlights

- ▶ Reduces the number of traffic jams by quickly clearing accidents, debris, and other incidents
- ▶ Lessens the chain of further accidents and bottlenecks caused by passing drivers
- ▶ Saves fuel and cuts air-pollution emissions by reducing stop-and-go traffic
- ▶ Helps stranded motorists

Service Schedule

	WEEKDAYS		SUNDAYS/HOLIDAY SHIFT
	AM	PM	
Hwy 17	6:30 AM - 9:30 AM	3:30 PM - 6:30 PM	1:00 PM - 7:00 PM
Hwy 1	6:00 AM - 9:00 AM	3:30 PM - 6:30 PM	1:00 PM - 7:00 PM



Highway Corridors: Freeway Service Patrol

Total Programming*

Total Funding Secured	\$	350,000/year avg.
Funding Sources		
Measure D (Highway)	\$	1.9M (FY17/18-FY28/29)
Other Secured**	\$	1M

*Amounts show money programmed beginning in FY17/18 when Measure D funds first became available.

**Includes SB1, FSP, and STIP funds.



FSP Partners





Highway Corridors: Safe on 17

Program Description

The Highway 17 corridor was identified as a high-collision corridor in 1998 as a result of collision data analysis and recommendations of local, regional, county, and state agencies. The Safe on 17 Task Force was formed to develop and implement collision reducing strategies, such as additional CHP enforcement, traffic safety improvements, and public education. These strategies focus on preventing the occurrence of the top five Primary Collision Factors in fatal and injury collisions including driving at unsafe speeds, vehicle right-of-way violations, improper turning, and improper lane change.

The Task Force is comprised of representatives from the Santa Cruz County Regional Transportation Commission (RTC), the San Francisco Bay Area's Metropolitan Transportation Commission (MTC), the California Highway Patrol (CHP), the California Department of Transportation (Caltrans), local police and fire departments, legislators' offices, and the media. The RTC and MTC provide \$100,000 annually for enhanced CHP enforcement using Service Authority for Freeway Emergencies (SAFE) funds. SAFE funds come from a \$1 registration fee on all vehicles in the region and fund the highway call box system, Freeway Service Patrols on Highways 1 and 17 in addition to extra CHP enforcement on Highway 17, and other motorist-aid services. The RTC provides an additional \$50,000 annually to the program from Measure D funds.



Program Highlights

- ▶ Multi-agency, multi-jurisdictional effort to reduce injury and fatal collisions on Highway 17
- ▶ Encourages safer driving and deters traffic violations with extra CHP enforcement
- ▶ Implements road safety improvements to reduce wet weather and run-off-road collisions through guardrail upgrades, shoulder widening projects, and pavement surface treatments
- ▶ Increases safe driving practices, especially on mountainous highway roads, through education and public outreach

Meeting Schedule

The Safe on 17 Task Force meets four times a year to share information about transportation projects and collisions on Highway 17 and traffic operation systems in Santa Cruz County. Meetings are open to the public and all are welcome to attend. A teleconference option is available for those unable to attend meetings in person. Below is a list of four tentative annual meeting dates that are subject to change.

SAFE ON 17 MEETINGS	LOCATION	ADDRESS
2 regular meetings - Spring and Fall	1 at RTC office and 1 at VTA Headquarters	RTC: 1101 Pacific Ave. Suite 250, Santa Cruz, CA VTA: Building B, Room B104, 3331 North First Street, San José, CA 95134
2 meetings focused on safety strategies and targeted improvements to Highway 17 and the Task Force - Winter and Summer	Virtual	Virtual



Highway Corridors: Safe on 17

Total Programming

Total Funding	\$ 150,000/year
Funding Sources	
Measure D (Highway)*	\$ 50,000/year
Other Secured**	\$ 100,000/year

*In FY17/18 Measure D funds first became available.

**Includes MTC-SAFE and DMV-SAFE funds.





Active Transportation: Coastal Rail Trail Segment 5

Project Description

The North Coast Rail Trail (Coastal Rail Trail Segment 5 as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 7.5 miles of the MBSST's rail trail spine between Wilder Ranch and Davenport. Segment 5 would be a new multi-use paved path with unpaved shoulders, and parking improvements along the scenic North Coast in Santa Cruz County.

The goals of this project are to provide an accessible bicycle and pedestrian path adjacent to the rail right-of-way for active transportation, recreation, coastal viewshed appreciation, and environmental/cultural education along the existing rail corridor, consistent with the MBSST Network Master Plan. When constructed, this project will be one portion of the planned 32-mile Coastal Rail Trail that traverses the entire coastline of Santa Cruz County.

Segment 5 is divided into three phases. Phase I and II constructs a trail between Wilder Ranch and Davenport and includes new parking lots in Davenport and at Panther/Yellowbank Beach, improved access to the parking lot at Bonny Doon Beach, and a pedestrian crossing in Davenport. Phase III includes construction of the Cotoni Coast Dairies Highway 1 pedestrian overpass that connects the Coastal Rail Trail on the coastal side of Highway 1 to Cotoni Coast Dairies National Monument on the inland side of Highway 1.

*** Please note that the North Coast Rail Trail is under construction and is not open to the public. Members of the public should not enter the right-of-way until the RTC announces that construction of the trail has been completed and the trail is open for public use.**



Project Highlights

- ▶ ADA-accessible trail that maximizes ocean views and scenic coastal vistas along historical and agricultural landscapes
- ▶ 7.5-mile continuous paved bicycle and pedestrian trail connecting Wilder Ranch to Davenport
- ▶ Provides car-free alternative access to numerous beaches and recreational facilities along the coast
- ▶ Links to existing and future trails (such as Wilder Ranch, Cotoni Coast Dairies National Monument, San Vicente Redwoods, etc.) creating bicycle and pedestrian access from the City of Santa Cruz to Davenport
- ▶ Safety and mobility improvements along a scenic portion of the County adjacent to Highway 1
- ▶ Improves parking lots and adds restrooms at Davenport and Yellowbank/Panther Beaches
- ▶ Improves pedestrian crossing of Highway 1 in the town of Davenport
- ▶ Provides new dedicated pedestrian connection from the Coastal Rail Trail to Cotoni Coast Dairies National Monument

Project Delivery Strategy

In partnership with the Federal Highway Administration (FHWA) - Central Federal Lands (CFL), the RTC is leading project delivery for the North Coast Rail Trail (Segment 5). The RTC led state environmental review and CFL led federal environmental clearance. FHWA-CFL is leading construction. The project (Phases I, II & III) is funded through a combination of Federal Land Access Program funds, Measure D- Active Transportation funds, and funding provided by the Land Trust of Santa Cruz County and the California Coastal Conservancy.



Active Transportation: Coastal Rail Trail Segment 5

Project Schedule

Phase I and Phase II state and federal environmental review was completed in 2019 and 2021. Phase I and Phase II final design and permitting were completed in 2023 and construction began in June 2024. Phase I and II construction is scheduled to be complete in December 2026. Phase III is scheduled to complete environmental review in 2027, complete final design in 2028, and begin construction in 2029.

Total Programming

Estimated Total Cost (Phase I, II & III)	\$69M
Funding Sources	
Measure D (Active Transportation)	\$13.3M
Federal Lands Access Program	\$50.5M
Other Secured*	\$5.25M
Need	\$0.0M

*Includes Land Trust of Santa Cruz County and RSTPX funds.





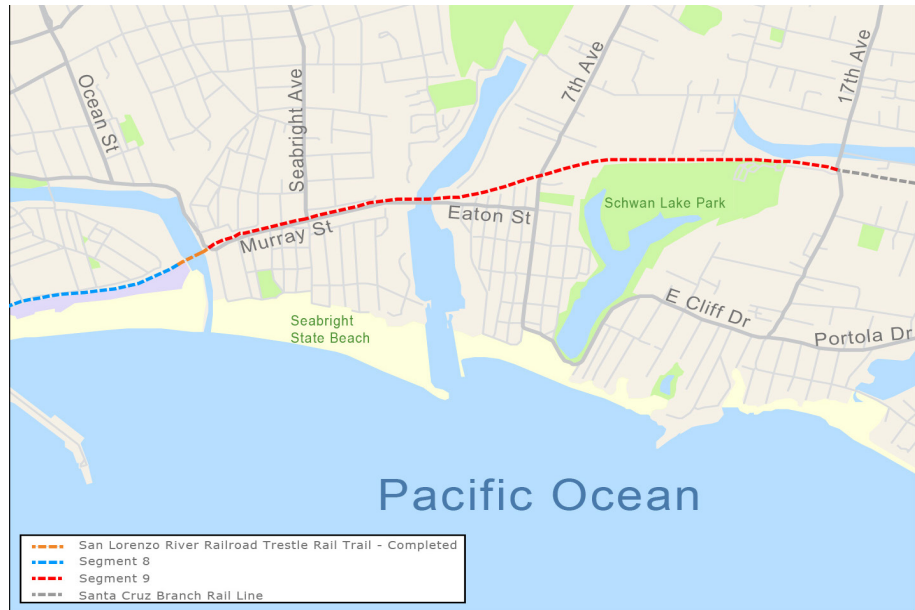
Active Transportation: Coastal Rail Trail Segments 8 & 9

Project Description

The Coastal Rail Trail Segments 8 and 9 project includes 2.2 miles of multi-use trail along publicly-owned Santa Cruz Branch Rail Line rail right-of-way between Pacific Street in the City of Santa Cruz and 17th Avenue in the unincorporated area known as Live Oak.

The goals of this project are to increase the number of trips accomplished by biking and walking, enhance safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be part of a planned 32-mile continuous Coastal Rail Trail that traverses the entire coastline of Santa Cruz County. A part of the Segment 8 project, the San Lorenzo River Railroad Trestle trail widening, was accelerated ahead of the rest of the segment and was completed in 2019.

Segments 8 and 9 are particularly challenging due to constrained right-of-way and the need for new bicycle and pedestrian bridges to cross drainages and riparian areas and several at-grade crossings of roadways.



Project Highlights

- ▶ Creates a dedicated bike/ped trail, enhancing safety and connectivity
- ▶ Extends the Coastal Rail Trail on the west side of the City of Santa Cruz to the east side of the City of Santa Cruz and Live Oak neighborhood
- ▶ Includes new bicycle and pedestrian bridges across water ways and riparian areas including Woods Lagoon across the Santa Cruz Harbor and Rodeo Gulch
- ▶ Provides access to key destinations including downtown Santa Cruz via the San Lorenzo River levee trails, State Parks and Beaches, Santa Cruz Harbor, and the Simpkins Swim Center, libraries, schools and employment centers
- ▶ Located within 1 mile of approximately 50,000 residents, 15 schools and 37 parks
- ▶ Expands access to lower-cost transportation options and supports inclusive mobility by providing providing transportation facilities for walking, biking, and transit

Project Delivery Strategy

The City of Santa Cruz is leading project delivery for Coastal Rail Trail Segments 8 & 9. The project is funded through a combination of Measure D-Regional Active Transportation Funds, State Active Transportation Program funds, and funding from the Land Trust of Santa Cruz County. The City completed the preliminary design and environmental phase in March 2023. The environmental phase considered two alignments for the trail: the "Ultimate Trail Configuration" whereby the trail is in alignment next to the tracks, and the "Interim Trail Configuration" whereby the trail is constructed in the location of the existing tracks. The cost of constructing the Ultimate Trail Configuration exceeds available resources and therefore the Interim Trail Configuration is being advanced.



Active Transportation: Coastal Rail Trail Segments 8 & 9

Total Programming

Estimated Total Project Cost (2026) Interim Trail	\$45-49M
Funding Sources	
Measure D (Active Transportation)	\$4.3M
Measure D (Local Neighborhood)	\$4.2M
State Active Transportation Program	\$35.7M
Other Secured*	\$5.4M
Need	\$0

*Includes TDA, ATP, and Land Trust funds.

Project Schedule

The multi-use path cantilevered off the San Lorenzo River Railroad Trestle was completed in 2019. Preliminary design and engineering were completed in 2023. Construction is scheduled to begin in 2027.



INTERIM OPTION

Preliminary project rendering



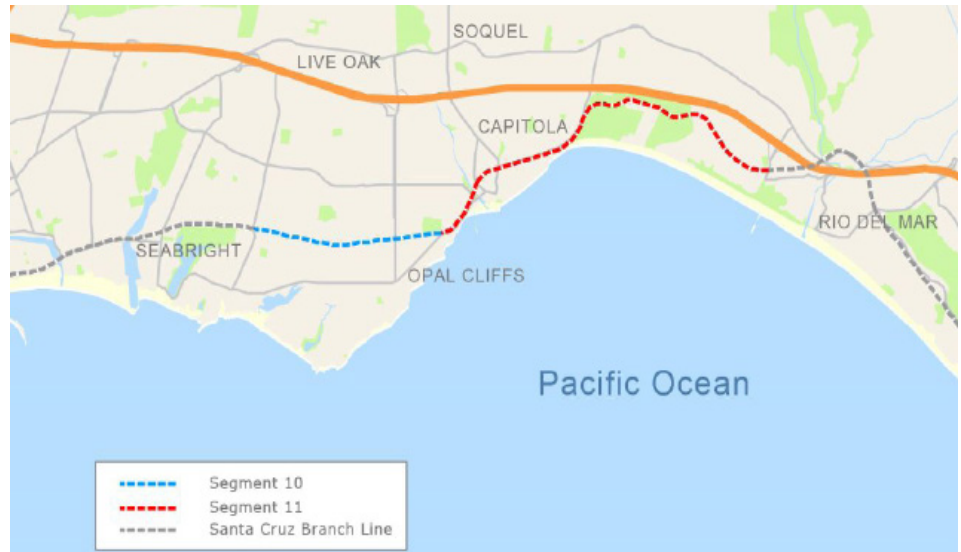
Active Transportation: Coastal Rail Trail Segments 10 & 11

Project Description

The Coastal Rail Trail Segments 10 and 11 project proposes to construct 4.7 miles of multi-use trail along publicly-owned Santa Cruz Branch Rail Line rail right-of-way between 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak through Jade Street Park in the City of Capitola, then down the coast to State Park Drive.

The goals of this project are to increase the number of trips accomplished by biking and walking, enhance safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be part of a planned 32-mile continuous Coastal Rail Trail that traverses the entire coastline of Santa Cruz County.

Segments 10 and 11 are particularly challenging due to constrained right-of-way and the need for new bicycle and pedestrian bridges to cross drainages and riparian areas and several at-grade crossings of roadways. The crossing of Soquel Creek in Capitola is particularly challenging and is not included in the current funded project.



Project Highlights

- ▶ Creates a dedicated bicycle and pedestrian trail, enhancing safety and connectivity
- ▶ Extends the Coastal Rail Trail from City of Santa Cruz to the neighborhood of Live Oak, and from the City of Capitola to the town of Aptos
- ▶ Includes new bicycle and pedestrian connections across water ways and riparian areas including Escalona Gulch, New Brighton and Borregos Creek
- ▶ Provides access to key destinations including 41st Avenue commercial destinations, State Parks and Beaches, schools and employment centers
- ▶ Located within 1 mile of approximately 50,000 residents, 14 schools and 26 parks
- ▶ Expands access to lower-cost transportation options and supports inclusive mobility by providing providing transportation facilities for walking, biking, and transit

Project Delivery Strategy

The County of Santa Cruz is leading project delivery for Coastal Rail Trail Segments 10 & 11. The project is funded through a combination of Measure D-Regional Active Transportation Funds and State Active Transportation Program funds, with the exception of the stretch of trail that crosses Soquel Creek. The section of trail over Soquel Creek and involving the Capitola Trestle is being developed as a separate project. The environmental phase considered two alignments for the trail: the "Ultimate Trail Configuration" whereby the trail is in alignment next to the tracks, and the "Interim Trail Configuration" whereby the trail is constructed in the location of the existing tracks. The cost of constructing the Ultimate Trail Configuration exceeds available resources and therefore the Interim Trail Configuration is being advanced.



PROJECT FACT SHEET

Updated October 2026

Active Transportation: Coastal Rail Trail Segments 10 & 11

Total Programming

Estimated Total Project Cost (2026) Interim Trail	\$75-85M
Funding Sources	
Measure D (Active Transportation)	\$17.4M
State Active Transportation Program	\$67.6M
Need	\$0

Project Schedule

The project's environmental phase began in 2021, and was completed in Spring 2024. The final design phase is expected to be completed in 2026. The project is scheduled to go to construction in 2027.



Preliminary project rendering



Active Transportation: Coastal Rail Trail Segments 13-20

Project Description

The Santa Cruz County Regional Transportation Commission (RTC) is advancing the Monterey Bay Sanctuary Scenic Trail (MBSST) Coastal Rail Trail Southern Segments Project. This project will implement a multi-use paved bicycle and pedestrian trail within Segments 13-20 (as defined in the MBSST Network Master Plan) of the Coastal Rail Trail, adding approximately 12 new miles of trail in and around the City of Watsonville. The project will provide key connections to the northern portions of the Coastal Rail Trail.

The goals of this project are to increase the number of people biking and walking, improve safety and mobility of non-motorized users, and provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be part of the planned 32-mile rail trail network that parallels the entire coastline of the Santa Cruz County along the publicly-owned railroad right-of-way.



Project Highlights

- ▶ Provides 12 miles of dedicated bicycle and pedestrian trail, enhancing safety and connectivity to schools, residential areas, and employment centers
- ▶ Connects south county to existing trail networks including the California Coastal Trail, Pacific Coast Bike Route and Watsonville Trail Network
- ▶ Provides access to key destinations including downtown Watsonville, state parks and beaches, Ellicott Slough National Wildlife Refuge, Watsonville Wetlands, and the Pajaro River
- ▶ Located within 1 mile of approximately 21 schools, 13 parks, and 8 beaches
- ▶ Expands access to low-cost transportation options and supports inclusive mobility by providing a safe and reliable travel corridor for residents of all income levels and abilities, including those who rely on walking, biking, and transit

Project Delivery Strategy

The RTC is leading project delivery for the Coastal Rail Trail Southern Segments Project (Segments 13-20). The Project Approval and Environmental Clearance (PA\ED) is fully funded by the Measure D- Active Transportation funds. Segment 18, Phase I was completed and opened in summer 2021.



Active Transportation: Coastal Rail Trail Segments 13-20

Total Programming

Estimated Total Cost	\$15,074,605
Funding Sources	
Measure D (Active Transportation)	\$15,074,605



Project Status/Schedule

The Project Approval and Environmental Clearance (PA/ED) phase will begin in approximately fall 2026. During this phase, the RTC will complete essential planning and environmental review, informed by the MBSST Master Plan, the Zero Emission Passenger Rail and Trail Project (ZEPRT) Project Concept Report, and the community needs and priorities. The project team will conduct a project-level environmental review in compliance with the California Environmental Quality Act (CEQA) for Segments 13-20.



Segment 18, Phase 1



Active Transportation: RTC PM and Maintenance

Santa Cruz Branch Rail Line

The 32-mile Santa Cruz Branch Rail Line (SCBRL) is a continuous transportation corridor that spans the length of the county offering tremendous potential for new mobility options for residents and visitors alike. In 2013, the RTC adopted the Monterey Bay Sanctuary Scenic Trail Network Master Plan and certified a programmatic Environmental Impact Report. The Coastal Rail Trail, serving as the system's spine, is a result of a 20-year effort to purchase the SCBRL, which was first established in 1876. On October 12, 2012, the RTC successfully closed escrow, placing title of the branch line into public ownership with the commitment of facilitating passenger and freight service, as well as creating a multi-use bicycle and pedestrian trail.

This important transportation corridor is within one mile of more than 80 parks, 25 schools, approximately half of the county's population, provides access to the Monterey Bay National Marine Sanctuary at several key locations, and connects to regional and state rail lines.



MBSST Corridor planning, property management, and maintenance

The RTC is responsible for managing the overall development of the Coastal Rail Trail corridor, including oversight, technical assistance, and implementing some of the project development work for segments of the trail.

The RTC is also responsible for maintaining the portion of the right-of-way outside of the railroad easement. In areas with active rail service, the rail operator maintains these portions of the Branch Line.

It is important to maintain the corridor in order to:

- ▶ Retain the integrity of the land to support future increased transportation use
- ▶ Support existing storm water drainage systems that flow along and across the corridor
- ▶ Limit impacts to adjacent properties from trees or sediment

The RTC has a Preventative Maintenance Program that outlines procedures for RTC staff to carry out maintenance operations, with individual inquiries being tracked using ArcGIS, a mapping and analytics platform. The public can inform RTC of maintenance requests through emailing maintenance@sccrtc.org. Regular inspections and repair or cleanup work within the right-of-way will maintain the corridor for future use and limit impacts to adjacent jurisdictions and private property.

General property management of a railroad right-of-way must account for federal railroad law and oversee various activities, such as access for utility companies or local government jurisdictions.



Active Transportation: RTC PM and Maintenance

Program Highlights

Maintenance

- ▶ Semiannual inspections of full corridor
- ▶ Track and process individual requests from neighbors or local jurisdictions for maintenance
- ▶ Trail maintenance agreements for constructed segments
- ▶ Annual clearing of drainage facilities and grass mowing
- ▶ Repair of drainage facilities
- ▶ Removal of encampments, trash, or problem trees as needed
- ▶ Other vegetation control as needed

Other Property Management

- ▶ Management of utility crossings and leases
- ▶ Processing of right-of-entry agreements
- ▶ Addressing illegal encroachments, altered drainage, and dumping of sediment and trash from adjacent farmers and property owners
- ▶ Planning and coordination for MBSST projects



Total Programming

Total Funding Secured*	\$	16.6M
Funding Sources		
Measure D (Active Transportation)	\$	16.6M
Other	\$	0

* Reflects costs FY17/18-FY30/31.





PLANNING FOR CLIMATE RESILIENCE OF THE SANTA CRUZ BRANCH RAIL LINE CORRIDOR

The Santa Cruz County Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Line (SCBRL) in 2012 to preserve as a future transportation corridor. This 32-mile corridor, running near or along the coast from Pajaro Junction to Santa Cruz, is proposed for passenger and freight rail, as well as bicycle and pedestrian trails. Portions of the Coastal Rail Trail have been constructed or are in development along the SCBRL corridor.

Like many communities in California and nationwide, Santa Cruz County is facing the effects of climate change and sea level rise. Stronger storms, rising tides and coastal erosion are expected to intensify, requiring thoughtful

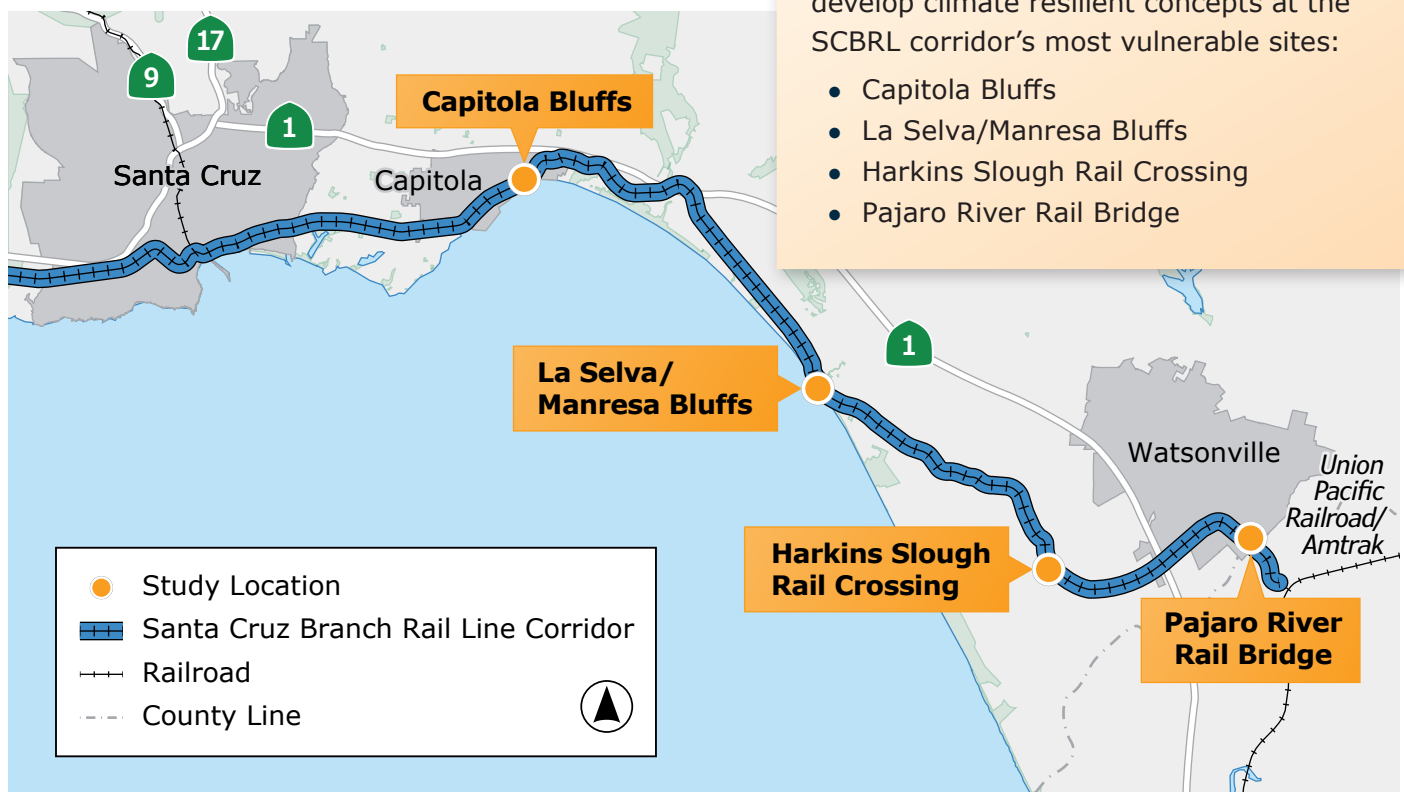
planning to ensure the future of our vital transportation corridors.

The RTC has initiated a climate resiliency study for the SCBRL to understand potential impacts to future transportation uses, including an interim trail in the short term and passenger and freight rail alongside a trail in the long term. The Study, called the Zero Emission Passenger Rail and Trail (ZEPRT) Climate Resilience Study, will analyze climate threats and develop strategies to adapt infrastructure with a focus on improving resiliency.

Study Locations

The Study will assess climate threats and develop climate resilient concepts at the SCBRL corridor's most vulnerable sites:

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



STUDY OBJECTIVES AND SCHEDULE

ASSESS climate stressors including sea level rise, storm surge, coastal erosion, and flooding, and how those impacts could damage transportation infrastructure in the future.

DEVELOP concepts that consider potential future impacts of climate hazards on the SCBRL corridor. Concepts may include alternatives such as rock slope protection, beach nourishment, drainage improvements, or elevation or relocation of the rail and trail infrastructure. Concepts will be developed for use of the SCBRL as an interim trail in the short term and passenger and freight rail alongside a trail in the long term.

EVALUATE concepts, using a standard set of criteria to compare preliminary concepts at each site and inform decision on which to move forward. Criteria may include measures such as resilience to coastal hazards, cost,

environmental impacts, and public access and transportation benefits.

DOCUMENT a Draft Climate Resilience Plan that recommends specific concepts for each site. The Draft Plan will include a summary of how preliminary concepts were evaluated and a roadmap for implementation and potential funding sources.

RECOMMEND selected concepts that are cost-effective, technically robust, and support environmental protection, community access and the region’s mobility objectives in the Final Climate Resilience Plan.

The timeframe of each of the Study’s milestones is shown in the schedule below. Community outreach will take place throughout each phase, with opportunities for community review and input.

Study Schedule

WE ARE HERE			
PHASE 1 Fall 2025 – Winter 2026	PHASE 2 Spring – Summer 2026	PHASE 3 Fall 2026 – Winter 2027	PHASE 4 Summer 2027
Existing Conditions Assessment	Alternative Concept Identification	Climate Resiliency Plan Development	Final Climate Resiliency Plan
<ul style="list-style-type: none">• Data collection• Hazard analysis	<ul style="list-style-type: none">• Concept development• Feasibility & opportunities analysis	<ul style="list-style-type: none">• Concept recommendation & plan development• Publish Draft Plan	<ul style="list-style-type: none">• Publish Final Plan for acceptance/ approval

STAY CONNECTED

The RTC and its project partners are committed to meaningful public engagement. There are many voices in our community, and we want to hear yours.



Visit sccrtc.org/projects/rail/scbrlclimatestudy for updates and to sign up for the project’s mailing list.



Email zeprtCR@sccrtc.org with comments or questions.





Rail Corridor: Infrastructure Preservation

Program Description

The Santa Cruz County Regional Transportation Commission (RTC) acquired the Santa Cruz Branch Line (SCBRL) in 2012 for \$14.2M to expand transportation options and alternatives to driving, and plan for the future mobility needs of Santa Cruz County residents and visitors. The 140-year-old rail corridor spans 32-miles from Davenport to Watsonville and connects to regional and state rail lines.

The short-line railroad operator, Rock Island & Pacific Railroad, currently provides freight rail service to a number of local construction, agricultural, beverage, and biofuel companies through an Administration, Coordination, and License Agreement with the RTC. Freight rail service helps to reduce traffic and greenhouse gases as one rail car load generally removes four truck trips from roadways and freeways. Big Trees & Pacific Railroad currently operates seasonal and special event recreational rail service on a portion of the Santa Cruz Branch Rail Line.

Measure D funds are used for inspections and repairs to the 29 railroad bridges, as well as repairs and upgrades to railroad signals, grade crossings, and the railbed to meet the Federal Railroad Administration (FRA) Requirements for a short-line railroad.

In 2017 and again in 2022/2023, severe winter storms damaged the line at several locations. The RTC has completed several storm damage repairs and debris removal projects and has programmed repairs for the remaining damaged sites.



Program Highlights

Rail Preservation Efforts:

- ▶ Inspections and repairs of railroad bridges on an ongoing basis
- ▶ Storm damage repairs and clean up resulting from the 2017 and 2022/2023 winter storms, the majority of which will be funded by state and federal disaster assistance relief funds
- ▶ Capital Maintenance efforts to comply with FRA requirements, including repair and rehabilitation of railroad track infrastructure, grade crossings, signals, and signage as needed
- ▶ Railbed repairs including repairs to coastal erosion near Manresa State Beach
- ▶ Repairs to the Pajaro River bridge

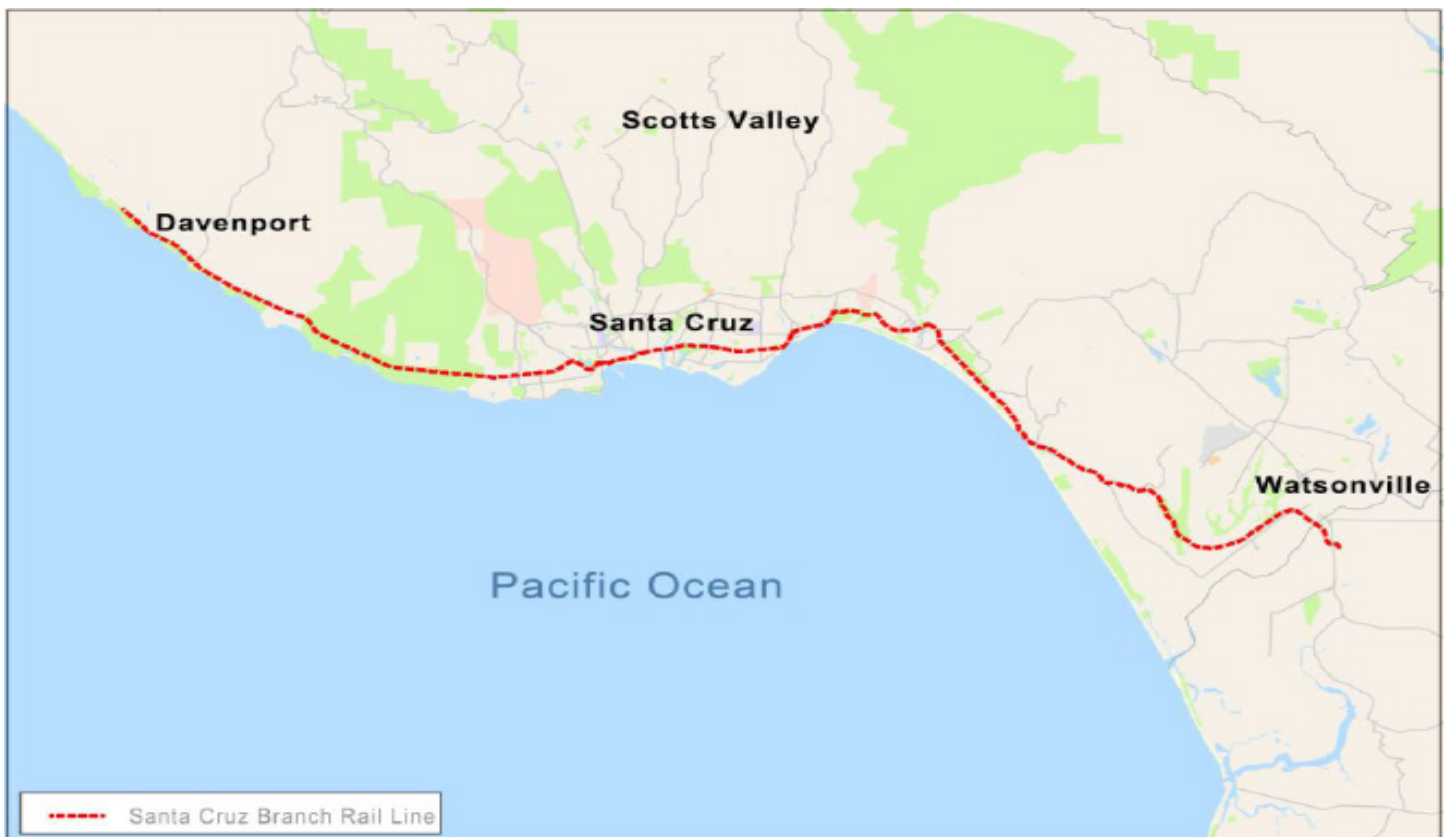
Total Programming FY17/18 - FY30/31

Total Funding Secured	\$	23.31M
Funding Sources		
Measure D (Rail)	\$	20.06M
Other Sources*	\$	3.25M

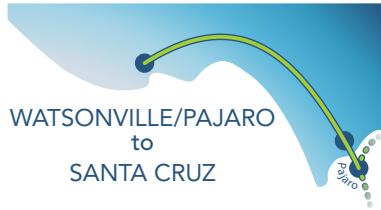
*Includes lease revenues, settlements, RSTPX, short-line railroad improvement grant, and FEMA funds.



Rail Corridor: Infrastructure Preservation

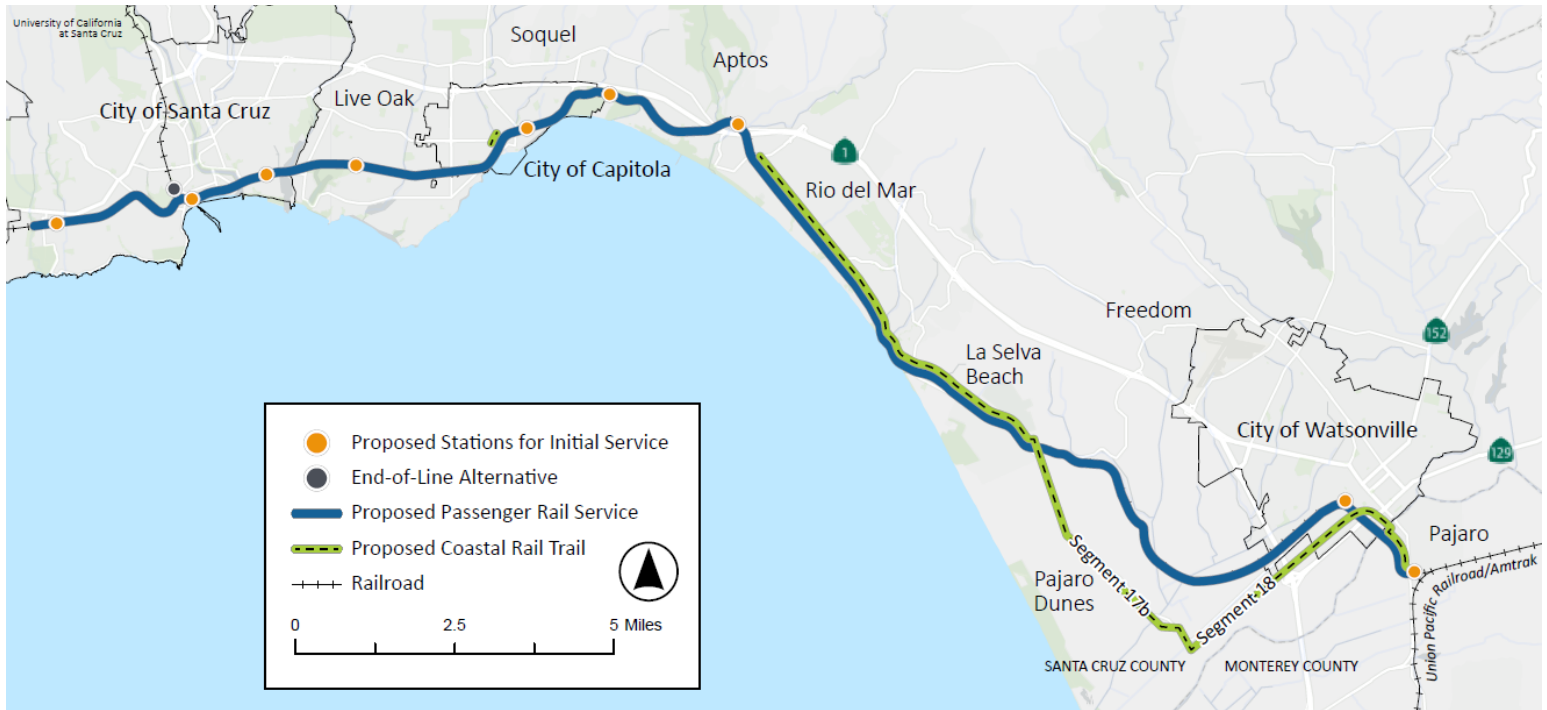


ZERO EMISSION PASSENGER RAIL AND TRAIL



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

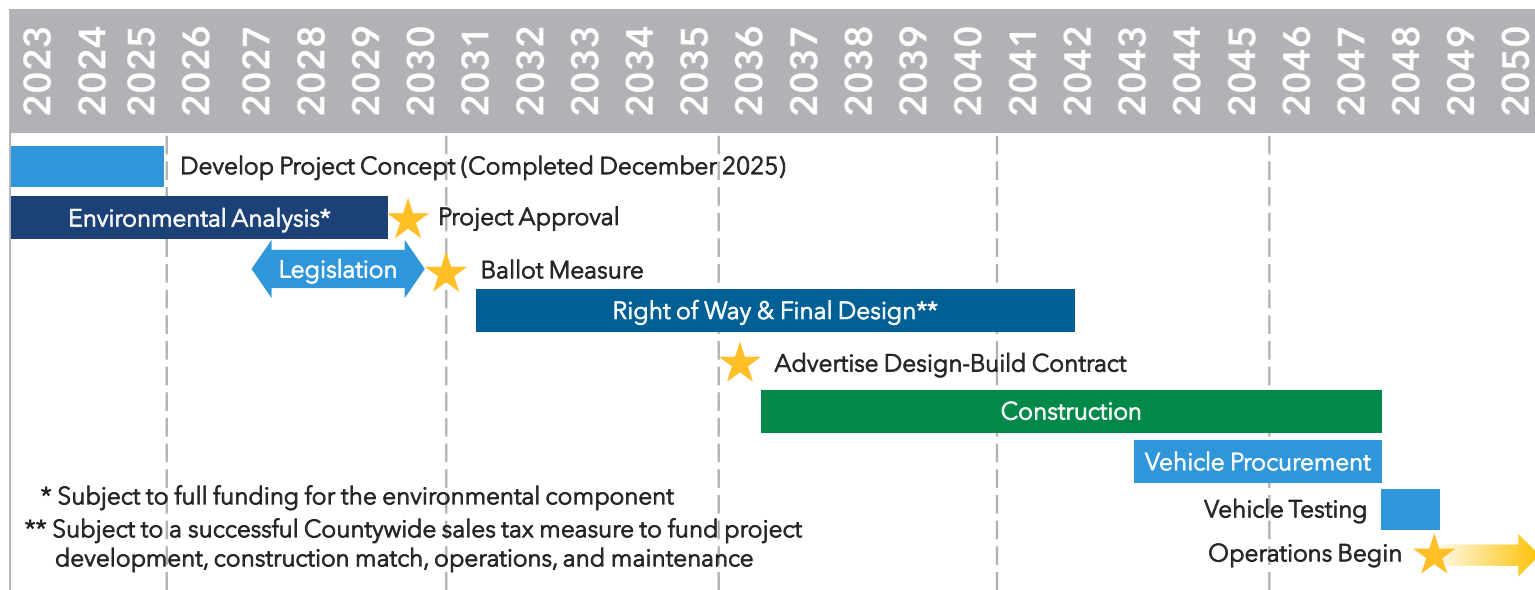
The next steps for project development are on hold until additional funding is secured. Once the \$20 million funding gap is addressed, the remaining preliminary engineering and environmental analysis work will proceed, followed by approval of a preferred project by the Commission, special legislation 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



45-70 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 info@sccrtc.org





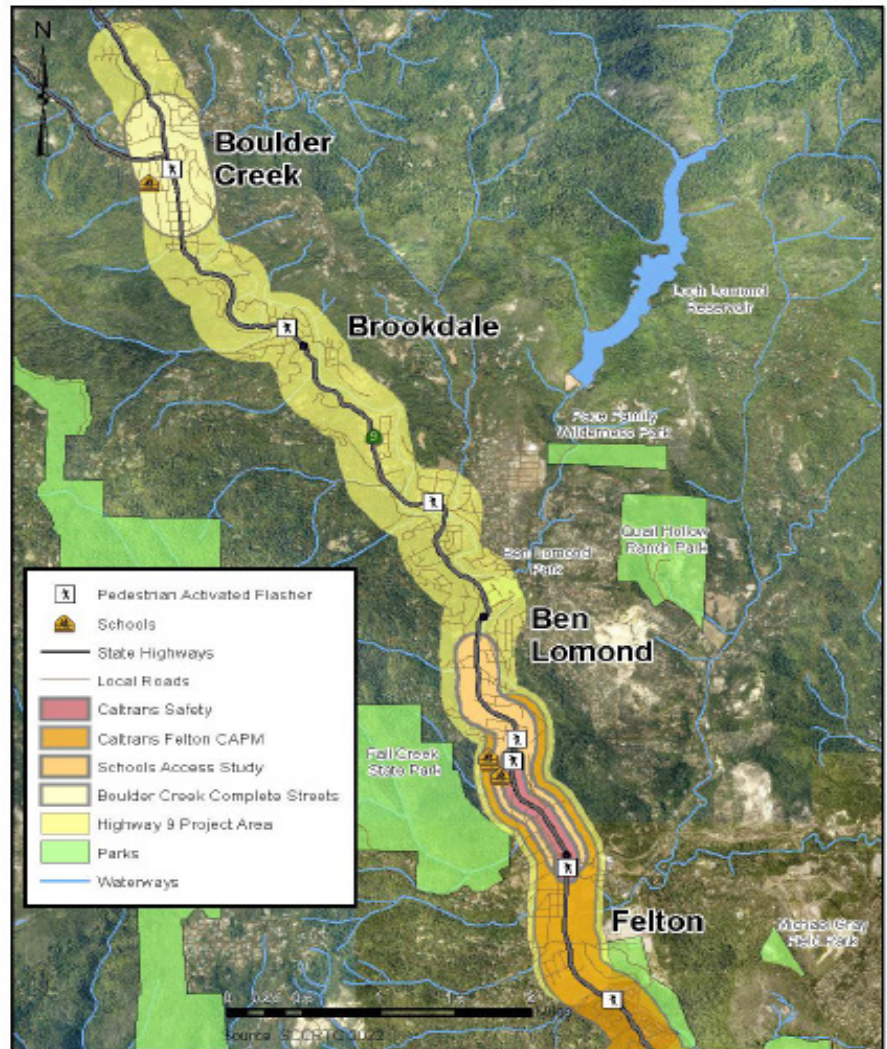
Highway 9 San Lorenzo Valley Complete Streets Program

Project Description

Highway 9 serves as the “Main Street” for the San Lorenzo Valley (SLV) towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, and is an interregional connection to Silicon Valley. It is the backbone for the movement of people and goods through the SLV and is the only direct route linking the four SLV towns.

There are significant transportation concerns throughout the SLV. This mountainous area has high crash rates, narrow, steep, and curving roadways, significant gaps in bicycle and pedestrian facilities, a lack of accessible transit stop access, traffic backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

Measure D allocates \$10 million for projects in the Highway 9 corridor that will enhance safety for residents of the SLV. In 2019, the comprehensive Highway 9 San Lorenzo Valley Complete Streets Corridor Plan (SLV Plan) was approved after two years of collaboration with the community. The SLV Plan identifies, evaluates, and prioritizes transportation projects on Highway 9 and connecting county roads through the SLV that can be implemented in the short- and mid-term to address challenges along the corridor. The SLV plan focuses on safety for all road users, particularly pedestrians, bicyclists, and those accessing transit; multi-modal access to schools, businesses, parks, and other key destinations.



Total Programming

Total Funding Secured	\$	62.35M
Funding Sources		
Measure D (Neighborhood)	\$	10M
Other*	\$	52.35M

*Includes HSIP Grant, RTC Consolidated Grants, Caltrans SHOPP and Planning Grants, and RTC match funds (TDA, RTC Reserve Fund, RPA)



Highway 9 San Lorenzo Valley Complete Streets Program

Priority Projects

The SLV Plan identifies over 30 priority projects for the corridor, including the following:

- ▶ Pedestrian and bicycle paths to the SLV schools campus and modifications to improve traffic flow along the schools' entrances
- ▶ Modifications to Felton, Brookdale, Ben Lomond, and Boulder Creek town centers to create safer pedestrian walking and crossing facilities, reduce speeding, and improve access to businesses
- ▶ Pedestrian safety and visibility improvements; and shoulder widening for bicycles

The SLV plan is being used to secure grants, leverage state funds including SHOPP, and facilitate subsequent design, environmental review, and construction of these and other priority projects.

Project Delivery Strategy

The RTC, Caltrans, County of Santa Cruz, SLVUSD, and METRO are working together to deliver the complete streets projects defined by the community in the SLV Plan. Caltrans constructed the crosswalk enhancements that were funded by the Measure D-leveraged Highway Safety Improvement Program (HSIP) funds in 2020.

The State Route 9 Complete Streets Project Initiation Document (PID) was funded by Measure D and covers Caltrans required scoping, estimating, and phasing assessments for the remaining projects in the SLV Plan. Completed in 2022, the RTC is now using Measure D funds to leverage state and federal grants to fund construction of additional improvements.

The RTC secured \$1.5 million in federal funding for Boulder Creek Complete Streets Improvements in 2023, an additional \$.85M in 2026, and is beginning preliminary design and environmental review. The RTC also worked with Caltrans and the SLV School District to complete the SLV Schools Access Study in 2023, a preliminary engineering study to improve circulation to and past the elementary, middle, and high schools for all modes of transportation on Highway 9 north of Felton.

The RTC is collaborating on Caltrans funded Safety and CAPM repaving projects in Felton. Construction of the Safety project sidewalk between Felton and SLV High began in 2025, and the CAPM is currently in the Plans, Specifications, and Estimates (PS&E) phase of final design. With funding from competitive grants and Measure D, the CAPM project incorporates additional complete streets safety improvements for Felton and the SLV Schools area to the north as defined in both the SLV Plan and the SLV Schools Access Study. These include sidewalks, bike lanes, crosswalk safety improvements, center turn lanes, extended turn pockets, pedestrian refuge islands, and other safety elements running from El Solyo Heights Drive in the north (SLV Middle School) to Redwood Drive in the south (Henry Cowell State Park).





Boulder Creek Complete Streets Improvements



Project Description

Highway 9 serves as the “Main Street” for the San Lorenzo Valley (SLV) towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, and is an interregional arterial connecting Silicon Valley and Santa Cruz. It is the backbone for the movement of people and goods through the SLV and is the only direct route linking the four SLV towns. There are significant transportation concerns throughout the SLV. This mountainous area has high collision rates, narrow curving roadways frequently impacted by steep terrain, significant gaps in bicycle and pedestrian facilities, a lack of walkways to many of the bus stops, traffic backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

The Highway 9 Boulder Creek Complete Streets project proposes to construct pedestrian, bicycle, and transit improvements on Highway 9 and Highway 236 in the unincorporated County of Santa Cruz area known as Boulder Creek, California. Includes improving existing sidewalks, extending the sidewalk network through the commercial area, curb extensions/bulb-outs at crosswalks, bike lanes, transit stop improvements, gateway median islands, and other traffic calming measures.



Project Highlights

- ▶ Filling gaps in the sidewalk network, and extending the sidewalk network through the commercial area
- ▶ New curb extensions/bulb-outs at crosswalks, gateway median islands, and other traffic calming measures
- ▶ Bike lanes/shoulders
- ▶ Transit stop improvements
- ▶ Measure D funds are being used to accelerate the project development process
- ▶ Construction expected to begin in 2028

Project Delivery Strategy

The RTC is the sponsor and Caltrans is leading the delivery of this project. Measure D-Highway 9/SLV Complete Streets funds and other RTC discretionary funds are proposed as a local match for competitive state and federal grant applications. This project completed the Project Initiation Document (PID) phase in 2022 and the environmental phase began in June of 2025 with anticipated completion of December 2026.



PROJECT FACT SHEET

Updated April 2026

Boulder Creek Complete Streets Improvements

Project Funding

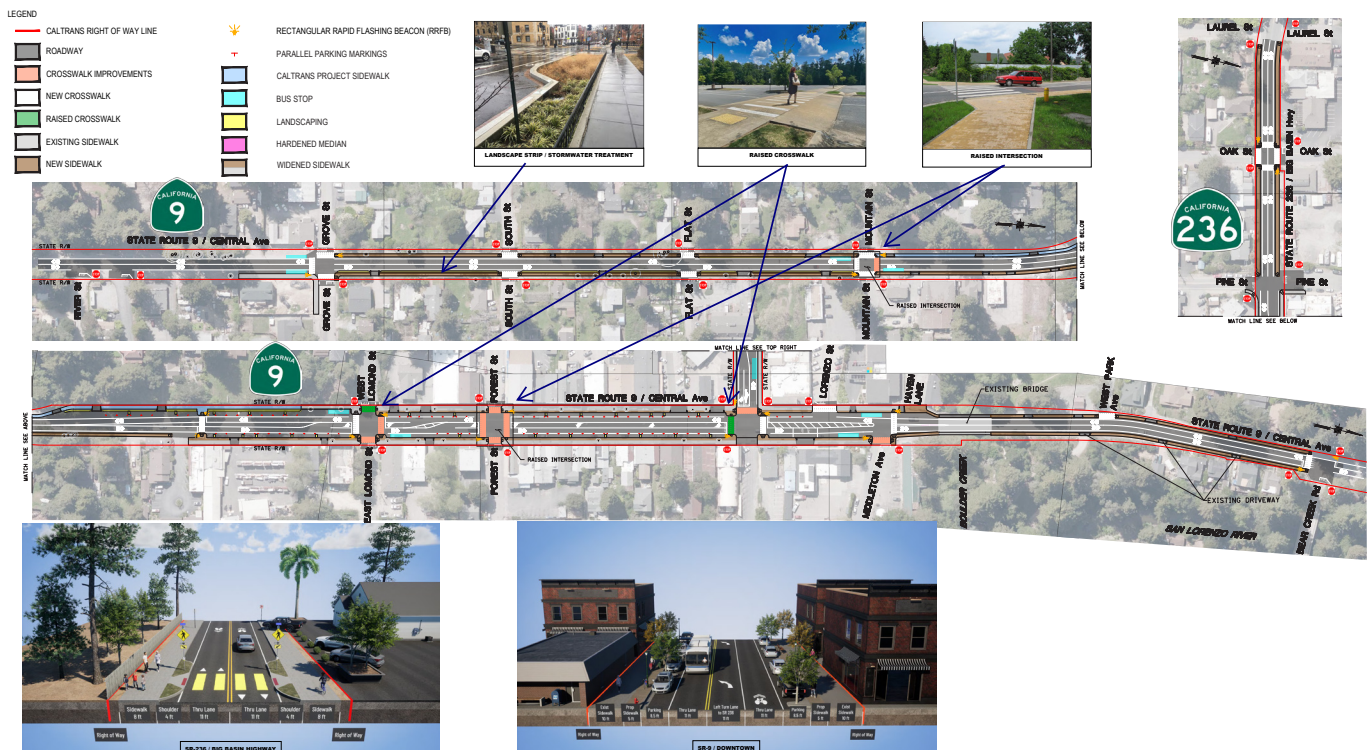
Estimated Project Cost	\$10.8M
Funding Sources	
Federal Earmark	\$1.5M
Measure D Match (20%)	\$2.4M
Needed*	\$6.9M

*Other Funds: Federal funds will be used to leverage Measure D sales tax, State Highway Operation and Protection Program (SHOPP), Boulder Creek Business Association, County, safety and active transportation grants.



Project Status/Schedule

The Project Initiation Document (PID) was completed in 2022. The environmental phase began in June of 2025 with anticipated completion of December 2026. Construction is scheduled for 2029 pending availability of funds.





PROJECT FACT SHEET

Updated October 2026

Felton CAPM Complete Streets Augmentation of Caltrans Capital Preventative Maintenance Project (EA 05-1K890)

Project Description

The Highway 9 Felton Capital Preventative Maintenance (CAPM) project (Caltrans EA 05-1K890) spans State Route 9 from the Santa Cruz city limits through the downtown Felton commercial district to just north of the San Lorenzo Valley (SLV) tri-school campus at El Solvo Heights Drive.

State Route 9 serves as the main street for downtown Felton and the primary arterial for the San Lorenzo Valley, carrying commuters, freight, local residents, transit users, and students. However, the corridor presents significant active transportation challenges:

- **Pedestrian Gaps:** Missing sidewalk connections force pedestrians to navigate unpaved or informal shoulders and walk adjacent to traffic.
- **Transit Access:** Bus stops serving METRO riders and students frequently lack dedicated, protected sidewalk approaches or ADA-compliant features.
- **School Safety Concerns:** The SLV Tri-School campus (elementary, middle, and high schools) experiences significant pickup and drop-off congestion, and low rates of students walking or biking to school.
- **Highway Speeds vs. Downtown Walkability:** Balancing state highway and freight traffic with town center pedestrian mobility requires enhanced, traffic-calming and crosswalk infrastructure.



Project Highlights

- ▶ **Enhance School & Transit Connectivity:** Completing safe, continuous pedestrian routes currently under construction by Caltrans (05-1M400) to connect downtown Felton town to local transit stops and the SLV Tri-School campus.
- ▶ **Calm Traffic in downtown Felton:** Introduce physical streetscape features—such as curb extensions and refuge islands—that encourage safer driver behavior through town.
- ▶ **Improve Crosswalk Safety & Visibility:** Install high-visibility markings, pedestrian refuge spaces, and flashing beacon technology along key Highway 9 crossings.
- ▶ **Upgrade Bicycle Facilities:** Enhance multi-modal safety at key intersections to better accommodate bicyclists transitioning along and across State Route 9.

Project Delivery Strategy

While Caltrans' primary scope focuses on pavement preservation and state highway asset maintenance, the SCCRTC has partnered directly with Caltrans District 5 to augment the project. By leveraging local funding, SCCRTC is integrating multi-modal safety enhancements into Caltrans' repaving footprint. This collaborative effort transforms standard maintenance into a multi-benefit corridor project that directly implements recommendations from the *San Lorenzo Valley Complete Streets Corridor Plan* and the *SLV Schools Access Study*.



PROJECT FACT SHEET

Updated October 2026

Felton CAPM Complete Streets Augmentation of Caltrans Capital Preventative Maintenance Project (EA 05-1K890)

Total Programming

Estimated Total Cost	\$ 15,354,000
Funding Sources	
Caltrans SHOPP	\$ 12,875,000
SCCRTC 2023 Consolidated Grant Program	\$ 1,800,000
Measure D	\$ 679,000

Project Status/Schedule

2019–2023: Completion of the Highway 9/SLV Complete Streets Corridor Plan and the SLV Schools Access Study.

2022–2025: Scope approval and engineering integration into Caltrans EA 05-1K890.

2026–2027: Final environmental documentation, right-of-way alignment, and final design PS&E (Plans, Specifications, & Estimates).

2028: Construction start anticipated for Caltrans 05-1K890 repaving and complete

