Santa Cruz County
Regional Transportation Commission

AGENDA

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

In-Person Meeting
Santa Cruz County Supervisor Chambers
701 Ocean Street., Suite 500
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 November 5, 2026 Regional Transportation Commission meeting

5. Accept draft committee meeting minutes

    a. October 8, 2026 Budget and Administration/Personnel Committee
    b. November 12, 2026 Budget and Administration/Personnel Committee

POLICY ITEMS

None

PROJECTS and PLANNING ITEMS

6. Approve authorizing the Executive Director to execute all necessary steps for Real Property Easement Acquisitions for Highway 1 Auxiliary Lanes and Bus on Shoulder from State Park Drive to Freedom Boulevard and Coastal Rail Trail Segment 12 Project (**Resolution**)

7. Accept the final report for the GO BIKE! Bike Incentive Program

BUDGET AND EXPENDITURES ITEMS

8. Approve a resolution to add funding to the GO Santa Cruz County Commute Rewards incentive program for an amount not to exceed $56,769 (**Resolution**)

9. Approve resolution amending the Regional Transportation Improvement Program (RTIP) programming and FY2026-26 and FY2026-27 budget amendment (**Resolution**)

10. Accept status report on Transportation Development Act (TDA) revenues

11. Accept status report on Measure D revenues

ADMINISTRATION ITEMS

12. Accept update on the RTC Correspondence Log

13. Approve a resolution approving the updated Memorandum of Understanding (MOU) with the Special District Risk Management Authority (SDRMA) for participation in the SDRMA Health Benefits (**Resolution**)

14. Adopt Code of Conduct policy for the Santa Cruz County Regional Transportation Commission

INFORMATION/OTHER ITEMS

15. Accept monthly meeting schedule

16. Accept letters from RTC committees and staff to other agencies - *none*

17. Accept information items

REGULAR AGENDA

18. Commissioner Reports – oral reports

19. Elect Chair and Vice Chair for 2027
(Eduardo Montesino, RTC Chair)

20. Director's Report – oral report
(Sarah Christensen, Executive Director)

21. Caltrans Report

    a. Santa Cruz County project updates

22. Amendments to the Fiscal Year (FY) 2026-27 Regional Transportation Commission Budget & Work Program and Measure D Budget (Marim Pearson, Fiscal Officer)

    a. Staff Report
    b. Resolution approving amended RTC and Measure D Budgets
    c. Resolution approving pay rate schedule

23. Review of items to be discussed in closed session

CLOSED SESSION

24. CONFERENCE WITH REAL PROPERTY NEGOTIATORS
    Properties: APN Nos.: 042-067-16; 042-067-17; 041-011-55; 041-011-35; 044-282-47; 041-561-04; and 044-282-48.
    Agency negotiators: Gerardo Vargas, Sarah Christensen, and Steve Mattas
    Negotiating parties: SCCRTC, County of Santa Cruz, Dean and Missy Sanders, Betty 41st LLC, Laurie Negro/Juan Vallador, Cristina Locke/Bayview Hotel, Beach Pines Townhouses, Britannia Arms Real Estate, LLC, and Tennis Club of Rio Del Mar
    Under negotiation: Price and terms

25. CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION
    Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: (5 cases)

OPEN SESSION

26. Report on items discussed in closed session

27. **Public Hearing No Earlier than 9:30 a.m.**
    Consideration of Resolution of Necessity to Acquire Real Property Located over a portion of APN 044-282-48

    a. Staff Report
    b. Resolution and Exhibits
    c. Project Plans
    d. Public comments received by December 2, 2026 will be posted to the RTC website
    e. Offer to Acquire Property, February 27, 2025 (Link)
    f. Notice of Hearing

28. **Public Hearing No Earlier than 9:30 a.m.**
Consideration of Resolution of Necessity to Acquire Real Property Located over a portion of APN 041-011-35

    a. Staff Report
    b. Resolution and Exhibits
    c. Project Plans
    d. Public comments received by December 2, 2026 will be posted to the RTC website
    e. Offer to Acquire Property, February 27, 2025 (Link)
    f. Notice of Hearing

29. **Public Hearing No Earlier than 9:30 a.m.**
Consideration of Resolution of Necessity to Acquire Real Property Located over a portion of APN 041-561-04

    a. Staff report
    b. Resolution and Exhibits
    c. Project Plans
    d. Public comments received by December 2, 2026 will be posted to the RTC website
    e. Offer to Acquire Property, March 12, 2026 (Link)
    f. Updated Offer to Acquire Property, October 1, 2026 (Link)
    g. Notice of Hearing

30. **Public Hearing No Earlier than 9:30 a.m**
Consideration of Resolution of Necessity to Acquire Real Property Located over a portion of APN 041-011-55

    a. Staff Report
    b. Resolution and Exhibits
    c. Project Plans
    d. Public comments received by December 2, 2026 will be posted to the RTC website
    e. Offer to Acquire Property, November 3, 2026 (Link)
    f. Notice of Hearing

31. **Public Hearing No Earlier than 9:30 a.m.**
Consideration of Resolution of Necessity to Acquire Real Property located over a portion of APN 044-282-47

    a. Staff Report
    b. Resolution and Exhibits
    c. Project Area Map
    d. Public comments received by December 2, 2026 will be posted to the RTC website
    e. Offer to Acquire Property, February 27, 2026 (Link)

f. Updated Offer to Acquire Property, July 17, 2026 (Link)
g. Notice of Hearing

The next RTC meeting is scheduled for Thursday, January 21, 2027 at 9:00a.m. at the City of Watsonville Council Chambers, 275 Main Street, Fourth Floor, Watsonville CA 95076.

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.

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 perdida 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.

ACCESSIBILILTY

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: December 3, 2026

TO: Regional Transportation Commission

FROM: Yesenia Parra, Administrative Services Officer

RE: Regional Transportation Commission Meeting Minutes

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission approve the minutes (Attachment 1) for the November 5, 2026 RTC meeting.

BACKGROUND

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

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

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

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

DISCUSSION

The Commission is asked to review and approve the November 5, 2026 RTC meeting minutes (Attachment 1). The purpose of these minutes is to document actions taken during the meeting.

Attachments:

1. Regional Transportation Commission meeting minutes

Santa Cruz County
Regional Transportation Commission

MINUTES

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

COMMISSIONERS PRESENT

City of Capitola	Gerry Jensen
City of Santa Cruz	Fred Keeley
City of Scotts Valley	Steve Clark
City of Watsonville	Eduardo Montesino
County of Santa Cruz	Lowell Hurst (Alt.)
County of Santa Cruz	Andy Schiffrin (Alt.)
County of Santa Cruz	Kimberly DeSerpa
County of Santa Cruz	Jillian Ritter (Alt.)
County of Santa Cruz	Larry Pagler (Alt.)
Santa Cruz Metropolitan Transit District	Rebecca Downing
Santa Cruz Metropolitan Transit District	Fabian Leonor
Santa Cruz Metropolitan Transit District	Donna Lind (Alt.)
Caltrans (ex-officio)	Paul Valadao

Staff present:

Sarah Christensen	Nisha Singh
Yesenia Parra	Amin AbuAmara
Mitch Weiss	Grace Blakeslee
Thomas Travers	Shannon Munz
Vanessa Yniguez	

1. Roll call

2. Additions or deletions to consent or regular agendas

   Yesenia Parra, Clerk of the Board noted that handouts for items 7,10,14,22, 25 and 27-29, and replacement pages for items 11 and 14 were posted to the RTC website.

3. Oral communications

Public Comment Received from
Saladin Sale
Michael Saint

CONSENT AGENDA

Public Comment Received from
Sally Arnold
Brian Peoples

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

Commissioner Downing noted that she would be recusing herself from items 7, 9, and 10.

Motion passed unanimously with Commissioner Jensen, Keeley, Clark, Montesino, DeSerpa, Downing, Leonor and Commissioner Alternates Hurst, Schiffrin, Ritter, Pagler and Lind voting “aye”

MINUTES

4. Approved draft minutes of the October 1, 2026 Regional Transportation Commission meeting

5. Approved draft minutes of the October 1, 2026 Regional Transportation Commission Emergency meeting

6. Accepted draft committee meeting minutes

   a. October 05, 2026 Bicycle Advisory Committee
   b. October 13, 2026 Elderly & Disabled Transportation Advisory Committee

POLICY ITEMS

7. Approved the adoption of Rail Right-of-Way Policies (**Resolution 86-26**)

PROJECTS and PLANNING ITEMS

8. Accepted Legislative Updates

9. Approved 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 87-26**)

10. Approved 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 88-26**)

11. Approved 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 89-26**)

BUDGET AND EXPENDITURES ITEMS

12. Accepted status report on Transportation Development Act (TDA) revenues

13. Accepted status report on Measure D revenues

14. Accepted 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. Approved the 2027 Commission meeting schedule

16. Approved the Elderly and Disabled Transportation Advisory Committee (E&DTAC) committee member appointment

17. Approved the Bicycle Advisory Committee (BAC) committee member appointment

INFORMATION/OTHER ITEMS

18. Accepted monthly meeting schedule

19. Accepted 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. Accepted 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. Letter 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
    a. Chair Montesino to appoint a Committee to recommend 2027 RTC Chair and Vice Chair

    Commissioner Keeley reported that he and Commissioner Montesino had been asked to send a letter to former Assembly member Richard Katz, who played a key role in securing funding for the purchase of the rail line. Commissioner Keeley noted that Mr. Katz is experiencing health challenges and that a letter from the RTC expressing appreciation for his longstanding support and contributions would be meaningful to him.

    Commissioner Downing thanked all who participated in the 2nd annual week without driving. Over 240 participants logged over 1900 trips during the week. These actions saved $6,600 in transportation costs.

She also thanked staff for all their work.

Chair Montesino appointed members to the committee to appoint the 2027 RTC Chair and Vice Chair, members include Commissioners Jensen, Downing, and Montesino

Public Comment Received from:
Brian Peoples
Michael Saint

23. Director's Report – oral report

Sarah Christensen, Executive Director provided an update on Highway 1 construction; the visit from the FHWA Director and noted that Bella Kressman was appointed to the California Trails Conference Foundation Board of Directors.

Commissioners discussed the challenges the community has experienced as a result of the consecutive ramp closures along Highway 1. They also expressed concern about the public perception that construction activity is frequently inactive for several hours throughout the day and evening. Commissioners urged staff to consider additional mitigation measures, particularly in anticipation of the increased traffic expected during the Thanksgiving holiday.

Staff noted that changes to the construction schedule would delay completion of the entire project until 2028 and result in significant additional costs. Commissioners expressed further concern about the ramp closures in light of the predicted El Niño weather conditions and questioned whether the closures were consistent with RTC policies. Commissioner DeSerpa stated that she would be issuing a letter outlining her concerns and requesting that the on- and off-ramps be reopened.

Paul Valadao explained that ramp closures are necessary to address various safety concerns and noted that six workers have lost their lives during construction. He also stated that he would obtain information regarding scheduled work hours and planned construction activities and report back to the Commission at an upcoming meeting.

Commissioner Alternate Schiffrin requested that an item be placed on the December agenda with updates on options for ramp closures and allowing the community to speak on the challenges.

Public Comment Received from:
Brian Peoples

24. Caltrans Report

    Paul Valadao, Office Chief of Project Management North for Caltrans District 5, provided brief updates on several projects throughout Santa Cruz County. He also provided an update on construction on Route 9. He noted the community outreach event hosted by Commissioner Martinez to provide information on the Felton Pedestrian Improvements Project on Route 9. He noted that the various lane closures needed for this project should reopen in the next week.

25. **PUBLIC HEARING NO EARLIER THAN 6:30 P.M**. Measure D 5-Year Program of Project. Tommy Travers, Transportation Planner, presented the staff report. Chair Montesino opened the Public Hearing at 7:01 p.m.

Public Comments Received from:
James
Lani Faulkner
Saladin Sale
Sally Arnold
Brian Peoples
Dianne D
Tina Andreatta
Russell
Michael Saint
Community Member

Public Hearing Closed at 7:12 p.m.

Commissioners requested that the previous 5-year plans be posted on the RTC website.

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

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, as well as the 5-year plan for Community Bridgess Lift Line; and
2. Amend the RTC and Measure D budget and work program to incorporate the funds programmed with this **resolution 90-26** and corresponding expenditures.

Motion passed unanimously with Commissioners Jensen, Keeley, Clark, Montesino, DeSerpa, Downing, Leonor and Commissioner Alternates Hurst, Schiffrin, Ritter, Pagler and Lind voting “aye”

26. Review of items to be discussed in closed session

CLOSED SESSION

Steve Mattas noted that 3 items will be discussed related to real property negotiations, existing litigation, and initiation of litigation.

Public Comment Received from:
Brian Peoples

27. 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

28. CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION
Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: 2 cases

29. CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APN: 041-011-55; APN: 041-011-35
Agency negotiators: (Gerardo Vargas, Sarah Christensen, and Steve Mattas)
Negotiating parties: SCCRTC, County of Santa Cruz and Aptos LLC/Cristina Locke and Betty 41st LLC/Laurie Negro/Juan Valledor
Under negotiation: Price and terms

OPEN SESSION

30. Report on items discussed in closed session

Closed session ended at 7:40 p.m.

Steve Mattas reported that no reportable action was taken regarding real property negotiations or the initiation of litigation. Regarding the existing litigation, the Commission, by a vote of 11 ayes and 1 abstention (Commissioner DeSerpa), approved filing an appeal of the trial court's rulings.

31. Meeting adjourned at 7:45 p.m. 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.

Respectfully submitted

Yesenia Parra

Yesenia Parra, Clerk of the Board

AGENDA: December 3, 2026

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 October 8, 2026 Budget and Administration/Personnel Committee Meeting and the November 12, 2026 Budget and Administration/Personnel Committee Meeting.

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.

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/
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 to an emergency or for cause per AB 2449. 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 8, 2026 Budget & Administration/Personnel Committee minutes
2. November 12, 2026 Budget & Administration/Personnel Committee minutes

Santa Cruz County Regional Transportation Commission
Budget and Administration/Personnel Committee

MEETING
DRAFT MINUTES

Thursday, October 8, 2026
1:30 p.m.

In-Person Meeting
RTC Office
1101 Pacific Ave., Suite 250
Santa Cruz, CA 95060
Remote Participation (see page 2 for more information)
Zoom
https://us02web.zoom.us/j/86095135350?

Dial-in: +1 669 444 9171
Webinar ID: 860 9513 5350 | Passcode 747128

COMMISSIONERS PRESENT

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	Andy Schiffrin (Alt.)
County of Santa Cruz	Kimberly DeSerpa
County of Santa Cruz	Manu Koenig

STAFF PRESENT

Sarah Christensen	Nisha Singh
Yesenia Parra	Bella Kressman
Amin AbuAmara	Mitch Weiss

1. Additions or changes to consent and regular agenda

   Yesenia Parra, Administrative Services Officer noted that a replacement page for item 5 was posted to the website

2. Oral communications-None

CONSENT AGENDA

No items

REGULAR AGENDA

3. Analysis of options for Santa Cruz County Regional Transportation Commission Office Space
   Bella Kressman, Real Property Specialist presented the staff report.

   Item was heard and action was taken at the November 12, 2026 Budget and Administration/Personnel Committee meeting.

4. Review and Consideration of Policies
   Nisha Singh, Director of Internal Services and Bella Kressman, Real Property Specialist presented the staff report.

   Item was heard and action was taken at the November 12, 2026 Budget and Administration/Personnel Committee meeting.

5. Amendments to the Fiscal Year (FY) 2026-27 Regional Transportation Commission (RTC) Budget and Work Program and Measure D Budget
   Marim Pearson, Budget and Finance Officer presented the staff report.

   Item was heard and action was taken at the November 12, 2026 Budget and Administration/Personnel Committee meeting.

6. Adjournment-meeting adjourned at 2:45 p.m.

The next Budget and Administration/Personnel Committee meeting is scheduled for Thursday, November 12, 2026, at 1:30 p.m. SCCRTC Office, 1101 Pacific Ave., Suite 250

Respectfully Submitted,

Yesenia Parra, Administrative Services Officer

Santa Cruz County Regional Transportation Commission
Budget and Administration/Personnel Committee

MEETING
Draft MINUTES

Thursday, November 12, 2026
1:30 p.m.

In-Person Meeting
RTC Office
1101 Pacific Ave., Suite 250
Santa Cruz, CA 95060
Remote Participation (see page 2 for more information)
Zoom
https://us02web.zoom.us/j/82189876639

Dial-in: +1 669 444 9171
Webinar ID: 821 8987 6639

Meeting was called to order at 1:34 p.m.

1. Roll Call

COMMITTEE MEMBERS PRESENT

City of Scotts Valley	Steve Clark
City of Watsonville	Eduardo Montesino
County of Santa Cruz	Andy Schiffrin (Alt.)
County of Santa Cruz	Kimberly DeSerpa
County of Santa Cruz	Jillian Ritter (Alt.)

STAFF PRESENT

Sarah Christensen	Nisha Singh
Yesenia Parra	Bella Kressman
Amin AbuAmara	Mitch Weiss
Lindsay D'Andrea	Grace Blakeslee

In the absence of the Committee Chair, Commissioner DeSerpa made a motion to appoint Commissioner Clark to serve as Chair for the meeting. Alternate Commissioner Ritter seconded the motion. The motion passed unanimously with Commissioners Clark, Montesino, DeSerpa and Commissioner Alternate Schiffrin and Ritter voting "aye".

2. Additions or changes to consent and regular agenda Commissioner Montesino requested that staff develop and return with a proposed process for Commissioners to request the placement of items on a future agenda.

3. Oral communications- None

CONSENT AGENDA

Commissioner Alternate Schiffrin moved, and Commissioner DeSerpa seconded the motion to approve the consent agenda. Motion passed unanimously with Commissioners Clark, Montesino, DeSerpa, and Commissioner Alternate Schiffrin and Ritter voting “aye”.

4. Accepted Fiscal Year (FY) 2025 Quarter 3 (Q3) through (FY) 2026 Quarter 4 (Q4) Warrants/Expenditures and Credit Card Reports

REGULAR AGENDA

5. Analysis of options for Santa Cruz County Regional Transportation Commission Office Space

Bella Kressman, Real Property Specialist, summarized the staff report, noting that this item was discussed at its October 8, 2026 meeting.

Commissioners discussed considering renting additional space in the current building; concerns in using Measure D funds to purchase a building and how other RTC projects may be impacted. They also recommended that the analysis include tenant improvements and/or renovation costs. Commissioner supported staff’s continued analysis of office space options.

6. Review and Consideration of Policies

Nisha Singh, Director of Internal Services, presented the staff report. She noted that this item was discussed at its October 8, 2026 meeting. She further noted that the union has not identified any impacts on two real property policies, and both policies were adopted by the Commission at its October meeting. The union has requested to meet and confer regarding the Human Resources, Administration, and Fiscal Policies, and management is scheduled to meet with union representatives in the near future. Discussions regarding the Bilingual Policy have progressed significantly, and the parties appear to be close to reaching an agreement.

Commissioner Alternate Schiffrin moved, and Commissioner Montesino seconded, to direct staff to meet and confer with labor units over any topics that are within the scope of representation prior to recommending remaining applicable policies (except two real property policies) for formal adoption by the commission.

Public Comment Received
Grace Blakeslee

Motion passed unanimously with Commissioners Clark, Montesino, DeSerpa, Commissioner Alternate Schiffrin and Ritter voting “aye”.

7. Amendments to the Fiscal Year (FY) 2026-27 Regional Transportation Commission (RTC) Budget and Work Program and Measure D Budget

Marim Pearson, Budget and Finance Officer, presented the staff report. She noted this item was discussed at its October 8, 2026 meeting.

Commissioner Alternate Schiffrin moved, and Commissioner Montesino seconded, staff recommendation that the Budget and Administration/Personnel (B&A/P) Committee recommend that the Regional Transportation Commission (RTC) approve the proposed amendments to the RTC Fiscal Year (FY) 2026-27 budget and work program and Measure D FY 2026-27 budgets

Motion passed unanimously with Commissioners Clark, Montesino, DeSerpa, and Commissioners Alternate Schiffrin and Ritter voting “aye”.

8. Review and Consideration of Code of Conduct

Executive Director, Sarah Christensen, presented the staff report. She noted that the committee requested additional information on the purpose of this policy.

Commissioners discussed concerns regarding the implementation of a Code of Conduct, referencing their historical experiences and views.

Legal Counsel Lindsay D’Andrea responded to questions from Commissioners, noting that adopting a Code of Conduct is considered a best practice and that most public agencies have adopted similar policies.

Commissioners expressed support for the staff recommendation, with direction to revise the section titled “Communication with Staff” to reflect the discussion.

Commissioner Alternate Schiffrin moved, and Commissioner Montesino seconded, the staff recommendation to recommend that the Regional Transportation Commission adopt the Code of Conduct, with the directed

revisions to the “Communication with Staff” section-page 8.7, subject to counsel review.

The motion passed unanimously, with Commissioners Clark, Montesino, and DeSerpa, and Alternate Commissioners Schiffrin and Ritter voting “aye.”

9. Potential Use of Investment Earnings for a Multimodal Transportation Information Center and RTC Operations Facility

Item was taken out of order and was heard after item 5.

Nisha Singh, Director of Internal Services, presented the staff report, noting that an analysis indicated that approximately 8,000 square feet would be needed to adequately accommodate RTC staff. The estimated annual lease cost for this amount of office space would be between $170,000 and $180,000. She also noted that Measure D funds could potentially be used to develop a multimodal transportation center that would incorporate office space. She further emphasized that, after accounting for arbitrage costs, bond investment earnings are projected to generate approximately $2 million over the next two years. These funds could potentially be used to support the development and operation of a multimodal transportation information center.

Staff further noted that the current office configuration does not adequately serve the public. With existing staffing resources, RTC could begin providing public information services through an information center.

Commissioners discussed the importance of considering RTC’s future staffing needs and ensuring that any proposed facility would provide adequate space to accommodate anticipated growth. They also emphasized the need for staff to identify alternative uses for the funds when the item is brought before the Committee. Commissioners expressed support for staff continuing evaluating the available options.

Commissioner Clark moved, and Commissioner Alternate Schiffrin seconded motion, to direct staff to pursue this as an option. Motion passed unanimously with Commissioners Clark, Montesino, DeSerpa, and Commissioner Alternate Schiffrin and Ritter voting “aye”.

Commissioner Montesino departed the meeting.

10. Draft Artificial Intelligence Policy and Status Update on Telework Policy and Handbook

Nisha Singh, Director of Internal Services, presented the staff report. She noted that the Telework Policy and Employee Handbook provisions were still under discussion with the labor unions as part of ongoing negotiations and were being presented to the Committee for informational purposes only. Staff requested that Commissioners refrain from stating their positions on the policy, as it remains subject to the ongoing mediation process. No Commission action was requested at this time.

She also explained that the Artificial Intelligence (AI) Policy is designed to ensure privacy, security, transparency, accountability, and compliance with applicable laws while allowing staff to utilize approved AI tools effectively. She emphasized management will meet and confer with labor units over any topics that will be identified within the scope of representation prior to recommending AI Policy for formal adoption by the Commission.

11. Meeting adjourned at 3:22 p.m.

The next Budget and Administration/Personnel Committee meeting is scheduled for Thursday, March 11, 2027, at 1:30 p.m., at the SCCRTC Office, 1101 Pacific Ave., Suite 250.

Respectfully submitted

Yesenia Parra

AGENDA: December 3, 2026

TO: Regional Transportation Commission

FROM: Bella Kressman, Real Property Specialist

RE: Approval of Real Property Easement Acquisitions for Highway 1 Auxiliary Lanes and Bus on Shoulder from State Park Drive to Freedom Boulevard and Coastal Rail Trail Segment 12 Project

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RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution (Attachment 1):

1. Authorizing the Executive Director to execute all necessary permanent trail easement, drainage easement, and temporary construction easement agreements and related documents on behalf of the RTC, subject to review and approval of the RTC Counsel; and

2. Authorizing the Executive Director to accept the permanent trail easement, drainage easement, and temporary construction easement property on behalf of the RTC.

BACKGROUND

The Highway 1 Bus on Shoulder and Auxiliary Lanes from State Park Drive to Freedom Boulevard and Coastal Rail Trail Segment 12 Project (Project) is a multi-modal corridor improvement project that includes highway operational improvements and construction of approximately 1.25 miles of the Coastal Rail Trail along the RTC-owned Santa Cruz Branch Rail Line. Segment 12 of the Coastal Rail Trail extends from State Park Drive to just south of the Rio del Mar Boulevard overhead structure and is planned along the inland side of the rail corridor.

Delivering the trail in this configuration requires acquisition of limited real property interests from adjacent parcels in the form of permanent trail easements, a drainage easement, and temporary construction easements. The RTC is the implementing agency for the right of way component of the Project and has contracted with the County of Santa Cruz Real Property Division to provide real property acquisition services, including purchasing necessary permanent and temporary easements for the Project.

Easements acquired for the Coastal Rail Trail portion of the Project will be owned by the RTC and a Commission Resolution is required to accept ownership of the properties.

The temporary construction easements needed to construct the Project will be held by the RTC for an approximately 5-year term. The RTC is the project sponsor that funds the property acquisitions needed through an agreement with the County of Santa Cruz (TP2165), along both Highway 1 and the branch line, to construct the project.

DISCUSSION

Preliminary engineering and final design development for Coastal Rail Trail Segment 12 identified the need for permanent and temporary easements on privately owned parcels to accommodate trail construction, drainage improvements, and construction access. These acquisitions are limited in area and have been designed to minimize impacts to private property while meeting design and safety requirements. Appraisals were completed to calculate the fair market value of property interests, and offers were made to the property owners. RTC staff, in coordination with the County's Real Property Division, successfully negotiated permanent trail easement agreements with one affected property owner.

Exhibit maps and legal descriptions of the permanent trail easements, drainage easement, and temporary construction easements, prepared by the project's engineer of record, are included as Exhibit A to Attachment 1. The negotiated compensation reflects fair market value, temporary impacts, and agreed-upon reimbursements for site restoration and tree removal, where applicable and as established through the property appraisals. The easement acquisitions include:

Saundra Bowersock Ruso, Trustee of the Ruso Family Trust, dated June 8, 2015 (Saundra Bowersock Ruso)– APN: 041-042-11 and 041-052-17

Location: 8090 Soquel Drive, Aptos and Vacant Lot on Soquel Drive
The properties owned by Saundra Bowersock Ruso are located adjacent to Soquel Drive and the Santa Cruz Branch Rail Line right-of-way. The Project requires a temporary construction easement (TCE) totaling approximately 442 square feet along the southwestern portion of the parcel with APN 041-042-11 and a TCE totaling approximately 6,476 square feet over the parcel with APN 041-052-17. These temporary easements are required to support construction-related activities associated with the Coastal Rail Trail Segment 12, including access, staging, clearing, grading and excavation, and related

work for construction adjacent to the trail corridor. The TCE will terminate upon completion of construction and restoration.

The Project requires permanent trail easements over both parcels, a permanent trail easement containing 551 square feet over the parcel with APN 041-042-11 and a permanent trail easement containing 2,889 square feet over the parcel with APN 041-052-17. The permanent easement will allow for the construction, operation, and long-term maintenance of the Coastal Rail Trail Segment 12.

Dominican Health Services – APN: 042-011-06
Location: 280 State Park Drive, Aptos
The property owned by Dominican Health Services is located adjacent to State Park Drive and the Santa Cruz Branch Rail Line right-of-way. The Project requires a TCE totaling approximately 19,158 square feet along the southern portion of the parcel. The temporary easement is required to support construction-related activities associated with the Coastal Rail Trail Segment 12, including access, staging, clearing, grading and excavation, and related work for construction adjacent to the trail corridor. The TCE will terminate upon completion of construction and restoration. The Project requires a permanent trail easement along the southern portion of the parcel, containing 4,677 square feet over the subject parcel. The permanent easement will allow for the construction, operation, and long-term maintenance of the Coastal Rail Trail Segment 12. The Project requires a drainage easement containing 3,698 square feet over the southeast corner of the subject parcel for drainage purposes.

Staff recommends the Regional Transportation Commission (RTC) approve the attached Resolution (Attachment 1) authorizing the Executive Director to execute all necessary permanent trail easement, drainage easement, and temporary construction easement agreements and related documents on behalf of the RTC, subject to legal review; and authorizing the Executive Director to accept the permanent trail easement, drainage easement, and temporary construction easement property on behalf of the RTC.

FISCAL IMPACT

The right of way capital component of the Project is funded by Measure D Active Transportation and Highway Categories. Sufficient capacity exists in the current fiscal year budget and 5-year program of projects to fund the acquisitions of permanent trail easement, drainage easement, and temporary construction easement property.

SUMMARY

Permanent trail easement, drainage easement, and temporary construction easement acquisitions are necessary to construct the Coastal Rail Trail Segment 12. Staff recommends that the Commission approve the attached resolution authorizing the acquisitions and accepting the property interests.

ATTACHMENTS

1. Resolution
    a. Exhibit A – Legal Descriptions and Plat Maps
        i. APN 041-042-11
        ii. APN 041-052-17
        iii. APN 042-011-06

RESOLUTION NO.

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

AUTHORIZING ACQUISITION OF EASEMENTS TOTALING 37,891 SQUARE FEET OVER PORTIONS OF APN 041-042-11, 041-052-17 AND 042-011-06 (PROPERTY) FOR THE HIGHWAY 1 AUXILIARY LANES, BUS ON SHOULDER, AND COASTAL RAIL TRAIL SEGMENT 12 PROJECT

WHEREAS, the Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Line (Branch Line) in October 2012 to provide regional multimodal transportation options for the public;

WHEREAS, Highway 1 is the most heavily traveled highway in Santa Cruz County, is often congested and has safety concerns;

WHEREAS, to address immense transportation needs and severe transportation funding shortfalls, Santa Cruz County voters approved Measure D, a ½-cent sales tax, in November 2016 to fund transportation improvements, and which was amended in 2020 to include auxiliary lanes and bus on shoulder facilities between State Park Drive and Freedom Boulevard interchanges and coastal rail trail Segment 12;

WHEREAS, construction of the Highway 1 Auxiliary Lanes and Bus on Shoulder from State Park Drive to Freedom Boulevard and Coastal Rail Trail Segment 12 Project (Project) will be constructed with funds awarded from the California Transportation Commission for The Watsonville to Santa Cruz Multimodal Corridor Program, Federal Mega, and Measure D funds, scheduled to begin in 2027;

WHEREAS, to receive construction allocation for the Project the RTC must demonstrate that the necessary right-of-way is secured to certify the right of way;

WHEREAS, RTC will hold all permanent easements acquired for the Coastal Rail Trail Segment 12 which will be acquired by the County of Santa Cruz (County), serving as the RTC's right-of-way agent under a contract approved by the Commission on December 1, 2022;

WHEREAS, the right of way needs for the Project include easements on portions of APN 041-042-11, 041-052-17 and 042-011-06, totaling 37,891 square feet on either side of the Branch Line, with the locations of such easements shown on Exhibit A to this Resolution, attached hereto and incorporated herein;

WHEREAS, the Commission authorized staff and the County to negotiate the price and terms for the purchase of temporary easements, permanent easements, and fee simple acquisitions for the Project in August 2024;

WHEREAS, in coordination with the RTC's consultant, RTC staff and the County of Santa Cruz have negotiated a fair purchase price for the permanent trail easements for the Project;

THEREFORE, BE IT RESOLVED THAT THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION HEREBY TAKES THE FOLLOWING ACTIONS:

1. Authorizes the Executive Director to execute all necessary permanent trail easement, drainage easement, and temporary construction easement agreements and related documents on behalf of the RTC, subject to legal review; and

2. Authorizes the Executive Director to accept the permanent trail easement, drainage easement, and temporary construction easement property on behalf of the RTC.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Eduardo Montesino, Chair

ATTEST:

_____
Sarah Christensen, Secretary

Exhibits:

A. Legal Descriptions and Plat Maps
   - APN 041-042-11
   - APN 041-052-17
   - APN 042-011-06

EXHIBIT "A"
LEGAL DESCRIPTION
TRAIL EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being an easement for trail purposes over a portion of the lands of Saundra Bowersock Ruso, Trustee of the Ruso Family Trust, described in Parcel One in the Grant Deed, recorded February 18, 2021, as Document Number 2021-0010425, Official Records of said County, more particularly described as follows:

BEGINNING at the northeast corner of said Parcel One, said corner also being on the southwesterly Right of Way line of Soquel Drive;

Thence along the southeasterly line of said Parcel One, South 34°06'11" West, 25.17 feet;

Thence leaving said southeasterly line, North 35°46'04" West, 46.60 feet to a point on said southwesterly Right of Way and the northeasterly line of said Parcel One;

Thence along said southwesterly Right of Way and said northeasterly line, South 67°40'49" East, 44.70 feet to the **POINT OF BEGINNING**.

Containing 551 square feet of land, more or less.

End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Mark Thomas & Company, Inc.

Travis Timothy Bohan LS 8965



December 17 , 2024
DATE

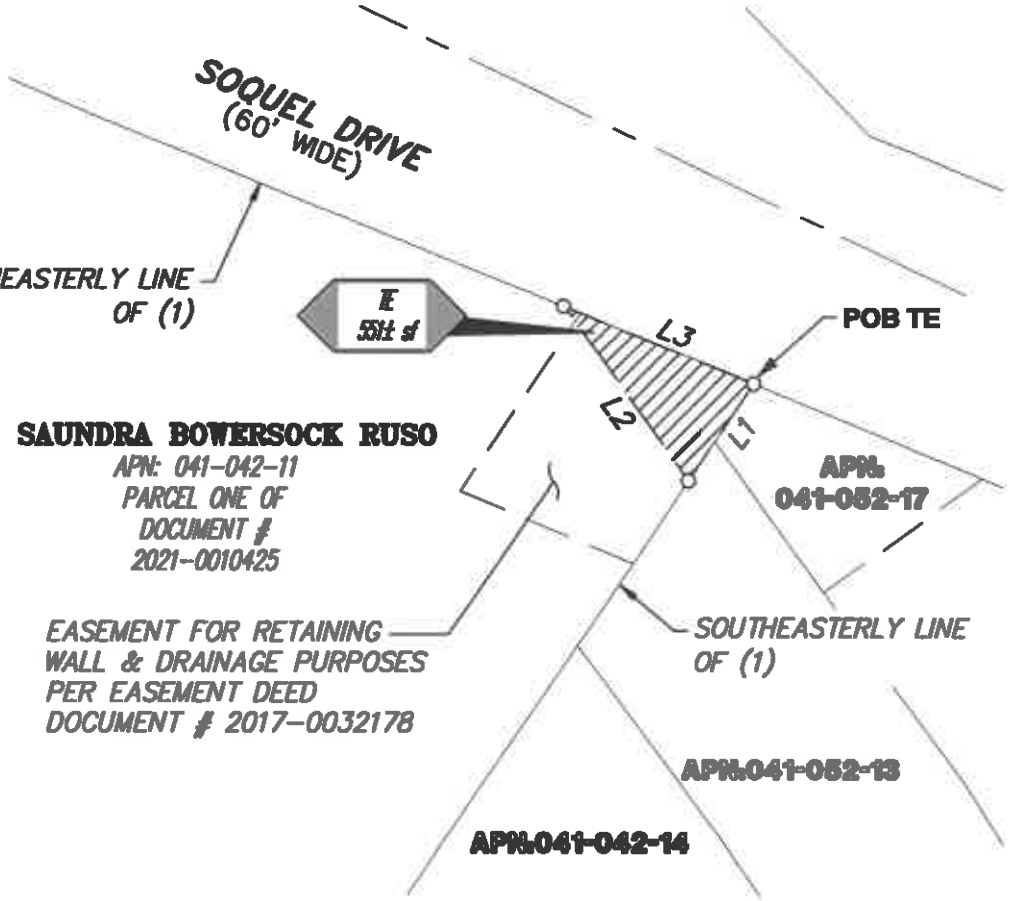
LEGEND

POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
o	DIMENSION POINT
▨	TRAIL EASEMENT
PTE	TRAIL EASEMENT
— —	EXISTING EASEMENT
(1)	PARCEL ONE OF DOCUMENT # 2021-0010425



LINE TABLE

L1	S34°06'11"W 25.17'
L2	N35°46'04"W 46.60'
L3	S67°40'49"E 44.70'





SCALE 1" = 40'



MARK THOMAS

Scale: 1" = 40'
Date Oct., 2024
Drawn By JH
Checked By SW

Exhibit B
Trail Easement
APN 041-042-11
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-800

EXHIBIT "A"
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a Temporary Construction Easement over a portion of the lands of Saundra Bowersock Ruso, Trustee of the Ruso Family Trust, described as Parcel One in the Grant Deed, recorded February 18, 2021, as Document Number 2021-0010425, Official Records of said County, more particularly described as follows:

COMMENCING at the northeast corner of said Parcel One, said corner also being on the southwesterly line Right of Way line of Soquel Drive;

Thence along the southeasterly line of said Parcel One, South 34°06'11" West, 25.17 feet to the **POINT OF BEGINNING**;

Thence continuing along said southeasterly line, South 34°06'11" West, 8.13 feet;

Thence leaving said southeasterly line, North 36°36'29" West, 63.15 feet to a point on said southwesterly Right of Way and the northeasterly line of said Parcel One;

Thence along said southwesterly Right of Way and said northeasterly line,
South 67°40'49" East, 16.19 feet;

Thence leaving said southwesterly Right of Way and said northeasterly line,
South 35°46'04" East, 46.60 feet to the **POINT OF BEGINNING**.

Containing 442 square feet of land, more or less.

End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Mark Thomas & Company, Inc.

Travis Timothy Bohan LS 8965



December 17, 2024
DATE

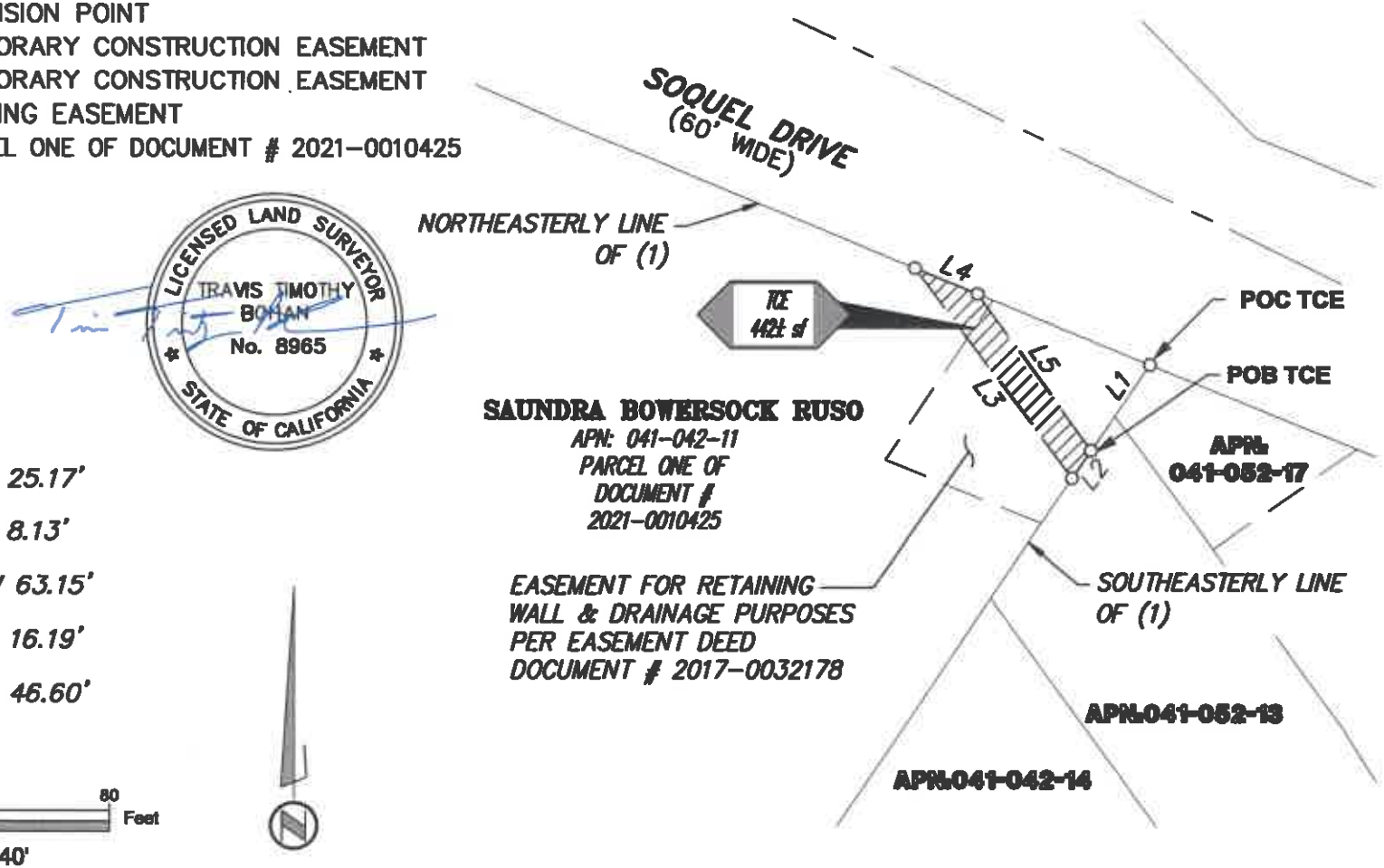
LEGEND

POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
o	DIMENSION POINT
▨	TEMPORARY CONSTRUCTION EASEMENT
TCE	TEMPORARY CONSTRUCTION EASEMENT
— —	EXISTING EASEMENT
(1)	PARCEL ONE OF DOCUMENT # 2021-0010425

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

LINE TABLE

L1	S34°06'11"W 25.17'
L2	S34°06'11"W 8.13'
L3	N36°36'29"W 63.15'
L4	S67°40'49"E 16.19'
L5	S35°46'04"E 46.60'



MARK THOMAS

Scale: 1" = 40'
Date DEC., 2024
Drawn By JH
Checked By DB

Exhibit B
Temporary Construction Easement
APN 041-042-11
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-800

EXHIBIT "A"
LEGAL DESCRIPTION
TRAIL EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being an easement for trail purposes over a portion of the lands of Saundra Bowersock Ruso, Trustee of The Ruso Family Trust described as Parcel Three in the Grant Deed recorded February 18, 2021, as Document Number 2021-0010425, Official Records of said County, more particularly described as follows:

COMMENCING at the northeasterly corner of said Parcel Three, said corner also being on the southwesterly Right of Way line of Soquel Drive;

Thence along the easterly line of said Parcel Three, South 05°07'45" West, 105.76 feet, to the **POINT OF BEGINNING**;

Thence continuing along said easterly line, South 05°07'45" West, 28.75 feet to the southerly corner of said Parcel Three, said corner also being on the northeasterly Right of Way line of the Southern Pacific Railroad, said point also being on a non-tangent curve to the left, having a radius of 975.04 feet, with a radial bearing of North 56°35'45" East;

Thence along said northeasterly Right of way and the southwesterly line of said Parcel Three, the following three (3) courses and distances:,

1) along said curve, through a central angle of 02°10'27", an arc distance of 37.00 feet;

2) North 31°54'34" West, 75.27 feet;

3) North 36°07'49" West, 92.34 feet to the most westerly corner of said Parcel Three;

Thence along the northwesterly line of said Parcel Three, North 34°06'11" East, 14.40 feet;

Thence leaving said northwesterly line South 35°46'04" East 187.64 feet to the **POINT OF BEGINNING**.

Containing 2,889 square feet of land, more or less.

End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

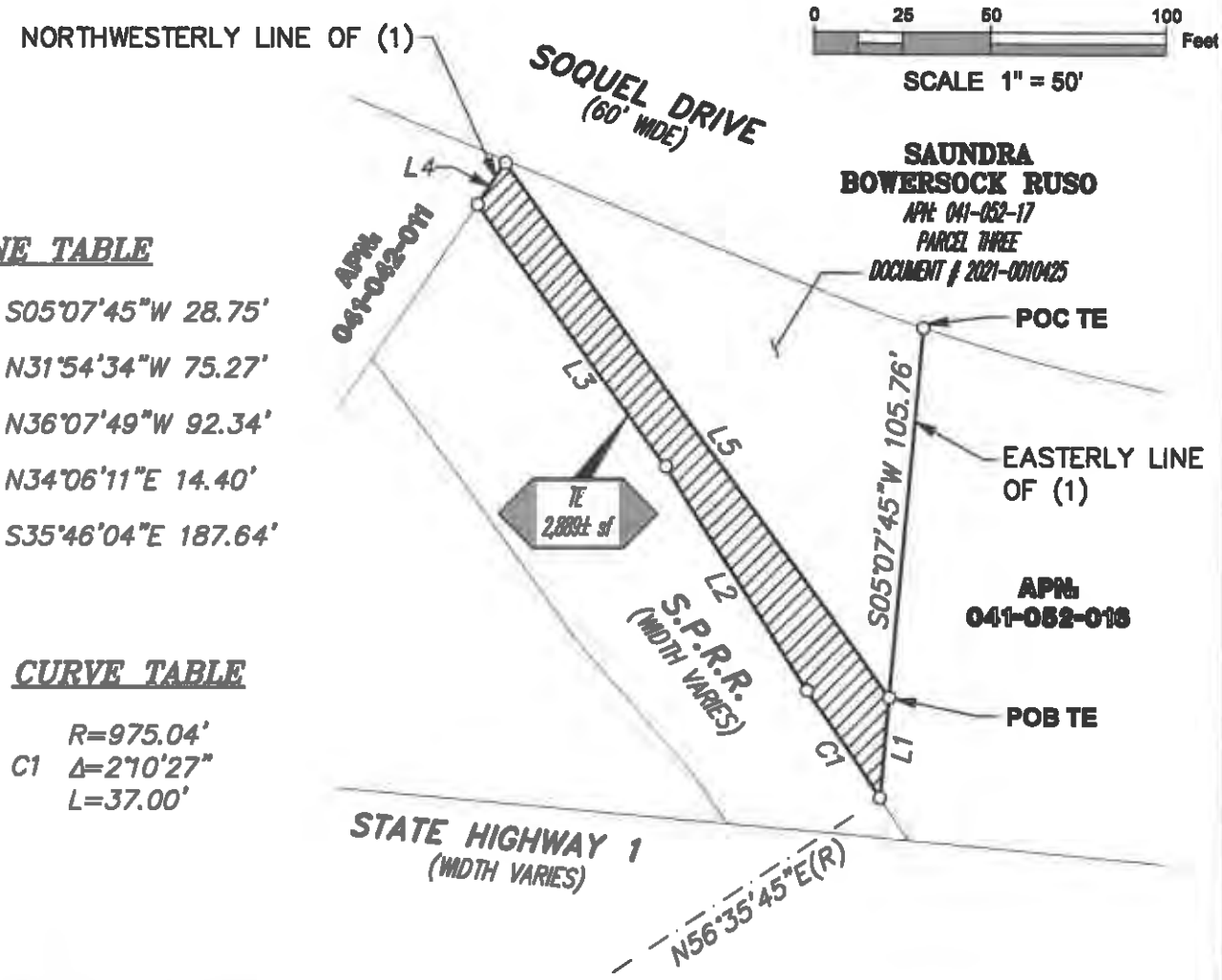
October 22, 2025
DATE

LEGEND

POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
o	DIMENSION POINT
▨	TRAIL EASEMENT
TE	TRAIL EASEMENT
(R)	RADIAL BEARING
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
(1)	PARCEL THREE DOCUMENT # 2021-0010425

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

0 25 50 100 Feet
SCALE 1" = 50'



LINE TABLE

L1	S05°07'45"W	28.75'
L2	N31°54'34"W	75.27'
L3	N36°07'49"W	92.34'
L4	N34°06'11"E	14.40'
L5	S35°46'04"E	187.64'

CURVE TABLE

C1	R=975.04' Δ=2°10'27" L=37.00'	

SHEET 1 OF 1

MARK THOMAS

Scale: 1" =50'
Date Oct., 2025
Drawn By GG
Checked By BO

Exhibit B
Trail Easement
APN 041-052-17
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-0017-008

EXHIBIT "A"
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a temporary construction easement over a portion of the lands of Saundra Bowersock Ruso, Trustee of The Ruso Family Trust described as Parcel Three in the Grant Deed recorded February 18, 2021, as Document Number 2021-0010425, Official Records of said County, more particularly described as follows:

BEGINNING at the northeasterly corner of said Parcel Three, said corner also being on the southwesterly Right of Way line of Soquel Drive;

Thence along the easterly line of said Parcel Three, South 05°07'45" West, 105.76 feet;

Thence leaving said easterly line, North 35°46'04" West, 187.64 feet to the northwesterly line of said Parcel Three;

Thence along said northwesterly line North 34°06'11" East, 0.67 feet to the most northerly corner of said Parcel Three, said corner also being on said southwesterly Right of Way line;

Thence along said southwesterly Right of Way and the northeasterly line of said Parcel, the following two (2) courses and distances:

1) South 67°40'49" East, 92.41 feet to the beginning of a curve to the left, having a radius of 530.00 feet, with a radial bearing of South 22°19'11" West;

2) along said curve through a central angle of 03°50'17", and arc distance of 35.50 feet to the **POINT OF BEGINNING**

Containing 6,476 square feet of land, more or less.

End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center

(CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

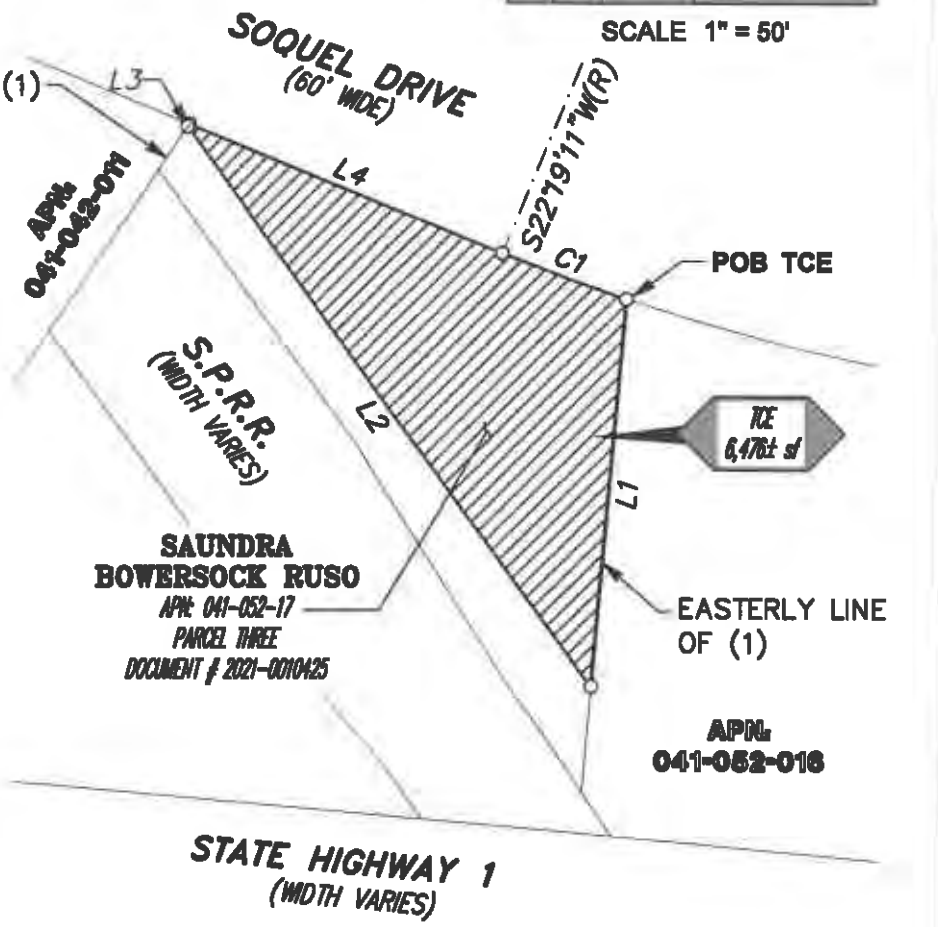
October 22, 2024
DATE

LEGEND

POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
o	DIMENSION POINT
▨	TEMPORARY CONSTRUCTION EASEMENT
TCE	TEMPORARY CONSTRUCTION EASEMENT
(R)	RADIAL BEARING
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
(1)	PARCEL THREE DOCUMENT # 2021-0010425

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHARD
No. 8965
STATE OF CALIFORNIA

0 25 50 100 Feet
SCALE 1" = 50'



LINE TABLE

L1	S05°07'45"W 105.76'
L2	N35°46'04"W 187.64'
L3	N34°06'11"E 0.67'
L4	S67°40'49"E 92.41'

CURVE TABLE

	R=530.00'
C1	Δ=03°50'17"
	L=35.50'

SHEET 1 OF 1

MARK THOMAS

Scale: 1" =50'
Date Oct., 2025
Drawn By GG
Checked By BO

Exhibit B
Temporary Construction Easement
APN 041-052-17
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-0017-008

EXHIBIT "A"
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a temporary construction easement over a portion of the lands of DOMINICAN HEALTH SERVICES, a California nonprofit public benefit corporation described as Parcel One in that Grant Deed recorded September 6, 2007, as Document Number 2007-0048006, Official Records of said County, more particularly described as follows:

COMMENCING at the southwesterly corner of said Parcel One, said corner also being on the easterly Right of Way line of State Park Drive;

Thence along said easterly Right of Way and the westerly line of said Parcel One, North 13°52'29" East, 26.08 feet to the **POINT OF BEGINNING;**

Thence continuing along said easterly Right of Way and said westerly line, North 13°52'29" East, 15.80 feet;

Thence leaving said easterly Right of Way and said westerly line, the following sixteen (16) courses and distances:

1) North 87°20'47" East, 170.31 feet;
2) South 02°39'13" West, 27.00 feet;
3) North 87°17'48" East, 151.04 feet;
4) North 02°42'12" East, 20.00 feet;
5) North 87°17'48" East, 220.00 feet;
6) South 02°39'13" East, 20.00 feet;
7) North 87°17'48" East, 447.01 feet;
8) South 02°36'33" East, 5.13 feet;
9) North 87°20'47" East, 40.00 feet;
10) North 02°24'55" West, 5.16 feet;
11) North 87°17'48" East, 74.98 feet;
12) North 87°19'17" East, 20.00 feet;
13) South 02°39'30" East, 5.23 feet;
14) North 87°20'47" East, 100.00 feet;
15) North 02°52'25" West, 6.65 feet;
16) North 87°07'35" East, 216.10 feet to a point on the southeasterly line of said Parcel One;

Thence along said southeasterly line, South 19°15'18" West, 10.80 feet;

Thence leaving said southeasterly line, the following five (5) courses and distances:

1) South 87°07'35" West, 212.03 feet;
2) South 02°42'12" East, 1.32 feet;
3) South 87°17'48" West, 1063.04 feet;
4) North 02°42'12" West, 22.00 feet;
5) South 87°17'48" West, 164.80 feet to the **POINT OF BEGINNING**

Containing 19,158 square feet or 0.44 acres of land, more or less.

End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

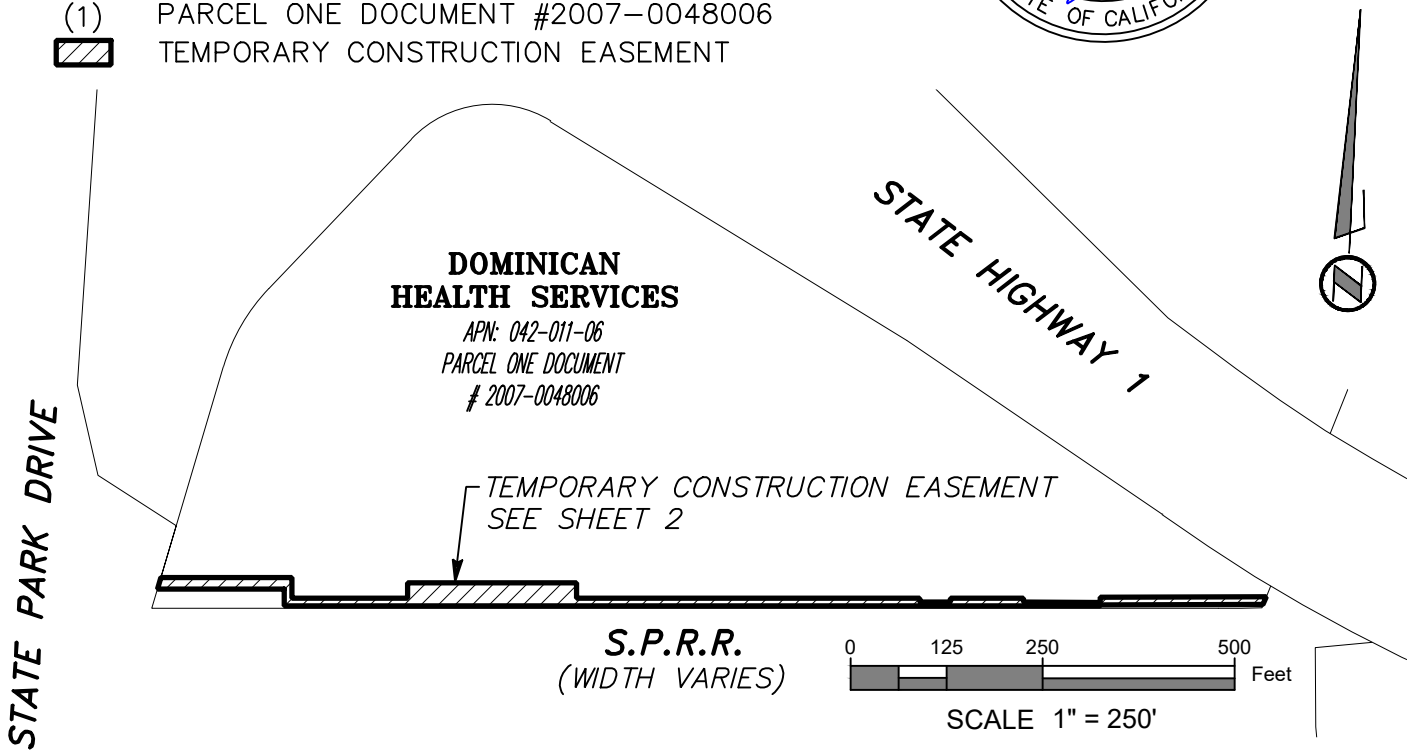
February 5, 2026
DATE

EXHIBIT A

LEGEND

POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
(R)	RADIAL BEARING
o	DIMENSION POINT
TCE	TEMPORARY CONSTRUCTION EASEMENT
(1)	PARCEL ONE DOCUMENT #2007–0048006
	TEMPORARY CONSTRUCTION EASEMENT

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA



LINE TABLE

L1	N13°52'29"E 15.80'	L8	S02°36'33"E 5.13'	L15	N02°52'25"W 6.65'
L2	N87°20'47"E 170.31'	L9	N87°20'47"E 40.00'	L16	N87°07'35"E 216.10'
L3	S02°39'13"E 27.00'	L10	N02°24'55"W 5.16'	L17	S19°15'18"W 10.80'
L4	N87°17'48"E 151.04'	L11	N87°17'48"E 74.98'	L18	S87°07'35"W 212.03'
L5	N02°42'12"W 20.00'	L12	N87°19'17"E 20.00'	L19	S02°42'12"E 1.32'
L6	N87°17'48"E 220.00'	L13	S02°39'30"E 5.23'	L20	N02°42'12"W 22.00'
L7	S02°39'13"E 20.00'	L14	N87°20'47"E 100.00'	L21	S87°17'48"W 164.80'

MARK THOMAS

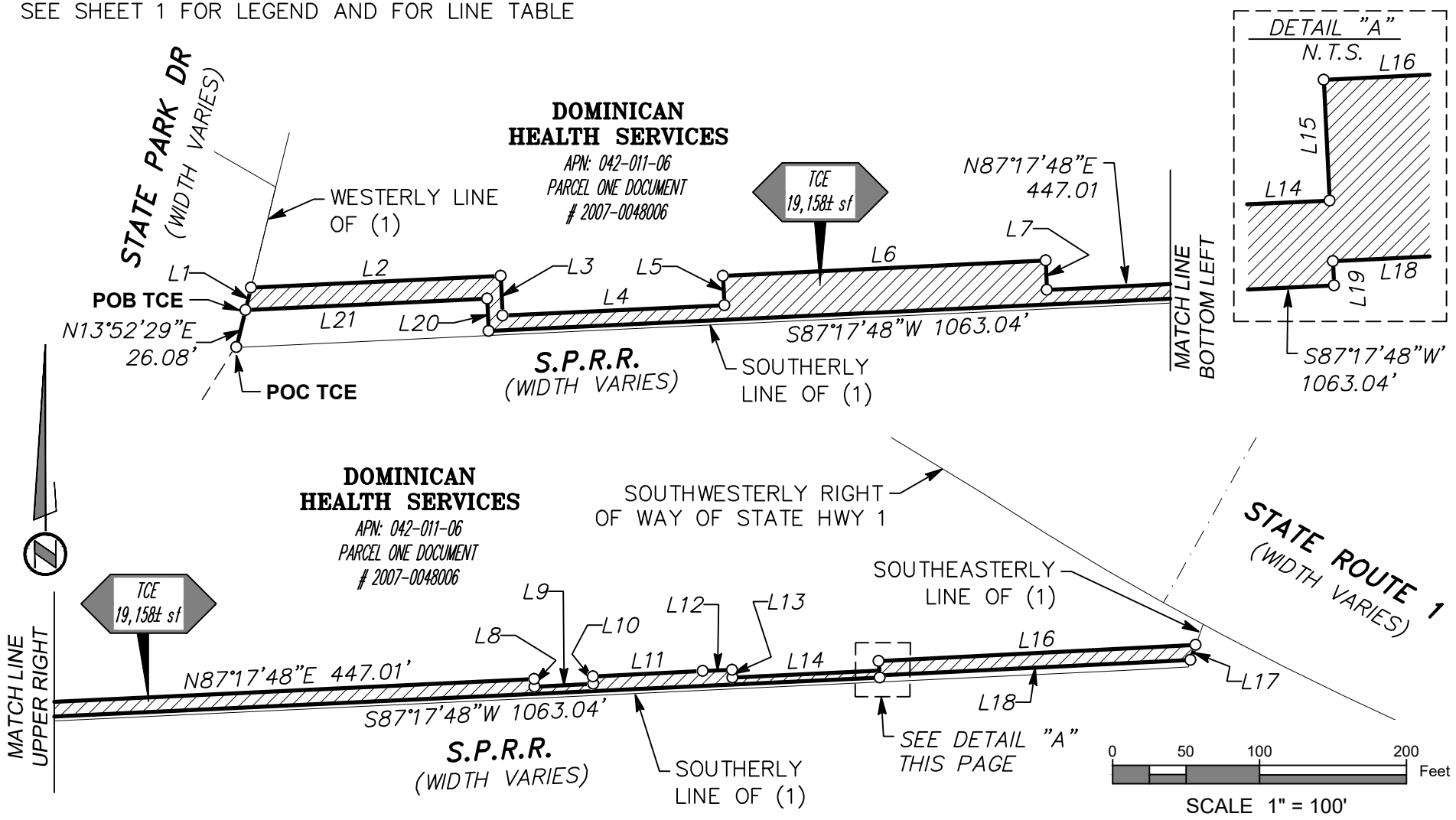
Scale: 1" = 250'
Date Feb., 2026
Drawn By GG
Checked By SW

Exhibit B
Temporary Construction Easement
APN 042-011-06
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

EXHIBIT A

SEE SHEET 1 FOR LEGEND AND FOR LINE TABLE



SHEET 2 OF 2

MARK THOMAS

Scale: 1" = 100'
Date Feb., 2026
Drawn By GG
Checked By SW

Exhibit B
Temporary Construction Easement
APN 042-011-06
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

EXHIBIT "A"
LEGAL DESCRIPTION
TRAIL EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being an easement for trail purposes over a portion of the lands of DOMINICAN HEALTH SERVICES, a California nonprofit public benefit corporation as described as Parcel One in that Grant Deed recorded September 6, 2007, as Document Number 2007-0048006, Official Records of said County, more particularly described as follows:

BEGINNING at the southwesterly corner of said Parcel One, said corner also being on the easterly Right of Way line of State Park Drive;

Thence along said easterly Right of Way and the westerly line of said Parcel One, North 13°52'29" East, 3.13 feet;

Thence leaving said easterly Right of Way and said westerly line, the following three (3) courses and distances:

1) North 87°17'48" East, 1234.39 feet;
2) North 02°42'12" West, 1.32 feet;
3) North 87°07'35" East, 212.03 feet to the southeasterly line of said Parcel One;

Thence along said southeasterly line, South 19°15'18" West, 4.97 feet to the most southeast corner of said Parcel One and the northerly Right of Way line of the Southern Pacific Railroad, said point also being the beginning of a non-tangent curve to the right, having a radius of 2839.84 feet, with a radial bearing of South 03°32'46" East;

Thence along said northerly Right of Way and the southerly line of said Parcel One, the following three (3) courses and distances:

1) along said curve through a central angle of 00°32'34", an arc distance of 26.90 feet to the beginning of a tangent curve to the right with a radius of 5704.61 feet;
2) along said curve through a central angle of 00°18'00", an arc distance of 29.87 feet;
3) South 87°17'48 West, 1388.68 feet to the **POINT OF BEGINNING.**

Containing 4,677 square feet of land, more or less.

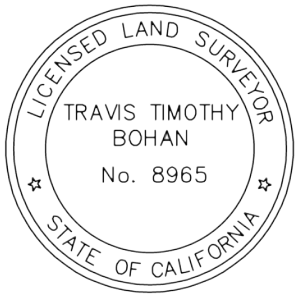
End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

Mark Thomas & Company, Inc.



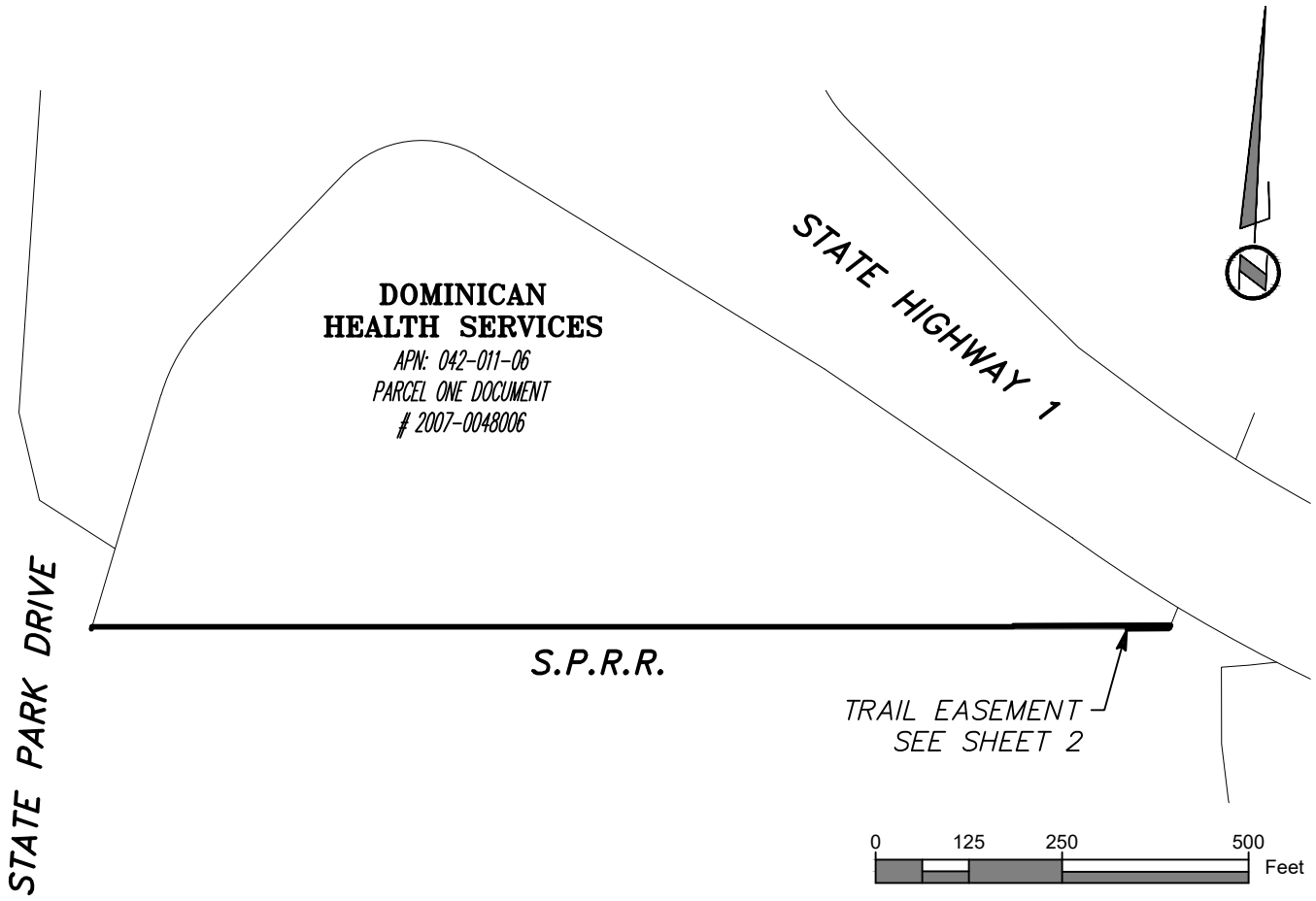
Travis Timothy Bohan, LS 8965

December 19, 2024
DATE

LEGEND

POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
(R)	RADIAL BEARING
o	DIMENSION POINT
TE	TRAIL EASEMENT
(1)	PARCEL ONE DOCUMENT #2007-0048006
	TRAIL EASEMENT

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA



SCALE 1" = 250'

SHEET 1 OF 2

MARK THOMAS

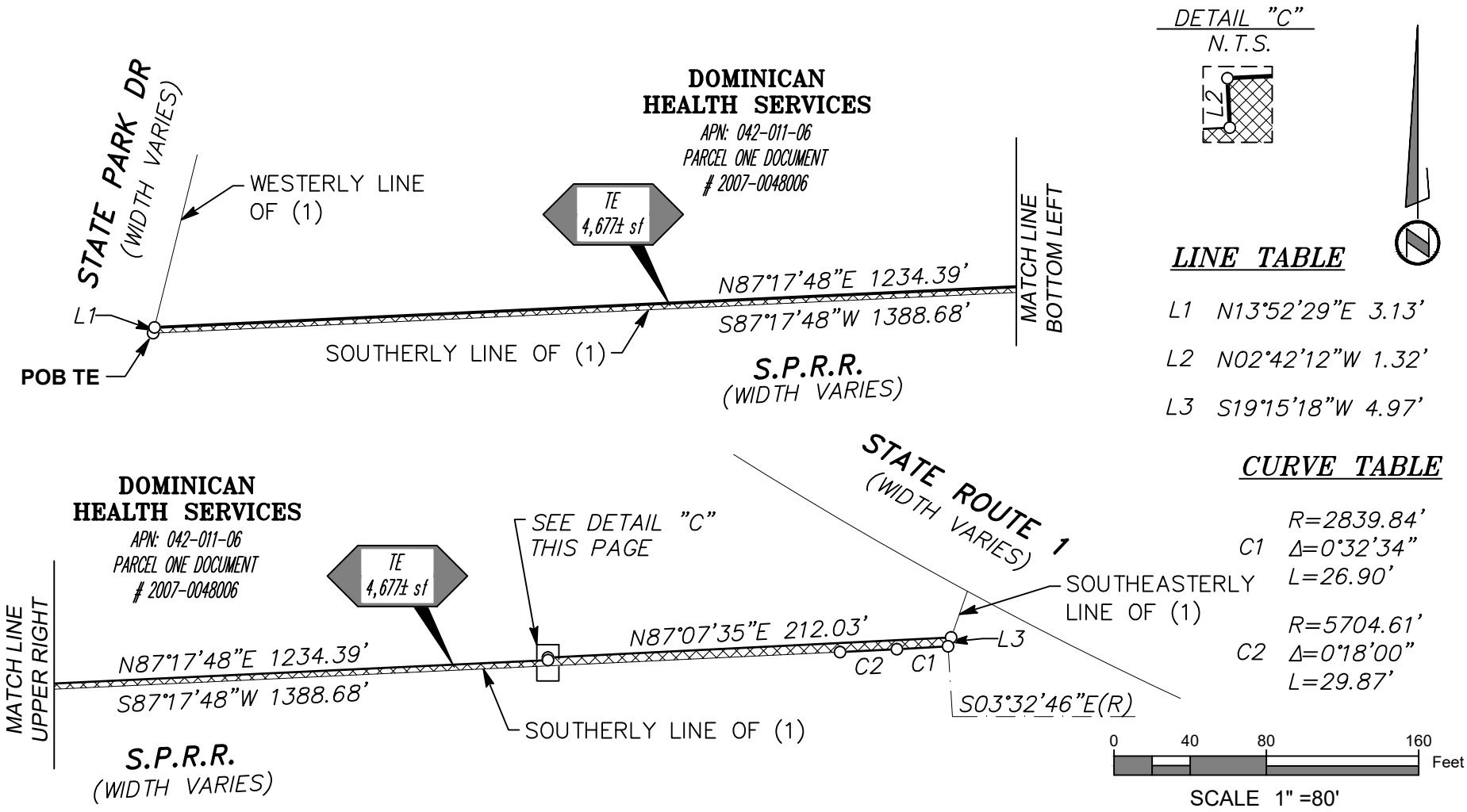
Scale: 1" = 250'
Date Oct., 2024
Drawn By JH
Checked By SW

Exhibit B
Trail Easement
APN 042-011-06
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

EXHIBIT A

SEE SHEET 1 FOR LEGEND



SHEET 2 OF 2

MARK THOMAS

Scale: 1" = 80'
Date Oct., 2024
Drawn By JH
Checked By SW

Exhibit B
Trail Easement
APN 042-011-06
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

EXHIBIT "A"
LEGAL DESCRIPTION
DRAINAGE EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being an easement for drainage purposes over a portion of the lands of DOMINICAN HEALTH SERVICES, a California nonprofit public benefit corporation described as Parcel One in that Grant Deed recorded September 6, 2007, as Document Number 2007-0048006, Official Records of said County, more particularly described as follows:

COMMENCING at the southwesterly corner of said Parcel One, said corner also being on the easterly Right of Way line of State Park Drive;

Thence along said easterly Right of Way and the westerly line of said Parcel One, North 13°52'29" East, 3.13 feet to the **POINT OF BEGINNING;**

Thence continuing along said easterly Right of Way and said westerly line, North 13°52'29" East, 22.95 feet;

Thence leaving said easterly Right of Way and said westerly line, the following three (3) courses and distances:

1) North 87°17'48" East, 164.80 feet;
2) South 02°42'12" East, 22.00 feet;
3) South 87°17'48" West 171.35 feet to the **POINT OF BEGINNING;**

Containing 3,698 square feet of land, more or less.

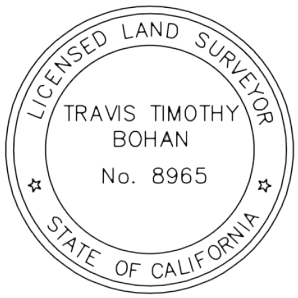
End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

December 19, 2024
DATE

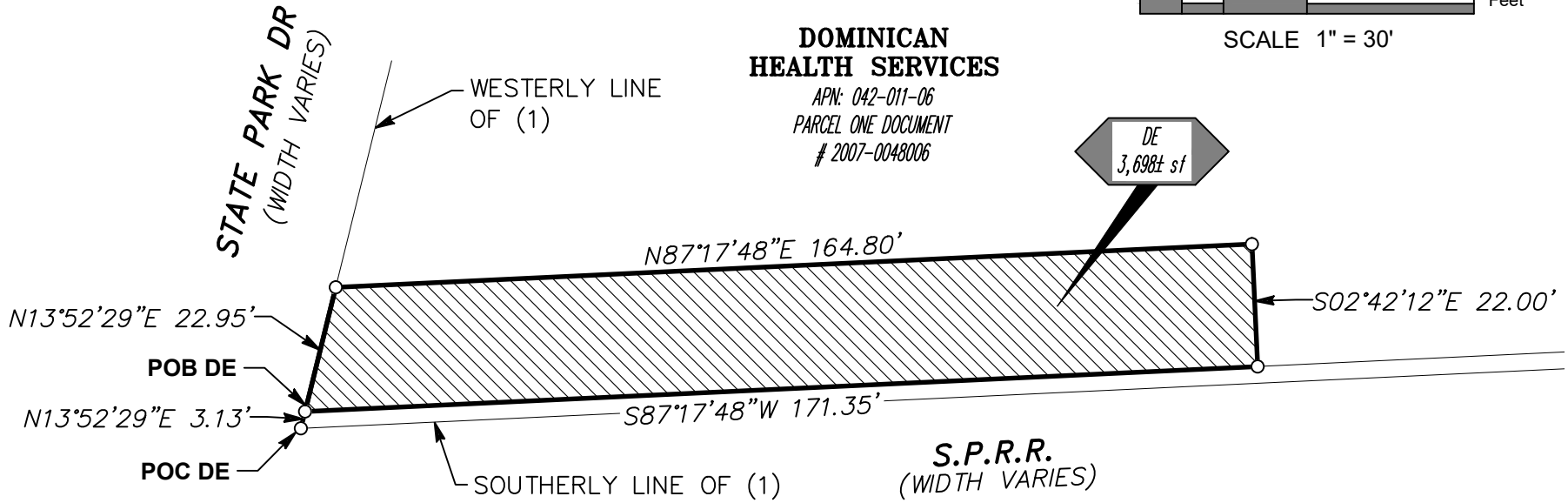
LEGEND

POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
○	DIMENSION POINT
DE	DRAINAGE EASEMENT
(1)	PARCEL ONE DOCUMENT #2007-0048006
▨	DRAINAGE EASEMENT

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

0 15 30 60 Feet

SCALE 1" = 30'



SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 30'
Date Oct., 2024
Drawn By JH
Checked By SW

Exhibit B
Drainage Easement
APN 042-011-06
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

AGENDA: December 3, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Sierra Topp, Transportation Planning Technician and Marshall Ballard Supervising Transportation Planner

RE: GO BIKE! Bike Incentive Program Final Report

RECOMMENDATIONS

Staff recommend that the Santa Cruz County Regional Transportation Commission (RTC) accept the final report for the GO BIKE! Bike Incentive Program.

BACKGROUND

The RTC's Transportation Demand Management (TDM) program provides information, resources, and incentives that encourage residents and employees to choose alternatives to driving alone.

The GO Santa Cruz County Bicycle Incentives Program, GO BIKE!, was developed in response to the success of the downtown Go Santa Cruz E-bike Rebate Program, which launched in October 2021. The program provides point-of-sale vouchers for the purchase of both conventional and electric bicycles, as well as subsidized annual memberships for the region's electric bikeshare service (BCycle).

Its primary goal is to reduce transportation barriers and encourage income-qualified individuals living or working in Santa Cruz County to shift from driving to bicycling. To support this transition, the program combines financial incentives with technical assistance and bicycle safety education, helping participants access and confidently use clean transportation options.

The program was intentionally designed around proven strategies and lessons learned from bicycle incentive initiatives across the United States, with a particular emphasis on advancing equity and ensuring that benefits reach underserved communities.

GO BIKE! is a component of the RTC's TDM program which aims to reduce motor vehicle emissions by providing income-qualified participants with vouchers toward the purchase of bicycles, electric bikes (e-bike), and BCycle

memberships (the Santa Cruz Regional Bikeshare program). GO BIKE! is implemented in partnership with Ecology Action and local Santa Cruz County participating bike shops. GO BIKE! used a mix of funding sources including Monterey Bay Air Resource District's AB 2766 Motor Vehicle Emission Reduction Grants, Local Measure D dollars, and RTC's Consolidated Grant funds. This pilot program was completed in September 2026 with all incentive dollars being distributed. Future iterations of the GO BIKE! Program will require additional grant or Measure D funding

DISCUSSION

Program Overview

The program launched in June 2025 and was fully subscribed within three weeks. Following the initial application period, Ecology Action staff worked with applicants to verify income eligibility and provide support with bike purchases. Although fully subscribed early in the program, applicant ineligibility and attrition due to various reasons, allowed for a reopening of the program to new applicants.

Eligible participants included individuals that are 18 years or older, live or work in Santa Cruz County (subject to verification), and with incomes at or below the 300% federal poverty level (subject to verification). Community-serving organizations that assist low-income individuals were also encouraged to apply. In addition to verification steps, to receive a voucher, participants were required to watch a bike safety training video that covered topics on e-bikes, BCycle share, and bike safety and complete a quiz on the material. The videos were produced by Ecology Action staff that are League of American Cyclists trained cycling educators. Lastly, a baseline survey captured information on participants' current biking or transportation behaviors.

After the purchase of the bike, 3, 6, and 12-month surveys are distributed to recipients to track progress about trips made with the bicycles such as distance, frequency, and type of trip to document if the bicycles are replacing trips that would have otherwise been made by personal vehicles, reducing vehicle miles traveled (VMT).

The voucher options included:

- $300 for a non-electric bike
- $800 for standard e-bike
- $1,200 for an e-cargo bike
- Annual BCycle membership

All incentive dollars were distributed by the program's official closeout in September 2026. In total, the program received 1,008 applications and resulted in 381 completed bike/e-bike purchases or annual bike share passes. A detailed breakdown of the applicant pool is shown in Table 1.

Table 1 - GO BIKE! Applicant Pool

Status	Count	% of Total Applicants
Received Rebate	381	37.8%
Timed Out	500	49.6%
Ineligible	80	7.9%
On waitlist at program close	47	4.7%
Total	**1,008**	

Impacts

The GO BIKE! program has had a positive impact on the transportation system and has made progress toward multiple adopted 2050 Regional Transportation Plan (RTP) goals.

"Reduce vehicle miles traveled (VMT) in order to establish livable communities that improve people's access to their regular needs".
GO BIKE! directly supports VMT reduction by encouraging bicycling, particularly with the option of purchasing an e-cargo bike which has the potential to offset more vehicle trips than regular electric bicycles or non-electric bikes due to their increased carrying capacity. An e-cargo bikes ability to transport children, groceries, and other cargo makes them a practical alternative for various errands and daily tasks.

"Establish a climate-resilient transportation system that anticipates, adapts to, and mitigates the impacts of climate change".
Results from the six-month post-purchase survey demonstrate the program's impact on travel behavior. Respondents reported positive changes in their trip behavior and ability to replace trips traditionally taken by car. They reported riding an average of 563 miles per person between receiving their bike and completing the six-month survey, and 75% reported an increase in bicycle commuting to work.

"Ensure that plans, investments, policies, and transportation decisions will reduce disparities for historically and systemically marginalized, underserved, and excluded populations."

The GO BIKE! program addressed financial barriers to transportation access and expanding affordable alternatives to driving alone. The income-based voucher program provided eligible individuals who live or work in Santa Cruz County with financial assistance to purchase a bicycle or e-bike or obtain an annual BCycle bike-share membership. Recipients were distributed throughout the county, with the largest concentrations in the cities of Santa Cruz and Watsonville, and 14% of rebate recipients residing in South County, demonstrating geographic reach across the region. The full distribution is shown in Figure 1. Survey results demonstrate the program's impact on transportation access and affordability. 72% of surveyed participants reported not owning a bicycle prior to the program, and 75% reported that they would not have been able to purchase a bicycle without the GO BIKE! program.

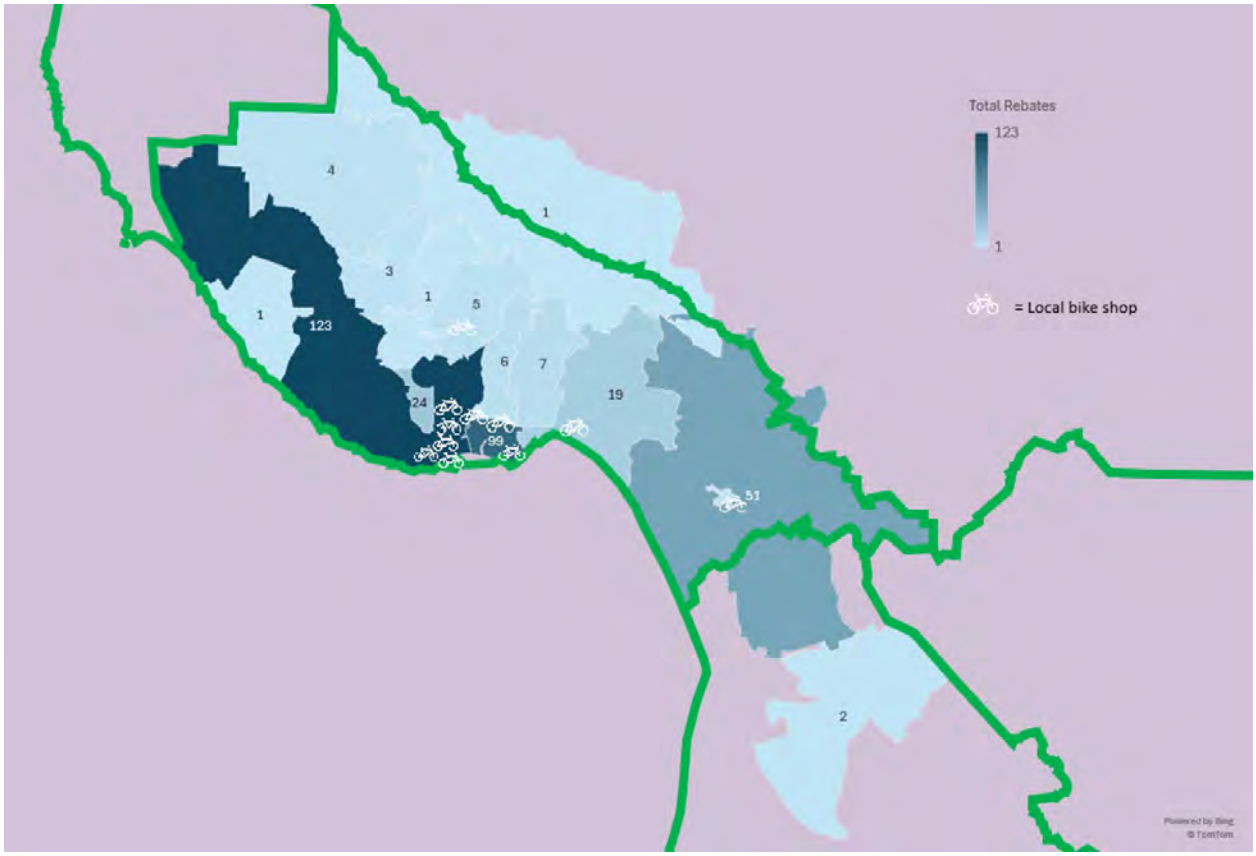


Figure 1 – Map of zip codes with quantity of bikes sold within and location of bike shops.

Beyond advancing the 2050 RTP goals, the GO BIKE! program also generated a positive local economic impact, resulting in approximately $730,000 in bicycle sales at 11 local bike shops (Table 2). The program supported local businesses while helping income-qualified individuals access

bicycles and e-bikes. Participating retailers noted the program's benefits to both consumers and the local cycling community.

Table 2 Bike Shop Sales

Vendor	Total Retail Sales	Number of Purchases
Current eBikes	$409,218	196
Bicycle Trip	$87,344	44
Epicenter Cycling (Combined)	$85,030	41
Cycle Sport (Combined)	$61,394	29
REI Santa Cruz	$34,488	26
Cycle Imagery	$27,627	14
Spokesman Bicycles	$19,089	7
Another Bike Shop	$2,288	1
Watsonville Cyclery	$2,100	4

Challenges and Opportunities

As a first-time countywide pilot program, several implementation challenges and lessons learned were identified that were not originally anticipated during the initial program design and budgeting. Some of these factors were outside of staff's control, while others provide opportunities to improve the structure and delivery of future programs.

Prior to implementation, the GO BIKE! program anticipated distributing approximately 1,045 incentives, including 600 annual BCycle memberships. At the conclusion of the program in September 2026, a total of 381 incentives had been distributed (as shown in Table 3). Several factors contributed to the difference between the original projections and actual participation, including bike-share station availability, changes in bicycle costs, and participant preferences. Other program challenges included residents' access to bike shops, financial barriers, and the level of program administration required to support each individual applicant.

Table 3 Bike type sales and voucher total costs				
Type	Goal Quantity	Est. Total Cost	Actual Quantity	Actual Cost
Non-Electric Bicycle	100	$30,000	20	$6,000
Electric Bicycle	315	$252,000	166	$132,800
Electric-Cargo/Adaptive	30	$36,000	182	$218,400
Bikeshare Annual Membership*	600	$95	13	$2,925
	Goal: 1,045	$375,000	Actual: 381	$360,125**

**BCycle offers annual bikeshare memberships for $95/pass when purchasing more than 500 passes. Due to lack of interest, the RTC did not purchase the bulk passes, and instead purchased individual passes as they were requested, changing the price.*
***In June 2026, the RTC amended the contract with Ecology Action to reallocate $15,000 from the use of e-bike incentives to the program administration. This was to support the completion of the program by amending the contract by three months from June 30, 2026, to September 30, 2026.*

Factors affecting incentive distribution included:

- **Bike-share availability:** Limited BCycle station availability in South County and other areas of the region reduced this incentive option appeal and accessibility for some potential participants.
- **Bicycle costs and participant preferences:** Original incentive estimates were based on anticipated demand for standard e-bikes and cargo bikes. However, demand for cargo bikes was higher than anticipated. Cargo bikes can accommodate additional passengers and carry heavier loads such as groceries but are more expensive, resulting in incentive funds being used more quickly. Additionally, inflation and tariffs increased e-bike costs by several hundred dollars or more after rebate amounts were established in 2025.
- **Geographic access to bike shops:** Some areas of the county have limited access to bicycle retailers, making it more difficult for participants to visit shops, test ride bicycles, compare options, and complete purchases. This appeared to be a greater barrier in South County, where participant attrition was higher than the program average.
- **Participant affordability:** Although the program was designed to support low-income individuals, the remaining out-of-pocket cost of purchasing a bicycle or e-bike was still prohibitive for some of the lowest-income applicants. Increased bicycle prices further compounded this barrier and may have affected participation and the geographic distribution of completed purchases.

Program administration and participant support also required more resources than anticipated:

- **Participant assistance and program administration:** RTC Staff and Ecology Action provided additional guidance throughout the program, including clarifying incentive requirements, identifying participating bike shops, developing buyer guides, and helping applicants select appropriate bicycles. Supporting applicants through income verification, purchasing, and reimbursement required more staff time than originally estimated.
- **Participant attrition and timelines:** Several applicants did not complete the process or withdrew after applying. This required additional follow-up and coordination, with each individual applicant progressing through their own deadlines and purchasing timelines. As a result, incentive distribution extended through the full contract period.
- **Retailer coordination and oversight:** Participating bike shops required more assistance than anticipated to understand and follow program procedures, including proper invoicing, documentation, and rebate tracking.

The GO BIKE! pilot demonstrated strong interest in affordable bicycle transportation while highlighting opportunities to improve program design and implementation. Future program iterations could benefit from changes including but not limited to updated incentive amounts that reflect current bicycle costs, additional support for residents who lack access to bike shops, and greater coordination with bike-share providers to improve bike availability and lower cost bikes. Program design could also consider the remaining out-of-pocket costs for the lowest-income participants. Additionally, future programs could account for the staff and administrative resources needed to support applicants and participating retailers throughout the process, while identifying opportunities to streamline administration and reduce staff time. These lessons may help inform future incentive programs, improve participation and geographic distribution throughout the county, and better advance the RTC's transportation goals.

Next Steps

Staff will evaluate lessons learned from the GO BIKE! pilot program and research other bicycle incentive programs, including their best practices, outcomes, and alternative program models. This research can help identify potential approaches to address the challenges and opportunities experienced during the initial pilot.

Staff recommend that the Santa Cruz County Regional Transportation Commission (RTC) accept the final report for the GO BIKE! Bike Incentive Program.

FISCAL IMPACT

There are no new fiscal impacts associated with acceptance of the report. Acceptance of the report does not commit the RTC to funding or implementing specific projects; future iterations of the GO BIKE! Program will require additional grant or Measure D funding.

SUMMARY

The GO BIKE! pilot was an income-qualified incentive program that the RTC ran with Ecology Action and 11 local bike shops; between June 2025 and September 2026 it gave out all of its incentive dollars, covering 381 vouchers for bikes, e-bikes, e-cargo bikes, and BCycle memberships out of 1,008 applications. Participants reported riding an average of 563 miles in their first six months, 75% said they were commuting by bike more often, and 72% hadn't owned a bike before, while the program also brought in about $730,000 in local bike sales. Demand for e-cargo bikes was much higher than planned and demand for bikeshare much lower, and rising bike prices, limited access in South County, and heavy administrative work held participation back, so staff will use these lessons to shape future versions, which will need new grant or Measure D funding.

Attachments:

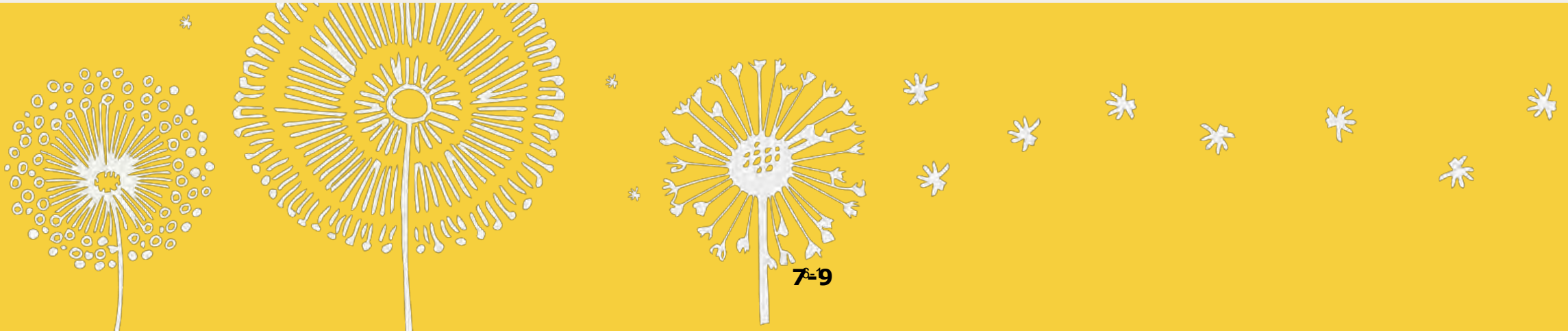
1. GO Bike Santa Cruz County Incentive Program Report

Ecology Action | Community Climate Solutions

COMMUNITY CLIMATE SOLUTIONS

GO BIKE Santa Cruz County Incentive Program Report

NOVEMBER, 2026

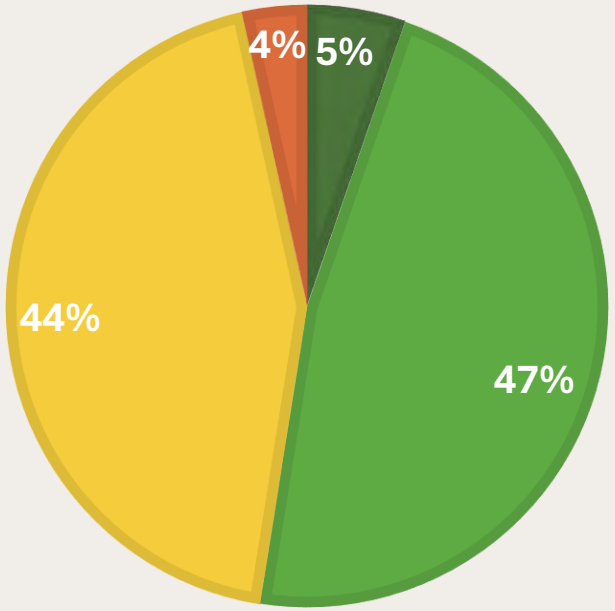


Program Overview



- **Audience:** Individuals living or working in Santa Cruz County within 300% of the Federal Poverty Level.
- **Goal:** Reduce the barrier to buying quality e-bikes to provide reliable, sustainable and healthy mobility for low-income residents.
- **Incentive type:** Point of Purchase Voucher for e-bikes, e-cargo bikes, analog bikes and BCycle passes.
- **Launch:** June of 2025 -- **fully subscribed in 3 weeks**
- **Funding:** $500k via Monterey Bay Air Resources District (MBARD) and RSTP funds.
  - Incentive budget: $360,000
  - Administrative budget: $140,000

Program Overview



Incentive Types Distributed

Voucher amounts:

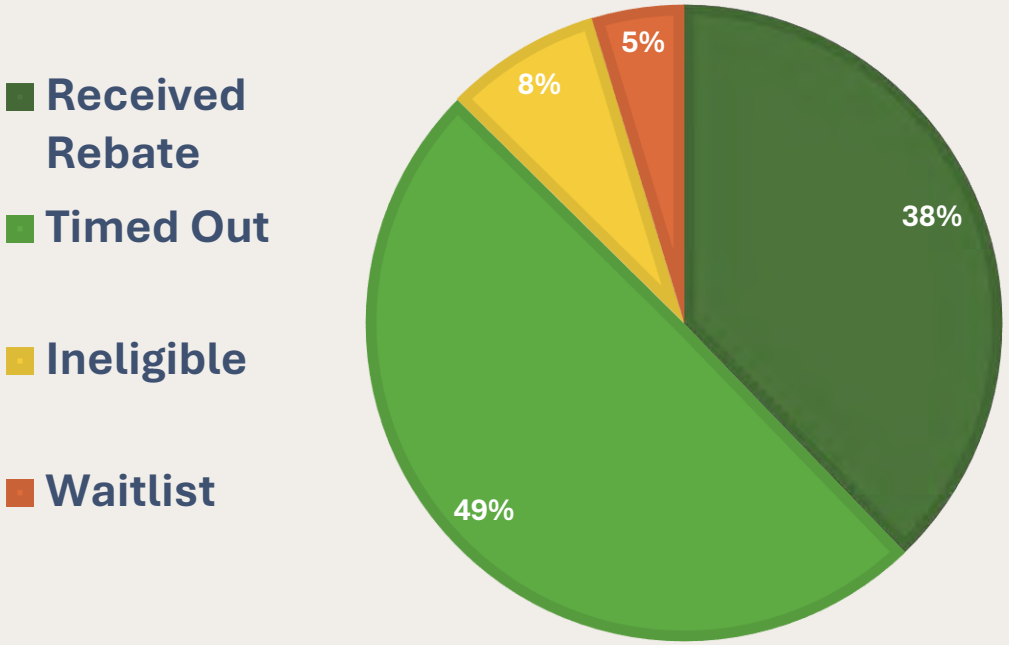
- $300 – pedal bike, $800 – e-bike, $1,200 e-cargo & adaptive e-bike.
- $225 value for annual BCycle pass

Results

- **381** e-bike/bike purchases or passes
- **1008** applied for the voucher program

Applicant Pool

Status	Count	% of Total Applications
Received Rebate	381	37.8%
Timed Out	500	49.6%
Ineligible	80	7.9%
On waitlist at Program Close	47	4.7%
Total	1,008	



Applicant Pool Breakdown

Program Overview

APPLICATION

- Verify RESIDENCY or EMPLOYMENT
- Income Qualification

SAFETY TRAINING

- Safety Videos
- Safety quiz
- Baseline Survey

VOUCHER ISSUED

- Customer shops for bike from approved local vendors

BIKE PURCHASED

- Purchase initiates Three-, Six-, and Twelve-month follow-up surveys

Program Equity & Accessibility



- **72%** of surveyed participants reported not having a bike prior to this program.
- **75%** reported that they would not have been able to purchase a bike if it wasn't for the GO BIKE program.
- **14%** of rebate recipients reside in South County.
- Of the 181 South County applicants, 56 purchased a bike (**31%** follow through compared to 38% program overall)

Costs and Popular Bikes

Average Costs:

Analog Bike ($300) ---------- $509

E-bike ($800) ---------- $2,056

E-cargo/Adaptive ($1200) --- $1,921

Electra Townie Go **(25)**
$1200 - $1600



Rad Power RadRunner **(23)**
$1700 - $2500



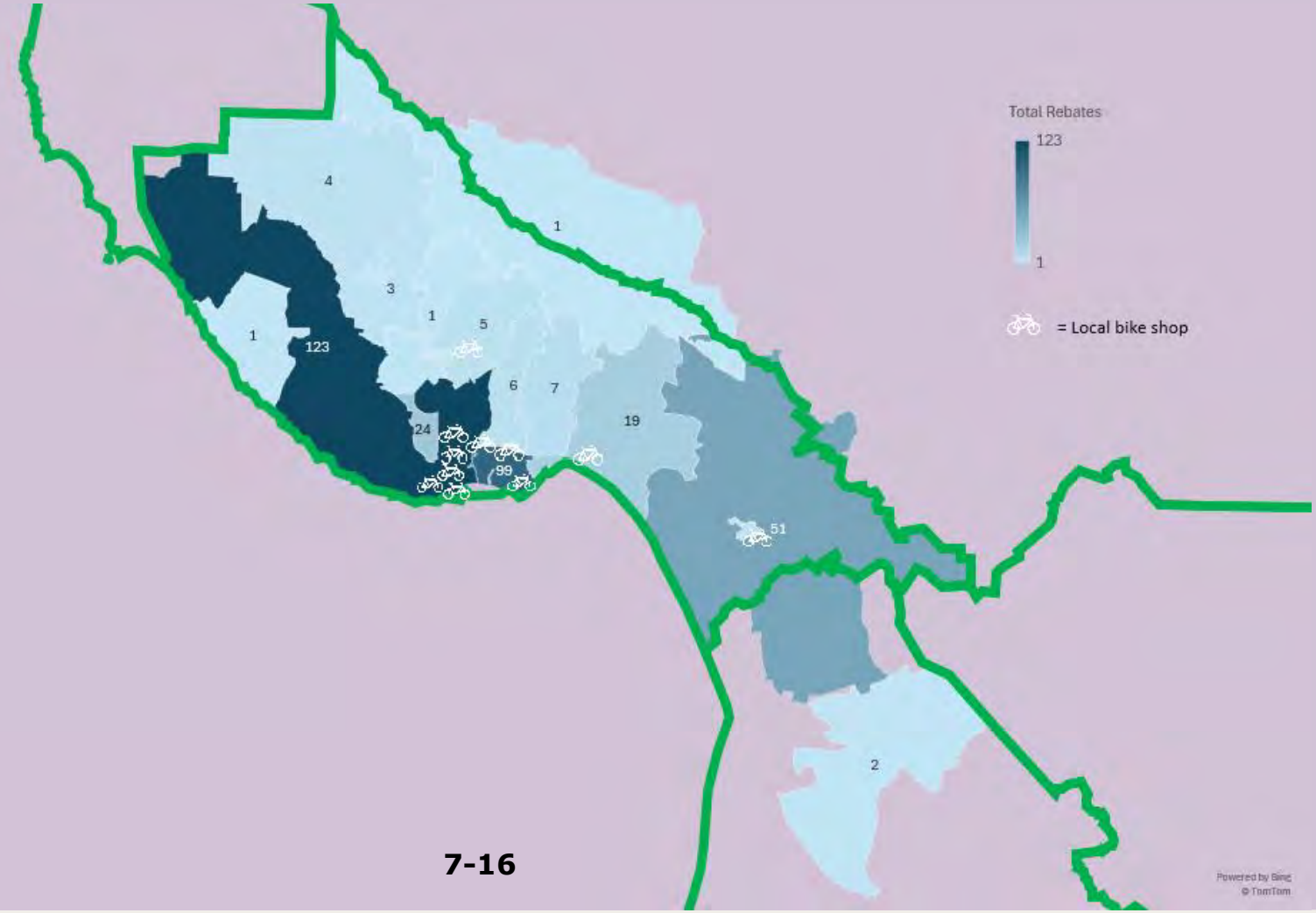
Velotric Fold 1 Plus **(72)**
~$1700



Program Equity: Geographic Distribution

REBATES REDEEMED BY RESIDENCE ZIP CODE

Zip Code	Total Rebates
95060	123
95062	99
95076	51
95064	24
95003	19
95010	17
95073	7
95065	6
95066	5
95006	4
95019	4
95005	3
93907	2
95001	1
95007	1
95017	1
95018	1
95033	1
95041	1
95061	1
95063	1
95067	1



Greenhouse Gas Mitigation Potential

In the time between receiving a bike & the 6-month post-survey, respondents reported riding roughly **563 miles *per person***.

75% of respondents reported an increase in the use of a bike for commuting to work…

…at an average rate of **67 miles** per person per month…

For an estimated annual GhG mitigation of **93 metric tons of CO2**.



Testimonials



One of the most rewarding parts has been sharing my love of biking with my friends and family. **I've had the opportunity to teach my nieces and nephews about bike safety...**

I'm grateful for programs like GO BIKE! because their **impact goes beyond one person. They can inspire entire families and communities to get outside, stay active, and make biking a regular part of their lives.**



I hope decision-makers continue supporting programs like this so more people can experience these benefits.

Alana E. program recipient

Testimonials



Since participating in the program, our family has started biking regularly instead of driving. A quick trip to get groceries, errands, or a meet up friends; it's our transportation of choice.

This program has made it easier for us to incorporate biking into our everyday lives, and we're so grateful for the opportunity.

- *Gianna S.*

Testimonials

Since obtaining my e-bike I have logged 809 miles ridden! I have been able to make trips for fun and for needs all over Santa Cruz County - trips I could not have otherwise made on a traditional bike, due to the hills and/or distance.

As a low-income resident and a single-vehicle household, my e-bike has changed my ability to get around town! I handle errands, like shopping and appointments, and **now choose to "bike" whenever possible.** Thank you

- Bianca M.



Testimonials: Attrition

Unfortunately, I was never able to find a bike that was affordable for me. The grant from you guys was extremely generous and very helpful I just didn't have the extra money to purchase the bike. I wish it would have happened this year instead cuz now I'm in the position where I would have been able to buy one. Thanks again for the opportunity.

Kristin F.



Testimonials



Bianca P, program recipient

I am still so grateful for this program. I rarely drive when I travel around town anymore. I can go to friends houses that are far away, I go grocery shopping, I run errands. I’m rarely discouraged out of biking these days!

Testimonials: Local Bike Shop

Epicenter Cycling had a wonderful experience working with the Ecology Action team regarding the E-Bike incentive program. Everyone was extremely helpful to both the consumer and the retailer. The program helped over 50 customers purchase electric bikes from Epicenter Cycling, improving their quality of life and reducing or eliminating their use of other vehicles.

Our team hopes that Santa Cruz can continue the program for years to come and keep helping local retailers and consumers move into quality electric bikes!

Chris Ray
Store Manager
Epicenter Cycling Mission Street

Testimonials



"Since getting the bike I have barely been driving my car…"

"My partner got so excited about my bike that he decided to buy his own and now both of us avoid driving whenever we can help it."

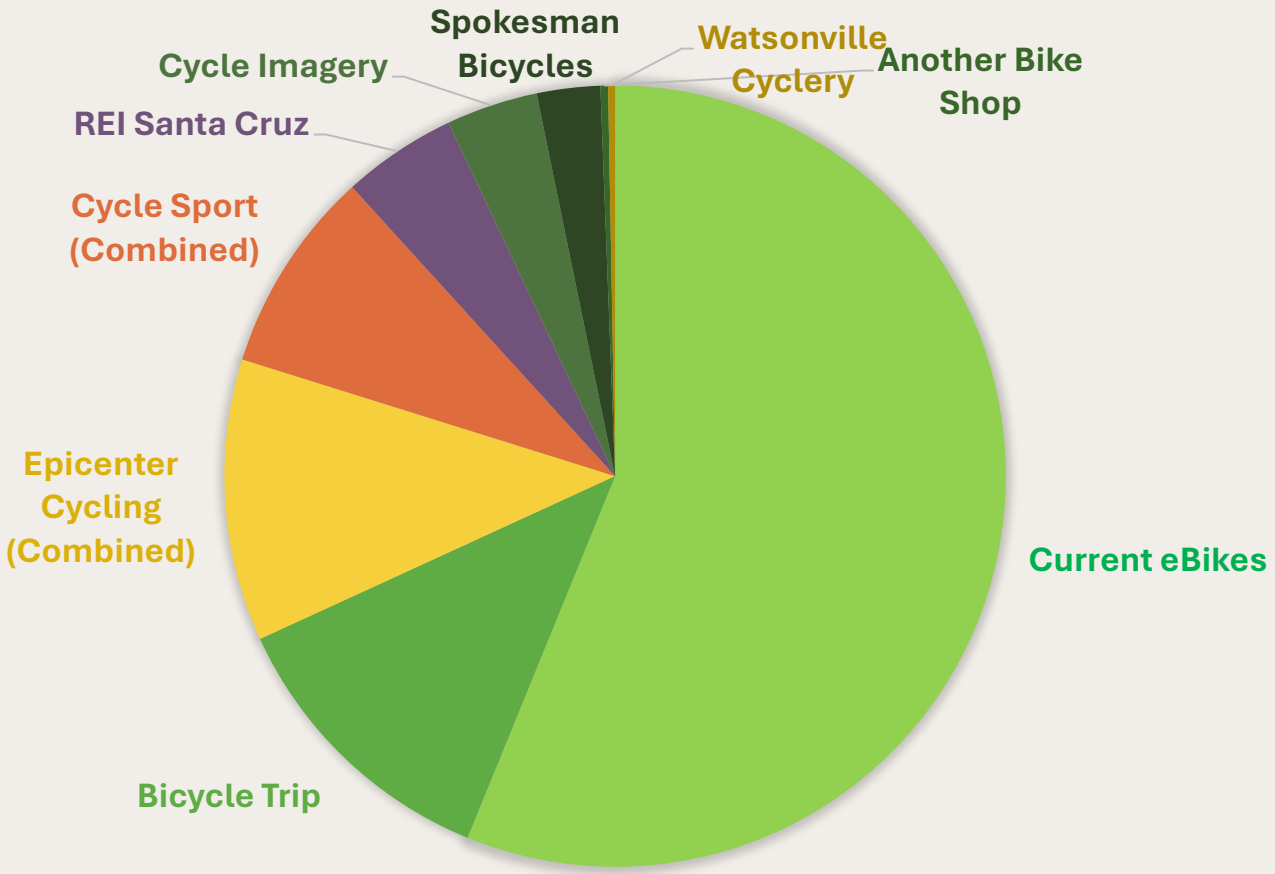
"My e-bike has been critical to my work, as I use it to commute everywhere…reducing my reliance on cars and saving me time and money on transportation."

"As a person on an extremely low income GO SCC Bike incentive has made such a difference. I can now travel farther than my immediate neighborhood for groceries and sundries."

Local Economic Impact

To date, GO BIKE has generated ~**$730k** in bike sales at **11** local bike shops.

Vendor	Total Retail Sales	# of Purchases
Current eBikes	$409,218	196
Bicycle Trip	$87,344	44
Epicenter Cycling (Combined)	$85,030	41
Cycle Sport (Combined)	$61,394	29
REI Santa Cruz	$34,488	26
Cycle Imagery	$27,627	14
Spokesman Bicycles	$19,089	7
Another Bike Shop	$2,288	1
Watsonville Cyclery	$2,100	4



Lessons learned



- Rebate amounts were determined in 2024. E-bike costs increased due to tariffs and inflation, reducing affordability for many participants.
- Participant support required substantially more staff time than originally anticipated.
- South County showed higher-than-average attrition, likely influenced by limited bike shop access.
- Higher level of oversight needed to ensure bike shops followed program procedures, including invoicing and rebate tracking.

Program Status & Next Steps



- 381 vouchers distributed.
- Focus on support for South County residents moving forward.
- Focus on purchase guidance and bike shop support. Distribute and update buyers guide focusing on most affordable bikes.
- Fund an ongoing, consistent program that builds on its popularity and success. Keep momentum and continuity.

Questions?

Angela Rocchio
Program Specialist
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Tawn Kennedy
Program Manager
tawn.kennedy@ecoact.org



Thank You!

AGENDA: December 3, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Sierra Topp, Transportation Planning Technician and Marshall Ballard, Supervising Transportation Planner

RE: GO Santa Cruz County Program Incentives

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission adopt a resolution (Attachment 1) authorizing GO Santa Cruz County Commute Rewards incentives up to $56,769 through June 30, 2027, consistent with the remaining approved Fiscal Year 2026/27 budget.

BACKGROUND

The Santa Cruz County Regional Transportation Commission's (RTC) Transportation Demand Management (TDM) program GO Santa Cruz County (GOSCC) (www.gosantacruzcounty.org) is part of Cruz511 and provides information, resources, and incentives that encourage residents and employees to choose alternatives to driving alone.

The GOSCC program is hosted through RideAmigos, a commuter management platform that helps organizations and institutions encourage sustainable commuting practices. The RTC along with the City of Santa Cruz, City of Watsonville, UC Santa Cruz, and Santa Cruz METRO utilize the RTC's RideAmigos account to manage various programs.

RideAmigos includes Commute Rewards, a digital rewards wallet linked to Tango Card, a digital gift card provider. Commuters earn 10 points for each alternative-mode trip they log, up to two trips per day. Every 250 points earns a $10 reward, up to $100 per calendar year. RTC staff process rewards manually as users redeem them.

DISCUSSION

The RTC refills the Commute Rewards wallet in bulk when funds run low. The wallet is funded separately from the RideAmigos contract, and the annual cost varies with how many participants sign up, log trips, and redeem rewards.

On January 15, 2026, the RTC approved Resolution 32-26 and Amendment No. 5 to Contract TP1939-01, authorizing up to $25,000 for Commute Rewards incentives through June 30, 2027. That full amount has now been used: $20,000 in FY 2025/26 and $5,000 in FY 2026/27. The FY 2026/27 Cruz511 budget includes $61,769 for incentives and promotional materials, of which $5,000 has been spent on GO SCC incentives, leaving $56,769.

The RTC entered into Contract TP1939-01 with RideAmigos on June 3, 2019, for an amount not to exceed $65,000. The contract has since been amended five times (Table 1).

Amend-ment	Date	Description	Added Budget	Not to Exceed
#1	May 13, 2021	1-year extension	$28,995	$93,995
#2	May 2, 2022	2-year extension	$77,150	$171,135
#3	May 23, 2023	Added CRM API access	$0*	$171,135
#4	June 28, 2024	2-year extension	$79,000	$250,135
#5	February 1, 2026	1-year extension FY 2026/27	$48,000	$298,135

Table 1: Contract TP-1939-01 Amendment History
**The CRM API fee was initially waived. After the first year, the cost is $2,500 annually.*

Staff recommends that the Santa Cruz County Regional Transportation Commission authorize GO Santa Cruz County Commute Rewards incentives up to $56,769 through June 30, 2027, consistent with the remaining approved FY2026/27 budget.

FISCAL IMPACT

Go Santa Cruz County expenses are included in the RTC Budget for the current fiscal year under Cruz511, funded by Measure D Highway Corridors, Service Authority for Freeway Emergencies (SAFE), and Regional Surface Transportation Program Exchange (RSTPX). The proposed authorization does not require additional funding. There are sufficient funds in the approved FY 2026/27 budget and Measure D programming to cover the replenishment of the Commute Rewards wallet.

SUMMARY

GO Santa Cruz County encourages commuters to choose sustainable transportation by rewarding logged trips through the RideAmigos Commute Rewards program. The $25,000 incentive authorization approved in January 2026 has been fully used. Staff recommends that the RTC authorize up to $56,769 in additional Commute Rewards incentives through June 30, 2027. This amount is the remaining balance of the approved FY 2026/27 Cruz511 incentives budget and requires no new funding.

ATTACHMENTS

1. Resolution

ATTACHMENT 1

RESOLUTION NO.

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

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO REPLENISH THE GO SANTA CRUZ COMMUTE REWARDS INCENTIVE WALLET AS NEEDED.

WHEREAS the Santa Cruz County Regional Transportation Commission (RTC) operates Cruz5ll, a countywide transportation demand management (TDM) program to facilitate alternatives to single occupancy vehicle travel within its communities; and

WHEREAS GO Santa Cruz County is a component of the Cruz511 program; and

WHEREAS GO Santa Cruz County uses a commute manager platform designed by RideAmigos to provide carpool and vanpool matching, multimodal trip planning, and commuter challenges and reward programs; and

WHEREAS The RideAmigos contract TP1939-01 originally executed on June 3, 2019 and amended May 13, 2021, May 2, 2022, May 23, 2023, June 28, 2024, and February 1, 2026.

WHEREAS Within the RideAmigos contract and included in the licensing fees is the ability for the RTC to power the incentive programs with one of RideAmigos' incentive tools, CommuteRewards; and

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

1. Authorizing the Executive Director to replenish the GO Santa Cruz County CommuteRewards incentive wallet by $56,769 for a total of $56,769 to continue the incentive program through June of 2027 so commuters in the program can earn rewards for logging their trips.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Eduardo Montesino, Chair

ATTEST:

_____
Sarah Christensen, Secretary

Distribution: *SCCRTC Fiscal*

AGENDA: December 3, 2026

TO: Regional Transportation Commission

FROM: Marshall Ballard, Supervising Transportation Planner

RE: Regional Transportation Improvement Program (RTIP) Amendment

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RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) amending the Regional Transportation Improvement Program and FY 2025-26 and FY 2026-27 Budget to amend previously programmed projects, as requested by project sponsors, to reflect scope and funding updates (Exhibit A to Attachment 1).

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC), as the state-designated regional transportation planning agency for Santa Cruz County, is responsible for selecting projects to receive certain state and federal funds. The biennial consolidated grants program allocates discretionary funds to projects that meet the programs evaluation criteria. The last two cycles of consolidated grants have included funding from the discretionary Low Carbon Transit Operations Program (LCTOP). Interim amendments are made as needed to support project implementation.

DISCUSSION

Regional Transportation Improvement Program and Budget Amendments

As project sponsors implement projects it is not uncommon for project costs, schedules, scope, and other information to change.

One change to the LCTOP program is that the state has split the funding allocation into two cycles – Cycle A (February-October 2026) and Cycle B (July 2026-March 2027) to accommodate potential revenue volatility and in response to Senate Bill 840 (2025) which allows for more flexibility in uncertain Cap-and-Invest auction proceeds. In November of 2025, the RTC programmed $650,000 in FY 2025-26 LCTOP revenues to Santa Cruz METRO's 90X Operations. The state apportioned LCTOP Cycle A funds to the

RTC in the amount of $443,441 on February 27. These funds were included in a RTC Commission approved RTIP amendment on May 7, 2026, in Resolution 52-26. Cycle B funding was released on September 1, in the amount of $284,110. The total amount of LCTOP apportionment equals $727,551 exceeding the programmed amount of $650,000 by $77,551 which requires a programming and FY 2026-27 budget adjustment to account for the revenue and allocation amounts. The proposed amendment shown in Exhibit A to Attachment 1 fulfills Santa Cruz METRO's request to shift funding from the 90x Operations to the Youth Cruz Free (YCF) program.

To support implementation of projects that were vetted and prioritized through the most recent competitive consolidated grants process, **staff recommends that the RTC adopt a resolution (Attachment 1) amending the Regional Transportation Improvement Program and FY 2025-26 and FY 2026-27 budgets and work program, as applicable, to update project information for the previously programmed projects, as summarized in Exhibit A to Attachment 1.** If the RTC does not approve shifting funds between projects, any unspent funds would instead be included in the RTC's next call for projects scheduled for mid-2027.

FISCAL IMPACT

There are no net fiscal impacts associated with staff's recommendation to amend the RTC Programming and Budgets. The discretionary LCTOP funds are allocated to the Santa Cruz Metropolitan Transit District as directed from the consolidated grants award. The updated funds will be added to the RTC Budget increasing it by $77,551.

SUMMARY

Staff and project sponsors recommend that the RTC amend the RTC Programming and Budget to shift funding between programmed projects.

Attachments:

1. Resolution
    a. Regional Transportation Improvement Program Amendment

Attachment 1

RESOLUTION NO.

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

A RESOLUTION AMENDING THE FY 2025-26 and 2026-27 REGIONAL TRANSPORTATION COMMISSION BUDGET

WHEREAS the Santa Cruz County Regional Transportation Commission (RTC) is responsible for selecting projects to receive the region's formula shares of certain state and federal funds, including the Low Carbon Transit Operations Program (LCTOP);

WHEREAS the Commission adopts and periodically amends a budget and work program for each fiscal year to include certain funds programmed by the Commission; and,

WHEREAS project sponsors have requested scope, schedule, or other project information changes for several projects previously programmed to receive funds by the Commission.

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

The Regional Transportation Commission's Regional Transportation Improvement Program and Fiscal Year 2025-26 and 2026-27 Budget and Work Program are hereby amended to update project information as summarized in Exhibit A.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Eduardo Montesino, Chair

ATTEST:

_____
Sarah Christensen, Secretary

Exhibits
a) Regional Transportation Commission Budget Amendments
Distribution: RTC Programming, RTC Fiscal, Project Sponsors

Exhibit A to Attachment 1

FY 2025-26 and 2026-27 Regional Transportation Improvement Program Amendments

Amendment to Previously Approved Projects

Amendment Approved at December 3, 2026 RTC meeting

Action	**Project #**	**Agency**	**Project(s)** (Previous/Reallocated)	**Proposed Amendment**
Shift LCTOP funds between projects	MTD 27A	Santa Cruz METRO	90X Operations / Youth Cruz Free	Estimated FY 2025-26 LCTOP revenues were awarded to Santa Cruz METRO during the Consolidated Grants programming process in the amount of $650,000 for the Route 90x Operations project. Santa Cruz METRO request to deprogram $650,000 from this project and to program $727,551 in LCTOP funds to the Youth Cruz Free (YCF) program. ***The LCTOP Cycle A (LCTOP Revenues 99313) apportionment totaled $443,441. The LCTOP Cycle B (LCTOP Revenues 99313) apportionment totaled $284,110, resulting in a full year total of $727,551.***

AGENDA: December 3, 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 October 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 October 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, October FY 2026–27 revenues were 8.29% higher than October FY 2025–26. Actual revenues for October FY 2026–27 were 6.69% 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 October 2026 are $89,767 (8.29%) higher, at $1,172,723

compared to $1,082,956 received in October 2025. October 2026 cash receipts represent the August 2026 sales tax revenues as shown in Attachment 1.

Actual Cash Receipts October 2026			
FY 2025-26	FY 2026-27	Increase / (-) Decrease	
1,082,956	1,172,723	8.29%	89,767

Budgeted to Actuals October 2026			
Budgeted	Actual	Increase / (-) Decrease	
1,099,200	1,172,723	6.69%	73,523

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 October 2026

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

ATTACHMENT 1

MONTH	FY2025-26 ACTUAL REVENUE	FY2026-27 BUDGETED REVENUE	FY2026-27 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION	ACTUAL FY 2026-27 COMPARED TO ACTUAL FY 2025-26 **$ Increase (+) /Decrease (-) FY2026 to FY2027**	**% Increase (+) /Decrease (-) 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	1,172,723	73,523	6.69%	104.72%	**89,767**	8.29%
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	4,642,433	209,401	1.65%	36.66%	**274,913**	**2.15%**

July through October	4,367,520	4,433,032	4,642,433	209,401	**4.72%**	**Cash**	274,913	**6.29%**
September through October	2,127,900	2,159,818	2,276,735	116,917	**5.41%**	**Accrual**	148,836	**6.99%**

https://rtcsc.sharepoint.com/RTC Staff Reports/RTC2026/12/Consent/TDA Revenues/Pieces/[October 2027 TDA Revenue - BOD.xlsx]Summary

AGENDA: December 3, 2026

TO: Regional Transportation Commission (RTC)

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

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

Attachment 1 includes the October 2026 Measure D revenue report. Cash receipts were 9.38% higher than those received in October 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 $27,667,051 in FY2025-26 to $27,732,249 in FY2026-27, reflecting a modest increase in projected revenues.

FY 2026-27 Cash Receipts

FY 2026-27 Measure D cash receipts for October 2026 are $222,480 (9.38%) higher at $2,593,578 compared to $2,371,098 in the same period in FY2025-26. October 2026 cash receipts represent August 2026 sales tax revenues.

Oct-25	Oct-26	Increase / (-) Decrease	
2,371,098	2,593,578	9.38%	222,480

FY 2026-27 Quarterly Sales Tax Revenues

The October 2026 distribution from the California Department of Tax and Fee Administration represents August 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 from September through November 2026. Q2 represents October through December revenues received from December 2026 through February 2027. Q3 represents January through March 2027 revenues received from March through May 2027. Q4 represents April through June 2027 revenues received from June through August 2027. Because accrual information is currently available only for July and August 2026, a comparison for the July-September 2026 quarter is not yet available.

FY 2026-27 Year Meas D Revenues - Quarterly Comparison to FY 2025-26 Accrual Basis - Actual					
	Q1	Q2	Q3	Q4	Fiscal YTD
	(July-Sep)	(Oct-Dec)	(Jan-March)	(Apr-June)	
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	Q2 Projected	Q3 Projected	Q4 Projected	Fiscal YTD
	(July-Sep)	(Oct-Dec)	(Jan-Mar)	(Apr-Jun)	
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 October 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	OCTOBER	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	2,593,578.45	**10,165,194.99**	**9,641,240.29**		
BOE FEES		-	(59,320.00)	-	-	**(59,320.00)**	**(60,410.00)**		
NET		**2,468,294.85**	**2,459,158.96**	**2,584,842.73**	**2,593,578.45**	**10,105,874.99**	**9,580,830.29**	**5.48%**	**525,044.70**
ADMINISTRATION & IMPLEMENTATION - 729100/75381									
ADMINISTRATION - SALARIES & BENEFITS	**1%**	**24,682.95**	24,591.59	25,848.43	25,935.78	**101,058.75**	**95,808.30**	5.48%	5,250.45
O/H ADMIN		22,821.85	22,737.38	23,899.46	34,183.36	**103,642.06**	**101,291.41**	2.32%	2,350.65
SALARIES & O/H IMPLEME& OVERSIGHT		11,786.89	11,786.89	11,786.89	14,196.20	**49,556.88**	**47,147.60**	5.11%	2,409.28
SERVICES & SUPPLIES		2,000.00	2,000.00	2,000.00	2,000.00	**8,000.00**	**44,709.67**	-82.11%	(36,709.67)
Subtotal		**61,291.69**	**61,115.87**	**63,534.78**	**76,315.35**	**262,257.69**	**288,956.98**	**-9.24%**	**(26,699.29)**
TO DISTRIBUTE TO INVESTMENT CATEGORIES		**2,407,003.16**	**2,398,043.09**	**2,521,307.95**	**2,517,263.10**	**9,843,617.30**	**9,291,873.31**	**5.94%**	**551,743.99**
1. NEIGHBORHOOD - 729200/75382	**30%**	**722,100.95**	**719,412.93**	**756,392.39**	**755,178.93**	**2,953,085.19**	**2,787,561.99**	**5.94%**	**165,523.20**
SLV SR9	Fixed $	27,777.78	27,777.78	27,777.78	27,777.78	111,111.11	111,111.11	0.00%	-
HWY 17 Wildlife	Fixed $	13,888.89	13,888.89	13,888.89	13,888.89	55,555.56	55,555.56	0.00%	-
		41,666.67	**41,666.67**	**41,666.67**	**41,666.67**	**166,666.67**	**166,666.67**	**0.00%**	**-**
City of Capitola - V41597	4.8714%	33,146.37	33,015.43	34,816.83	34,757.71	135,736.33	127,637.59	6.35%	8,098.74
City of Santa Cruz - V110467	22.3699%	152,212.72	151,611.41	159,883.69	159,612.24	623,320.07	587,267.50	6.14%	36,052.56
City of Scotts Valley - V102713	4.8745%	33,168.00	33,036.97	34,839.54	34,780.39	135,824.90	127,710.09	6.35%	8,114.81
City of Watsonville - V111928	16.0133%	108,959.81	108,529.37	114,450.99	114,256.68	446,196.84	419,565.15	6.35%	26,631.69
County of Santa Cruz	51.8709%	352,947.39	351,553.09	370,734.67	370,105.23	1,445,340.37	1,358,714.99	6.38%	86,625.39
	100%	**680,434.28**	**677,746.26**	**714,725.72**	**713,512.26**	**2,786,418.52**	**2,620,895.33**	**6.32%**	**165,523.20**
2. HWY Corridors - 729300/75383	**25%**	**601,750.79**	**599,510.77**	**630,326.99**	**629,315.77**	**2,460,904.33**	**2,322,968.33**	**5.94%**	**137,936.00**
3. TRANSIT/PARATRANSIT - 729400/75384	**20%**	**481,400.63**	**479,608.62**	**504,261.59**	**503,452.62**	**1,968,723.46**	**1,858,374.66**	**5.94%**	**110,348.80**
Santa Cruz Metro (SCMTD) 16%	80%	385,120.50	383,686.90	403,409.27	402,762.10	1,574,978.77	1,486,699.73	5.94%	88,279.04
Community Bridges - V127587 - 4%	20%	96,280.13	95,921.72	100,852.32	100,690.52	393,744.69	371,674.93	5.94%	22,069.76
4. ACTIVE TRANSPORTATION - 729500/75385	**17%**	**409,190.54**	**407,667.33**	**428,622.35**	**427,934.73**	**1,673,414.94**	**1,579,618.46**	**5.94%**	**93,796.48**
5. RAIL CORRIDOR - 729600/75386	**8%**	**192,560.25**	**191,843.45**	**201,704.64**	**201,381.05**	**787,489.38**	**743,349.86**	**5.94%**	**44,139.52**
DISTRIBUTED TO INVESTMENT CATEGORIES	**100%**	**2,407,003.16**	**2,398,043.09**	**2,521,307.95**	**2,517,263.10**	**9,843,617.30**	**9,291,873.31**	**5.94%**	**551,743.99**
TOTAL ADMIN & IMPLEM AND INVESTMENT CATEGORIES		**2,468,294.85**	**2,459,158.96**	**2,584,842.73**	**2,593,578.45**	**10,105,874.99**	**9,580,830.29**	**5.48%**	**525,044.70**

AGENDA: December 3, 2026

TO: Regional Transportation Commission

FROM: Shannon Munz, Communications Specialist and Nisha Singh, Director of Internal Services

RE: Update on the RTC Correspondence Log

RECOMMENDATION

Staff recommends that the Commission accept information on the reinstated modified monthly Correspondence Log.

BACKGROUND

The RTC historically included a monthly Correspondence Log summarizing incoming and outgoing agency correspondence. In early April, staff discontinued the log after reviewing the workload and confirming with legal counsel that it is not required by state law or the RTC Rules and Regulations. Staff continued to maintain internal records and distribute correspondence related to specific agenda items.

Following discussion at the September 2026 Commission meeting, staff reviewed expectations, the current procedure, and practices at other agencies to identify a more efficient and sustainable approach to reinstating the correspondence log distribution with the monthly agenda packet.

DISCUSSION

The former Correspondence Log included a monthly summary and PDF attachments of incoming correspondence and agency responses. The summary listed the date received, sender, subject, and response information. It covered nearly all communications received by the agency. PDF copies were made of all incoming correspondence as well as all responses, and personal information was redacted from each PDF before compilation and publication. Reviewing and categorizing messages, redacting information, preparing attachments, and publishing the log required substantial staff time.

Staff's review of the Correspondence Log process identified the following key findings:

1. Historic Staff Time and Workload Findings
Historically, preparing the log required substantial staff time to review and categorize inquiries, redact personal information, and prepare materials for publication. Estimated workload under the former process was approximately 40–60 hours per month.

- Equivalent to 0.5 Full-Time Employee (FTE): $22,000 to $32,000 annually in administrative staff time.
- An average of approximately 250 public queries received and reviewed each month.
- An average of approximately 500 pages of correspondence reviewed and processed each month.
- Periods of high community engagement result in significantly increased email volume and workload.

2. Commissioner Expectations — Summary of Findings
A review of the September Commission meeting discussion found that Commissioners and members of the community were primarily interested in correspondence directed to the Commission rather than routine inquiries to info@sccrtc.org.

3. Comparison With Other Agencies
Staff reviewed agenda practices at comparable local and regional agencies. None of the surveyed local agencies—the County Board of Supervisors, the cities of Santa Cruz, Watsonville, Capitola, and Scotts Valley, or County departments—nor regional agencies outside of Santa Cruz County include maintaining or distributing a correspondence log in their agenda packet or supporting materials.

Next Steps
After reviewing the previous Correspondence Log workflow, staff have reinstated the monthly Correspondence Log. The log lists only written correspondence directed to the Commission or individual Commissioners from members of the public, organizations, or other agencies. The log includes the date received, sender, and subject. Routine staff inquiries, comments on ongoing projects and planning efforts, and communications handled through separate processes would be excluded as they are documented and distributed through those separate hearing or planning efforts. Agenda-item comments received by the posted deadline would continue to be distributed with the applicable agenda item as handouts, separate from the correspondence log.

This approach balances the Commission's and public's interest in visibility into correspondence with the need to use staff resources efficiently. The reinstated correspondence log retains a summary of correspondence

directed to the Commission while avoiding much of the manual administrative work.

Staff recommends that the Commission accept information on the reinstated, modified monthly Correspondence Log.

FISCAL IMPACT

The Correspondence Log can be prepared within existing staff and technology resources; no additional costs are anticipated.

SUMMARY

Staff have reinstated a modified monthly Correspondence Log that lists only written correspondence directed to the Commission or individual Commissioners from members of the public, organizations, or other agencies.

AGENDA: December 3, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Yesenia Parra, Administrative Services Officer

RE: Approve a resolution to adopt the updated Memorandum of Understanding (MOU) with the Special District Risk Management Authority (SDRMA) for Ancillary Health Benefits Program

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RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) approve a resolution (Attachment 1) to adopt the updated Memorandum of Understanding (MOU) (Exhibit A to Attachment 1) with the Special District Risk Management Authority (SDRMA) for continued participation in the SDRMA Ancillary Health Benefits Program.

BACKGROUND

The RTC has been a member of the SDRMA benefits pool since becoming an autonomous agency. Through this longstanding relationship, the RTC has participated in SDRMA's Ancillary Benefits Program to support the provision of employee benefits.

SDRMA was established to provide risk financing, risk management programs, and other coverage protection programs for public agencies. In connection with its administration of the health benefits program, SDRMA serves as the administrative liaison for participating public entities enrolled in the Public Risk Innovation, Solutions and Management (PRISM) Health and/or Employee Benefits Small Group Program.

The program's terms and conditions, benefit coverage, rates, assessments, and premiums are governed by the applicable PRISM committees. SDRMA administers the program and facilitates participation by eligible public entities.

DISCUSSION

SDRMA has provided an updated MOU (Exhibit A to Attachment 1) that outlines the terms and conditions applicable to participating agencies.

Commission approval is requested to authorize the RTC's execution of the updated agreement and document its continued participation in the ancillary benefits program.

The updated MOU (Exhibit A to Attachment 1) establishes the terms under which the RTC participates in the SDRMA-administered ancillary health benefits program. It addresses the responsibilities of participating agencies, program administration, premiums, funding, assessments, withdrawal requirements, and other contractual provisions.

Key provisions include:

- **Program participation and eligibility.** The MOU establishes the requirements for enrollment and participation in the program, including compliance with applicable eligibility requirements and program documents.
- **Premiums and billing.** Program premiums and rates are established by the applicable PRISM committee. SDRMA also establishes an administrative fee associated with administering the program. The RTC is responsible for remitting billed premiums by the specified due dates. The MOU provides for late-payment penalties and potential termination of participation for failure to pay amounts due.
- **Benefits and coverage documents.** Benefits are subject to the applicable plan summaries, carrier coverage documents, program requirements, and any applicable agreements with recognized employee organizations.
- **Program funding, assessments, and dividends.** The MOU addresses program funding and provides for potential assessments if program funds are insufficient to meet funding requirements. It also addresses the circumstances under which dividends or premium credits may be declared.
- **Withdrawal from the program.** The MOU establishes advance written-notice requirements for withdrawal and provides for a waiting period before a withdrawing entity may rejoin the program, subject to underwriting approval.
- **Administrative and contractual requirements.** The MOU identifies the responsibilities of participating entities and includes provisions addressing dispute resolution, governing law, venue, attorney fees, amendments, and the agreement's effective date.

The proposed action of approving a resolution (Attachment 1) to adopt the MOU (Exhibit A to Attachment 1) supports continuity in the administration of

employee health benefits and maintains the RTC's established relationship with SDRMA.

Therefore, **staff recommends that the RTC approve the resolution (Attachment 1) that adopts the updated SDRMA MOU (Exhibit A to Attachment 1) for continued participation in the SDRMA Ancillary Health Benefits Program.**

FISCAL IMPACT

The RTC's premium responsibility under the SDRMA MOU, aligns with the approved adopted RTC budget, which includes these benefit costs.

SUMMARY

Adoption of SDRMA's updated MOU is necessary for the RTC to continue participating in SDRMA's Ancillary Health Benefits Program.

Attachments:

1. Resolution
    a) SDRMA Updated Memorandum of Understanding

RESOLUTION NO. _____

A RESOLUTION OF THE OF THE (GOVERNING BODY) OF SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION (RTC) APPROVING THE FORM OF AND AUTHORIZING THE EXECUTION OF A MEMORANDUM OF UNDERSTANDING AND AUTHORIZING PARTICIPATION IN THE SPECIAL DISTRICT RISK MANAGEMENT AUTHORITY'S HEALTH BENEFITS PROGRAM

WHEREAS, Santa Cruz County Regional Transportation Commission, a public agency duly organized and existing under and by virtue of the laws of the State of California (the "ENTITY"), has determined that it is in the best interest and to the advantage of the ENTITY to participate in the Health Benefits Program offered by Special District Risk Management Authority (the "Authority"); and

WHEREAS, the Authority was formed in 1986 in accordance with the provisions of California Government Code 6500 *et seq.,* for the purpose of providing risk financing, risk management programs and other coverage protection programs; and

WHEREAS, participation in Authority programs requires the ENTITY to execute and enter into a Memorandum of Understanding which states the purpose and participation requirements for the Health Benefits Program; and

WHEREAS, all acts, conditions and things required by the laws of the State of California to exist, to have happened and to have been performed precedent to and in connection with the consummation of the transactions authorized hereby do exist, have happened and have been performed in regular and due time, form and manner as required by law, and the ENTITY is now duly authorized and empowered, pursuant to each and every requirement of law, to consummate such transactions for the purpose, in the manner and upon the terms herein provided.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE ENTITY AS FOLLOWS:

Section 1. Findings. The ENTITY's Governing Body hereby specifically finds and determines that the actions authorized hereby relate to the public affairs of the ENTITY.

Section 2. Memorandum of Understanding. The Memorandum of Understanding, to be executed and entered into by and between the ENTITY and the Authority, in the form presented at this meeting and on file with the ENTITY's Secretary, is hereby approved. The ENTITY's Governing Body and/or Authorized Officers ("The Authorized Officers") are hereby authorized and directed, for and in the name and on behalf of the ENTITY, to execute and deliver to the Authority the Memorandum of Understanding.

Section 3. Program Participation. The ENTITY's Governing Body approves participating in the Special District Risk Management Authority's Health Benefits Program.

Section 4. Severability. If any provision of this resolution or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are severable.

Section 5. Other Actions. The Authorized Officers of the ENTITY are each hereby authorized and directed to execute and deliver any and all documents which are necessary in order to consummate the transactions authorized hereby and all such actions heretofore taken by such officers are hereby ratified, confirmed and approved.

Section 6. Effective Date. This resolution shall take effect immediately upon its passage.

PASSED AND ADOPTED this 3rd day of December, 2026 by the following vote:

AYES: _____

NOES: _____

ABSENT: _____

_____
Name

_____
Title

_____
ENTITY Secretary

MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING (HEREAFTER "MEMORANDUM") IS ENTERED INTO BY AND BETWEEN THE SPECIAL DISTRICT RISK MANAGEMENT AUTHORITY (HEREAFTER "SDRMA") AND THE PARTICIPATING PUBLIC ENTITY (HEREAFTER "ENTITY") WHO IS SIGNATORY TO THIS MEMORANDUM.

WHEREAS, on August 1, 2006, SDRMA in its capacity as a member of Public Risk Innovation, Solutions and Management (PRISM) and having executed the Joint Powers Agreement (JPA) governing PRISM, was appointed administrator for the purpose of enrolling small public entities into the ~~Public Risk Innovation, Solutions and Management~~ (PRISM) Health and/or Employee Benefits Small Group Program (hereinafter "P~~ROGRAM~~rogram"); and

WHEREAS, the terms and conditions of the PROGRAM as well as benefit coverage, rates, assessments, and premiums are governed by the PRISM Health Committee and/or PRISM Employee Benefits Committee for the P~~ROGRAM~~rogram (the "C~~OMMITTEE~~ommittee") and not SDRMA; and

WHEREAS, ENTITY desires to enroll and participate in the P~~ROGRAM~~rogram, acknowledging that SDRMA acts solely in an administrative capacity and does not establish Program terms.

NOW THEREFORE, SDRMA and ENTITY agree as follows:

1. DEFINITIONS. For purposes of this MEMORANDUM, unless the context otherwise requires, the following terms when capitalized have the respective meanings set out below and are applicable to the singular as well as to the plural forms of such terms and to the masculine as well as to the feminine and neuter genders of such terms.

a. "Committee" means the PRISM Health Committee and/or PRISM Employee Benefits Committee for the Program.

b. "Coverage Documents" means, except as otherwise provided herein, coverage documents from each carrier outlining the coverage provided, including terms and conditions of coverage, are controlling with respect to the coverage of the Program and will be provided by SDRMA to each ENTITY. Documents will be made available through the online SDRMA Portal and be accessible to approved users of the ENTITY.

c. "Program Participation Agreement" means the agreement issued by PRISM/AUS Underwriting to the Entity that details the final terms of acceptance and any special exceptions or terms that have been made a part of the underwriting approval and is required to be

completed and executed in order to constitute full acceptance as a member of the PRISM Small Group Program.

d. "Program" or "PRISM" means the Public Risk Innovation, Solutions and Management (PRISM) Health and/or Employee Benefits Small Group Program.

e. "Program Documents" means the following: SDRMA Program Administrative Guidelines, SDRMA Resolution, Program Underwriting application and any required underwriting documents, Program approval, Program Underwriting & Eligibility Rules and Program Participation Agreement.

~~1~~2. PURPOSE**.** ENTITY is signatory to this MEMORANDUM for the ~~express~~ sole purpose of enrolling in the Program~~ROGRAM~~.

~~2~~3. ENTRY INTO PROGRAM**.** ENTITY shall ~~enroll~~ apply for participation in the Program~~ROGRAM~~ by ~~making application through~~ executing and all forms prescribed by SDRMA. ~~-~~SDRMA shall submit the completed forms to ~~which shall be subject to approval by~~ the Program~~ROGRAM~~'s Underwriter who has the authority to accept or reject Entity's application in its sole discretion based on the Program's ~~and~~ governing documents and in accordance with the Program's~~applicable~~ eligibility guidelines.

~~3~~4. MAINTENANCE OF EFFORT**.** Program ~~ROGRAM is designed to provide an alternative~~ provides health benefit~~s solution~~ to all ~~participants~~ active employees, retired employees, dependents of an active or retired employee and public officials of the ENTITY who satisfy requirements for participation. ~~of the ENTITY including active employees, retired employees (optional), dependents (optional) and public officials (optional).~~ ENTITY public officials may participate in the Program~~ROGRAM~~ only if they are currently being covered and their own ENTITY's enabling act, plans and policies allow it. ENTITY must contribute at least the minimum percentage required by the eligibility requirements

~~4~~5. PREMIUMS. ENTITY ~~understands~~ agrees and acknowledges that premiums and rates for the Program ~~ROGRAM~~ are set by the ~~COMMITTEE~~Committee and that SDRMA's Administrative Fee is set by SDRMA For each billing cycle,. ENTITY will remit the total monthly ~~premiums based upon rates established~~ amount billed by SDRMAfor each category of participants and the census of covered employees, public officials, dependents and retirees. PREMIUMs are based on a full month, and there are no partial months or prorated PREMIUMs. Enrollment for mid-year qualifying events and termination of coverage will be made in accordance with the SDRMA Program Administrative Guidelines.

~~Rates for the ENTITY and each category of participant will be determined by the COMMITTEE designated for the PROGRAM based upon advice from its consultants and/or a consulting Benefits Actuary and insurance carriers. In addition, SDRMA adds an administrative fee to premiums and rates for costs associated with administering the PROGRAM. Rates may vary depending upon factors including, but not limited to, demographic characteristics, loss experience of all public entities participating in the PROGRAM and differences in benefits provided (plan design), if any.~~

~~SDRMA will administrate a billing to ENTITY each month, with payments due by the date specified by SDRMA. Payments received after the specified date will accrue penalties up to and including termination from the PROGRAM. Premiums are based on a full month, and there are no partial months or prorated premiums. Enrollment for mid-year qualifying events and termination of coverage will be made in accordance with the SDRMA Program Administrative Guidelines~~.

Late Payment Penalties. ENTITY shall pay all PREMIUM invoices as billed to SDRMA, regardless of any changes to eligibility or adjustments to PREMIUMS that may occur during the billing month and not reflected in the PREMIUM invoice. SDRMA shall issue PREMIUM invoices to ENTITY prior to the coverage month in which they are due. PREMIUM invoices are due by the due date stated on the invoice and considered delinquent thirty (30) calendar days from the due date. In addition to the outstanding balance due for any unpaid invoice, ENTITY shall be liable to SDRMA for a late payment penalty of 1% of the outstanding balance of any unpaid portion of such invoice effective (30) calendar days after the invoice due date. SDRMA reserves the right to terminate the MEMORANDUM and ENTITY'S Participation Agreement, including immediate cessation of all services under the Program, any time after it provides written notice to ENTITY of its failure to pay the amount due of any invoice.

~~5~~6. BENEFITS. Benefits provided to ENTITY participants shall be as set forth in ENTITY's Plan Summary for the Program ~~ROGRAM~~ and as agreed upon between the ENTITY and its recognized employee organizations as applicable. Not all plan offerings will be available to ENTITY, and plans requested by ENTITY must be submitted to Program~~ROGRAM~~ underwriter for approval.

6. ~~COVERAGE DOCUMENTS. Except as otherwise provided herein, coverage documents from each carrier outlining the coverage provided, including terms and conditions of coverage, are controlling with respect to the coverage of the PROGRAM and will be provided by SDRMA to each ENTITY. SDRMA will provide each ENTITY with additional documentation, defined as the SDRMA Program Administrative Guidelines which provide further details on administration of the PROGRAM.~~

7. ~~PROGRAM FUNDING. It is the intent of this MEMORANDUM to provide for a fully funded PROGRAM by any or all of the following: pooling risk; purchasing individual stop loss~~

~~coverage to protect the pool from large claims; and purchasing aggregate stop loss coverage.~~

~~8. ASSESSMENTS. Should the PROGRAM not be adequately funded for any reason, pro-rata assessments to the ENTITY may be utilized to ensure the approved funding level for applicable policy periods. Any assessments which are deemed necessary to ensure approved funding levels shall be made upon the determination and approval of the COMMITTEE in accordance with the following:~~

~~a. Assessments/dividends will be used sparingly. Generally, any over/under funding will be factored into renewal rates.~~

~~b. If a dividend/assessment is declared, allocation will be based upon each ENTITY's proportional share of total premiums paid for the preceding 3 years. An ENTITY must be a current participant to receive a dividend, except upon termination of the PROGRAM and distribution of assets.~~

~~c. ENTITY will be liable for assessments for 12 months following withdrawal from the PROGRAM.~~

~~d. Fund equity will be evaluated on a total PROGRAM-wide basis as opposed to each year standing on its own.~~

7. ASSESSMENTS AND DIVIDENDS. The Program annual premium, as approved by the Committee will be established at a level which is anticipated to provide adequate overall funding. The Program will directly manage surpluses and deficits. Premiums are targeted to fund expected claims (including incurred-but-not-reported (IBNR) and run-out), reinsurance (if any), Program/administrative expenses, and any reserve or margin adopted by the Committee.

If Program funds are insufficient (including funding IBNR), the Committee may impose premium assessments on all applicable participating Entities, consistent with the JPA, including ENTITY signing this MEMORANDUM. Entities that have withdrawn from the Program are liable for assessments attributable to plan year(s) in which they participated.

After appropriate reserves and obligations are funded and any Committee-approved margin is achieved, the Committee may declare a dividend or premium credit, using a formula recommended by the Program Underwriters and actuary.

~~9~~8. WITHDRAWAL. ENTITY may withdraw from this MEMORANDUM and terminate its Program Participation Agreement for a subsequent calendar year subject to the following condition: ~~ENTITY shall notify SDRMA and the PROGRAM in writing of its~~

~~intent to withdraw at least 90 days prior to their requested withdrawal date~~. ENTITY shall notify SDRMA in writing of its intent to withdraw from this MEMORANDUM and terminate its Program Participation Agreement at least 120 days prior to January 1st of the subsequent calendar year in which it shall be effective . No withdrawal shall become effective until December 31 of the year that notice of termination is received. ENTITY may rescind its notice of intent to withdraw and terminate no later than October 1st. Once ENTITY withdraws from the Program~~ROGRAM~~, there is a 3-year waiting period to come back into the Program~~ROGRAM~~, and the ENTITY will be subject to underwriting approval ~~again~~.

~~10. LIAISON WITH SDRMA. Each ENTITY shall maintain staff to act as liaison with SDRMA and between the ENTITY and SDRMA's designated PROGRAM representative.~~

9. ARBITRATION OF DISPUTES. To the extent permitted by law, all controversies between the ENTITY and SDRMA that may arise out of or relate to any of the services provided by SDRMA under the MEMORANDUM, or the construction, performance or breach of this or any other agreement between the ENTITY and SDRMA, whether entered into prior to, on or subsequent to the date hereof, shall be settled by binding arbitration in the City of Sacramento, California, under the Commercial Arbitration Rules of the American Arbitration Association. Judgment upon any award rendered by the arbitrator(s) shall be final, and may be entered into any court having jurisdiction.

~~11~~10. GOVERNING LAW. This MEMORANDUM shall be governed in accordance with the laws of the State of California.

~~12~~11. VENUE. Venue for any dispute or enforcement shall be in the City of Sacramento, California.

~~13~~12. ATTORNEY FEES. The prevailing party in any dispute shall be entitled to an award of reasonable attorney fees.

~~14.~~13. COMPLETE AGREEMENT. This MEMORANDUM together with the related Program~~ROGRAM documents~~ Documents constitutes the full and complete agreement of the ENTITY.

~~15~~14. SEVERABILITY. Should any provision of this MEMORANDUM be judicially determined to be void or unenforceable, such determination shall not affect any remaining provision.

~~16~~15. AMENDMENT OF MEMORANDUM; WAIVER. This MEMORANDUM may not be modified, nor shall any provision hereof be waived or amended, except in a writing duly signed by authorized representatives of SDRMA and ENTITY. The failure of either Party to enforce at any time any provision of the MEMORANDUM shall not be construed to be a waiver of such provision, nor in any way to affect the validity of the MEMORANDUM or the

right of either party thereafter to enforce each and every such provision.~~may be amended by the SDRMA Board of Directors and such amendments are subject to approval of ENTITY's designated representative, or alternate, who shall have authority to execute this MEMORANDUM.~~ ~~Any~~ If ENTITY ~~who~~ fails or refuses to execute an amendment to this MEMORANDUM ~~,~~ by the deadline included in written notice of SDRMA'S execution of said amendment, SDRMA reserves the right to terminate ~~shall be deemed to have withdrawn~~ this MEMORANDUM and ENTITY'S Program Participation Agreement ~~from the PROGRAM~~ effective as of ~~on~~ the next annual renewal date.

~~17~~16. EFFECTIVE DATE. This MEMORANDUM shall become effective on the later of the first date of coverage for the ENTITY or the last date of signing of this MEMORANDUM by the Chief Executive Officer or Board President of SDRMA and the authorized person for the ENTITY.

~~18~~17. EXECUTION IN COUNTERPARTS. This MEMORANDUM may be executed in several counterparts, each of which shall be an original, all of which shall constitute but one and the same instrument.

In Witness Whereof, the undersigned have executed the MEMORANDUM as of the date set forth below.

Dated: _____ By: _____

Special District Risk
Management Authority

Dated: _____ By: _____

~~Agency~~ ENTITY Name

AGENDA: December 3, 2026

TO: Regional Transportation Commission

FROM: Sarah Christensen, P.E., Executive Director

RE: Adopt Code of Conduct for the Santa Cruz County Regional Transportation Commission

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RECOMMENDATIONS

Staff and the Budget & Administration/Personnel Committee recommends that the Santa Cruz County Regional Transportation Commission adopt the Code of Conduct (Attachment 1).

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) does not currently have an adopted Code of Conduct for those who serve the agency. Staff presented a draft Code of Conduct at the October 8, 2026, Budget and Administration/Personnel Committee meeting, and the Committee requested additional information on the need for and purpose of adopting one. Staff made updates to address comments by the Committee and presented a revised draft at its November 12, 2026 Budget & Administration/Personnel Committee meeting.

DISCUSSION

As a public agency entrusted with significant local, state, and federal transportation investments, the RTC is responsible for ensuring that everyone who represents it does so with integrity, transparency, accountability, and professionalism. The proposed draft Code of Conduct (Attachment 1) would set clear expectations for those representing the agency, including Commissioners, Alternate Commissioners, advisory committee members, and members of ad hoc committees, working groups, and task forces established by the RTC.

The Code addresses respectful conduct and civil discourse, meeting conduct, the distinct roles of the Commission and staff, communications on behalf of the RTC including social media, ethics and conflicts of interest, Brown Act compliance, protection of confidential information, and appropriate use of public resources. RTC employees are not covered by the Code because their conduct is already governed by the agency's personnel policies and procedures. Regardless of this fact, notice and the Draft Code was provided to both labor bargaining units on August 5, 2026. The Code supplements,

and does not replace, existing requirements such as the Political Reform Act, the Ralph M. Brown Act, and the RTC's Rules and Regulations.

The Code is grounded in the guiding principles of public service, integrity, respectful deliberation, and public trust. It clarifies the roles of the Commission and staff, providing that individual members do not direct, supervise, evaluate, or discipline staff and that such matters are addressed through the Executive Director. The Code includes communication protocols between Commission and staff to ensure that any staff concerns are channeled through the appropriate human resources and management reporting structures. These communication protocols are designed to ensure that issues are addressed consistently and in accordance with RTC's adopted policies and procedures, as well as applicable legal requirements.

It also establishes a process for resolving concerns that emphasizes informal resolution first, with graduated responses when needed, ranging from counseling, training, and verbal or written reminders to censure by Commission action or a recommendation to the appointing authority regarding committee membership. Members would acknowledge the Code upon appointment and periodically thereafter as part of ethics and governance training. The Code would take effect upon adoption by resolution and would be incorporated into the RTC's Rules and Regulations.

The RTC values open debate and differing viewpoints. Clear expectations for accurate, respectful communication help maintain public trust and support sound decision-making. Adopting the Code would align the RTC with best practices among peer agencies and strengthen public confidence that the agency's business is conducted fairly, respectfully, and in the community's best interest.

Based on feedback received at the October 8, 2026 Budget & Administration/Personnel Committee meeting, the Code has been updated with the following changes:

- New Section 3 titled Intent and Limitations, to further clarify the applicability of the Code, and that a member's vote, policy position, or viewpoint shall not constitute a violation of the Code;
- Section 6 (B) has been renamed "Communication with Staff" to address proper communication protocols; and
- Section 6 (D) titled Personnel and Labor Relations Matters has been added to further clarify members communication protocols and appropriate lines of communication.

At the November 12, 2026 Budget & Administration/Personnel Committee meeting, additional feedback was received which was incorporated into the Code. **Staff and the Budget & Administration/Personnel Committee**

recommends that the Santa Cruz County Regional Transportation Commission adopt the Code of Conduct (Attachment 1).

FISCAL IMPACT

There is no fiscal impact associated with adopting the Code of Conduct.

SUMMARY

Staff received input from the Budget and Administration/Personnel Committee on the proposed Code of Conduct at its October 8, 2026 and November 12, 2026 meetings. Staff incorporated the input received, and the proposed Code is included as Attachment 1. Staff and the Budget & Administration/Personnel Committee recommends that the Santa Cruz County Regional Transportation Commission adopt the Code of Conduct.

Attachments:

1. Code of Conduct

Code of Conduct







Adopted DATE

CODE OF CONDUCT

1. PURPOSE

The Santa Cruz County Regional Transportation Commission ("RTC") is committed to conducting the public's business in a manner that promotes integrity, transparency, accountability, professionalism, and public trust.

The purpose of this Code of Conduct is to establish standards of behavior and expectations for Commissioners, Alternate Commissioners, Advisory Committee Members, and appointed representatives serving the RTC. These standards are intended to support effective governance, respectful deliberation, sound decision-making, and productive working relationships among elected officials, committee members, staff, stakeholders, and members of the public.

This Code supplements and does not replace applicable federal, state, and local laws, including but not limited to the Political Reform Act, the Ralph M. Brown Act, conflict-of-interest laws, the Rules and Regulations, and policies.

2. APPLICABILITY

This Code applies to:

- Commissioners
- Alternate Commissioners
- Members of advisory committees
- Members of ad hoc committees, working groups, or task forces established by the RTC

3. INTENT AND LIMITATIONS

This Code governs the manner in which applicable members conduct RTC business, not the substance of their views. Commission Members are expected to represent their constituents, ask difficult questions, dissent, and vote according to their independent judgment. A member's vote, policy position, viewpoint, or advocacy, including criticism of RTC policies, decisions, or proposals, shall not constitute a violation of this Code and shall not be the basis of a concern under Section 15.

This Code applies to members' conduct while serving in their RTC capacity or communicating about RTC matters. It does not regulate members' conduct as officials of other agencies, or as private individuals on matters unrelated to the RTC. Nothing in this Code shall be interpreted or applied to restrict speech protected by the United States or California Constitutions.

4. GUIDING PRINCIPLES

Members shall strive to:

A. Serve the Public Interest

Act in the best interests of the residents of Santa Cruz County and the RTC's statutory mission.

B. Conduct Themselves with Integrity

Demonstrate honesty, fairness, accountability, and ethical conduct in all RTC-related activities.

C. Foster Respectful Deliberation

Encourage thoughtful discussion and the exchange of differing viewpoints while maintaining respect for all participants.

D. Promote Public Trust

Recognize that their actions reflect upon the RTC and the transportation programs and projects entrusted to the agency.

5. PROFESSIONAL CONDUCT

Members shall:

A. Treat Others with Respect

Treat fellow Commissioners, committee members, staff, consultants, stakeholders, and members of the public with dignity, courtesy, and professionalism.

B. Support Civil Discourse

Engage in debate while avoiding:

- Personal attacks
- Harassment
- Bullying
- Intimidation
- Discriminatory conduct
- Derogatory remarks
- Misleading statements

C. Listen Actively

Allow others to speak without interruption and consider differing viewpoints before reaching conclusions.

D. Maintain Professional Decorum

Conduct themselves in a manner that promotes productive meetings and effective governance.

6. BOARD-STAFF RELATIONSHIPS

A. Respect Organizational Roles

The RTC Board establishes policy and provides strategic direction. The Executive Director manages agency operations and directs staff.

B. Communication with Staff

Members may contact the Executive Director or Department Directors (Director of Planning, Programming & Transportation Services, Director of Internal Services, and Director of Capital Projects) to ask questions, request information, clarify agenda materials, or receive project briefings. Staff will respond in a timely manner and keep the Executive Director informed of these contacts.

Requests that would require significant staff time, new work products, or a change in priorities should be made through the Executive Director, so that staff resources are allocated consistent with Commission direction. Individual members shall not direct, supervise, evaluate, or discipline staff, or ask staff to change a recommendation or professional opinion. This does not affect the Commission's role in appointing, evaluating, and supervising the Executive Director.

Good-faith communication with staff consistent with this section is not a violation of this Code. Members who are unsure whether a communication is appropriate are encouraged to check with the Executive Director or Commission Chair.

C. Professional Treatment of Staff

Members shall:

- Treat staff respectfully.
- Refrain from public criticism of individual employees.
- Raise concerns regarding employee performance through the Executive Director.

D. Personnel and Labor Relations Matters

Personnel matters, including recruitment, assignments, performance, discipline, compensation, grievances, and labor relations, are the responsibility of the Executive

Director and, where applicable, the Commission's designated labor negotiators. Members shall not initiate discussions with individual employees about these matters, or about management's decisions or positions on them. When an employee raises such a matter with a member, the member should refrain from making commitments or offering opinions on its merits, and refer the employee to the Executive Director, Human Resources, or the employee's representative, as appropriate. Members with concerns about a personnel matter should raise them with the Executive Director, or if the personnel matter applies to the Executive Director, the matter should be raised with RTC's General Counsel. Nothing in this section limits any employee's rights to communicate with their employee organization, or to report suspected wrongdoing as protected by law.

E. Support a Healthy Workplace

Members shall contribute to a workplace culture that values professionalism, psychological safety, inclusion, accountability, and mutual respect.

7. MEETING CONDUCT

Members shall:

A. Prepare for Meetings

Review meeting materials in advance and participate meaningfully in discussions.

B. Promote Efficient Meetings

Remain focused on agenda items and assist in maintaining orderly proceedings.

C. Respect the Chair

Follow meeting procedures established by the Chair and the Rules and Regulations.

D. Respect Public Participation

Treat all speakers courteously and recognize the public's right to express differing opinions.

8. COMMUNICATIONS AND PUBLIC REPRESENTATION

A. Distinguish Personal Views from Official Positions

Members may express personal opinions but shall clearly distinguish those opinions from official RTC positions unless authorized to speak on behalf of the RTC. Personal attacks, deliberate actions, comments, or harassment that provokes anger or derails constructive debate, or spreading of unverified claims to manipulate community discussions is prohibited.

B. Respect Board Decisions

Once the RTC has taken official action, members shall accurately represent the action taken regardless of their personal vote.

C. Media Communications

Only designated spokespersons may speak on behalf of the RTC unless otherwise authorized by the Executive Director or Commission.

D. Social Media Conduct

Members shall exercise professionalism and civility in social media communications related to RTC matters. Members should avoid statements that undermine public trust, misrepresent agency actions, or create confusion.

9. ETHICS AND CONFLICTS OF INTEREST

Members shall:

A. Comply with Applicable Laws

Comply with all conflict-of-interest, disclosure, ethics, and campaign-related laws.

B. Avoid Improper Influence

Not use their position for personal gain or to secure special advantages for themselves or others.

C. Disclose Conflicts

Promptly disclose actual or potential conflicts of interest and recuse themselves when required by law.

D. Complete Required Training

Maintain all legally required ethics, harassment prevention, and Brown Act training.

10. BROWN ACT COMPLIANCE

Members shall:

- Comply with all provisions of the Ralph M. Brown Act.
- Avoid serial meetings and prohibited communications.
- Refrain from using electronic communications in a manner that violates open meeting requirements.
- Consult legal counsel when questions arise regarding compliance.

11. CONFIDENTIAL INFORMATION

Members shall not disclose confidential information obtained through their service with the RTC unless authorized by law, the Commission, or RTC policy.

Confidential information may include:

- Closed session discussions
- Personnel matters
- Pending litigation
- Real estate negotiations
- Other legally protected information

12. USE OF RTC RESOURCES

Members shall ensure RTC resources are used solely for authorized public purposes. Members shall not use RTC resources for:

- Personal business
- Political campaigning
- Private financial gain
- Unauthorized purposes

13. ADVISORY COMMITTEE MEMBER RESPONSIBILITIES

In addition to the requirements above, advisory committee members shall:

A. Understand Their Advisory Role

Recognize that advisory committees provide recommendations and technical advice to the RTC but do not establish RTC policy.

B. Participate Constructively

Focus on issues before the committee and contribute to collaborative problem-solving.

C. Represent Recommendations Accurately

Accurately communicate committee recommendations without misrepresenting committee actions or positions.

D. Maintain Attendance

Attend meetings regularly and notify staff when unable to participate.

14. COMMITMENT TO DIVERSITY OF VIEWPOINTS

The RTC values diverse perspectives and recognizes that effective transportation planning benefits from the thoughtful consideration of differing opinions. Members shall foster an environment in which all participants feel welcome to contribute to discussions and decision-making processes.

15. RESOLUTION OF CONCERNS

Informal Resolution

Whenever practical, concerns regarding conduct should first be addressed through respectful discussion and informal resolution.

Formal Concerns

Alleged violations may be brought to the attention of:

- Executive Director
- Committee Chair, as applicable
- Commission Chair, as applicable

The Executive Director or Chair may consult with legal counsel regarding appropriate actions. Possible responses may include:

- Counseling
- Training
- Verbal reminder
- Written reminder
- Censure by Commission action
- Recommendation to the appointing authority regarding committee membership, where applicable

Nothing in this Code alters statutory authority held by appointing agencies or elected officials.

16. ANNUAL ACKNOWLEDGMENT

Commissioners and advisory committee members shall acknowledge receipt of this Code upon appointment and thereafter as part of periodic ethics and governance training.

17. EFFECTIVE DATE

This Code shall become effective upon adoption by resolution of the Santa Cruz County Regional Transportation Commission and shall be incorporated into the Rules and Regulations.

AGENDA: December 3, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Yesenia Parra, Administrative Services Officer

RE: Monthly Meeting Schedule

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

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

Attachments:

1. Three Month Meeting Schedule

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
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	Regional Transportation Commission	9:00am	TBD
12/17/26	Thu	Interagency Technical Advisory Committee	1:30am	RTC Office
01/21/27	Thu	Regional Transportation Commission	9:00am	Watsonville
01/21/27	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
02/04/27	Thu	Regional Transportation Commission	9:00am	County BOS
02/08/27	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
02/09/27	Tues	Elderly & Disabled Transportation Advisory Committee	1:30pm	RTC Office
02/18/27	Thu	Commissioner Retreat	9:00am	TBD
02/18/27	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*

AGENDA: December 3, 2026

TO: Regional Transportation Commission

FROM: Sarah Christensen, Executive Director

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 December 3, 2026 Caltrans report includes updates on projects in construction and under development. Changes since the last project update are shown in bold-face font. Each project location is listed by route and postmile, which can be found using the Caltrans postmile services website query tool: postmile.dot.ca.gov. The types of projects range from storm damage repairs, pavement preservation, drainage upgrades, bridge rehabilitation or replacement, and safety upgrades. Resources for general Caltrans inquiries can be found after the project update report.

FISCAL IMPACT

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

ATTACHMENTS

1. Caltrans Project Update Report

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized November 19, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **December 3, 2026**

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

For information on current roadway conditions and active closures: https://quickmap.dot.ca.gov/
For a 7-day look-ahead on planned lane closures, updated each Friday: https://lcswebreports.dot.ca.gov/searchdistricts?district=5

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

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

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

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

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

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

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized November 19, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **December 3, 2026**

	Projects in CONSTRUCTION							
	Project Name / EA ID	**State Route / Post Mile (PM)**	**Description**	**Construction Timeline**	**Project Costs & Fund Source**	**Project Manager**	**Contractor**	**Comments & Updates to Commissioners**
C1	Drainage Improvements **1K640**	**State Route**: 1 **PM**: MON SR-1 PM 101.53 to SCR County Line / SCR PM 0 to R7.7 From 0.5 miles south of the Santa Cruz / Monterey County Line to 0.2 miles north of Larkin Valley Rd	Culvert repairs, improved lighting, new traffic monitoring systems, and construct maintenance vehicle pullouts.	February 2025 – September 2026	**Construction Capital**: $5.9 million **Total**: $12 million SHOPP- Drainage	Ryan Caldera	Granite Construction	Construction 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

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	Projects in CONSTRUCTION							
	Project Name / EA ID	**State Route / Post Mile (PM)**	**Description**	**Construction Timeline**	**Project Costs & Fund Source**	**Project Manager**	**Contractor**	**Comments & Updates to Commissioners**
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 41st 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 November 19, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **December 3, 2026**

Projects in CONSTRUCTION								
	Project Name / EA ID	**State Route / Post Mile (PM)**	**Description**	**Construction Timeline**	**Project Costs & Fund Source**	**Project Manager**	**Contractor**	**Comments & Updates to Commissioners**
C6	Felton Safety Improvements **1M400**	**State Route**: 9 **PM**: 6.3 to 7.2 From Kirby St To the San Lorenzo Valley High School signaled intersection	Construct a continuous sidewalk and a bikeable shoulder on the west/southbound side of Highway 9 from Graham Hill Rd to the SLV Schools Complex.	November 2025 – August 2027	**Construction Capital**: $5.8 million **Total**: $17.6 million 010 Safety Funds	**Matthew Welker**	Granite Rock Company	The contractor began construction activities in May. **Crews will be working during the day behind channelizers and k-rail building a retaining wall from Post Mile 6.3 to 6.6 and forming and pouring sidewalk, curb, and gutter from Post Mile 6.7 to 6.8.** Please watch for updates via Caltrans News Releases.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Projects in CONSTRUCTION								
	Project Name / EA ID	**State Route / Post Mile (PM)**	**Description**	**Construction Timeline**	**Project Costs & Fund Source**	**Project Manager**	**Contractor**	**Comments & Updates to Commissioners**
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	**Matthew Welker**	Gordon N. Ball	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 improving the operation of key drainage systems, replacing culverts, paving, and enhancement of erosion control systems. Community members may still see work in this area 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. Please watch for Caltrans News Releases and social media posts for specific construction updates. Please watch for Caltrans News Releases and social media posts for specific construction updates.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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	Projects in CONSTRUCTION							
	Project Name / EA ID	**State Route / Post Mile (PM)**	**Description**	**Construction Timeline**	**Project Costs & Fund Source**	**Project Manager**	**Contractor**	**Comments & Updates to Commissioners**
C8	San Lorenzo River Bridge & Kings Creek Bridge Replacement **1H470**	**State Route**: 9 **PM**: 13.6 &15.5 North of Boulder Creek, at the San Lorenzo River Bridge and at Kings Creek Bridge	Replaces the San Lorenzo River and Kings Creek bridges on State Route 9 north of Boulder Creek	September 2025 – May 2028	**Construction Capital**: $14.7 million **Total**: $25.9 million SHOPP- Bridge	Kelli Hill	Gordon N. Ball	This project will use temporary signals for reversing traffic at each bridge location for 24/7 traffic control through Fall 2027. An on-call temporary bike/pedestrian shuttle through the area will be available 7 days/week 7am-6pm. See flyer below for more details. Please see Caltrans News Releases for more up-to-date project notices.
C9	SR-129 CAPM **1J830**	**State Route**: 129 **PM**: 0.0 to 0.56 In and near Watsonville from the Hwy 1/129 junction to Salsipuedes 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 November 19, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **December 3, 2026**

Projects in DEVELOPMENT								
	Project Name / EA ID	**State Route / Post Mile (PM)**	**Description**	**Construction Target** (Contract Approval to Acceptance)	**Project Costs & Fund Source**	**Project Manager**	**Phase** (PID, PA&ED, PS&E, RW, Construction)	**Comments & Updates to Commissioners**
D1	SR-17 Pavement Maintenance Treatment **1R450**	**State Route:** 17 **PM:** SR-17 0.15 to 0.55 NB lanes	Install Non-Rubberized Open Grade Friction Coarse pavement for enhanced vehicle to roadway grip on Highway 17, northbound lanes between the on-ramp from Highway 1 to the off-ramp to Pasotiempo Dr.	Spring 2027 – Spring 2028	**Construction Capital:** $2.1M **Total:** $2.1 million Minor A Program	Kristen Langager	PS&E/RW	This project completed PSE to DOE on 9/15/2026. The next milestone, Ready to List (RTL) is targeted for late 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

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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**
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	M490 Bids Open was achieved on 11/17/26. Low bid was 2.8% below engineers estimate. 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

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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**
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.	**Spring 2027-Winter 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 **and should be completed by Fall/Winter 2027**
D6	Santa Cruz CAPM **1M110**	**State Route**: 1 **PM**: 17.5 to 20.2 In & near the City of Santa Cruz from 0.06 miles south of SR-1/9 Junction to 0.09 miles north of the Mission St intersection	Grinding/ paving 2.7 miles of pavement, upgrading up to 89 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement; enhanced crosswalks; pedestrian refuge islands; 2 new bus stop locations.	Fall 2027 – Spring 2029	**Construction Capital**: $9.9 million **Total**: $16.8 million SHOPP-Pavement IIJA Supplement	Madilyn Jacobsen	PS&E/RW	This project is in the Plans, Specifications & Estimates (PS&E) phase, aka the Design phase. The 95% Design milestone was reached in December 2025. The Project team **has submitted the package to the District Office Engineer as of November 2nd. The team continues to work towards a Ready to List in February 2027.**

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

Prepared and finalized November 19, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **December 3, 2026**

Projects in DEVELOPMENT								
	Project Name / EA ID	**State Route / Post Mile (PM)**	**Description**	**Construction Target** (Contract Approval to Acceptance)	**Project Costs & Fund Source**	**Project Manager**	**Phase** (PID, PA&ED, PS&E, RW, Construction)	**Comments & Updates to Commissioners**
D9	Waddell Creek Bridge Replacement **1R420**	**State Route:** 1 **PM:** 36.3	Replace existing Waddell Creek Bridge to address scour at existing structure and build a new bridge that will address climate resiliency and sea level rise.	Targeted Construction Year: 2030-31	To be developed during the PID phase SHOPP- Bridge Health	Aaron Wolfram	PID	Development of this bridge replacement project's Project Initiation Document has been put on a long-term pause to allow the SCCRTC's Coastal Resiliency study to be completed prior to the project moving forward. Although no updates are anticipated, this project will be kept on this list for awareness. (no new update this quarter)

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized November 19, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **December 3, 2026**

Projects in DEVELOPMENT								
	Project Name / EA ID	**State Route / Post Mile (PM)**	**Description**	**Construction Target** (Contract Approval to Acceptance)	**Project Costs & Fund Source**	**Project Manager**	**Phase** (PID, PA&ED, PS&E, RW, Construction)	**Comments & Updates to Commissioners**
D10	SR-9 South CAPM **1K890**	**State Route**: 9 **PM**: 0.046 to 7.5 From 0.5 miles south of Irwin Way to 150 feet south of El Solyo Heights Dr	Pavement Preservation Drainage repair/ replacement New Sidewalk: - Laurel Dr to Kirby St (SB side) - Russell Ave to Kirby St (NB side) - Graham Hill Rd/SR-9 intersection to NB bus stop on Graham Hill. - El Solyo Heights to Lazy Woods Rd (SB side) Bike lane Graham Hill to Laurel Dr. Bike boxes at Graham Hill/SR-9 intersection Enhanced transit stop access & boarding area at SLV Schools Complex & El Solyo Heights Dr.	Spring 2028 – Spring 2030	**Construction Capital**: $14.7 million **Total**: $25 million SHOPP-Pavement Local Contribution pending coop agreement with SCCRTC	**Matthew Welker**	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.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized November 19, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **December 3, 2026**

Projects in DEVELOPMENT								
	Project Name / EA ID	**State Route / Post Mile (PM)**	**Description**	**Construction Target** (Contract Approval to Acceptance)	**Project Costs & Fund Source**	**Project Manager**	**Phase** (PID, PA&ED, PS&E, RW, Construction)	**Comments & Updates to Commissioners**
D11	Hwy 9 Complete Streets: Seg 5-Boulder Creek: River St to Bear Creek Rd **1M555**	**State Route**: 9 **PM**: 12.45 to 13.239 On Hwy 9 in Boulder Creek from River St to Bear Creek Rd	This project proposes at select locations: curb extensions; widened and new sidewalk; traffic calming measures; enhanced crosswalks.	Summer 2029 – Summer 2031 Pending availability of funding	Oversight Project: SCCRTC Project. SCCRTC leading PA&ED phase	**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 **early 2027.**
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 has been signed. **The project is scheduled for the December CTC meeting for programming and allocation.**

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized November 19, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **December 3, 2026**

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

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized November 19, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **December 3, 2026**

Projects in DEVELOPMENT								
	Project Name / EA ID	**State Route / Post Mile (PM)**	**Description**	**Construction Target** (Contract Approval to Acceptance)	**Project Costs & Fund Source**	**Project Manager**	**Phase** (PID, PA&ED, PS&E, RW, Construction)	**Comments & Updates to Commissioners**
D20	SR-152 Rehabilitation Project **1P110**	**State Route**: 152 **PM**: T0.31 to 4.14 In and near Watsonville, from the SR-1/152 junction to 0.5 miles east of Carlton Rd	Preserve pavement, rehabilitate or replace Salsipuedes Creek culvert/bridge, replace culverts, rehabilitate traffic signals, upgrade curb ramps, reconstruct guardrail, replace sign panels, and complete streets elements including road diet, bike lanes, and curb extensions in various locations	Long-lead: Spring 2031 – Winter 2033-34	**Construction Capital**: $28.3 million **Total**: $44.7 million SHOPP-Complete Streets; Pavement	Madilyn Jacobsen	PA&ED	The Project team began the Project Approval & Environmental Document (Environmental) phase in July 2024. This phase will conduct project-level studies evaluating the impact and feasibility of proposed scope. A draft environmental document is targeted to be ready in late Winter 2026-27. The Final Environmental Document and the Project Report are anticipated to be completed by Fall 2027. A Value Analysis has been completed with recommendations for cost savings being incorporated into the project. Traffic Studies are underway pertaining to the Road Diet aspect of the project.
D21	Downtown Watsonville Pedestrian Safety Project **1Q150**	**State Route**: 152 **PM**: T2.45 to T2.929 In Watsonville, between Freedom Blvd & Beck St	Construct curb extensions & high visibility crosswalks to enhance pedestrian safety	Winter 2026-2027 – Summer 2029	**Construction Capital**: $4.6 million **Total**: $10.1 million 010 Safety Fund	Madilyn Jacobsen	PS&E/RW	This project achieved its Ready to List milestone in June 2026 and **was recently** advertised for Construction. **Bids opened on November 3rd and Caltrans is working towards Contract Award and Approval.** It is estimated that the project will be awarded, and approved in Winter 2026-27.

Projects in DEVELOPMENT								
	Project Name / EA ID	**State Route / Post Mile (PM)**	**Description**	**Construction Target** (Contract Approval to Acceptance)	**Project Costs & Fund Source**	**Project Manager**	**Phase** (PID, PA&ED, PS&E, RW, Construction)	**Comments & Updates to Commissioners**
D22	Watsonville Downtown Gateway Intersection Redesign **1S400**	**State Route:** 152 **PM:** T2.5 to T2.5 In Watsonville, at the intersection of Hwy 152 & Freedom Blvd	Perform an intersection control evaluation and consider conceptual redesigns, including as a roundabout, of the intersection that are consistent with adjacent & overlapping State & Local projects & plans.	Spring 2031	To be developed during the PID phase. This project's Project Initiation Phase is funded and led by Caltrans with the understanding that further development must be carried forward by a local agency.	Kelli Hill	PID	This project, identified in the Watsonville Downtown Specific Plan, won State-sponsored Project Initiation Document (PID) development. The State-sponsorship program only covers the project's first phase, at which point a local agency will need to lead it forward. This Project's draft Project Initiation Document (PID), informed by previous meetings with Watsonville staff and feedback from the Watsonville Traffic Advisory Committee, was circulated to Caltrans functional units and Watsonville staff in May 2026. The final document was completed July 2026.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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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.

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

-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.

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))/supporthome.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/iframemap.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


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SCAN FOR CURRENT PROJECTS

State of California • Department of Transportation

News Release

Date: Friday, November 6, 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

UPDATE
LONG-TERM CLOSURE OF HIGHWAY 1 ON AND OFF-RAMPS AT STATE PARK DR. TO BEGIN MONDAY, NOVEMBER 30

SANTA CRUZ COUNTY – A project to construct north and southbound auxiliary lanes and bus-on-shoulder improvements on Highway 1 between the Bay Avenue/Porter Street and State Park Drive interchanges continues.

Beginning **Monday, November 30** the Highway 1 southbound State Park Dr. offramp and Highway 1 northbound State Park Dr. on-ramp will be closed for approximately five months as crews reconstruct the ramps as part of the bus-on-shoulder facility. **This closure was originally set to begin Nov. 16, but has been pushed back to Nov. 30.**

Travelers heading northbound from State Park Dr. will follow a detour on State Park Dr. to Searidge Road to turn right onto McGregor Drive where they will use the northbound Highway 1 on-ramp at Park Ave. Travelers exiting southbound to State Park Dr. will continue southbound and exit at Rio Del Mar Blvd. Drivers can either turn left onto the northbound Rio Del Mar on ramp to northbound Hwy. 1 and exit at State Park off-ramp or turn left on Soquel Dr. to follow the detour back to State Park Dr.

The Park Ave. ramp closures currently in place will be reopened prior to the long-term State Park Dr. closures.

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

Project Background:
The contractor for this $78 million project is Granite Construction of Watsonville, CA and the project is expected to be completed by Spring of 2027. Updated project information for the improvements on Highway 1 between the Bay Ave./Porter St. and State Park Drive interchanges can be found on the Santa Cruz County Regional Transportation Commission's website at: https://sccrtc.org/projects/streets-highways/hwy1/bayporter-statepark/

BE WORK ZONE ALERT

MOVE OVER

State of California • Department of Transportation

News Release

Date: Friday, November 6, 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 1 SEWAGE REPAIR PROJECT THROUGH SANTA CRUZ SET TO BEGIN MONDAY, NOVEMBER 16

SANTA CRUZ COUNTY – Construction crews will begin a sewage replacement project along Highway 1 through Santa Cruz beginning Monday, November 16.

Travelers on Highway 1 through Santa Cruz will encounter lane reductions heading both northbound and southbound from Mission Street to Laurent Street.

Work will take place Monday through Friday from 9 am to 2 pm. Message and directional signs will alert drivers ahead of lane closures. Travelers are advised to plan accordingly and anticipate possible delays of 15 to 30 minutes.

This sewage repair project is expected to be completed by Monday, Nov. 23.

Road information and updates can also be found on Caltrans District 5 Social Media platforms: Twitter at: @CaltransD5, Facebook at: Caltrans Central Coast (District 5) and Instagram/Threads 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 at: https://quickmap.dot.ca.gov/

| Instagram | Twitter | Facebook | YouTube |

###

BE WORK ZONE ALERT

MOVE OVER

AGENDA: December 3, 2026

TO: Regional Transportation Commission

FROM: Marim Pearson, Finance and Budget Officer

RE: Amendments to the Fiscal Year 2026-27 Regional Transportation Commission Budget & Work Program and Measure D Budget, and Approval of the Updated Pay Rate Schedule

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RECOMMENDATIONS

The Budget and Administration/Personnel (B&A/P) Committee and staff recommend that the Santa Cruz County Regional Transportation Commission (RTC):

1. Adopt the attached resolution (Attachment 1) amending the FY 2026-27 Budget and Work Program for the Santa Cruz County Regional Transportation Commission (RTC) and the FY2026-27 Budget for Measure D as shown in Exhibits A and B; and

2. Authorizing the Executive Director to make amendments and modifications to the RTC's FY 2026-27 Overall Work Program as required by Caltrans to ensure receipt of grant funds and ensure the completion of work products as long as such amendments and modifications are consistent with the approved budget.

Staff further recommends that the RTC:

3. Adopt the attached resolution (Attachment 2) approving the updated effective September 1, 2026, pay rate schedule that incorporates all RTC approved Memorandum of Understanding (MOU) and non-represented pay rate increases to-date as shown on Exhibit A of Attachment 2.

BACKGROUND

On April 2, 2026, the RTC adopted a FY 2026-27 Budget and Work Program based on revenue projections from:

- Santa Cruz County Auditor-Controller for Transportation Development Act (TDA) revenue, a ¼ cent general sales tax collected statewide;

- Hinderliter de Llamas (HdL) for Measure D revenue, a county wide ½ cent transaction and use tax; and
- State Controller's Office for State Transit Assistance and State of Good Repair revenue allocation estimates for the FY 2026-27.

The proposed budget amendment to the RTC budget and work program and Measure D budget incorporates information from prior year-end balances, new projects or funds, updated estimates, and other necessary changes for regional programming and pass-through revenues, operating, and capital. The RTC's budget is balanced using current revenues, available fund balances, and Measure D Series 2026 bond proceeds for eligible capital project costs.

The Commission's Budget & Administration/Personnel Committee reviewed the budget at the October 8, 2026 and November 12, 2026 meetings and provided input which have been incorporated into the proposed budget amendment.

DISCUSSION

The proposed amended FY 2026-27 budget (Exhibit A to Attachment 1) is balanced and implements the RTC's priority projects, ongoing programs and Measure D funding, programming and planning activities. Proposed budget changes are discussed below. Explanations for specific line items in the budget are included as notes.

Proposed RTC Budget Amendments – Exhibit A to Attachment 1

Several expenditure and funding lines have been updated to reflect current estimates for revenues and expenditures.

State Transit Assistance (STA) and State of Good Repair (SGR) pp. 4-5 - The budget reflects updated August 2026 State Controller's Office revenue estimates. STA revenues increased by approximately $1,981,205 and SGR revenues increased by approximately $47,909. Corresponding allocations to Santa Cruz Metro and Community Bridges are also updated to reflect current available funding and approved programming.

Low Carbon Transit Operations Program (LCTOP) pp. 4-5 - The budget includes $727,551 in FY 2025-2026 Cycle A and Cycle B LCTOP regional funds released by the State Controller's Office in August 2026. These funds have been allocated to Santa Cruz Metro.

Regional Surface Transportation Program Exchange pp. 7-10 - The budget reflects updated project programming and funding allocations for several

projects, including $138,000 for Santa Cruz Metro's ParaCruz van program, consistent with funding approved as part of the November 6, 2025 Consolidated Grants Program. The budget includes programming amendments that the Commission has approved since the April budget adoption including projects for Cities of Santa Cruz and Capitola.

Administration pp. 14-15 - The budget increases by $135,612, including $59,649 in prior-year accounting and audit costs carried forward and $30,000 in additional professional services.

Planning Program Budget pp. 16-19 - The Planning budget increases to reflect a new $651,954 Sustainable Transportation Planning grant for the Climate Resilience Plan for South County Rail, along with related Measure D funding and associated staffing, consultant, and future-year planning program costs. The amendment also reallocates existing planning resources among work elements based on current program needs, including increased funding for the Overall Work Program development and bicycle/pedestrian planning, reduced Regional Transportation Plan activities (adopted June 2026), and removal of funding for the completed North Coast TDM Plan to reflect its completion.

Freeway Service Patrol pp. 26-27 – The state allocation is $19,156 lower than estimated. Towing expenditures have increased by $4,661 consistent with the amendment to Agreement No. TP2138 approved in June 2026.

Rail pp. 28-31 – The budget for the rail corridor projects reflects updated project costs based on current project needs and schedules. Measure D revenue in the Rail Capital Projects budget is reduced by approximately $2,363,035 to align with the FY 2026-27 Measure D Rail category programming.

Highway pp. 32-37 – The budget for the highway corridor projects includes proposed changes to the Measure D 5-year plans amending labor and project costs based on current project schedule and phase. The larger State Park Drive to Freedom Boulevard Auxiliary Lanes, Bus on Shoulders, and Coastal Rail Trail Segment 12 project has been split into two projects: State Park Drive to Freedom Boulevard Auxiliary Lanes/Bus on Shoulders and Coastal Rail Trail Segment 12. Construction and construction support costs have also been split between the two projects. Both projects are funded by Measure D Highway and Active Transportation funds for preconstruction activities.

Active Transportation/Coastal Rail Trail pp. 38-46 –
The budget for the trail includes proposed changes to the Measure D 5-year plans amending labor and project costs based on project status and phase. Costs associated with Segment 12 have been added based on current project cost estimates. General Network and Maintenance costs are updated based on updated project costs, and Coastal Rail Trail Southern Segments project costs are reduced to reflect the later-than-anticipated contract award and revised project schedule, which extend project activities over a longer period.

Fund balances pp. 47-48 – Exhibit A shows estimated beginning and ending fund balances and projected reserve levels under the proposed budget amendment.

Measure D Budget - Exhibit B to Attachment 1

The proposed FY 2026-27 budget amendment for Measure D includes proposed amendments to programming for projects and programs that receive Measure D funds. Measure D programming for FY 2026-27 adopted at the RTC's November 5, 2026 meeting have been incorporated into this budget amendment. A summary of proposed changes has been incorporated into the Measure D budget as shown on Exhibit B to Attachment 1.

The Budget and Administration/Personnel Committee and staff recommend that the Santa Cruz County Regional Transportation Commission (RTC) adopt the attached resolution (Attachment 1) amending the FY 2026-27 RTC Budget and Work Program as shown on Exhibit A of Attachment 1 and Measure D Budget as shown on Exhibit B of Attachment 1; and authorize the Executive Director to make amendments and modifications to the RTC's FY2026-27 Overall Work Program.

Salary Schedule- Exhibit A to Attachment 2

The California Public Employees' Retirement System (CalPERS) reinforces the requirement under California Government Code (GC) section 20636(d) that "Notwithstanding any other provision of law, payrate and special compensation schedules, ordinances, or similar documents shall be public records available for public scrutiny". Additionally, the California Code of Regulations (CCR) 570.5 specifies the required elements necessary to meet the definitions of a publicly available pay schedule.

To comply with both California Government Code (GC) 20636(d) and California Code of Regulations (CCR) 570.5, staff requests approval and

confirmation of the updated comprehensive pay rate schedule effective September 1, 2026, as shown in Exhibit A of Attachment 2. **Staff recommends the Commission adopt the attached resolution (Attachment 2) approving the updated effective September 1, 2026, pay rate schedule that incorporates all RTC approved Memorandum of Understanding (MOU) and non-represented pay rate increases to-date as shown on Exhibit A of Attachment 2.**

FISCAL IMPACT

The budget has been updated based on the prior fiscal year carryover, project schedules and cost estimates, and current proposed Measure D programming, as described above. Staff will continue to monitor all revenues, including TDA, seek additional revenues, and manage costs to maintain a sound budget.

There are no new fiscal impacts associated with adopting the pay rate schedule as salaries and benefits have been incorporated into the RTC budget and proposed amendment, in accordance with RTC approved Memoranda of Understanding for labor units.

SUMMARY

The proposed FY 2026-27 budget for the RTC includes continuation of on-going RTC projects and programs, continued oversight of the Highway 1 projects, and the administration and implementation of Measure D. The Budget and Administration/Personnel (B&A/P) Committee and staff recommend that the RTC approve the proposed FY 2026-27 RTC budget and work program (Exhibit A to Attachment 1) and proposed Measure D budget (Exhibit B to Attachment 1). Staff further recommends that the RTC adopt Attachment 2 approving the updated Fiscal Year 2026-27 pay rate schedule.

ATTACHMENTS

1. Resolution
    a. Amended FY 2026-27 RTC Budget
    b. Amended FY 2026-27 Measure D Budget

2. Resolution
    a. Pay Rate Schedule effective September 1, 2026

RESOLUTION NO.

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

A RESOLUTION AMENDING THE FY 2026-27 BUDGET AND WORK PROGRAM FOR THE REGIONAL TRANSPORTATION COMMISSION AND THE FY 2026-27 BUDGET FOR MEASURE D

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) adopts and periodically amends a budget and work program for each fiscal year to guide its expenses and work; and

WHEREAS, the RTC is responsible for administering and implementing the *Measure D Ordinance*;

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

1. The FY 2026-27 Budget and Work Program for the Santa Cruz County Regional Transportation Commission (RTC) and FY 2026-27 Budget for Measure D are hereby amended as shown in Exhibits A and B; and

2. The Executive Director, or their designee, is authorized to make amendments and modifications to the RTC's FY 2026-27 Overall Work Program as required by Caltrans to ensure receipt of grant funds and completion of work products as long as such amendments and modifications are consistent with the budget approved by the RTC.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Eduardo Montesino, Chair

ATTEST:

_____
Sarah Christensen, Secretary

Exhibits:
a) FY 2026-27 SCCRTC Budget and Work Program as amended
b) FY 2026-27 SCCRTC Measure D Budget as amended

Distribution: RTC Fiscal

EXHIBIT A

SCCRTC

Santa Cruz County Regional Transportation Commission

SCCRTC BUDGET – PROPOSED AMENDMENT

FOR THE FISCAL YEAR ENDING JUNE 30, 2027

PROPOSED DECEMBER 3, 2026

Marim Pearson
mpearson@sccrtc.org

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Introduction

The Santa Cruz County Regional Transportation Commission (RTC) is an autonomous regional transportation planning agency headquartered in downtown Santa Cruz. Created in 1972 under the Transportation Development Act (TDA) to carry out transportation responsibilities that cross city-county boundaries in Santa Cruz County, the RTC:

- Sets priorities for major improvements to the transportation infrastructure and network of services, including highways, major roads, bus transit, paratransit, rail, and active transportation facilities;
- Pursues and allocates funding for major capital improvements to all elements of the transportation system, consistent with long-range plans;
- Adopts policies to maximize the efficiency of the current transportation system and improve mobility, access and air quality;
- Plans for future projects and programs to develop a balanced transportation system that addresses all modes, while improving the region's quality of life;
- Informs businesses and the public about actions needed to better manage the existing transportation system; and
- Conducts programs and advocates for increased use of alternative transportation modes.

Funding and Apportionment

The RTC distributes or is responsible for selecting projects to receive certain state, federal and local funds. General Ledgers (GL) with GL Keys and object codes with descriptions are established in the accounting system to track revenues and expenditures separately and by fund purpose for specific projects or programs.

Formulaic Transit Revenues

Transportation Development Act GL Key 721950 / Fund 76630
State Transit Assistance and State of Good Repair Revenues GL Key 721755 / Fund 76640
Low Carbon Transit Operations Program GL Key 721756 / Fund 76631

The RTC receives Transportation Development Act, State Transit Assistance, and State of Good Repair Program revenues from the state on a monthly or quarterly basis. The funds are wired to the Santa Cruz County Treasury and deposited to the respective fiduciary fund and GL Key by funding source. Annually, the state apportions Low Carbon Transit Operations Program (LCTOP) funds for Santa Cruz County with 50% of funds based on county population (Public Utilities Code (PUC) 99313) and 50% based-on transit operator revenues (PUC 99314). RTC works with Santa Cruz METRO and Community Bridges to submit local transit projects to Caltrans for allocation of the funds.

	Revenues for Apportionment	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Transportation Development Act (TDA) GL Key 721950:					
2	1/4 Cent Sales Tax	40172	12,662,525	12,662,525	-	
3	Prev FY Rev Carryover	40172	661,000	661,000	-	
4	Interest	40430	165,000	165,000	-	
5		Total TDA	13,488,525	13,488,525	-	
6	State Transit Assistance (STA) & State of Good Repair (SGR) GL Key 721755 Revenues:					
7	Interest	40430	250	1,000	750	Based on interest performance
8	STA Sec 99313-RTC Discretionary	40886	2,396,998	3,210,684	813,686	
9	STA Sec 99314-Santa Cruz Metro	40886	2,198,166	3,365,685	1,167,519	Based on updated FY 2026/27 State Controller's Office
10	SGR Sec 99313-RTC Discretionary	40894	469,725	463,861	(5,864)	August 2026 estimates
11	SGR Sec 99314-Santa Cruz Metro	40894	432,481	486,254	53,773	
12		Total STA	5,497,620	7,527,484	2,029,864	
13	State Transit Assistance (STA) & State of Good Repair (SGR) GL Key 721755 Allocation:					
14	Santa Cruz Metro - STA	75302	4,535,614	6,576,369	2,040,755	
15	Santa Cruz Metro - SGR	75365	-	800,115	800,115	Per Resolution 78-26, approved on September 3, 2026
16	Community Bridges - STA	75302	-	-	-	
17	Community Bridges - SGR	75365	-	150,000	150,000	
18		Total	4,535,614	7,526,484	2,990,870	
19		Unallocated	962,006	1,000	(961,006)	
20	Low Carbon Transit Operations Program (LCTOP) GL Key 721756 Allocation:					
21	Interest	40430	-		-	
22	LCTOP Revenues 99313	40894	-	727,551	727,551	FY 25/26 LCTOP Cycles A & B (release 8/31/26)
23	Total LCTOP Revenues		-	727,551	727,551	
24	Allocated					
25	Santa Cruz Metro	75365	-	727,551	727,551	
26		Total	-	727,551	727,551	
27		Unallocated	-	-	-	
28	Transit Intercity Capital Program (TIRCP) GL Keys 721757 and 721758 Allocation:					
29	SB862 TIRCP Competitive Program	40894	-	-	-	
30	SB125 TIRCP Formula Program	40894	-	-	-	
31			-	-	-	
32	Allocated					
33	RTC ZEPRT Project SB125	75301	666,667	666,667	-	
34	Santa Cruz Metro SB862	75365	-	-	-	
35	Santa Cruz Metro SB125	75365	13,604,429	13,604,429	-	
36		Total	14,271,096	14,271,096	-	
37		Unallocated	(14,271,096)	(14,271,096)	-	
38	Zero Emission Transit Capital Program (ZETCP) GL Key 721759					
39	SB125 ZETCP Formula Program	40894	1,486,567	1,486,567	-	
40			1,486,567	1,486,567	-	
41	Allocated					
42	SB125 Program Administration (RTC)	75301	346,861	346,861	-	
43	Santa Cruz Metro SB125	75365	2,973,134	2,973,134	-	
44		Total	3,319,995	3,319,995	-	
45		Unallocated	(1,833,428)	(1,833,428)	-	

Revenue Apportionment

Eligible recipients of Transportation Development Act (TDA), State Transit Assistance (STA), and SB1-Transit State of Good Repair (SGR) funds submit claims to the Commission for approval. STA funds can be used for planning, public transit, and community transportation services. SGR funds can be used on transit and community transportation services maintenance, rehabilitation, and capital projects. The RTC determines how much of the population formula STA to distribute to public transit and community transportation service operators as part of the annual TDA claims process. The RTC is required to program SGR and LCTOP funds based on criteria set forth by Caltrans Division of Rail and Mass Transit. The LCTOP unallocated funds shown are the revenues available for programming.

Transportation Development Act and other transit funds help the RTC implement Regional Transportation Plan goals and targets related to improving access and mobility, reducing pollution, and increasing transit ridership, improving health, equity, economy, and system preservation.

	Apportionment Schedule	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference $	Difference %	Note
	Transportation Development Act (TDA):					
1	TDA Reserve Fund	20,450	20,450	-	0.00%	
2	RTC Reserve Fund	661,000	661,000	-	0.00%	
3						
4	SCCRTC:					
5	Administration	1,000,000	1,000,000	-	0.00%	
6	Planning	689,378	689,378	-	0.00%	
7		1,689,378	1,689,378	-	0.00%	
8						
9	Bike to Work/School/Encouragement	72,000	72,000	-	0.00%	
10	HSA Vision Zero Bike & Ped Safety	156,000	156,000	-	0.00%	
11		228,000	228,000	-	0.00%	
12				-		
13	Santa Cruz Metro	9,310,691	9,310,691	-	0.00%	
14	Spec Transit (CB/CTSA)	914,735	914,735	-	0.00%	
15	Volunteer Center	108,897	108,897	-	0.00%	
16	City of Capitola	20,365	20,365	-	0.00%	
17	City of SC-Non Transit	132,619	132,619	-	0.00%	
18	City of Scotts Valley	24,916	24,916	-	0.00%	
19	City of Watsonville	107,619	107,619	-	0.00%	
20	County of Santa Cruz	269,855	269,855	-	0.00%	
21	Subtotal	10,889,697	10,889,697	-	0.00%	
22	Total TDA Apportioned	13,488,525	13,488,525	-	0.00%	

*In FY 2026/27 the amount needed to meet the reserve target is due to the increase in TDA revenue estimates.

Regional Surface Transportation Program Exchange

The Commission approves a multi-year list of projects to receive Regional Surface Transportation Program Exchange (RSTPX)/Surface Transportation Block Grant Program (STBG) funds and apportions the funds to projects expected to be implemented in the next year through its budget. Regional shares are determined by the federal transportation act and state law. Approved projects are eligible to receive reimbursement of state exchange (RSTPX) funds from the RTC six months prior to project initiation or when a phase of the entire project is complete.

The following table is a list of projects that have been approved for RSTPX by the commission that have not yet been reimbursed for funds or otherwise are anticipated to have fund balances carried over into FY 2026 -27. The RTC programmed RSTPX unappropriated balances and anticipated revenues through FY 2026/27 as part of adoption of the 2024 Regional Transportation Improvement Program (RTIP) in December 2023.

The RSTPX Exchange Program helps the RTC implement Regional Transportation Plan goals and targets related to improving access and mobility, reducing pollution, improving health, safety, equity, economy, and system preservation.

In December 2024, the Commission approved a long-term loan of RSTPX funds for the 2017 and 2023 storm damage projects on the Santa Cruz Branch Rail Line.

	RSTPX	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	RSTPX revenues programmed	10,569,203	8,218,273	(2,350,930)	Updated to reflect FY 2025/26 actual project payments and revised
2	RSTP Exchange Funds - Carryover	11,886,084	4,976,761	(6,909,323)	outstanding RSTPX project balances
3	Current Year Revenues:				
4	State RSTP Exchange Funds	4,079,834	4,079,834	-	
5	Interest	200,000	200,000	-	
6	Total RSTPX funding for projects	26,735,121	17,474,868	(9,260,253)	
7					
8	Approved RSTP Exchange - All Projects				
9	Allocations budgeted for disbursement in fiscal year:				
10	City of Capitola				-
11	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park bus stop	200,000	-	(200,000)	Payment completed in FY 25-26
12	41st Avenue Pavement Rehabilitation and Multimodal Improvements	1,000,000	1,000,000	-	
13	Bay Avenue Corridor - Design	500,000	350,000	(150,000)	Resolution No. 64-26, approved on June 11, 2026
14	Capitola Complete Streets Sidewalk Infill	117,559	67,559	(50,000)	Resolution No. 64-26, approved on June 11, 2026
15	Kennedy Drive Sidewalk	179,441	-	(179,441)	Payment completed in FY 25-26
16	City of Capitola Total	1,997,000	1,417,559	(579,441)	
17	City of Santa Cruz				
18	Bay Corridor Design	319,103	75,877	(243,226)	Partial payment completed in FY 25-26
19	Bay Street Paving	875,000	875,000	-	
20	Bethany Culvert Replacement	1,500,000	967,457	(532,543)	Resolution No. 52-26; Bethany completed at 967,457; remaining $532,543 reallocated to West Cliff projects
21	Coastal Rail Trail Segments 8/9 Preconstruction	970,000	970,000	-	
22	Escalona Complete Streets	169,656	656	(169,000)	Partial payment completed in FY 25-26
23	West Cliff Drive Multiuse Path Maintenance (m400819)	-	299,543	299,543	Resolution No. 52-26, approved on May 7, 2026; Reallocated from Bethany Culvert
24	800 West cliff Relocation (c402515)	-	233,000	233,000	Resolution No. 52-26 May 7, 2026; Reallocated from Bethany Culvert
25	City of Santa Cruz Total	3,833,759	3,421,533	(412,226)	
26	City of Scotts Valley				
27	Bean Creek Road Rehab	-	-	-	
28	Granite Creek Rd Overcrossing	1,429,769	1,429,769	-	
29	Scotts Valley Dr. Corridor Improvements	500,000	500,000	-	
30	Mount Hermon Road Improvements	523,000	523,000	-	
31	City of Scotts Valley Total	2,452,769	2,452,769	-	
32	City of Watsonville				
33	Freedom Blvd Plan Line (Green Valley to Buena Vista)	-	1,800,000	1,800,000	Approved amount per Consolidated Grants Program - Resolution 22-26, approved on November 6, 2025
34	Road Rehab/Reconstruction (various locations)	880,432	880,432	-	
35	Pennsylvania Dr Trail Rehabilitation Project	719,408	719,408	-	
36	Complete Streets Downtown	352,000	352,000	-	
37	Clifford Ave Road Rehab & Traffic Calming	160,000	160,000	-	
38	Green Valley Road Rehabilitation	1,833,000	1,833,000	-	
39	City of Watsonville Total	3,944,840	5,744,840	1,800,000	

	RSTPX Current FY Revenues and Unallocated Continued	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	County of Santa Cruz				
2	Hwy 1 Mar Vista Overcrossing (co-op)	32,899	32,899	-	
3	Hwy 17 to Soquel Corridor Resurfacing	335,356	335,356	-	
4	Holohan Road Resurfacing	53,554	-	(53,554)	Project has been completed and paid.
5	Corralitos Corridor Resurfacing (Amesti Rd & Corralitos Rd)	-	1,500,000	1,500,000	Approved amount per Consolidated Grants Program - Resolution 20-24
6	Emergency Routes Phase 2 Resurfacing	2,140,000	2,140,000	-	
7	Green Valley Road Multi-Use Path	2,000,000	2,000,000	-	
8	Intercounty Routes Resurfacing	1,022,000	1,022,000	-	
9	Interlaken Routes Resurfacing Phase 1	-	436,000	436,000	Approved amount per Consolidated Grants Program - Resolution 22-26, approved on November 6, 2025
10	Rio Del Mar Resurfacing	-	300,000	300,000	Approved amount per Consolidated Grants Program - Resolution 20-24, approved on December 7, 2023
11	Soquel Drive Multimodal Project - Preconstruction	1,900,000	1,900,000	-	
12	Robertson Street and Soquel Drive Signalization	1,595,536	1,595,536	-	
13	County of Santa Cruz Total	9,079,345	11,261,791	2,182,446	
14					
15	Santa Cruz Metro				
16	ParaCruz Vans	-	138,000	138,000	Resolution 22-26, approved on November 6, 2025
17					
18	Santa Cruz Metro Total	-	138,000	138,000	
19					
20	SCCRTC				
21	MBSST - North Coast Phase 2 Environmental Review	19,756	19,756	-	
22	Project Paseo (Bike Santa Cruz County)	12,573	12,573	-	
23	Capitola Trestle- Professional Services	-	180,000	180,000	Resolution 64-26, approved on June 11, 2026
24	Capitola Trestle- Labor Costs	-	20,000	20,000	
25	Youth Safe Route to Schools Bike/Pedestrian Education - Ecology Action	300,000	300,000	-	
26	EA - bike Safe Walk Safe	-	100,000	100,000	Resolution 22-26, approved on November 6, 2025
27	Davenport - Highway 1 Crosswalk	125,000	125,000	-	
28	State Route 1-41st to Soq HOV EIR	250,000	250,000	-	
29	State Route 1-Freedom to State Park Aux Lanes, Bus in Shoulder, Coastal Rail Trail Segment 12	25,000	25,000	-	
30	Go Santa Cruz County Bicycle Incentives Program	305,100	305,100	-	
31	SCCRTC Total	1,037,429	1,337,429	300,000	
32	Total All Projects	22,345,142	25,773,921	3,428,779	
33					
34	Loan to RTC for 2017 Storm Damage/FEMA	3,589,038	3,589,038	-	
35	Loan to RTC for 2023 Storm Damage/FEMA	1,260,159	1,269,160	9,001	To be repaid to RSTPX from Measure D -Rail if not reimbursed by FEMA.
36	Loan Receivable from SCCRTC	4,849,197	4,858,198	9,001	
37	Funds not Programmed/Appropriated*	4,389,979	(8,299,053)	(12,689,032)	

	RSTPX Current FY Revenues and Unallocated GL Key 722000 Total by Recipient	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Interest	40430	200,000	200,000	-	
2	RSTP Exchange Funds - Carryover	40894	22,455,287	13,195,034	(9,260,253)	Updated to reflect FY 2025/26 actual project payments and revised outstanding RSTPX project balances
3	RSTP Exchange Funds	40894	4,171,323	4,079,834	(91,489)	Update based on actual allocation
4	Loan Proceeds-FEMA 2017 Storm Damage	42506	-	-	-	
5		Current FY Revenues	26,826,610	17,474,868	(9,351,742)	
6						
7			Includes the adopted 2025 Consolidated Grants Program.			
8	SCCRTC	62856	1,037,429	1,317,429	280,000	
9	SCCRTC	51070	-	8,628	8,628	
10	SCCRTC	62354	-	11,372	11,372	
11	City of Capitola	75203	1,997,000	1,417,559	(579,441)	
12	City of Santa Cruz	75204	3,833,759	3,421,533	(412,226)	
13	City of Scotts Valley	75205	2,452,769	2,452,769	-	
14	City of Watsonville	75206	3,944,840	5,744,840	1,800,000	
15	Metro	75230	-	138,000	138,000	
16	County of Santa Cruz	75303	9,079,345	11,261,791	2,182,446	
17		Total Programmed	22,345,142	25,773,921	3,428,779	
18		To/(From) Fund Balance:	4,481,468	(8,299,053)	(12,780,521)	
19						
20	FEMA 2017 Storm Damage Receivable	75303	3,589,038	3,589,038	-	
21	FEMA 2023 Storm Damage Receivable	75303	1,260,159	1,269,160	9,001	
22			4,849,197	4,858,198	9,001	
23						
24						
25	Beginning Fund Balance (without FEMA):		11,886,084	8,336,836	(3,549,248.00)	
26	FY25 /26 Estimated RSTP Exchange Funds		4,171,323	4,079,834	(91,489.00)	
27	Interest		200,000	200,000	-	
28	SCCRTC FEMA 2017 & 2023 Loan Receivable		4,849,197	4,858,198	9,001.00	
29	Total Programmed		(22,345,142)	(25,773,921)	(3,428,778.88)	
30	Ending Fund Balance*		(1,238,538)	(8,299,053)	(7,060,514.88)	

* Future RSTPX programmed funds beyond the budget year are negative

Staffing

GL Key 721100/Fund 76620

The RTC's authorized staffing model has 30 full-time equivalent (FTE) positions. Staff utilize the payroll system to track and allocate labor costs when dedicating their time to a specific program or project as a direct cost.

The FY 2026-27 proposed budget amendment increased by $364,541 for additional staffing, classification step increases for current staff, and assumptions for Cost-of-Living Adjustments and benefits. The FY 2026/27 budget includes salaries and benefits for 30 FTE positions.

	Staffing - Costs GL KEY 721100	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26		Note
1	Regular Pay	51000	4,127,989	4,463,763	335,774	
2	Overtime Pay	51005	35,000	35,000	-	
3	Social Security and Medicare	52010	269,226	297,994	28,768	
4	Employer Current Contributions	52015	374,546	421,110	46,564	
5	UAL required payment*	52015	169,834	169,834	-	
6	Unfund Acc Liab-UAL addt'l pmt**	52015	-	-	-	
7	Total Retirement		544,380	590,944	46,564	Increase for step increases for current staff and Cost-of-Living Adjustments and benefits
8						
9	Employee Insur and Benefits	53010	971,056	971,056	-	
10	Unemployment Insurance	53015	17,550	17,550	-	
11	Workers Comp Insurance	54010	19,801	22,194	2,393	
12	Other -Compensation***	55021	50,207	52,691	2,484	
13	Temporary Contract Services	62395	10,000	33,000	23,000	
14	Unfund Acc Liab-UAL OPEB****	75273	125,388	125,388	-	
15	Retiree Health Contr to PERS	75273	148,361	148,361	-	
16			6,318,959	6,757,941	438,982	

* The Unfunded Accrued Liability (UAL) required payment is calculated using the fiscal year liability and amortization base schedule by asset and non-asset gains/losses (20-30 years).
** ** The most recent valuation for the RTC's Classic and PEPRA Plan UAL as of June 30, 2025, is $1,752,716 and is 89.5% funded, this is up from 85.4% as of June 30, 2024. As funding becomes available staff will include an additional Discretionary Payment (ADP) toward the UAL and a contribution to a Section 115 Trust to prefund the pension liability in the Budget. Additional payments are not included in this proposed budget.
***Includes employer contribution to employee 457 deferred compensation plan as part of employment agreement and benefit in lieu of Social Security, auto allowance, cell phone and bike commute benefit.
****Other Post-Employment Benefit (OPEB) contribution to prefund the retiree health liability

Classification	FTE Authorized Positions	FTE Budgeted Positions
Executive Director	1.00	1.00
Director of Planning, Programming, and Trans Services	1.00	1.00
Director of Capital Projects	1.00	1.00
Director of Internal Services	1.00	1.00
Budget & Finance Officer	1.00	1.00
Administrative Services Officer	1.00	1.00
Senior Transportation Engineer - Project Manager	2.00	2.00
Supervising Transportation Planner	2.00	2.00
Transportation Planner I-IV	6.00	6.00
Transportation Engineers	3.00	3.00
Communications Specialist	1.00	1.00
Accountant I-III	2.00	2.00
Accounting Technician	0.50	0.50
Administrative Assistant I-III	1.00	1.00
Contract Specialist	1.00	1.00
Real Property Specialist I-II	1.00	1.00
Real Property Technician	1.00	1.00
Transportation Planning Tech	2.00	2.00
Paid Intern (3 positions at .50 FTE each)	1.50	1.50
Total Positions	30.00	30.00
Note: FTE= full-time equivalent		

Positions by Classification	FTE
Management	
Executive Director	1.00
Director of Planning, Programming, and Transportation Services	1.00
Director of Capital Projects	1.00
Director of Internal Services	1.00
Budget & Finance Officer	1.00
Administrative Services Officer	1.00
Senior Transportation Engineer - Project Manager	2.00
Total Management	8.00
Planning & Project Delivery	
Supervising Transportation Planner	2.00
Transportation Planner I-IV	6.00
Transportation Planning Tech	2.00
Transportation Engineer	3.00
Total Planning & Project Delivery	13.00
Internal Services	
Accountant I-III	2.00
Accounting Technician	0.50
Administrative Assistant I-III	1.00
Contract Specialist	1.00
Real Property Specialist I-II	1.00
Real Property Technician	1.00
Total Internal Services	6.50
Other Positions	
Communications Specialist	1.00
Paid Intern (3 positions at .50 FTE each)	1.50
Total Other Positions	2.50
Total Positions	30.00
Note: FTE= full-time equivalent	

Administration

GL Key 721750 / Fund 76620

The Administration budget includes expenditures for administering Measure D and TDA, and operating costs not directly related to a specific program or budget, including office expenses, general liability insurance, accounting, and audit services.

The table below includes expenditures and reimbursements for the RTC administration and implementation of Measure D. Measure D Administration includes preparation of audits, expenditure reports, annual reports, 5-year program of projects and public outreach, review of revenues and information from the state tax board, and work associated with the Taxpayer Oversight Committee and bonding. Implementation includes the development of the longer-range implementation plan and overall implementation of the expenditure plan.

Measure D Administration & Implementation budget detail included in RTC Administration Budget

		Object	FY 2026/27 Approved 4/2/2026	FY 2026/27 Proposed 12/3/2026	Difference	Notes
1	Meas D Admin	51070	327,530	277,320	(50,210)	
2	Meas D Implementation Labor	51070	73,492	61,019	(12,473)	
3	Meas D Admin Overhead	62354	370,785	445,931	75,146	
4	Total Salaries, Benefits & Overhead		771,807	784,270	12,463	
5						
6	Meas D Services & Supplies					
7	Materials and supplies	62856	5,000	5,000	-	
8	Accounting & Audit Services	62856	16,500	16,500	-	
9	Legal Fees	62359	-	10,000	10,000	
10	Contingency/Special Ex	62856	-	40,000	40,000	
11	Advertisement/Publication	62856	2,500	2,500	-	
12	Total Services & Supplies		24,000	74,000	50,000	
13	Total Measure D Administration		795,807	858,270	62,463	

	Administration RTC and Measure D	Object	FY 2026/27 Approved 4/2/2026	FY 2026/27 Proposed 12/3/2026	Difference	Notes
1	TDA Revenue	40172	1,000,000	1,000,000	-	
2	Measure D	40186	795,807	858,270	62,463	
3	Contr from Other Funds	42367	-	-	-	
4	Total Revenues		1,795,807	1,858,270	62,463	
5	Salaries, Benefits & Overhead					
6	TDA Administration					
7	Allocated Labor Costs	51070	156,410	129,865	(26,545)	
8	Allocated Overhead	62354	144,616	171,161	26,545	
9	Meas D Admin Labor	51070	327,530	277,320	(50,210)	
10	Meas D Implementation Labor	51070	73,492	61,019	(12,473)	
11	Meas D Admin Overhead	62354	370,785	445,931	75,146	
12	Total Salaries, Benefits & Overhead		1,072,833	1,085,296	12,463	
13	Services & Supplies					
14	Telephone & Mobile Device	61221	11,000	11,000	-	
15	Office Equipment	61312	5,000	5,000	-	
16	Liability Insurance	61535	254,100	254,100	-	
17	Office Equip Repair/Maint	61725	5,000	5,000	-	
19	Repairs & Maintenance	61848	16,000	16,000	-	
20	Membership	62020	20,000	20,000	-	
21	Duplicating	62214	1,500	1,500	-	
22	Computer Software	62219	99,778	99,778	-	
23	Postage	62221	1,500	1,500	-	
24	General Supplies & Expenses	62223	9,000	14,000	5,000	
25	Accounting & Audit	62301	45,105	104,754	59,649	Includes PY Carryover
26	Computer Prof Svcs	62316	37,000	37,000	-	
27	County Mainframe/Intranet	62325	7,000	7,000	-	
28	Commissioners' Stipend	62327	14,880	14,880	-	
29	Legal Fees	62359	156,000	166,000	10,000	
30	Professional & Special Serv	62381	105,000	135,000	30,000	
31	Office Rent	62610	200,013	200,013	-	
32	Adv, Promo and Incent for Public Engagement	62801	10,000	12,500	2,500	
33	Contingency/Special Exp	62856	44,000	60,000	16,000	
34	Transp/Travel/Educ	62914	100,000	100,000	-	
35	Vehicle Maint, Rentals & Serv	62920	7,820	7,820	-	
36	Utilities	63070	1,000	1,000	-	
37	Mobile Equipment	86209	-	-	-	
38	Office Equipment	86210	20,000	20,000	-	
39	Total Services & Supplies		1,170,696	1,293,845	123,149	
40						
41	Total Expenditures		2,243,529	2,379,141	135,612	
42						
43	To/(From) reserves:		(447,722)	(520,871)	(73,149)	

Regional Planning

GL Key 721751 / Fund 76620

With a focus on long-term sustainability, the RTC provides transportation services, planning, and funding for all travel modes. Working together with transportation partners, the RTC obtains and distributes funding, including voter-approved Measure D funds, to maintain the existing transportation network as well as prepare for the transportation needs of the future generations.

The planning budget supports the planning activities of the RTC in accordance with federal, state, and local requirements and available funding. This includes development, coordination, and meetings with local, regional, state, and federal agencies (including Association of Monterey Bay Governments, Caltrans, Federal Highway Administration, Transportation Agency for Monterey County and San Benito Council of Governments) to ensure that the entire three-county region is meeting federal requirements. The Regional Planning budget includes the RTC staff and services required to meet state and federal mandates including the development of the long range Regional Transportation Plan; the five-year Regional Transportation Improvement Program, which identifies projects to receive certain state and federal funds; public outreach; the public advisory Elderly and Disabled Transportation Advisory Committee; the Bicycle Committee; as well as state, federal, and local interagency coordination and planning activities.

Planning activities included in the planning budget:

Regional Transportation Plan (RTP)

For FY 2026/7, the RTC will implement the 2050 RTP as it participates with local partners on a variety of planning efforts and will continue the work with a variety of partner agencies for the next update of the RTP to be completed in 2027, including updates to goals, policies, and performance metrics and targets; revenue forecasts; project list updates and evaluation, taking into consideration equity, greenhouse gas reductions, and other RTP goals, state and federal goals; and addressing new state and federal guidelines for regional plans.

Highway 1 Scotts Creek

The Highway 1 Scotts Creek project proposes to to develop a replacement bridge design for Highway 1 over Scotts Creek in north Santa Cruz County that includes restoration of the ecological condition and dynamism

of the Scotts Creek lagoon, marsh, and dune system, while also planning for climate change. Caltrans is the implementing agency for the project and the project is currently in the PAED phase. The RTC serves as a member of the Project Development Team and provides support and input on the preliminary engineering and environmental components of the project. Caltrans, RTC, and the Resource Conservation District are seeking funding for project implementation..

Highway 1 Coastal Resilience at Waddell and San Vicente Creeks

Development of a Coastal Resilience Plan for Highway 1 at Waddell and San Vicente Creeks. The RTC is working in partnership with the Resource Conservation District (RCD) to identify short-, medium- and long-term actions for viability and resilience to climate stressors in tandem with ecological restoration of the creeks. A best practices framework will be developed outlining a workable methodology that facilitates multi-agency consensus for developing resilience plans for coastal transportation infrastructure. This work is funded by a Caltrans planning grant.

Climate Resilience Plan for the Santa Cruz Branch Rail Line Corridor and Climate Resilience Plan for South County Rail

These planning studies analyze various locations along the Santa Cruz Branch Rail Line Corridor that are vulnerable to climate hazards and identify concepts for climate resiliency for short-term and long-term transportation uses. The study referred to as "Climate Resilience Plan for the Santa Cruz Branch Rail Line Corridor" was initiated in FY 2025-26 and will identify concepts for climate resilient transportation facilities within the SCBRL at Capitola bluffs, the La Selva and Manresa Beach bluffs, the Harkins Slough Rail Crossing, and the Pajaro River railroad bridge. Work in FY 2026-27 for the Santa Cruz Branch Rail Line Corridor Climate Resilience Study includes development of draft climate resilient transportation facilities at these locations. In FY 2026-27, the RTC will initiate development of a Climate Resilience Plan for South County Rail. This effort will identify concepts for climate resilient transportation facilities within the SCBRL at Gallighan Slough and the Pajaro River floodplain south of the Pajaro River. These planning studies evaluate existing and future climate hazards including bluff retreat and flooding, as well as potential impacts of sea level rise. Work in FY 2026-27 for the Climate Resilience Plan for South County Rail include consultant selection and collection of existing conditions and climate hazards data and will build on the framework development for the previous analysis of climate resiliency for the SCBRL.

Planning

		Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Revenues					
2	TDA Planning	40172	917,378	917,378	-	
3	Measure D	40186	1,690,814	1,781,161	90,347	Sustainable Transportation Planning New Grant Awarded; Resolution 75-26, approved on August 6, 2026
4	RSTP Exchange	40761	312,573	312,573	-	
5	STIP for Planning (PPM)	40770	225,839	225,839	-	
6	Rural Planning Assistance (RPA)	40786	466,500	466,500	-	
7	Climate Resilience Plan for South County Rail	40786	-	651,954	651,954	Sustainable Transportation Planning New Grant Awarded; Resolution 75-26, approved on August 6, 2026
8	SB125-TIRCP (for program administration)	40894	296,861	296,861	-	
9	State TNC Access Fee Funds	40786	112,000	112,000	-	
10	Climate Adaptation - SHA	40894	1,412,923	1,412,923	-	
11	Total Revenues		5,434,888	6,177,189	742,301	
12						
13	Salaries, Benefits & Overhead by Program					
14	Regional Planning Coordination		164,000	164,000	-	
15	Work Program		54,000	84,000	30,000	Work Element is undergoing updates and additional staff time is needed to coordinate update and review with Caltrans
16	Public Information		60,000	60,000	-	
17	Bicycle/Pedestrian Planning		80,000	225,000	145,000	More work associated with bicycle planning with a particular focus on achieving Vision Zero goal
18	Specialized Transportation		85,000	85,000	-	
19	Regional Transp Plan for MTP		340,000	195,000	(145,000)	Less work anticipated for development of the Regional Transportation Plan in FY26-27 since the prior version was adopted in June 2026 and work on the next RTP will begin in Winter/Spring 2027
20	Transp Improv Program (TIP)		320,000	320,000	-	
21	Highway & Roadway Planning		80,000	80,000	-	
22	Scotts Creek Marsh Restoration		25,000	25,000	-	
23	TNC Access for All		10,000	10,000	-	
24	Anticipated Planning Grants		176,000	176,000	-	
25	SB125-TIRCP Administration		60,000	60,000	-	
26	Coastal Resiliency Plan - Waddell & San Vicente		90,836	90,836	-	
27	SCC North Coast TDM Plan		30,000	-	(30,000)	SCC North Coast TDM project complete and closed out with Caltrans
28	Climate Res for ZEPRT Corridor		260,000	260,000	-	
29	Climate Resilience Plan for South County Rail		-	51,500	51,500	Sustainable Transportation Planning New Grant Awarded; Resolution 75-26, approved on August 6, 2026
30	Allocated Labor Costs	51070	791,560	813,777	22,217	
31	Allocated Overhead (indirect costs)	62354	881,476	1,072,559	191,083	
32	*Subtotal Staff and Overhead*		1,834,836	1,886,336	51,500	

	Planning Continued	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Services & Supplies					
2	Passthrough Programs					
3	Bike To Work and School Program (Ecology Action)	62856	72,000	72,000	-	
4	HSA Vision Zero Bike and Pedestrian Safety Program	62856	156,000	156,000	-	
5	Ecology Action - Bike Smart and Walk Smart	62856	300,000	300,000	-	
6	Ecology Action - Safe Route to Schools	62856				
7	Project Paseo (Bike SC County)	62856	12,573	12,573	-	
8	Professional Services (contracts)					
9	Legislative Assistant	62381	50,000	50,000	-	
10	Eng and Other Tech Consultants	62381	25,000	25,000	-	
11	Coastal Resiliency Plan - Waddell & San Vicente	62381	554,163	554,163	-	
12	Climate Res for ZEPRT Corridor	62381	920,490	920,490	-	
13	Climate Resilience Plan for South County Rail	62381	-	90,000	90,000	Sustainable Transportation Planning New Grant Awarded; Resolution 75-26
14	TNC Access for All	75365	102,000	102,000	-	
15	Traffic Monitoring services	62381	30,000	30,000	-	
16	Printing Documents & Pub Engagement Activities	62381	20,000	20,000	-	
17	Transfer to Rail/Trail Authority	75233	95,000	95,000	-	
18	Subtotal Services & Supplies		2,337,226	2,427,226	90,000	
19	Other & for Future Fiscal Years					
20	Highway 17 Wildlife Crossing Construction to Caltrans	75230	1,349,324	1,349,324	-	
21	SB125-TIRCP Administration Future Years	62856	236,861	236,861	-	
23	Climate Resilience Plan for South County Rail for Futu	62856	-	600,801	600,801	Sustainable Transportation Planning New Grant Awarded; Resolution 75-26
24					-	
25	Total Expenditures		5,758,247	6,500,548	742,301	
26						
27	To/(From) Reserves:		(323,359)	(323,359)	-	
	Note:					

Highway 9 Improvements

GL Key 721740 / Fund 76620

Transportation projects in the Highway 9 complete streets corridor program will improve safe travel in the San Lorenzo Valley (SLV) for users of all modes of transportation. Highway 9 investments focus on safety, speeding reduction, and traffic flow improvements; multimodal access to schools, libraries, parks, bus stops, businesses, and other destinations in town centers; as well as other needs identified by the community in this travel corridor.

RTC is partnering with Caltrans, Santa Cruz Metro, the County of Santa Cruz, and San Lorenzo Valley Unified School District (SLVUSD) to implement investments that address community concerns, improve safety, access, and connectivity for all modes of transportation, as well as economic vitality, environmental quality, and emergency preparedness, while improving the condition of existing infrastructure.

Recent, current, and near-term expenditures in the program include funding preconstruction activities for the Felton complete streets project being implemented by Caltrans, and preliminary engineering and environmental analysis of complete streets improvements along Highway 9 in Boulder Creek. Expenditures may include research and pursuit of grant opportunities. Some of the funds programmed and budgeted for FY 2025/26 will carry over to FY 2026/27 and will be included in a future budget amendment.

	Highway 9 Improvements	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Measure D	40186	1,662,521	1,857,028	194,507	Carryover
2	2023 Federal Earmark	40786	1,188,000	1,188,000	-	
3	Total Revenues		2,850,521	3,045,028	194,507	
4	Salaries, Benefits & Overhead					
5	Allocated Labor Costs	51070	36,247	36,247	-	
6	Allocated Overhead	62354	33,514	34,773	1,259	Updated ICAP rate
7	Total Salaries, Benefits & Overhead		69,761	71,020	1,259	
8						
9	Services & Supplies					
10	Legal Fees	62359	-	-	-	
11	Professional & Special Serv	62381	1,638,712	1,774,458	135,746	Carryover
12	Contingency/Special Exp	62856	241,239	300,000	58,761	Future grants match
13	Construction	86110	900,809	900,809	-	
14	Total Services & Supplies		2,780,760	2,975,267	194,507	
15						
16	Total Expenditures:		2,850,521	3,046,287	195,766	
17						
18	Excess of Revenues over Expenditures:		-	(1,259)	(1,259)	

Cruz 511 Traveler Information Rideshare

GL Key 721410 / Fund 76621

Cruz511 is the traveler information transportation demand management (TDM) program administered by the RTC. Cruz511 provides resources for travel options around the county including a trip planner, carpool and vanpool match services, bicycle maps, accessible travel options, and an interactive traffic map with real-time information on construction, incidents, and travel speeds. Knowledgeable travel counselors are also available to help people understand their options for getting around. In partnership with the City of Santa Cruz, Ecology Action, UCSC, and other local jurisdictions, the RTC launched "Go Santa Cruz County," a robust demand management program, including an online commute manager and rewards platform with dynamic ride matching and trip planning. The platform is also being used for Santa Cruz METRO's "One Ride at a Time" program to increase transit ridership by promoting environmental causes. In FY 2026/27, the RTC will continue to work to provide traffic safety messaging and active transportation mapping resources to community members throughout the county. In FY 2025/26 the RTC launched a program to provide incentives to lower income residents for purchase and use electric bicycles and regular bicycles. The program will carryover into FY 2026/27.

	Cruz 511 Rideshare	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Measure D	40186	243,000	243,000	-	
2	Interest	40430	4,000	4,000	-	
3	RSTP Exchange/STBG	40761	26,414	26,414	-	
4	Contr from Other Funds	42367	80,000	80,000	-	
5	Total Revenues		353,414	353,414	-	
6						
7	Salaries, Benefits & Overhead					
8	Allocated Labor Costs	51070	109,042	109,042	-	
9	Allocated Overhead	62354	100,820	143,718	42,897	Updated ICAP rate
10	Total Salaries, Benefits & Overhead		209,862	252,760	42,897	
11						
12	Services & Supplies					
13	Telephone & Mobile Device	61221	500	500	-	
14	Membership	62020	675	675	-	
15	Postage	62221	1,000	1,000	-	
16	General Supplies & Expenses	62223	2,000	2,000	-	
17	Professional & Special Serv	62381	116,000	116,000	-	
18	Adv, Promo and Incent for Publi	62801	105,069	105,069	-	
19	Contingency/Special Exp	62856	19,944	19,944	-	
20	Subscriptions	62890	3,300	-	(3,300)	Updated program costs
21	Transp/Travel/Educ	62914	2,000	2,000	-	
22	Total Services & Supplies		250,488	247,188	(3,300)	
23						
24	Total Expenditures:		460,350	499,948	39,597	
25						
26	To/(From) Reserves:		(106,936)	(146,534)	(39,597)	

Service Authority for Freeway Emergencies (SAFE)

GL Key 721825 / Fund 76625

The RTC serves as the Service Authority for Freeway Emergencies (SAFE) for Santa Cruz County. SAFEs are funded by a $1 vehicle registration fee on all vehicles in their region. The funds are used to provide the highway call box system, Freeway Service Patrols (tow trucks) on Hwy 1 and 17, extra California Highway Patrol (CHP) enforcement on Hwy 17 and other motorist-aid services aimed at improving safety and reducing non-recurrent congestion on highway. California Highway Patrol (CHP) operations are also reimbursed by the Metropolitan Transportation Commission for the Santa Clara County portion of Highway 17.

Call boxes are connected to an answering service and require regular maintenance and utilities including electricity for lighting and telephone service. Due to a significant reduction in the use of call boxes, staff is analyzing the long-term viability of the call box system along with other agencies in the state. Depending on the results of that analysis, staff may propose significant changes to the budget for this program in the near future.

	Service Authority for Freeway Emergencies (SAFE)	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Measure D	40186	50,000	50,000	-	
2	Local Assistance (MTC)	40384	50,000	50,000	-	
3	Interest	40430	1,000	1,000	-	
4	DMV Fees	40754	257,750	257,750	-	
5	Total Revenues		358,750	358,750	-	
6						
7	Salaries, Benefits & Overhead					
8	Allocated Labor Costs	51070	91,707	76,143	(15,564)	
9	Allocated Overhead	62354	84,793	100,357	15,564	
10	Total Salaries, Benefits & Overhead		176,500	176,500	-	
11						
12	Services & Supplies					
13	Telephone & Mobile Device	61221	5,000	5,000	-	
14	Liability Insurance	61535	5,250	5,250	-	
15	Other Equip Repair/Maint	61730	6,450	6,450	-	
16	General Supplies & Expenses	62223	2,000	2,000	-	
17	Legal Fees	62359	1,000	1,000	-	
18	Professional & Special Serv	62381	1,500	1,500	-	
19	Adv, Promo and Incent for Public	62801			-	
20	Contingency/Special Exp	62856	150,000	150,000	-	
21	Transp/Travel/Educ	62914	2,000	2,000	-	
22	Utilities	63070	1,200	1,200	-	
23	Transfer to Other Funds	75233	80,000	80,000	-	
24	CHP Operations	75280	150,600	150,600	-	
25	Total Services & Supplies		405,000	405,000	-	
26						
27	Total Expenditures:		581,500	581,500	-	
28						
29	To/(From) reserves:		(222,750)	(222,750)	-	

Freeway Service Patrol

GL Key 721827 / Fund 76627

The Freeway Service Patrol (FSP) program consists of tow trucks patrolling Highway 17 from Mount Herman Road to the Santa Clara County Line and Highway 1 from Highway 9 to State Park Drive. FSP tow trucks reduce congestion on the highway by quickly clearing accidents, debris, and other incidents, and allowing traffic to return to normal conditions during a limited schedule on weekends.

The benefit/cost ratio for the Santa Cruz County FSP program is 3:1. This ratio represents the FSP cost effectiveness based on operational performance measures.

	Freeway Service Patrol (FSP)	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Measure D	40186	231,000	231,000	-	
2	SB 1	40465	140,985	131,804	(9,181)	FY 26-27 Caltrans FSP27SB-6149 (143), effective 7/1/26
3	Caltrans FSP	40884	163,110	153,135	(9,975)	FY 26-27 Caltrans FSP27-6149 (141), effective 7/1/26
4	Total Revenues		535,095	515,939	(19,156)	
5						
6	Salaries, Benefits & Overhead					
7	Allocated Labor Costs	51070	44,943	44,943	-	
8	Allocated Overhead	62354	41,557	59,235	17,678	Updated ICAP Rate
9	Total Salaries, Benefits & Overhead		86,500	104,178	17,678	
10						
11	Services & Supplies					
12	Telephone & Mobile Device	61221	2,000	2,000	-	
13	Liability Insurance	61535	4,200	4,200	-	
14	General Supplies & Expense	62223	4,000	4,000	-	
15	Legal Fees	62359	1,000	1,000	-	
16	Contingency/Special Exp	62856	5,000	5,000	-	
17	Towing	62893	431,395	436,056	4,661	Resolution 60-26, approved on June 11, 2026
18	Transp/Travel/Educ	62914	1,000	1,000	-	
19	Total Services & Supplies		448,595	453,256	4,661	
20						
21	Total Expenditures:		535,095	557,434	22,339	
22						
23	To/(From) reserves:		-	(41,495)	(41,495)	

Santa Cruz Branch Rail Line

GL Key 722100 / Fund 76623

The RTC is the owner of the Santa Cruz Branch Rail Line, which is an active freight railroad that the RTC purchased for the purpose of preserving and expanding transportation uses in the corridor, such as a trail and passenger rail. The RTC contracts with a short-line railroad operator, Saint Paul & Pacific Railroad, through an Administration, Coordination, and License agreement for freight uses. The RTC performs regular inspections and repairs to preserve and maintain the railroad infrastructure for future use, including potential zero emission rail transit and the Coastal Rail Trail. The trail portion of the project is funded by Measure D Active Transportation category.

Real Property Management

Santa Cruz Branch Rail Line property management work includes processing and issuing right of entry agreements; reviewing, cataloguing, and updating of utility agreements; and updating and pursuing lease agreements in accordance with the RTC's policies for Leases, Licenses, Encroachments and Rights of Entry; and for Capital Projects implemented by others along the SCBRL. The RTC uses professional service contracts with Real Property consultants to support the property management needs along the branch line, and staff plans to reprocure the on-call Real Property Management contracts in FY 2026/27.

	Santa Cruz Branch Rail Line GL Key 722100 Real Property	Object	FY 2026/27 Approved 4/2/2026	FY 2026/27 Proposed 12/3/2026	Difference	Notes
	Revenues					
1	Measure D	40186	21,100	21,100	-	
2	Leases, Licenses & Other Revenue	40440	100,072	100,072	-	
3	Transfer from TC Funds	42367	100,000	100,000	-	
4		Total Revenues	221,172	221,172	-	
5	Expenditures					
6	Allocated Labor Costs	51070	51,959	51,959	0	
7	Allocated Overhead (indirect costs)	62354	48,041	68,482	20,441	Newly approved ICAP rate
8	Total Salaries, benefits, & overhead		100,000	120,441	20,441	
9	Liability Insurance	61535	33,000	33,000	-	
10	Telephone	61221	500	500	-	
11	PC Software Purchases	62219	21,100	21,100	-	
12	Legal Counsel	62359	120,000	120,000	-	
13	Professional Services	62381	50,000	50,000	-	
14	Training	62914	10,000	10,000	-	
15	Total Services, Supplies & Other		234,600	234,600	-	
16						
17		Total Expenditures	334,600	355,041	20,441	
18						
19	To/(From) Reserves Real Property:		(113,428)	(133,869)	(20,441)	

Santa Cruz Branch Rail Line Capital Projects

GL Key 722100 / Fund 76623

Zero Emission Rail & Trail (ZEPRT) Project Concept Development

In FY 2025-26, the RTC will complete the development of the Zero Emission Rail Transit & Trail Project concept and continue with project activities subject to the availability of funding. The project proposes new high-capacity passenger rail service and stations along approximately 22-miles of the branch line from Watsonville/Pajaro to Santa Cruz. Staff are actively pursuing competitive grants to fully fund the project through environmental clearance. The trail portion of the project is funded by Measure D Active Transportation category.

Infrastructure Inspections and Repairs

Regular inspections and repairs to the railroad infrastructure are needed to preserve the line for future use. The work may include repairs to the bridges, track bed, drainage system, and grade crossings. The RTC procures consultants and contractors to inspect and perform repairs to the infrastructure.

	Santa Cruz Branch Rail Line GL Key 722100 Capital Projects	Object	FY 2026/27 Approved 4/2/2026	FY 2026/27 Proposed 12/3/2026	Difference	Notes
	Revenues					
1	Measure D	40186	4,482,522	2,119,487	(2,363,035)	Align with the FY 2026-27 Measure D Rail category allocation
2	Measure D Active Transportation	40186	-	350,000	350,000	
3	Interest	40430	13,428	13,428	-	
4	TIRCP SB125 Formula Funds (RTIP 2023)	40894	666,667	666,667	0	
5	Other Revenue	42384	-	300,000	300,000	Settlement
6		Total Revenues	5,162,617	3,449,582	(1,713,035)	
7	Expenditures					
8	Allocated Labor Costs	51070	467,630	316,893	(150,736)	
9	Allocated Overhead (indirect costs)	62354	432,370	417,666	(14,705)	
10	Total Salaries, benefits, & overhead		900,000	734,559	(165,441)	
11	Legal Counsel	62359	26,250	26,250	-	
12	Professional Services	62381	1,525,617	982,198	(543,419)	
13	Contingency-General	62856	155,000	239,498	84,498	Based on updated project costs
14	Construction	86110	2,442,322	2,684,322	242,000	
15	Total Services, Supplies & Other		4,149,189	3,932,268	(216,921)	
16						
17	Total Expenditures		5,049,189	4,666,827	(382,362)	
18						
19	To/(From) Reserves Capital Projects:		113,428	(1,217,245)	(1,330,673)	
20	Total To/(From) Reserves Rail Fund:		(0)	(1,351,114)	(1,351,114)	

*Zero-Emissions Passenger Rail and Trail (ZEPRT) Project
**Transit and Intercity Rail Capital Program (TIRCP)

Highway 1 Corridor Investment Program

Fund 76626

The Highway 1 Corridor Investment Program was developed to provide multimodal solutions to congestion and improve traffic flow and safety to increase the safety and efficiency of these corridors in Santa Cruz County.

The program of projects includes auxiliary lanes, bus on shoulder improvements, and bicycle and pedestrian overcrossings. Future potential projects within the program include interchange modifications, ramp metering, and High Occupancy Vehicle (HOV) lanes.

41st Avenue to Soquel Drive Auxiliary Lanes, Bus on Shoulder, and Bicycle and Pedestrian Overcrossing at Chanticleer Avenue. GL Key 722261

The project will construct northbound and southbound auxiliary lanes between the 41st Avenue and Soquel Avenue/Drive interchanges, bus on shoulder improvements, and construct a new bicycle and pedestrian overcrossing at Chanticleer Avenue. Construction began in 2023, with planned activities including design support during construction, project management, and public information campaign ongoing through 2025. State Transportation Improvement Program (STIP) and Solutions for Congested Corridors Program (SCCP) funds programmed for construction capital were allocated by the CTC to Caltrans and do not flow through the RTC budget. Caltrans is managing construction of the project and RTC is the sponsor agency. The budget includes funding approved by RTC in 2024 to address Caltrans cost overruns.

	Highway 1 Corridor		FY 2026/27	FY 2026/27		
	GL Key 722261		Approved	Proposed	Difference	Notes
	41st Avenue to Soquel Drive		4/2/2026	12/3/2026		
1	Revenues	Object				
2	Measure D	40186	399,663	2,179,663	1,780,000	Financed with Measure D Series 2026 bond proceeds for eligible costs
3	SB1 SCCP 41st/Soquel	40465	353,965	-	(353,965)	Updated to reflect current funding assumptions
4		Total Revenues	753,628	2,179,663	1,426,035	
5	Expenditures					
6	Allocated Labor Costs	51070	109,742	21,570	(88,172)	
7	Allocated Overhead (indirect costs)	62354	101,468	28,430	(73,038)	Updated project costs in accordance with updated estimates for 5-Year Plan
8		Total Salaries, benefits, & overhead	211,210	50,000	(161,210)	
9	Project Management Consultant	62381	28,302	-	(28,302)	
10	Pub Info, materials, & meetings	62381	16,000	3,000	(13,000)	Updated project costs in accordance with updated estimates for 5-Year Plan
11	Right of Way Capital and Support	62856	126,663	126,663	-	
12	Construction Capital	62856	371,453	2,000,000	1,628,547	
13		Total Services & Supplies	542,418	2,129,663	1,587,245	
14						
15		Total Expenditures	753,628	2,179,663	1,426,035	
16						
17		To/(From) Reserves:	-	-	-	

Bay Avenue/Porter Street to State Park Drive Auxiliary Lanes and Bus on Shoulders. GL Key 722262

The project will construct northbound and southbound auxiliary lanes between the Bay Avenue/Porter Street and State Park Drive interchanges, bus on shoulder improvements, replace the existing Capitola Avenue local roadway overcrossing, and construct a Bicycle and Pedestrian Overcrossing at Mar Vista Drive. State Transportation Improvement Program (STIP), Solutions for Congested Corridors Program (SCCP) and Local Partnership Program (LPP) funds programmed for construction capital in FY 2022-23 have been allocated by the CTC to Caltrans and will not flow through the RTC budget. Caltrans is managing construction of the project and RTC is the sponsor agency.

	Highway 1 Corridor GL Key 722262 Bay/Porter to State Park Drive		FY 2026/27 Approved 4/2/2026	FY 2026/27 Proposed 12/3/2026	Difference	Notes
1	Revenues	Object				
2	Measure D	40186	14,920,282	16,184,903	1,264,621	Financed with Measure D Series 2026 bond proceeds for eligible costs
3	SB1 SCCP Bay/Porter to State Park	40465	535,893	-	(535,893)	Updated to reflect current funding assumptions
4		Total Revenues	15,456,175	16,184,903	728,728	
5	Expenditures					
6	Allocated Labor Costs	51070	134,807	53,926	(80,881)	
7	Allocated Overhead (indirect costs)	62354	124,643	71,074	(53,569)	Updated project costs in accordance with updated estimates for 5 Year Plan
8		Total Salaries, benefits, & overhead	259,450	125,000	(134,450)	
9	Legal Fees	62359	19,401	2,000	(17,401)	
10	Engineering Consultant	62381	535,893	-	(535,893)	
11	Project Management Consultant	62381	115,000	50,000	(65,000)	Updated project costs in accordance with updated estimates for 5 Year Plan
12	Pub Info, materials, & meetings	62381	-	30,000	30,000	
13	Construction Capital	62856	13,826,431	14,558,597	732,166	
14	Contingency	62856	700,000	1,419,306	719,306	
15		Total Services & Supplies	15,196,725	16,059,903	863,178	
16						
17		Total Expenditures	15,456,175	16,184,903	728,728	
18						
19		To/(From) Reserves:	-	-	-	

State Park Drive to Freedom Boulevard Auxiliary Lanes, Bus on Shoulders, and Coastal Rail Trail Segment 12. GL Key 722263

The project will construct northbound and southbound auxiliary lanes, bus on shoulder improvements, widen the Highway 1 bridge over Aptos Creek/Spreckles Drive, and construct a 1.25-mile section of Segment 12 of the Coastal Rail Trail/Monterey Bay Sanctuary Scenic Trail Network (MBSST), including new bridges over Highway 1 (2 bridges) and Soquel Drive (2 bridges). The environmental component of the project was completed in 2024, and the right-of-way and final design components will continue in FY 2025/26; the project is expected to be construction-ready in 2027, pending availability of funds for construction. This project will reduce congestion, improve coastal access, and improve connectivity for walkers and bikers to adjacent neighborhoods, schools, and Aptos Village. The RTC is the implementing agency for the final design and right of way components of the project. The budget reflects both highway and active transportation Meas D funds.

	Highway 1 Corridor		FY 2026/27	FY 2026/27		
	GL Key 722263		Approved	Proposed	Difference	Notes
	State Park Drive to Freedom Boulevard		4/2/2026	12/3/2026		
1	Revenues	Object				
2	Measure D - Highway	40186	13,484,967	8,111,861	(5,373,106)	Financed with Measure D Series 2026 bond proceeds for eligible costs; updated based on current schedule and project costs
3	Measure D - Active Transportation	40186	-	2,440,000	2,440,000	
4	STIP	40770	300,000	300,000	-	
5		Total Revenues	13,784,967	10,851,861	(2,933,106)	
6	Expenditures				-	
7	Allocated Labor Costs	51070	189,650	194,133	4,483	Updated project costs in accordance with updated estimates for 5 Year Plan
8	Allocated Overhead (indirect costs)	62354	175,350	255,867	80,517	
9		Total Salaries, benefits, & overhead	365,000	450,000	85,000	
10	Bond Issuance Cost	62381	794,800	794,800	-	
11	Legal Fees	62359	10,000	52,025	42,025	
12	Professional Services	62381	360,000	2,540,156	2,180,156	
13	Pub Info, materials, & meetings	62381	10,000	60,000	50,000	Updated project costs in accordance with updated estimates for 5 Year Plan
14	Right of Way Capital and Support	62856	4,240,000	6,398,301	2,158,301	
15	Construction Capital	62856	8,005,167	300,000	(7,705,167)	
16	Contingency	62856	-	256,579	256,579	
17		Total Services & Supplies	13,419,967	10,401,861	(3,018,106)	
18					-	
19		Total Expenditures	13,784,967	10,851,861	(2,933,106)	
20						
21		To/(From) Reserves:	-	-	-	

Highway 1 Corridor

	All Segments Combined		FY 2026/27 Approved 4/2/2026	FY 2026/27 Proposed 12/3/2026	Difference	Notes
1	Revenues	Object				
2	Measure D Hwy	40186	28,804,912	26,476,427	(2,328,485)	Updated to align with revised project cost estimates and the Measu
3	Measure D Active	40186	-	2,440,000	2,440,000	
4	SB1 SCCP 41st/Soquel & BP-SP	40465	889,858	-	(889,858)	Updated to reflect current funding assumptions
5	STIP	40770	300,000	300,000	-	
6		Total Revenues	29,994,770	29,216,427	(778,343)	
7	Expenditures					
8	Allocated Labor Costs	51070	434,199	269,629	(164,570)	
9	Allocated Overhead (indirect costs)	62354	401,461	355,371	(46,090)	
10		Total Salaries, benefits, & overhead	835,660	625,000	(210,660)	
11	Legal Fees	62359	29,401	54,025	24,624	
12	Engineering Consultant	62381	835,893	-	(835,893)	
13	Pub Info, materials, & meetings	62381	26,000	93,000	67,000	Updated project costs in accordance with updated estimates for 5 Year Plan
14	Project Management Consultant	62381	203,302	2,590,156	2,386,854	
15	Bond Issuance Cost	62381	-	794,800	794,800	
16	Right of Way Capital and Support	62856	4,366,663	6,524,964	2,158,301	
17	Construction Capital	62856	22,203,051	16,858,597	(5,344,454)	
18	Contingency	62856	700,000	1,675,885	975,885	
19		Total Services & Supplies	28,364,310	28,591,427	227,117	
20					-	
21		Total Expenditures	29,199,970	29,216,427	16,457	
22					-	
23		To/(From) Reserves:	794,800	-	(794,800)	

Active Transportation

Fund 76628

MBSST Network Implementation GL Key 722280

The Monterey Bay Sanctuary Scenic Trail Network (MBSST) is a proposed 50-mile bicycle and pedestrian trail project within Santa Cruz County, divided into 20 segments. The spine of the trail network will be the 32-mile Coastal Rail Trail from Davenport to Watsonville, to be built within or adjacent to the Regional Transportation Commission-owned rail right-of-way (Segments 5-20). The FY 2025/26 budget includes funds for ongoing maintenance of the trail corridor, property management, as well as RTC oversight, coordination, and technical assistance during project implementation.

Maintenance and property management for the trail corridor includes vegetation control; tree maintenance; trash and dumping abatement; encampments; drainage maintenance and repairs; storm debris cleanup, identifying and addressing encroachments onto right-of-way property; supporting capital projects and lease updates by clarifying real property rights, conducting appraisals, and acquiring additional rights, if needed. FY 2025/26 also includes RTC work to secure environmental permits to support maintenance activities.

RTC staff provide technical support and stakeholder coordination for development of the MBSST/Coastal Rail Trail projects implemented by others. Consultant services are utilized for technical assistance when needed.

	MBSST Coastal Rail Trail GL Key 722280 General Network and Maintenance	Object	FY 2026/27 Approved 4/2/2026	FY 2026/27 Proposed 12/3/2026	Difference	Notes
	Revenues					
1	Measure D	40186	2,774,373	3,002,723	228,350	Includes PY Carryover
	Contr from Other Agencies	41150		-	-	
2	Total Revenues		2,774,373	3,002,723	228,350	
3	Expenditures					
4	Allocated Labor Costs	51070	306,132	254,177	(51,955)	
5	Allocated Overhead (indirect costs)	62354	283,050	335,005	51,955	
6	Total Salaries, benefits, & overhead		589,182	589,182	-	
7	Maintenance	61848	1,325,079	1,621,665	296,586	Updated based on funds carried over from prior fiscal year
8	PC Software Purchases	62219	21,000	21,000	-	
9	Legal Fees	62359	120,000	200,000	80,000	Updated project costs
10	Professional Services	62381	364,112	365,876	1,764	
11	Training	62914	5,000	5,000	-	
12	Transfer to Other Funds	75233	350,000	350,000	-	
13	Total Services, Supplies & Other		2,185,191	2,563,541	378,350	
14					-	
15	Total Expenditures		2,774,373	3,152,723	378,350	
16						
17	To/(From) Reserves:		-	(150,000)	(150,000)	Expected to be reimbursed based on progressive agreement with the county

North Coast Rail Trail

GL Key 722281
Segment 5 will construct 7.5 miles of the MBSST's rail trail spine between Wilder Ranch and Davenport along the rail right-of-way. Segment 5 will be a new multi-use paved path and parking improvements along the scenic North Coast in Santa Cruz County and the project includes improved parking lots and connections to the trail at Davenport and Panther/Yellowbank Beach, access improvements from the Bonny Doon Beach parking lot to the trail, and a pedestrian crosswalk in Davenport.

The project is funded by the Federal Land Access Program (FLAP) and Measure D in FY 2025/26 and FY 2026/27 and is being implemented by FHWA.

	MBSST Coastal Rail Trail GL Key 722281 North Coast	Object	FY 2026/27 Approved 4/2/2026	FY 2026/27 Proposed 12/3/2026	Difference	Notes
	Revenues					
1	Measure D	40186	2,214,000	3,338,762	1,124,762	Prior Year Carryover
2	RSTPX	40761	125,000	-	(125,000)	RSTPX funds were used in FY2025-26
3	Land Trust	42384	75,000	75,000	-	
4	Coastal Conservancy	42384	30,000	30,000	-	
5		Total Revenues	2,444,000	3,443,762	999,762	
6	Expenditures					
7	Allocated Labor Costs	51070	20,784	41,415	20,631	Additional labor and associated overhead costs anticpiated to complete the project
8	Allocated Overhead (indirect costs)	62354	19,216	54,585	35,369	
9		Total Salaries, benefits, & overhead	40,000	96,000	56,000	
10	Maintenance	61848	274,000	274,000	-	
11	Construction	86110	2,130,000	3,073,762	943,762	Shifting construction costs from next fiscal year to current fiscal year in anticipation of project completion
12		Total Services, Supplies & Other	2,404,000	3,347,762	943,762	
13					-	
14		Total Expenditures	2,444,000	3,443,762	999,762	
15						
16		To/(From) Reserves:	-	-	-	

GL Key 722282 City of Santa Cruz

The City of Santa Cruz started construction of Segment 7, Phase 2 between Bay Avenue and Pacific Avenue (0.8 miles of trail) in 2022. The project is scheduled to complete construction in 2025.

The City of Santa Cruz, in partnership with the County of Santa Cruz, is completing preliminary design and environmental review of Segments 8 & 9 of the Coastal Rail Trail between Pacific Avenue and 17th Avenue (2.5 miles) in FY 2024/25, which is funded by state and private funds. The city secured an Active Transportation Program (ATP) and other grants, using Measure D funds as match, to fully fund design, right-of-way, and construction.

	MBSST Coastal Rail Trail		FY 2026/27	FY 2026/27		
	GL Key 722282		Approved	Proposed	Difference	Notes
	City of Santa Cruz	Object	4/2/2026	12/3/2026		
	Revenues					
1	Measure D	40186	1,541,646	1,541,646	-	
2		Total Revenues	1,541,646	1,541,646	-	
3	Expenditures					
4	Allocated Labor Costs	51070	20,784	17,256	(3,527)	
5	Allocated Overhead (indirect costs)	62354	19,216	22,744	3,527	
6		Total Salaries, benefits, & overhead	40,000	40,000	-	
7	Professional Services	62381	-	-	-	
8	City of Santa Cruz Maintenance	75204	51,000	51,000	-	
9	City of Santa Cruz Project Sponsor	75204	1,450,646	1,450,646	-	
10		Total Services & Supplies	1,501,646	1,501,646	-	
11						
12		Total Expenditures	1,541,646	1,541,646	-	
13						
14		To/(From) Reserves:	-	-	-	

Coastal Rail Trail Southern Segment

GL Key 722283

Segment 13-20 will approximately add 12 miles of paved bicycle and pedestrian trail from Rio del Mar Boulevard through Watsonville to Pajaro Junction.

	MBSST Coastal Rail Trail GL Key 722283 Coastal Rail Trail Southern Segment	Object	FY 2026/27 Approved 4/2/2026	FY 2026/27 Proposed 12/3/2026	Difference	Notes
	Revenues					
1	Measure D	40186	7,043,700	1,886,959	(5,156,741)	Updated to align with revised project cost estimates
2		Total Revenues	7,043,700	1,886,959	(5,156,741)	
3	Expenditures					
4	Allocated Labor Costs	51070	20,784	134,596	113,812	Based on updated project costs
5	Allocated Overhead (indirect costs)	62354	19,216	177,397	158,181	
6	Total Salaries, benefits, & overhead		40,000	311,993	271,993	
7	Professional Services	62381	-	1,574,966	1,574,966	Based on updated project costs
8	City of Watsonville	75206	7,003,700	-	(7,003,700)	
9	Total Services, Supplies & Other		7,003,700	1,574,966	(5,428,734)	
10					-	
11	Total Expenditures		7,043,700	1,886,959	(5,156,741)	
12						

County of Santa Cruz
GL Key 722285
Segments 10 & 11 will construct 4.7 miles 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 up to State Park Drive in Aptos in unincorporated Santa Cruz County. The County of Santa Cruz in partnership with the City of Capitola, will continue final design and right of way activities in FY 2026/27 of Segments 10 & 11 of the trail from 17th Ave to State Park Drive (4.7 miles). The county secured an Active Transportation Program (ATP) grant for design, right-of-way, and construction, using Measure D as a match.

	MBSST Coastal Rail Trail GL Key 722285 County of Santa Cruz	Object	FY 2026/27 Approved 4/2/2026	FY 2026/27 Proposed 12/3/2026	Difference	Notes
	Revenues					
1	Measure D Active	40186	2,931,730	2,931,730	-	
2	Measure D Highway	40186	-			
3	Total Revenues		2,931,730	2,931,730	-	
4	Expenditures					
5	Allocated Labor Costs	51070	20,784	17,256	(3,527)	
6	Allocated Overhead (indirect costs)	62354	19,216	22,744	3,527	
7	Total Salaries, benefits, & overhead		40,000	40,000	-	
8	Professional Services	62381	-	-	-	
9	County of Santa Cruz Seg 10-11	75303	2,891,730	2,891,730	-	
10	Total Services, Supplies & Other		2,891,730	2,891,730	-	
11						
12	Total Expenditures		2,931,730	2,931,730	-	
13						
	To/(From) Reserves:		-	-	-	

Segment 12

GL Key 722286

Coastal Rail Trail Segment 12 will provide approximately 1.25 miles of separated bicycle and pedestrian trail from State Park Drive through Aptos Village to Rio del Mar Boulevard and is being implemented by the RTC.

	MBSST Coastal Rail Trail GL Key 722286 Seg. 12	Object	FY 2026/27 Approved 4/2/2026	FY 2026/27 Proposed 12/3/2026	Difference	Notes
	Revenues					
1	Measure D Active	40186	-	819,100	819,100	Added for Segment 12 based on updated project cost estimates, financed with Measure D Series 2026 bond proceeds for eligible costs
2	Measure D Highway	40186	-	425,000	425,000	
3		Total Revenues	-	1,244,100	1,244,100	
4	Expenditures					
5	Allocated Labor Costs	51070	-	129,422	129,422	
6	Allocated Overhead (indirect costs)	62354	-	170,578	170,578	
7	Total Salaries, benefits, & overhead		-	300,000	300,000	
8	Professional Services	62381	-	25,000	25,000	Updated Segment 12 project costs in accordance with current estimates and the revised Measure D 5-Year Plan
9	Construction Support & Capital	62856	-	736,500	736,500	
10	Contingency & Supplies	62856	-	132,600	132,600	
11	Pub Info, materials, & meetings	62381	-	50,000	50,000	
12	Total Services, Supplies & Other		-	944,100	944,100	
13						
14	Total Expenditures		-	1,244,100	1,244,100	
15						
16	To/(From) Reserves:		-	(0)	(0)	

Active Transportation
All Segments Combined

			FY 2026/27 Approved 4/2/2026	FY 2026/27 Proposed 12/3/2026	Difference	Notes
		Object	46,114	46,303		
1	Measure D Active	40186	16,505,449	13,520,920	(2,984,529)	
	Measure D highway	40186	-	425,000	425,000	
2	RSTP Exchange/STBG	40761	125,000	-	(125,000)	
3	Land Trust	42384	75,000	75,000	-	
4	Coastal Conservancy	42384	30,000	30,000	-	
	Contribution from Other Agencies	41150		-	-	
5		Total Revenues	16,735,449	14,050,920	(2,684,529)	
6						
7	Salaries, Benefits & Overhead					
8	Allocated Labor Costs	51070	389,266	594,122	204,856	
9	Allocated Overhead	62354	359,916	783,053	423,137	
10	Total Salaries, Benefits & Overhead		749,182	1,377,175	627,993	
11						
12	Services & Supplies					
13	Repairs & Maintenance	61848	1,599,079	1,895,665	296,586	
	PC Software Purchases	62219	21,000	21,000	-	
14	Legal Fees	62359	120,000	200,000	80,000	
15	Professional & Special Serv	62381	364,112	2,015,842	1,651,730	
16	Contingency/Special Exp	62856	-	132,600	132,600	
17	Training	62914	5,000	5,000	-	
18	Transfer to Other Funds	75233	350,000	350,000	-	
19	Funds to City of Santa Cruz	75204	1,501,646	1,501,646	-	
20	Funds to City of Watsonville	75206	7,003,700	-	(7,003,700)	
21	Funds to SC County	75303	2,891,730	2,891,730	-	
22	Construction	86110	2,130,000	3,810,262	1,680,262	
23	Total Services & Supplies		15,986,267	12,823,745	(3,162,522)	
24						
25	Total Expenditures:		16,735,449	14,200,920	(2,534,529)	
26						
27	Excess of Revenues over Expenditures:		-	(150,000)	(150,000)	Reimbursement for payment accrued in FY 25-26
28						

RTC Summary and Fund Balances

Proposed December 3, 2026

Fund Balances and Reserves for RTC Programs & Projects

	Description	RTC FUND (1)	RIDESHARE FUND (2)	RAIL/TRAIL AUTHORITY FUND (3)	SAFE OPERATING FUND (2)	FSP FUND (2)	MBSST ACTIVE TRANSPORTATION	HWY 1 PA/ED & ENG FUND (3)	TOTAL ALL FUNDS
1	Beginning Fund Balance (preliminary 6/30/26):	3,426,845	513,464	2,982,659	584,385	362,956	396,539	963,995	9,230,844
2	FY 2025/26 Revenues budgeted	661,000	-		-	-	-	-	661,000
3	Reserve carried over	(750,713)	(149,984)		(174,450)	-	-	-	(1,075,147)
4	FY 2026/27 Excess Revenues over Expenditures	(2,762,866)	(146,534)	(1,351,114)	(222,750)	(41,495)	(150,000)	-	(4,674,759)
5	Subtotal Fund Balance	574,266	216,946	1,631,545	187,185	321,461	246,539	963,995	4,141,938
6	To Cashflow Reserve	-	-	-	-	-	-	-	-
7	To Restricted Reserve Fund	(619,345)	-	-	-	-	-	-	(619,345)
8	Total Fund Balance	(45,079)	216,946	1,631,545	187,185	321,461	246,539	963,995	3,522,593
9									
10									
11	Reserve Funds								
12	Reserve Target (30%)	1,370,058	149,984	-	174,450	-	-	-	1,694,492
13									
14	Cashflow Reserve (8%)	365,349	149,984	-	174,450	-	-	-	689,783
15	Restricted Reserve (22%)	1,004,709	-	-	-	-	-	-	1,004,709
16	Total Reserve Funds	1,370,058	149,984	-	174,450	-	-	-	1,694,492
17									
18	Reserve Fund Difference from Target	619,345	-	-	-	-		-	619,345
19									

20 Notes:

21 Numbers in parentheses are negative numbers. All other numbers are positive numbers.
22 Funds within each category (column) are restricted for use on projects/programs within that category.
23 Fund Balance = Balances of Funds not used at the end of prior fiscal year.
24 Budgeted Carryover = Portion of Fund Balance used in current fiscal year budget.
25
26 (1) 3.6 month (or 30%) operating reserve target established in RTC Rules and Regulations for the RTC Fund
27 (2) 3.6 month (or 30%) operating reserve target approved for the SAFE Fund to cover SAFE, FSP and Cruz511 operations
28 (3) Reserve funds not proposed for capital project funds
29
30

Proposed December 3, 2026

Fund Balances and Reserves for Special Revenue Funds

	Description	TDA FUND (1)	RSTP EXCHANGE FUND (2)	STA FUND (3)	LCTOP Fund (3)	TOTAL ALL FUNDS
1						
2	Beginning Fund Balance (preliminary 6/30/26):	4,924,328	8,336,836	44,491	302,492	13,608,147
3	FY 2026/27 Revenues & FY 2025-26 Carryover budgeted	13,488,525	4,279,834	7,527,484	727,551	26,023,394
4	FEMA Reimbursement for 2017 Storm Damage		3,589,038	-	-	3,589,038
5	RTC Reimbursement for 2023 Storm Damage		1,269,160			1,269,160
6	Restricted Reserve carried over	(1,058,632)	-	-	-	(1,058,632)
7	Funds Not Yet Programmed	-	-	-	-	-
8	Funds programmed - Prior FY	(2,979,520)	(20,034,486)			(23,014,006)
9	Funds programmed - Current FY	(13,468,075)	(5,739,435)	(7,526,484)	(727,551)	(27,461,545)
10	Subtotal Fund Balance	906,626	(8,299,053)	45,491	302,492	(7,044,444)
11						
12	To Restricted Reserve Fund	(20,450)				(20,450)
13	Total Fund Balance	886,176	(8,299,053)	45,491	302,492	(7,064,894)
14						
15						
16	Reserve Funds					
17	Reserve Target (8% target for TDA fund; 30% target for others)	1,079,082	-	-	-	1,079,082
18						
19	Restricted Reserve Carryover from prior FY (8% target for TDA fund)	1,058,632				1,058,632
20	Restricted Reserve Budgeted in Current FY (8% target for TDA fund)	20,450	-	-	-	20,450
21	Total Reserve Funds	1,079,082	-	-	-	1,079,082
22						
23	Reserve Fund Difference from Target	-	-	-	-	-
24						

25 Notes:
26 Numbers in parentheses are negative numbers. All other numbers are positive numbers.
27 Funds within each category (column) are restricted for use on projects/programs within that category.
28 Fund Balance = Balances of Funds not used at the end of prior fiscal year.
29 Budgeted Carryover = Portion of Fund Balance used in current fiscal year budget.
30
31 (1) 8% reserve established in RTC Rules and Regulations for the TDA Fund
32 (2) Reserve funds not proposed for capital project funds. Future RSTPX programmed funds beyond the budget year are negative.
33 (3) This is a pass-through fund, all receipts are paid to Santa Cruz Metro or other transit providers

RTC Budget Summary and Differences

Budget Summary by Purpose, Program or Project (with allocated labor and overhead)
Fiscal Year FY 2026/27
Proposed December 3, 2026

		Object	Cruz 511	SAFE	FSP	Rail	Hwy	MBSST	Planning	Hwy 9-SLV	Admin	Total
	Revenues											
1	TDA Revenue	40172	-	-	-	-	-	-	917,378	-	1,000,000	1,917,378
2	Measure D	40186	243,000	50,000	231,000	2,490,587	28,916,427	13,945,920	1,781,161	1,857,028	858,270	50,373,393
3	Local Assistance (MTC)	40384	-	50,000	-	-	-	-	-	-	-	50,000
4	Interest	40430	4,000	1,000	-	13,428	-	-	-	-	-	18,428
5	Leases, Licenses & Other Rev	40440	-	-	-	100,072	-	-	-	-	-	100,072
6	SB 1	40465	-	-	131,804	-	-	-	-	-	-	131,804
7	DMV Fees	40754	-	257,750	-	-	-	-	-	-	-	257,750
8	RSTP Exchange/STBG	40761	26,414	-	-	-	-	-	312,573	-	-	338,987
9	STIP	40770	-	-	-	-	300,000	-	225,839	-	-	525,839
10	Rural Planning Assistance (RPA)	40786	-	-	-	-	-	-	466,500	-	-	466,500
11	2023 Federal Earmark	40786	-	-	-	-	-	-	-	1,188,000	-	1,188,000
12	Caltrans FSP	40884	-	-	153,135	-	-	-	-	-	-	153,135
13	State-Other	40894	-	-	-	666,667	-	-	1,821,784	-	-	2,488,451
14	Sustainable Communities	40786	-	-	-	-	-	-	651,954	-	-	651,954
15	Contr from Other Funds	42367	80,000	-	-	100,000	-	-	-	-	-	180,000
16	Other revenue	42384	-	-	-	300,000	-	105,000	-	-	-	405,000
17	Total Revenues		353,414	358,750	515,939	3,670,754	29,216,427	14,050,920	6,177,189	3,045,028	1,858,270	59,246,691
18												
19	Salaries, Benefits & Overhead											
20	Allocated Labor Costs	51070	109,042	76,143	44,943	368,852	269,629	594,122	813,777	36,247	468,204	2,780,960
21	Allocated Overhead	62354	143,718	100,357	59,235	486,148	355,371	783,053	1,072,559	34,773	617,092	3,652,304
22	Total Salaries, Benefits & Overhead		252,760	176,500	104,178	855,000	625,000	1,377,175	1,886,336	71,020	1,085,296	6,433,264
23												
24	Services & Supplies											
25	Telephone & Mobile Device	61221	500	5,000	2,000	500	-	-	-	-	11,000	19,000
26	Office Equipment	61312	-	-	-	-	-	-	-	-	5,000	5,000
27	Liability Insurance	61535	-	5,250	4,200	33,000	-	-	-	-	254,100	296,550
28	Office Equip Repair/Maint	61725	-	-	-	-	-	-	-	-	5,000	5,000
29	Other Equip Repair/Maint	61730	-	6,450	-	-	-	-	-	-	-	6,450
30	Repairs & Maintenance	61848	-	-	-	-	-	1,895,665	-	-	16,000	1,911,665
31	Membership	62020	675	-	-	-	-	-	-	-	20,000	20,675
32	Duplicating	62214	-	-	-	-	-	-	-	-	1,500	1,500
33	Computer Software	62219	-	-	-	21,100	-	21,000	-	-	99,778	141,878
34	Postage	62221	1,000	-	-	-	-	-	-	-	1,500	2,500
34	General Supplies & Expenses	62223	2,000	2,000	4,000	-	-	-	-	-	14,000	22,000
35	Accounting & Audit	62301	-	-	-	-	-	-	-	-	104,754	104,754
36	Computer Prof Svcs	62316	-	-	-	-	-	-	-	-	37,000	37,000
37	County Mainframe/Intranet	62325	-	-	-	-	-	-	-	-	7,000	7,000
38	Commissioners' Stipend	62327	-	-	-	-	-	-	-	-	14,880	14,880
39	Legal Fees	62359	-	1,000	1,000	146,250	54,025	200,000	-	-	166,000	568,275
40	Professional & Special Serv	62381	116,000	1,500	-	1,032,198	3,477,956	2,015,842	1,689,653	1,774,458	135,000	10,242,607
41	Office Rent	62610	-	-	-	-	-	-	-	-	200,013	200,013
42	Adv, Promo and Incent for Public Engagement	62801	105,069	-	-	-	-	-	-	300,000	12,500	417,569
43	Contingency/Special Exp	62856	19,944	150,000	5,000	239,498	25,059,446	132,600	1,378,235	900,809	60,000	27,945,532
44	Towing	62893	-	-	436,056	-	-	-	-	-	-	436,056
45	Transp/Travel/Educ	62914	2,000	2,000	1,000	10,000	-	5,000	-	-	100,000	120,000
46	Vehicle Maint, Rentals & Serv	62920	-	-	-	-	-	-	-	-	7,820	7,820
47	Utilities	63070	-	1,200	-	-	-	-	-	-	1,000	2,200
48	Funds to City of Santa Cruz	75204	-	-	-	-	-	1,501,646	-	-	-	1,501,646
49	Contribution to Other Agency	75230	-	-	-	-	-	-	1,349,324	-	-	1,349,324
50	Transfer to Other Funds	75233	-	80,000	-	-	-	350,000	95,000	-	-	525,000
51	CHP Operations	75280	-	150,600	-	-	-	-	-	-	-	150,600
52	Funds to SC County	75303	-	-	-	-	-	2,891,730	-	-	-	2,891,730
53	TNC access for all	75365							102,000			102,000
54	Construction	86110	-	-	-	2,684,322	-	3,810,262	-	-	-	6,494,584
55	Office Equipment	86210	-	-	-	-	-	-	-	-	20,000	20,000
56	Total Services & Supplies		247,188	405,000	453,256	4,166,868	28,591,427	12,823,745	4,614,212	2,975,267	1,293,845	55,570,808
57												
58	Total Expenditures:		499,948	581,500	557,434	5,021,868	29,216,427	14,200,920	6,500,548	3,046,287	2,379,141	62,004,072
59												
60	Excess of Revenues over Expenditures:		(146,534)	(222,750)	(41,495)	(1,351,114)	-	(150,000)	(323,359)	(1,259)	(520,871)	(2,757,382)
61	*Beginning Fund Balance (estimate):		363,480	409,935	362,956	2,982,659	963,995	396,539	323,359	1,259	2,393,169	8,197,352
62	Ending Fund Balance (estimate):		216,946	187,185	321,461	1,631,545	963,995	246,539	-	-	1,872,298	5,439,970
63												
64	* Does not include operating reserve and cash flow reserve targets, see fund balances and reserve table											

Allocate: The process used to release funding to transportation projects.

Amendment: A proposed or adopted change to the budget.

Appropriate/Appropriation: Authorization for a specific agency to make expenditures or incur liabilities from a specific fund for a specific purpose.

Audit: A review of financial statements or performance activity (such as of an agency or program) to determine conformity or compliance with applicable laws, regulations, and/or standards.

Budget: A plan of operation expressed in terms of financial or other resource requirements for a specific period of time.

Budget Cycle: The period of time, usually one year, required to prepare a financial plan and enact that portion of it applying to the budget year. Significant events in the cycle include:

- Proposed Budget for a new fiscal year with estimated revenues from the State Controller's Office, County Auditor, and RTC consultants (February-March) for adoption (April-May). The proposed budget purpose is to inform local agencies in the development of their budget adoption in June.
- Mid-Year Budget Amendment to evaluate revenue and expenditures based on project status and carryover balances from the prior fiscal year (June).
- Fall Budget Amendment incorporates the final spending for prior fiscal year and adoption of the Measure D 5-yr programming of funds (October-November).
- Other Amendments are submitted throughout the year to include unanticipated funding, revenues, or expenditures.
-

Budget, Program or Traditional: A program budget expresses the operating plan in terms of the costs of activities (programs) to be undertaken to achieve specific goals and objectives. A traditional (or object of expenditure) budget expresses the plan in terms of categories of costs of the goods or services to be used to perform specific functions.

Capital Outlay: A character of expenditure of funds to acquire land, plan and construct new buildings, expand, or modify existing buildings, and/or purchase equipment.

Carryover: The balance of an appropriation available for expenditure in years subsequent to the year of enactment. For example, if a three-year appropriation is not fully encumbered in the first year, the remaining amount is carried over to the next fiscal year.

Cash Basis: The basis of accounting that records receipts and disbursements when cash is received or paid.

Cash Statement: A statement of cash receipts and disbursements for a specified period of time. Amounts recorded as accruals, which do not affect cash, are not reflected in this statement.

Capital Improvements: Physical infrastructure improvements such as pavement, sidewalks, bridges, signals and purchases of equipment, vehicles.

COLA: see Cost of Living Adjustment

Cost of Living Adjustment (COLA): Cost of living is the cost of maintaining a certain standard of living.

Expenditure: In transportation terms, this is any allowable expense associated with a project or program.

Fiscal Year (FY): The 12-month period established for budgeting purposes. The fiscal year for state and most local governments in California begins July 1 and ends June 30. The federal fiscal year begins October 1 and ends September 30.

Fund: A legal budgeting and accounting entity that provides for the segregation of moneys or other resources in the County Treasury for obligations in accordance with specific restrictions or limitations. A separate set of accounts must be maintained for each fund to show its assets, liabilities, reserves, and balance, as well as its income and expenditures.

Fund Balance: Excess of a fund's assets over its liabilities and reserves.

FY: see Fiscal Year.

ICAP: see Indirect Cost Allocation Plan

Indirect Costs: Costs which by their nature cannot be readily associated with a specific organization unit or program. Like general administrative expenses, indirect costs are distributed to the organizational unit(s) or program(s) which benefit from their incurrence.

Indirect Cost Allocation Plan (ICAP): The amount of administrative and general costs chargeable to and recovered from federal and state funds, as determined by the Department of Transportation.

Local Jurisdictions: The four cities (Capitola, Santa Cruz, Scotts Valley, and Watsonville) and the (unincorporated) County of Santa Cruz, each of which has its own elected decision-makers, planning and public works departments, and control over land-use decisions within its boundaries.

Overhead: Those elements of cost necessary in the performance of a service that are of such a nature that the amount applicable to the service cannot be determined directly. Usually, they relate to those costs that do not become an integral part of the service, such as rent, heat, light, supplies, management, or supervision. See also "Indirect Costs."

Reimbursements: An amount received as a payment for the cost of services performed, or of other expenditures made for, or on behalf of, another entity. Reimbursements represent the recovery of an expenditure. Reimbursements are available for expenditure up to the budgeted amount (scheduled in an appropriation).

Reserve: An amount of a fund balance set aside to provide for expenditures from the unencumbered balance for continuing appropriations, economic uncertainties, future apportionments, pending salary or price increase appropriations, and appropriations for capital outlay projects.

Programming, Planning, and Project Glossary and Acronym Guide

Active Transportation: Active Transportation includes any method of travel that is human powered, but most commonly refers to walking and bicycling.

Accrual basis of accounting: The basis of accounting in which revenue is recorded when earned and expenditures are recorded when obligated, regardless of when the cash is received or paid.

Active Transportation Program: State funding program established in 2013 for projects that increase bicycling and walking. Consolidates several federal and state programs - including the federal Transportation Alternatives Program (TAP)/formerly Transportation Enhancement Activities (TEA), Safe Routes to Schools, and Bicycle Transportation Account.

AMBAG: see Association of Monterey Bay Area Governments

Association of Monterey Bay Area Governments (AMBAG): A voluntary association, formed by a Joint Powers Agreement, of Santa Cruz, San Benito and Monterey counties and the cities therein. AMBAG has been designated as the Metropolitan Planning Organization (MPO) by the State of California.

ATP: see Active Transportation Program

Auxiliary Lane: Freeway lanes linking adjacent interchanges to reduce weaving conflicts between exiting and entering vehicles.

B2W: Bike to Work

Bikeway: Facility designated for use by bicyclists. There are three types of bicycle facilities.

Buffered Bike/Pedestrian Facility: A bicycle or pedestrian facility that has additional space between the motor vehicle travel lane and the bicycle and pedestrian facility. A buffered facility offers a more comfortable biking or walking environment.

Bus Rapid Transit (BRT): A broad term that, through improvements to infrastructure, vehicles, and scheduling, attempts to use buses to provide a service that is of a higher quality than an ordinary bus line.

California Coastal Trail (CCT): The CCT is a network of public trails that will extend the entire 1200-mile length of the California Coast and currently is more than half complete.

California Department of Transportation (Caltrans or CT): State agency which builds and maintains state highways, some state railways, and administers multi-modal transportation programs within the state.

California Environmental Quality Act (CEQA): Legislation which requires private entities, state, and local agencies to disclose, consider and mitigate the environmental impacts of various actions.

California Transportation Commission (CTC): A board appointed by the governor and state legislature that sets spending priorities for highways and transit, reviews Regional Transportation Plans (RTPs) and Regional Transportation Improvement Programs (RTIPs) and allocates funds to transportation projects from several funding programs.

California Transportation Plan (CTP): A statewide, long-range transportation policy plan that provides for the movement of people, goods, services, and information. The CTP offers a blueprint to guide future transportation decisions and investments that will ensure California's ability to compete globally, provide safe and effective mobility for all persons, better link transportation and land-use decisions, improve air quality, and reduce petroleum energy consumption.

Call Box System: A network of roadside phones which link motorists directly with dispatchers to request assistance or emergency services.

Caltrans: see California Department of Transportation

Capital Improvement Program (CIP): A document which sets forth the cost, funding, and year of construction for projects over a specified number of years (typically five to seven years).

Carpool: An arrangement in which two or more people share the use of a privately-owned automobile to travel together to and from pre-arranged destinations — typically between home and work or home and school.

Carsharing: Organized short-term auto rental, often located in downtowns, near public transit stations, residential communities, and employment centers. Carsharing organizations operate fleets of rental vehicles that are available for short trips by members who pay a subscription fee, plus a per trip charge.

CHP: California Highway Patrol

Climate Adaptation: Refers to efforts by society or ecosystems to prepare for or adjust to climate change and its impacts.

CNG: see Compressed Natural Gas

Collector Streets: Streets that collect traffic.

COMMISSION: see Santa Cruz County Regional Transportation Commission

Community Traffic Safety Coalition (CTSC): A coalition of agencies and individuals that promotes bicycle and pedestrian safety, particularly for school children. Operated by the Santa Cruz County Health Services Agency and partially funded by the RTC.

Commute Solutions: Santa Cruz County's rideshare program which provides information about transportation alternatives to the single occupant vehicle and carpool match lists.

Commute: The trip to/from a regular location, usually work or school.

Commuter Rail: Conventional rail passenger service within a metropolitan area. Service primarily is in the morning (home-to-work) and afternoon (work-to-home) travel periods.

Commuter: A person who travels regularly between home and work or school.

Complete Streets: Streets designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and bus riders of all ages and abilities can safely move along and across a complete street.

Compressed Natural Gas (CNG): A clean-burning alternative fuel for vehicles.

Congestion: Congestion is usually defined as travel time or delay more than what is normally experienced under free-flow traffic conditions. Congestion is typically accompanied by lower speeds, stop-and-go travel conditions, or queuing, such as behind ramp meters or heavily used intersections.

Consolidated Transportation Services Agency (CTSA): Agency responsible for coordinating specialized transportation services. In Santa Cruz County, the CTSA is Lift Line, a division of Community Bridges.

Constrained (Fiscal Constraint/Financially Constrained): Denotes a funding scenario under which projects, programs, expenditures in a plan or programming document that can be implemented within the constraints of

committed, available or reasonably available revenue sources. This document also identifies constrained projects as "Within Projected Funds."

Corridor: A major transportation route which can consist of one or more highways, arterial streets, transit lines, rail lines and/or bikeways.

Council of Governments (COG): A voluntary organization of local governments that strives for comprehensive regional planning. AMBAG is the COG for Monterey and Santa Cruz counties.

County Shares: A formula in state law that requires a minimum return of STIP revenues to counties based on population and state highway miles.

CT: see California Department of Transportation

CTC: see California Transportation Commission

CTP: see California Transportation Plan

CTSA: see Consolidated Transportation Services Agency

CTSC: see Community Traffic Safety Coalition

DAC: see Disadvantaged Community

Dedicated Funds: Federal, state, or local funds which can be used only for specific purposes or by specific agencies.

Demand Responsive: Individualized transportation services requested by passengers, and/or where routes are developed around a group of requests, which may change daily. Oftentimes provided to people unable to use fixed-route buses by taxis or by advance reservation on paratransit vehicles.

Department of Transportation (DOT): At the federal level, the cabinet agency headed by the Secretary of Transportation that is responsible for highways, transit, aviation, and ports. The DOT includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Aviation Administration (FAA), and other agencies. The state DOT is Caltrans.

Disadvantaged Community (DAC): For Santa Cruz County, transportation disadvantaged communities are defined as census tracts where greater than 65% of the total population is non-white (minority areas) and/or

greater than 33% of residing families earn less than 200% of the 2015 federal poverty level (low-income areas). Poverty areas are defined as census tracts where greater than 25% of households earned less than the 2015 federal poverty level.

In FY2022/23 the RTC will be working with the community to reevaluate this definition as part of its Equity Action Plan.

Discretionary Funds: Federal, state, and local funds which can be used for a variety of purposes. Sometimes also referred to as "flexible funds."

DMV: CA Department of Motor Vehicles

DOT: see Department of Transportation

ED: see Environmental Document

EIR: see Environmental Impact Report

Environmental Document (ED): The draft or final Environmental Impact Statement or Environmental Impact Report, Finding of No Significant Impact, Environmental Assessment or Negative Declaration.

Environmental Impact Report (EIR): An assessment of the environmental effects and mitigations for a proposal or decision which, under the California Environmental Quality Act (CEQA), has been determined may significantly impact the environment.

EPA - Environmental Protection Agency: Federal agency established to develop and enforce regulations that implement environmental laws enacted by Congress to protect human health and safeguard the natural environment.

Excise Tax: Excise taxes are taxes paid when purchases are made on a specific good, such as fuel. Excise taxes are often included in the price of the product.

Expressway: A divided highway for high-speed traffic with at least partial control of access. In some areas, expressways are divided arterial roads with limits on the frequency of driveways and intersecting cross-streets. In other area, access to expressways is limited only to grade-separated interchanges, making them the full equivalent of freeways.

Federal Highway Administration (FHWA): The federal agency responsible for the approval of transportation projects related to the roadway system.

FHWA: see Federal Highway Administration

Freeway Service Patrol (FSP): Roving tow truck service that clears incidents on roadways during peak travel periods.

Freeway: A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is controlled and intersection grade separations are required.

FSP: see Freeway Service Patrol

FTA: see Federal Transit Administration

FTA Section 5307: Federal Transit Administration (FTA) Urbanized Area Formula Program for public transit.

FTA Section 5310: Competitive funding to increase the mobility of seniors and persons with disabilities. The former New Freedom Program (SECT 5317) was folded into this program.

FTA Section 5311: Federal funding provided for rural public transportation programs.

Gas Tax: The tax applied to each gallon of fuel sold. In California this is also called the Motor Vehicle Fuel Tax or Highway Users Tax Account (HUTA).

General Plan: A policy document required of California cities and counties by state law that describes a jurisdiction's future development in general terms and includes policy statements and maps. Land use decisions must be derived from the document, which includes seven mandatory elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety.

GHG: see Greenhouse Gas

GIS - Geographic Information System: Mapping software that links information about where things are with information about what things are like. GIS allows users to examine relationships between features distributed unevenly over space, seeking patterns that may not be apparent without using advanced techniques of query, selection, analysis, and display.

Grants: Typically used to describe amounts of money received by an organization for a specific purpose but with no obligation to repay.

Greenhouse Gas (GHG): Any of the atmospheric gases that contribute to the greenhouse effect by absorbing infrared radiation produced by solar warming of the Earth's surface. Including carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

High Occupancy Toll (HOT) Lanes: A lane on a multi-lane highway designated for use, primarily in the peak periods, free of charge by vehicles with two or more occupants or for single-occupant vehicles paying a toll.

High Occupancy Vehicle (HOV) Lanes (or Diamond Lanes): A lane on a multi-lane highway designated for use, primarily in the peak periods, only by vehicles with more than one (or sometimes two) occupants – such as carpools, vanpools, shuttles, and buses. In California, motorcycles, emergency vehicles, and certain low/zero emissions vehicles may also use HOV lanes.

Highway Bridge Program (HBR): Federal funding program administered by Caltrans for bridge replacement or rehabilitation on public roads.

Highway Safety Improvement Program (HSIP): Formerly the Hazard Elimination and Safety Program (HES). Federal funding program administered by Caltrans for improving safety.

Highway: A general term which includes roads, streets, and parkways and all their appurtenances. In this document "highway" typically refers only to roads on the State Route System however (e.g. Highway 17).

HIP: Highway Infrastructure Program (HIP) federal funding program.

HOT: see High Occupancy Toll Lanes

HOV: see High Occupancy Vehicle Lanes

HQ: Headquarters

HSIP: see Highway Safety Improvement Program

HSR - High Speed Rail: Railroad passenger service that, as defined by California state law, operates at maximum speeds of more than 200 miles per hour. Because of the speed, high speed rail normally operates on intercity (longer) routes.

IIJA: see Infrastructure Investment and Jobs Act

Infrastructure Investment and Jobs Act: The Infrastructure Investment and Jobs Act of 2021 (IIJA, P.L. 117-58) is a federal bill that includes the federal Surface Transportation Reauthorization Act and Surface Transportation Investment Act. Sometimes also referred to as the Bipartisan Infrastructure Law (BIL), it includes provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the U.S. Department of Transportation (U.S. DOT). Overall, the bill includes $1.2 trillion in investments over five years, from Federal Fiscal Year (FFY) 2022 through FY 2026, including $550 billion in new spending on transportation, water and power infrastructure, and pollution cleanup, in addition to regular annual spending on infrastructure projects.

Initial Study: Under CEQA, a systematic review of a proposed project was undertaken to determine whether there is substantial evidence that it may result in one or more significant impacts.

In-Lieu Fee (ILF) Mitigation: A permittee pays a fee to the operator of the ILF program instead of conducting project-specific mitigation. An ILF program typically combines fees collected from a number of permittee's projects to finance a mitigation project.

Interagency Technical Advisory Committee (ITAC): An RTC committee consisting of representatives from planning and public works departments, transit, UCSC and Cabrillo College, transportation management associations, the Air District, and other entities who review and make recommendations about regional plans, projects, and funding.

Inter-modal: Using or addressing inter-connections between various transportation facilities or modes.

IS: see Initial Study

ITAC: see Interagency Technical Advisory Committee

Jobs/Housing Balance: The interrelationship between the location and type of housing versus the location and type of jobs in a region. This interrelationship has implications for transportation demand.

Key Destinations: Eleven locations of employment and commercial centers identified throughout Santa Cruz County for use in target analysis.

LCP: see Local Coastal Program

Level of Service (LOS): A qualitative assessment of a facility's operating conditions. The extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of Service indicates the capacity per unit of demand for each public facility. For automobiles, LOS ratings typically range from LOS A, which represents free-flow conditions, to LOS F, which is characterized by heavy congestion, stop-and-go traffic, and long queues forming behind breakdown points.

Light Rail: A passenger transportation system of self-propelled vehicles that operate over steel rails located in the street, on an aerial structure, or on a separated right of way.

LNG: see Liquefied Natural Gas

Local Coastal Program (LCP): Local Coastal Programs are basic planning tools used by local governments to guide development in the coastal zone, in partnership with the Coastal Commission.

Local Streets: Streets that provide direct access to adjacent residential areas, on which through traffic is generally discouraged.

Local Transportation Commission (LTC): Established under SB 325 to allocate Transportation Development Act (TDA) revenues and designated under AB 69 as the regional transportation planning agency (RTPA). The Santa Cruz County Regional Transportation Commission is the LTC for Santa Cruz County.

LOS: see Level of Service/Level of Service Standard

Low Emission Vehicles: Vehicles using alternative fuel sources which emit little or no tailpipe exhaust, e.g., electric, hybrid electric, hydrogen, and fuel cell.

LTC: see Local Transportation Commission

LTF: Local Transportation Funds. See Transportation Development Act

Mass Transit: A common carrier service provided for transporting passengers on established routes, with fixed schedules, published rates of fares. Includes buses and rail.

MBSST Network: see Monterey Bay Sanctuary Scenic Trail Network

Measure D: The 2016 transportation ballot measure approved by over two-thirds of Santa Cruz County voters in November 2016 which generates revenues from a half-percent transaction and use tax (sales tax).

Metro: see Santa Cruz Metropolitan Transit District

Metropolitan Planning Organization (MPO): A federally designated agency responsible for monitoring and planning associated with regional employment, residential and transportation. AMBAG is the MPO for Santa Cruz County as part of the three-county Monterey Bay region.

Metropolitan Transportation Plan (MTP): The federally mandated transportation plan for the tri-county Monterey Bay region, composed of transportation projects from the transportation plans from Santa Cruz, Monterey and San Benito counties prepared by AMBAG. With SB375, also includes the regional Sustainable Communities Strategy (SCS).

Mitigation: Project or program intended to offset impacts of a transportation project on an existing natural resource such as a stream, wetland, and/or endangered species.

Mitigation Banking: The preservation, enhancement, restoration or creation of a wetland, stream, or habitat conservation area which offsets, or compensates for, expected adverse impacts to similar nearby ecosystems.

Mixed Flow Lane: Travel lanes shared by autos, trucks, buses, and motorcycles (as compared to restricted lanes, such as HOV lanes).

Mixed Use: Combining commercial, office, and/or residential land uses to reduce travel distances and facilitate walking. Examples include multi-story buildings containing businesses and retail stores on the lower floors, and homes on the upper floors.

MMLOS: see Multimodal Level of Service

Mode Split or Mode Share: The proportion of total travel in each travel mode.

Mode: Method of travel, e.g., private automobile, walking, bicycle, transit, airplane, bus, train.

Monterey Bay Sanctuary Scenic Trail (MBSST) Network: A planned recreation, transportation and interpretive pathway that links existing and new trail segments into a continuous coastal trail around the Monterey Bay, from Lover's Point in Monterey County to the San Mateo County line in Santa Cruz County.

MPO: see Metropolitan Planning Organization

MTD: see Santa Cruz Metropolitan Transit District

MTIS: see Major Transportation Investment Study

Multimodal Level of Service (MMLOS): *A way to measure the* degree to which street design and operations meets the traveling needs of each user type – automobile, bus, pedestrian, bicycle, etc.

Multi-modal: Using or addressing more than one transportation mode.

National Environmental Policy Act (NEPA): Federal law identifying environmental disclosure requirements. Required to be followed on projects using federal funds.

National Highway System (NHS): A federally established national road system. In Santa Cruz County, the NHS includes sections of Highway 1, Highway 17, Highway 129, Highway 152, 41st Avenue, Capitola Road, Freedom Boulevard, Graham Hill Road, Mt. Hermon Road, Ocean Street, Soquel Avenue, and other major arterials.

NB: Northbound

ND: see Negative Declaration

Negative Declaration (ND): A determination based upon an initial study that there is no substantial evidence that a proposed project may result in a significant effect.

NEPA: see National Environmental Policy Act

NHS: see National Highway System

O&M: Operations and Maintenance. The range of activities and services provided by the transportation system and for the upkeep and preservation of the existing system.

Obligate: The act of securing commitment from Federal or State government (e.g., FHWA or Caltrans) to pay or reimburse entities for a project's eligible costs. Many funding programs require a project sponsor to obligate funds in a timely manner or lose the funds.

Off-Peak Period: The time of day when the lowest concentration of travel is using a transportation facility. These times are generally before 6 a.m., midday, and after evening commute hours.

Open Space: Generally understood as any area of land or water which is not developed for urbanized uses. In General Plans areas may be designated as Open Space for the purposes of the preservation or managed production of natural resources, outdoor recreation, or the promotion of public health and safety.

Operations: On-going activities necessary to manage and perform services for a system, such as labor costs. For transit, costs include fuel, salaries, and replacement parts.

Overall Work Program (OWP): Budgetary document describing proposed activities for the upcoming fiscal year, including those required by federal and state law.

OWP: see Overall Work Program

PA&ED: see Project Approval and Environmental Document (PA&ED)

Paratransit: Term used to describe transportation services which operate on flexible routes and/or provide demand-responsive service and is most frequently used by elderly and disabled passengers unable to take fixed route transit. Generally, vans, small buses, or taxis are used to provide this service. The ADA-mandated service in our region is Para Cruz and is provided by METRO. Another main provider is Community Bridges Lift Line.

Park-and-Ride Lot: A facility where individuals can meet to utilize carpools, vanpools, and transit to continue traveling to their destinations.

Parking Management: Strategies which use parking supply or pricing as an incentive or disincentive to affect the demand for parking. Preferred parking for carpools is an example of a parking management incentive, and charging parking fees is an example of a disincentive.

Passenger Miles: The total number of passengers carried by a transit system, multiplied by the number of miles each passenger travels. Passenger miles are normally measured on a daily or annual basis.

Pavement Condition Index (PCI): A numerical index between 0 and 100 used to indicate the general condition of a pavement with 0 representing the worst possible condition and 100 representing the best possible condition.

Peak Periods: The hours during which the greatest traffic volumes or highest transit use occur.

Performance Based Planning: An approach that uses performance measures to support investment decisions to help achieve desired outcomes.

Performance Measures (or Evaluation Measures or Targets): Objective, quantifiable measures used to evaluate the performance of the transportation system, and to determine how well-planned improvements to the system are achieving established objectives.

PID: see Project Initiation Document

Plans, Specifications and Estimates (PS&E): A phase or milestone in the life cycle of a project following PA&ED and preceding construction; includes the preparation of construction contract documents, the acquisition of right of way, and the securing of permits.

"**Planned" Projects**: Projects on the Constrained/within projected funds RTP list which have not previously been approved for funding by the RTC. Projects are expected to be funded through 2035.

PM: see Post Mile

Post Mile: The mileage measured in statute miles from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

Primary Transportation Network: Includes state highways, principal arterials, and rail line in Santa Cruz County.

Program: *verb*- to assign funds to a project.

Programs and Projects: Activities of an organization grouped on the basis of common objectives. Programs and projects are comprised of elements, which can be further divided into components and tasks.

Program Environmental Impact Report (PEIR): Environmental review process used to evaluate the potential environmental effects of large-scale plans or programs.

"Programmed" Projects: Projects on the Constrained/within projected funds list for which funding has already been approved by the RTC. These projects will be initiated and/or completed by 2019.

Project Approval and Environmental Document (PA&ED): A major phase in the life cycle of a project following the Project Initiation Document and Programming but preceding PS&E.

Project Initiation Document (PID): an engineering document or technical report that documents the scope, cost, and schedule of a project.

Project Study Report (PSR): A preliminary engineering report that documents agreements on the scope, a set of reasonable and feasible alternatives, the schedule, and the estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP).

Proposition 1A: Bond measure passed by voters in November 2008 authorizing $9.95 billion to the California High-Speed Rail Authority to construct the core segments of the rail line from San Francisco to the Los Angeles area.

Proposition 1B: Bond measure passed by voters in November 2006 authorizing $27 billion in bonds distributed to highway, local road, and transit projects through a combination of competitive and formula programs.

Proposition 116: Bond measure passed by voters in June 1990 providing $1.9 billion in funds primarily for rail projects, but also included funds for paratransit vehicles, bicycle facilities, and ferries. $11 million was earmarked for Santa Cruz County rail projects.

PS&E: see Plans, Specifications and Estimates

PSR: see Project Study Report

Rail Transit: Public transportation services provided on a fixed rail line, e.g., light rail.

Ramp Metering: Electronic traffic control devices located at freeway access points to meter the entry of vehicles onto the freeway. The goal is to help optimize the movement of persons and vehicles.

Regional Surface Transportation Program (RSTP): See Surface Transportation Block Grant Program (STBG).

Regional Surface Transportation Program Exchange (RSTPX): Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program funds (federal) exchanged for state funding.

Regional Transportation Improvement Program (RTIP): The state required a multi-year capital improvement program for transportation projects using state and federal funds. The RTIP for Santa Cruz County is adopted by the SCCRTC and is submitted to the California Transportation Commission for inclusion in the State Transportation Improvement Program (STIP) and to AMBAG for inclusion in the FTIP.

Regional Transportation Plan (RTP): The state-mandated long-range plan that acts as a blueprint to guide transportation development. Developed by regional transportation planning agencies, it includes a policy, action, and financial elements. The SCCRTC prepares and adopts the RTP for Santa Cruz County. The RTP must be consistent with other local plans.

Regional Transportation Planning Agency (RTPA): Agencies designated by the State of California to provide regional transportation planning and make funding decisions, including preparation of the Regional Transportation

Plan and the Regional Transportation Improvement Program. The Santa Cruz County Regional Transportation Commission is the designated RTPA for Santa Cruz County.

Regional Travel Demand Model (RTDM): A computer software program using demographic data to estimate the transportation impacts of population growth and land use decisions on the transportation system, and to assess the utility of transportation projects.

Reverse Commute: Travel in the direction opposite to the main flow of peak period commute traffic.

Ridership: The number of transit users, usually reported as a yearly total or as the average for a normal workday.

Rideshare: Alternatives to driving alone, including carpooling, vanpooling, taking the bus, bicycling, walking, and telecommuting.

Right-of-Way (ROW): The area of property owned by a public or private entity used for transportation purposes.

ROE: Right of Entry

ROW: see Right-of-Way

RPA: see Rural Planning Assistance

RSTP: see Regional Surface Transportation Program

RSTPX: see Regional Surface Transportation Program Exchange

RTC: see Santa Cruz County Regional Transportation Commission

RTDM: see Regional Travel Demand Model

RTIP: see Regional Transportation Improvement Program

RTP: see Regional Transportation Plan

RTPA: see Regional Transportation Planning Agency

Rural Planning Assistance (RPA): Funds awarded by the California Department of Transportation (Caltrans) annually for use by the Regional Transportation Planning Agency.

Safe Routes to Schools: Initiatives, such as education, encouragement campaigns, and infrastructure improvements, that make it easier and safer for children to walk and bicycle to school.

SAFE: see Service Authority for Freeway Emergencies

Santa Cruz County Regional Transportation Commission (SCCRTC or RTC): Transportation policy, planning and funding body designated as the Regional Transportation Planning Agency (RTPA), Local Transportation Commission (LTC), Rail/Trail Authority and Service Authority for Freeway Emergencies (SAFE) for Santa Cruz County.

Santa Cruz METRO: see Santa Cruz Metropolitan Transit District

Santa Cruz Metropolitan Transit District (SCMTD or METRO): The public transit operator for Santa Cruz County. Also known as Santa Cruz Metro.

SB: Southbound

Council of San Benito County Governments (SBCOG or San Benito COG): The Council of Governments is San Benito County's regional transportation planning agency.

SB 375 (2008): Established to implement the state's greenhouse gas (GHG) emission-reduction goals, as set forth by AB 32, in the sector of cars and light trucks. Requires California's Air Resources Board (CARB) to develop regional reduction targets for greenhouse gas emissions (GHG) and requires MPO's to develop "Sustainable Community Strategies" (SCS) to reduce emissions from vehicle use through integrated land use and transportation planning.

SBCOG: see Council of San Benito County Governments

SCCRTC: see Santa Cruz County Regional Transportation Commission

Scenario Planning: A decision making tool to help identify the projects that are prioritized in a transportation plan. Scenario planning allows a community to evaluate the likely outcomes of a number of scenarios to explore possible benefits and costs of alternative futures.

SCMTD: see Santa Cruz Metropolitan Transit District

SCS: see Sustainable Communities Strategy

Self-Help Counties: A term used to describe counties that have enacting local voter-approved funding mechanisms -- such as half-cent sales taxes -- to pay for transportation improvements.

Service Authority for Freeway Emergencies (SAFE): As the designated SAFE for Santa Cruz County, the SCCRTC owns and manages the call box system on local state highways and other motorist aid programs. Funded by $1-per-year vehicle registration fee.

SHOPP: see State Highway Operations and Protection Program

Signal Preemption: A system used for emergency and public transit vehicles to change signal phasing from red to green allowing for more rapid crosstown access.

SIP: see Strategic Implementation Plan for Measure D

SOV - Single Occupant Vehicle: Privately operated vehicle that contains only one driver or occupant.

Specialized Transportation: Often used synonymously with "paratransit," refers to vehicles and programs operated primarily for the elderly and persons living with disabilities. Service is generally provided door-to-door in vans or automobiles on a semi-fixed route or demand- responsive basis.

STA: see State Transit Assistance

State Highway Operation and Protection Program (SHOPP): State plan and funding program to maintain the operational integrity and safety of the state highway system. It includes primarily rehabilitation, safety, and operational improvement projects.

State Transit Assistance (STA): State funding program for mass transit operations and capital projects. As of March 2010, funds derived from statewide sales tax on diesel fuel, distributed based on population.

State Transportation Improvement Program (STIP): A multi-year program of transportation projects to be funded with various state and federal revenues. Adopted biennially by the California Transportation Commission (CTC), based on projects proposed in RTIPs and from Caltrans (ITIP). Funds distributed to regions based 75% on population and 25% on highway miles.

Statewide Integrated Traffic Records System (SWITRS): Database of collisions managed by the California Highway Patrol.

STIP: see State Transportation Improvement Program

STP: see Surface Transportation Program

Strategic Implementation Plan for Measure D: The SIP serves as the guiding policy and programming document for the implementation of Regional Measure D projects.

Surface Transportation Block Grant Program (STBG): A flexible federal funding program initially established by ISTEA and distributed to regions based on population formula to fund local streets and roads, bicycle, pedestrian, highway, and transit projects. Previously known as the Regional Surface Transportation Program (RSTP).

Sustainability: Sustainability is defined as balancing economic, environmental and equity interests. Sustainability creates and maintains the conditions under which humans and nature can exist in productive harmony, that permit fulfilling the social, economic, and other requirements of present and future generations.

Sustainable Community Strategies (SCS): An element of the MTP, as required by SB 375, that demonstrates how development patterns and the transportation network, policies, and programs can work together to achieve the state's targets for reducing regional greenhouse gas (GHG) emissions from cars and light trucks in a region.

System Preservation: The maintenance of the existing transportation system.

TAMC: see Transportation Agency for Monterey County

TCRP: Transportation Congestion Relief Program

TDA: see Transportation Development Act

TDM: see Transportation Demand Management

Telecommute (or Telework): Conducting some or all daily work activities from a location other than the normal worksite, usually from home or remote site, and often with the assistance of telecommunications equipment. Employees are sometimes referred to as teleworkers or e-workers.

TIA: see Transportation Improvement Area

TIP: Transportation Improvement Program

TCAA: Transportation Corridor Alternatives Analysis

TMC: Traffic Management Center. Monitors roadways using closed circuit cameras, loop detectors and information from the CHP and field staff. Posts and updates messages on traffic conditions on various systems, including the 511-telephone number, road signs, and websites.

TOD: see Transit-Oriented Development

TOS: see Traffic Operations System

TPP: see Transit Priority Project

Traffic Operations System (TOS): A system of highway communications equipment to monitor traffic conditions and relay traveler information in real time.

Transit: Travel by bus, rail, or other vehicle, either publicly or privately owned, that provides general or specialized service on a regular or continuing basis.

Transit Dependent: An individual who because of age, income, physical/mental condition, geographic location, or personal choice, does not have a private vehicle available and relies on transit for his/her transportation needs.

Transit-Oriented Development (TOD): Residential and employment growth that occurs near existing and planned public transit facilities.

Transportation Agency for Monterey County: The Transportation Agency for Monterey County (TAMC) serves as Monterey County's regional transportation planning agency and is a state designated agency responsible for planning and financial programming of transportation projects.

Transportation Demand Management (TDM): Strategies to reduce demand by automobiles on the transportation system, by promoting telecommuting, flextime, bicycling, walking, transit use, staggered work hours, and ridesharing.

Transportation Development Act (TDA): State law enacted in 1971. Local TDA funds (or Local Transportation Funds – LTF) are generated from a one-quarter of one percent state sales tax. Revenues are allocated annually to support transportation planning and administration, transit, transportation for the elderly/disabled, bikeway and pedestrian projects, based on state law and RTC rules and regulations.

Transportation Disabled: People who cannot use public transportation easily or at all because of physical, emotional, or mental limitations.

Transportation Disadvantaged: People who have significant unmet transportation needs. May include people experiencing poverty, people experiencing language barriers, people of color, older adults, youth, and people with disabilities who experience a disproportionately small share of benefits from transportation investments, particularly because traditional transportation investments prioritize vehicles.

Trip: A one-way journey that proceeds from an origin to a destination by a single type of vehicular transportation.

TSP: see Transit Signal Priority

U.S. DOT: United States Department of Transportation. The federal agency responsible for highways, mass transit, aviation and ports and headed by the Secretary of Transportation. Includes the FHWA, FTA and FAA, among others.

UCS/UCIS: Unified Corridors Investment Study

UCSC: University of California, Santa Cruz

Unconstrained: Denotes a funding scenario not constrained by existing funding assumptions. New funds, above and beyond existing or anticipated revenues, would be needed to fund "unconstrained" projects in this RTP.

Unmet Transit Needs Findings: TDA funds can be used for local streets and roads in smaller counties only if the RTPA in their jurisdiction makes a finding that public transit service and operations in the county have no unmet needs that are reasonable to meet. RTPAs must hold public hearings prior to making such a determination.

Urbanized Area: An area with a population of 50,000 or more as designated by the U.S. Census.

Vanpool: A group of seven to fifteen people traveling together to work or school in a van at set times. Many vans are leased from companies which include insurance, emergency services and maintenance in the monthly rental fees.

Vehicle Miles Traveled (VMT): The term used for the total number of miles traveled by motor vehicles within a specified region during a particular time period.

Vehicle Occupancy Rate: Also known as Average Vehicle Occupancy or Ridership; the number of persons per vehicle on a given road at a given time without distinguishing trip purpose.

Vehicle Trip: A single vehicle movement from the beginning of travel to its destination, in a vehicle that is motor-driven (e.g., automobiles, motorcycles, trucks, buses, and vans).

ZEV: Zero Emission Vehicle

VMT: see Vehicle Miles Traveled

Walkability: A measure of how friendly an area is to walk. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others.

WB: Westbound



EXHIBIT B

MEASURE D BUDGET-PROPOSED AMENDMENT FOR THE FISCAL YEAR ENDING JUNE 30, 2027

PROPOSED DECEMBER 3, 2026

Marim Pearson
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Measure D Budget

Introduction

Measure D is a 1/2 cent transaction and use tax measure passed in November 2016, to improve, operate and maintain Santa Cruz County's transportation network through an Expenditure Plan.

As the administrator of Measure D, the RTC allocates, administers, and oversees the expenditure of all Measure D revenues which are not directly allocated by formula annually to other agencies, consistent with the Expenditure Plan and five-year program of projects which are updated at least annually following a public hearing.

In accordance with the Ordinance, a separate fund for all Measure D revenues was established and an annual independent fiscal audit of the financial statements, including compliance with the requirements of the Expenditure Plan, is conducted. The Measure D Taxpayer Oversight Committee reviews audits and expenditures from the prior fiscal year for all recipient agencies and prepares an annual report.

The distribution and budgeting of the Expenditure Plan are accounted for in One Solution, the Santa Cruz County Auditor Controller's accounting program. General Ledgers are established to track revenues and expenditures separately and by fund purpose for each investment category, a specific project or program.

Expenditures for Measure D programs and projects are paid by RTC or other agencies and reimbursed from Measure D. These reimbursements are shown as revenue consistent with the rules of governmental accounting.

After allocating an amount to the RTC for the cost of administration and implementation of Measure D, funds are distributed by formulas set forth in the voter-approved Measure D Expenditure Plan to five investment categories as follows:

Direct Allocations

1. Neighborhood (cities and county, excluding $500,000 annually allocated to Highway 9 & Highway 17 Wildlife Crossing) – 30%
2. Transit/Paratransit (Santa Cruz Metropolitan Transit District and Community Bridges)– 20%

Regional Projects

3. Highway Corridor – 25%
4. Active Transportation – 17%
5. Rail Corridor – 8%
6. San Lorenzo Valley Highway 9 Corridor Improvements (from Neighborhood Category) - $10 Million (over 30 years)
7. Highway 17 Wildlife Corridor (from Neighborhood Category) - $5 Million (over 30 years)

While the Measure D budget reflects anticipated distributions and expenditures of Measure D revenues, Measure D typically is used to fund a portion of the total project cost. Leveraged grants and other funds used to fund regional projects or phases of projects implemented by the RTC are reflected in the RTC Budget.

Measure D Fiduciary Fund

GL Key 729000

Measure D revenues are collected by the California Department of Tax & Fee Administration (CDTFA) and distributed to the RTC each month by wire transfer to the Santa Cruz County treasury into the Measure D general fund and distributed to the separate fiduciary fund for each of the five investment categories.

	Measure D Fiduciary Deposit Fund	Object	**FY 2026/27** Approved 4/2/26	**FY 2026/27** Proposed 12/3/26	Difference %	Notes
	Revenues Received from CDTFA					
1	Measure D	40186	27,731,999	27,731,999	0.00%	
2	Interest	40430	250	250	0.00%	
3		Total Revenues	27,732,249	27,732,249	0.00%	
4						
5	Admin and Impl Alloc	75381	795,807	858,270	7.85%	Newly approved ICAP Rate
6						
7	Distributions to Investment Categories per Ordinance					
8	Neighborhood 30%*	75382	8,080,858	8,062,119	-0.23%	
9	Highway Corridors 25%	75383	6,734,048	6,718,432	-0.23%	
10	Transit/Paratransit 20%	75384	5,387,238	5,374,746	-0.23%	
11	Active Transp 17%	75385	4,579,153	4,568,534	-0.23%	
12	Rail Corridor 8%	75386	2,154,895	2,149,898	-0.23%	
13		Total Distributions	26,936,192	26,873,729	-0.23%	
14						
15		To/(From Reserves):	250	250		
16		Ending Fund Balance (estimate):	250	250		
17						
18	*Includes Highways 9 & 17					

Note: Revenues are net of CDTFA fees. We do not expect interest income to be earned in the general fund, all revenues will be distributed to investment categories as soon as practicable.

Measure D Administration and Implementation

GL Key 729100

Expenditures include allocated salaries, benefits, and overhead, materials and supplies, and consultant services including sales and use tax forecast, auditing of tax receipts, fiscal audit, and financial advisory services for administration and overall implementation of the expenditure plan, as well as staffing and reports for the Taxpayer Oversight Committee.

The RTC's consultant regularly prepares near-term forecasts for Measure D funds, which staff uses to update long-term projections and cash flow models, which were originally included in the Strategic Implementation Plan (SIP), first adopted by the RTC in February 2020.

	Measure D Administration & Implementation GL Key 729100	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Measure D	40186	795,807	858,270	62,463	
2	Interest	40430	1,000	20,000	19,000	
3		Total Revenues	796,807	878,270	81,464	
4						
5	Salaries, Benefits & Overhead					
6	Admin Labor Costs	51070	327,530	277,320	(50,210)	
7	Impl Labor Costs	51070	73,492	61,019	(12,473)	
8	Overhead (indirect)	62354	370,785	445,931	75,146	Newly approved ICAP Rate
9		Total Salaries, Benefits & Overhead	771,807	784,270	12,464	
10						
11	Services & Supplies					
14	General Supplies & Expenses	62223	5,000	5,000	-	
15	Accounting & Audit	62301	16,500	16,500	-	
17	Legal Fees	62359	-	10,000	10,000	
18	Contingency/Special Exp	62856	-	40,000	40,000	
19	Adv & Promo Materials	62801	2,500	2,500	-	
20		Total Services & Supplies	24,000	74,000	50,000	
21						
22		Total Expenditures:	795,807	858,270	62,464	
23						
		To/(From) Reserves:	1,000	20,000	19,000	
		Beginning Fund Balance (preliminary 6/30/26):	459,936	579,180	119,245	
		Ending Fund Balance (estimate):	460,936	599,180	138,245	

Measure D Neighborhood– Direct Allocations

GL Key 729200

Measure D revenues are transferred to the respective GL Key for disbursement directly to the recipient agency using the following GL Keys each month by Journal Entry, electronic funds transfer or check.

Neighborhood funds are first allocated to Highway 9 & 17, then by formulas set forth in the Measure D Expenditure Plan to the cities and the County of Santa Cruz to address transportation needs on local roads and trails.

Highway 9/San Lorenzo Valley Corridor GL Key 729202: Transportation projects to improve travel for residents of San Lorenzo Valley.

Highway 17 Wildlife Crossing GL Key 729203: Construction of a safe passage for wildlife to cross under Highway 17.

As stated in Measure D, funds will be distributed at least quarterly to cities and the County of Santa Cruz based on their proportional share of the countywide population (29%), lane miles of roadway (39%) and the site where the measure revenue from the transactions and use tax is generated (32%). Population, road mile and tax site generation will be updated each year based on the latest available data. Site of tax revenue generation is estimated from existing T&U taxes in the county. Each year after the RTC obtains the data specific to this T&U tax adjustments will be made based on actual data of site of tax revenue generation.

	Measure D Neighborhood Fund GL Key 729200	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Measure D Funds	40186	8,080,858	8,062,119	(18,739)	
2	Interest	40430	500	500	-	
3	Total Revenues		8,081,358	8,062,619	(18,739)	
4						
5	Direct Allocations:					
6	Highway 9 Corr Improv	62856	333,333	333,333	-	
7	Highway 17 Wildlife Cross	62888	166,667	166,667	-	
8	City of Capitola	75203	369,290	368,378	(913)	
9	City of Santa Cruz	75204	1,695,833	1,691,641	(4,192)	
10	City of Scotts Valley	75205	369,531	368,618	(913)	
11	City of Watsonville	75206	1,213,944	1,210,943	(3,001)	
12	County of Santa Cruz	75303	3,932,259	3,922,539	(9,720)	
13	Total Direct Allocations		8,080,858	8,062,119	(18,739)	
14						
15	To/(From) Reserves:		500	500	-	

Measure D Transit – Direct Allocations

GL Key 729400

Measure D allocates 20% of the revenue to two (2) transit providers as a direct allocation to serve seniors and people with disabilities. 80% of the transit funds (16% of net Measure D revenues) are allocated to Santa Cruz METRO, and 20% (4% of net Measure D revenues) to Community Bridges Lift Line for paratransit and public transit for seniors and people with disabilities.

	Meas D Transit GL Key 729400	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Measure D	40186	5,387,238	5,374,746	(12,493)	
2	Interest	40430	200	500	300	
3		Total Revenues	5,387,438	5,375,246	(12,193)	
4						
5	Direct Allocation to Service Providers:					
6	Santa Cruz Metro	75302	4,309,791	4,299,797	(9,994)	
7	Community Bridges	75365	1,077,448	1,074,949	(2,499)	
8		Total Distributions	5,387,238	5,374,746	(12,493)	
9						
10		Unappropriated Revenues:	200	500	300	

Measure D Regional Projects

The RTC is responsible for regional projects and programs funded by Measure D. Regional projects and programs include the Highway Corridor, Active Transportation/Trail Program, the Rail Corridor, the San Lorenzo Valley/Highway 9 Corridor (Neighborhood Project), and the Highway 17 Wildlife Crossing (Neighborhood Project). The RTC updates the Measure D 5-year program of projects (5-year Plan) for each regional program or project at least annually to program funds to specific projects. The budget reflects new funds for FY 2026-27, as approved in the 5-year Plan, and anticipated carryover from prior years.

Measure D Highway Corridors

GL Key 729300

Measure D allocates 25% of revenue to highway corridor programs to improve the safety and efficiency of major highway corridors in Santa Cruz County.

Highway Corridors funds programs and projects including:

- Cruz 511 county traveler information services
- Safe on 17
- Freeway Service Patrol
- Auxiliary lanes between exits and bus-on-shoulder facilities on Highway 1
- Bicycle and pedestrian bridges over Highway 1

The budget includes:

Freeway Service Patrol towing: A slightly higher proportion of the Freeway Service Patrol program cost is expected to be covered by Measure D due to rising costs for the towing operator.

Cruz511 TDM: Expenditures include continued implementation of Go Santa Cruz County/Ride Amigos rideshare platform.

41st to Soquel Aux Lane: Construction of auxiliary lanes and bus-on-shoulder facilities between 41st Avenue and Soquel Drive (Phase 1) and a bicycle and pedestrian overcrossing at Chanticleer Avenue started in 2023 and will continue through 2026.

State Park to Bay/Porter: Construction of the Highway 1 auxiliary lanes and bus-on-shoulder project between the State Park Drive and Bay-Porter interchanges, including a new bicycle and pedestrian bridge over Highway 1 at Mar Vista Drive and replacement of the Capitola Avenue overcrossing, started in FY 2023-24 and will continue through 2027.

Freedom-State Park: RTC will continue final design and right-of-way for Highway 1 auxiliary lanes and bus-on-shoulder facilities between Freedom Boulevard and State Park Drive interchanges. The project also includes the 1.25-mile Segment 12 of the Coastal Rail Trail from State Park Drive to Rio Del Mar Boulevard along the Santa Cruz Branch Rail Line. Design is funded by a combination of STIP, RSTPX, and Measure D and the project is scheduled to be construction-ready in 2027.

	Measure D Highway Corridor GL Key 729300	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Revenues					
2	Measure D	40186	6,734,048	6,718,432	(15,616)	
3	Interest	40430	50,000	50,000	-	
4		Total Revenues	6,784,048	6,768,432	(15,616)	
5						
6	Program and Project Expenditures					
7	Freeway Service Patrol (FSP)					
8	Allocated Labor Costs	51070	8,573	8,573	-	
9	Allocated Overhead (indirect costs)	62354	7,927	11,299	3,372	Updated ICAP rate
10		Salaries, Benefits & Overhead	16,500	19,872	3,372	
11	Supplies	62223	4,000	4,000	-	
12	Legal Fees	62359	1,000	1,000	-	
13	Contingency/Special Exp	62856	5,000	5,000	-	
14	Towing	62893	203,500	208,161	4,661	Resolution 60-26, approved on June 11, 2026
15	Transportation/Travel/Education	62914	1,000	1,000	-	
16		Subtotal Services & Supplies	214,500	219,161	4,661	
17	SAFE					
18	CHP	75280	50,000	50,000	-	
19		Subtotal Services & Supplies	50,000	50,000	-	
20	Cruz 511				-	
21	Allocated Labor Costs	51070	54,521	54,521	-	
22	Allocated Overhead (indirect costs)	62354	50,410	71,859	21,449	Updated ICAP rate
23		Salaries, Benefits & Overhead	104,931	126,380	21,449	
24	Advertisement & Promotion Materials	62801	40,069	40,069	-	
25	Commute Manager	62381	48,000	48,000	-	
26	Transportation Demand Management	62381	50,000	50,000	-	
27		Subtotal Services & Supplies	138,069	138,069	-	
28	41st to Soquel Aux Lanes & Bike/Ped Xing:					
29	Allocated Labor Costs	51070	37,000	21,570	(15,430)	
30	Allocated Overhead (indirect costs)	62354	34,210	28,430	(5,780)	Updated project costs; in accordance with updated estimates for 5 Year Plan
31		Salaries, Benefits & Overhead	71,210	50,000	(21,210)	
32	Pub Info, materials, & meetings	62381	-	3,000	3,000	
33	Right of Way Capital and Support	62856	-	126,663	126,663	Updated project costs; in accordance with updated estimates for 5 Year Plan
34	Construction & Contingency	62856	238,453	2,000,000	1,761,547	
35		Subtotal Services & Supplies	238,453	2,129,663	1,891,210	

Measure D Highway Corridor - Continued

		Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	State Park Dr to Bay Porter Aux Lanes and Mar Vista Overcrossing:					
2	Allocated Labor Costs	51070	134,807	53,926	(80,881)	Updated project costs in accordance with
3	Allocated Overhead (indirect costs)	62354	124,643	71,074	(53,569)	updated estimates for 5-Year Plan
4	Salaries, Benefits & Overhead		259,450	125,000	(134,450)	
5	Legal Fees	62359	19,401	2,000	(17,401)	Updated project costs in accordance with updated estimates for 5-Year Plan
6	Engineering & Project Management	62381	115,000	50,000	(65,000)	
7	Pub Info, materials, & meetings	62381	-	30,000	30,000	
8	Contingency & Supplies	62856	700,000	1,419,306	719,306	
9	Construction Capital	62856	13,826,431	14,558,597	732,166	
10	Subtotal Services & Supplies		14,660,832	16,059,903	1,399,071	
11	Freedom to State Park Dr Aux Lanes:				-	
12	Allocated Labor Costs	51070	189,650	194,133	4,483	Updated project costs in accordance with
13	Allocated Overhead (indirect costs)	62354	175,350	255,867	80,517	updated estimates for 5-Year Plan
14	Salaries, Benefits & Overhead		365,000	450,000	85,000	
15	Legal Fees	62359	10,000	12,025	2,025	
16	PA/ED Consultant	62381	-	2,124,764	2,124,764	
17	Bond Consultant	62381	794,800	429,910	(364,890)	
18	Project Management Consultant	62381	60,000	115,392	55,392	Updated project costs in accordance with
19	Pub Info, materials, & meetings	62381	10,000	60,000	50,000	updated estimates for 5-Year Plan
20	Right of Way Support & Capital	62856	4,240,000	3,998,301	(241,699)	
21	Contingency & Supplies	62856	8,005,167	256,579	(7,748,588)	
22	Construction Capital	62856	-	300,000	300,000	
23	Subtotal Services & Supplies		13,119,967	7,296,971	(5,822,996)	
24						
25	**Seg. 12:**				-	
26	Allocated Labor Costs	51070	-	129,422	129,422	
27	Allocated Overhead (indirect costs)	62354	-	170,578	170,578	
28	Salaries, Benefits & Overhead		-	300,000	300,000	
29						
30	Legal Fees	62359	-	25,000	25,000	Segment 12 project added
31	Pub Info, materials, & meetings	62381	-	50,000	50,000	
32	Contingency & Supplies	62856	-	50,000	50,000	
33	Subtotal Services & Supplies		-	125,000	125,000	
34						
35	Interprogram loan to Highway 17	95046	975,109	1,075,109	100,000	
36	Interest on Bonds	74310	-	1,049,236	1,049,236	Resolution 77-26, approved on August 6, 2026
37	Total Salaries, Benefits & Overhead		817,091	1,071,252	254,161	
38	Subtotal Services & Supplies		28,421,821	26,018,767	(2,403,054)	
39					-	
40	Total Expenditures:		30,214,021	29,214,364	(999,656)	
41						
42	To/(From) Reserves:		(23,429,973)	(22,445,932)	984,040	
43	Other Financing Sources (Uses) Series 2026 Bond Proceeds:		-	50,429,671	50,429,671	Resolution 77-26, approved on August 6, 2026
44	Beginning Fund Balance (estimate):		2,688,234	8,100,425	5,412,192	
45	Ending Fund Balance (estimate):		(20,741,739)	36,084,165	56,825,903	
46						

Measure D Active Transportation

GL Key 729500

Measure D allocates 17% of revenue for Active Transportation by means of investing in the Monterey Bay Sanctuary Scenic Trail Network (MBSST), otherwise known as the Coastal Rail Trail, for people walking and bicycling along the coast in Santa Cruz County.

Projects for the Monterey Bay Scenic Sanctuary Trail include:

- Construction of bicycle and pedestrian trails
- New bike and pedestrian bridges
- Adding lighting and security features
- Keeping the trail safe and clean for active use
- Storm and drainage management
- Leveraging matching state and federal grants

Maintenance and property management for the future trail corridor, including vegetation control; tree maintenance; trash and dumping abatement; encampments; drainage maintenance and repairs; addressing encroachments; and lease management. RTC also initiated work to secure environmental permits to support maintenance activities.

RTC staff provide technical support and stakeholder coordination for development of the MBSST/Coastal Rail Trail projects. Consultants are hired for technical assistance when needed.

	Measure D Active Transportation GL Key 729500		Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Revenues						
2	Measure D		40186	4,579,153	4,568,534	(10,619)	
3	Interest		40430	10,000	10,000	-	
4		Total Revenues		4,589,153	4,578,534	(10,619)	
5	Expenditures						
6	MBSST Corridor and Electric Transit & Trail RTC Oversight						
7	Allocated Labor Costs		51070	389,266	533,529	144,263	
8	Allocated Overhead (indirect)		62354	359,916	487,646	127,730	
9		Total Salaries, Benefits & Overhead		749,182	1,021,175	271,993	
10	Services and Supplies:						
11	Corridor encroach & maint		61848	1,325,079	1,471,665	146,586	Updated based on funds carried over from prior fiscal year
12	PC Software Purchases		62219	21,100	21,000	(100)	
13	Professional services		62381	-	90,347	90,347	Sustainable Transportation Planning New Grant Awarded; Resolution 75-26, approved on August 6, 2026
14	Legal Fees		62359	120,000	200,000	80,000	Updated project costs
15	Bond Consultants		62381	270,200	171,964	(98,236)	Based on actual number
16	Technical Assistance		62381	98,912	198,912	100,000	Updated project costs
17	Electric Rail Transit & Trail		75233	350,000	350,000	-	
18		Subtotal Services & Supplies		2,185,291	2,503,888	318,597	
19	MBSST North Coast Segment 5 (RTC Oversight):			-			
20	Maintenance		61848	274,000	274,000	-	
21	Construction & Contingency		86110	1,900,000	2,968,762	1,068,762	
22		Subtotal Services & Supplies		2,174,000	3,242,762	1,068,762	
23	MBSST City of Santa Cruz:						
24	RTC Oversight Segments 7, 8 & 9						
25	Technical Assistance		62381	-	-	-	
26	City of Santa Cruz Segments 7, 8 & 9 Project Sponsor						
27	Segment 7 Phase 2 to City of Santa Cruz		75204	-	-	-	
28	Segments 8&9 to City of Santa Cruz		75204	1,450,646	1,450,646	-	
29	Ongoing Maintenance		75204	51,000	51,000	-	
30		Subtotal Services & Supplies		1,501,646	1,501,646	-	

	Measure D Active Transportation - Continued Active Transportation GL Key 729500	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
MBSST County of Santa Cruz:						
	RTC Oversight Segments 10&11					
	Technical Assistance	62381	-	-	-	
	RTC Oversight Segment 12					
	Legal Fees	62359		40,000	40,000	
	Right of Way Capital	62856	0	3,219,100	3,219,100	
	Subtotal Services & Supplies		0	3,259,100	3,259,100	
	County of Santa Cruz Segments 10 & 11 Project Sponsor					
	Env Review and Design to SCC	75303	2,891,730	2,891,730	-	
	Subtotal Services & Supplies		2,891,730	2,891,730	-	
	RTC Oversight City of Capitola					
	Legal Fees	62359	-		-	
	Technical Assistance	62381	-	-	-	
	Subtotal Services & Supplies		-	-	-	
	RTC Oversight Coastal Rail Trail Southern Segment					
	Technical Assistance	62381	-	1,574,966	1,574,966	Based on updated project costs
	Segment 18 Environmental Document	75206	7,000,000	-	(7,000,000)	Resolution 76-26, approved on August 6, 2026
	Ongoing Maintenance	75206	3,700	-	(3,700)	
	Subtotal Services & Supplies		7,003,700	1,574,966	(5,428,734)	
MBSST City of Capitola City Hall to Monterey Ave:						
RTC						
	Legal Fees	62359	-		-	
	Tech Asst (envl, surv, EHS, etc.)	62381	-	-	-	
	Subtotal Services & Supplies		-	-	-	
	Interest on bonds	74310	-	419,710	419,710	
	Total Salaries, Benefits & Overhead		749,182	1,021,175	271,993	
	Subtotal Services & Supplies		15,756,367	14,974,092	(782,275)	
	Total Expenditures:		16,505,549	16,414,977	(90,572)	
	To/(From) Reserve Funds		(11,916,396)	(11,836,443)	79,953	
	Other financing sources (uses)- series 2026 Bond proceeds		-	20,172,202	20,172,202	Resolution 77-26, approved on August 6, 2026
	Beginning Fund Balance (estimate):		9,009,157	9,997,036	987,879	
	Ending Fund Balance (estimate):		(2,907,239)	18,332,795	21,240,035	

Measure D Rail Corridor

GL Key 729600

Measure D allocates 8% of revenue for the Rail Corridor for infrastructure preservation and analysis of options and alternatives to driving, to plan for future mobility needs, preservation of rail corridor infrastructure, and management of rights of entry and utilities.

RTC Labor: Construction projects on the rail line will continue and additional environmental permitting will require additional RTC staff time.

Services, supplies, and construction: Construction for FY 2026/27 includes repairs to bridges, track bed, drainage system, and grade crossings.

Zero Emission Rail Transit: The RTC programmed Measure D funds to initiate a project concept report for passenger rail transit and applied for state funds for preliminary design and environmental review.

	Meas D Rail Corridor	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Measure D	40186	2,154,895	2,149,898	(4,997)	
2	Total Revenues		2,154,895	2,149,898	(4,997)	
3						
4	Salaries, Benefits & Overhead					
5	Allocated Labor Costs	51070	519,588	324,655	(194,933)	
6	Allocated Overhead	62354	480,412	427,896	(52,516)	Based on updated project costs
7	Total Salaries, Benefits & Overhead		1,000,000	752,551	(247,449)	
8	Services & Supplies					
9	PC Software Purchases	62219	21,100	21,100	-	
10	Legal Fees	62359	26,250	26,250	-	
11	Professional & Special Services	62381	858,950	778,063	(80,887)	Based on updated project costs
12	Contingency/Special Exp	62856	155,000	239,498	84,498	Based on updated project costs
13	Construction	86110	2,442,322	2,359,322	(83,000)	Based on updated project costs
14	Total Services & Supplies		3,503,622	3,424,233	(79,389)	
15						
16	Total Expenditures:		4,503,622	4,176,784	(326,838)	
17						
18	To/(From) Reserve Funds		(2,348,727)	(2,026,886)	321,841	
19	Beginning Fund Balance (preliminary 6/30/26):		3,794,448	4,851,944	1,057,496	
20	Ending Fund Balance (estimate):		1,445,721	2,825,059	1,379,337	
21						

Measure D San Lorenzo Valley Highway 9 Corridor Improvements

GL Key 729202
The San Lorenzo Valley Highway 9 Corridor Investment program is allocated ten ($10) million over 30 years to prepare and implement projects including:

- Safety projects for people walking, biking, or driving
- Projects that provide safe access to schools
- Intersection and signal improvements
- Bicycle lanes, paths, and signage
- Accessible pedestrian crosswalks and sidewalks
- Improved access to bus stops and bus service

One million dollars in Measure D funds have been programmed to leverage other funds, including State Highway Operations Protection Program, for Complete Streets projects and are expected to be needed in FY 2026/27.

	Measure D SLV SR9 Improvements	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Measure D	40186	333,333	333,333	-	
2	Total Revenues		333,333	333,333	-	
3						
4	Salaries, Benefits & Overhead					
5	Allocated Labor Costs	51070	3,200	3,200	-	
6	Allocated Overhead	62354	2,959	4,218	1,259	Updated ICAP Rate
7	Total Salaries, Benefits & Overhead		6,159	7,418	1,259	
8						
9	Services & Supplies					
10	Professional & Special Services	62381	514,314	650,060	135,746	Carryover
11	Contingency/Special Exp	62856	241,239	300,000	58,761	Future grants match
12	Construction	86110	900,809	900,809	-	
13	Total Services & Supplies		1,656,362	1,850,869	194,507	
14						
15	Total Expenditures:		1,662,521	1,858,287	195,766	
16						
17	To/(From) Reserves:		(1,329,188)	(1,524,954)	(195,766)	
18	Beginning Fund Balance (preliminary 6/30/26):		2,714,322	2,589,593	(124,729)	
19	Ending Fund Balance (estimate):		1,385,134	1,064,639	(320,496)	

Measure D Highway 17 Wildlife Crossing

GL Key 729203

The Highway 17 Wildlife Crossing project will improve safety for both drivers and wildlife. Five ($5) million is allocated for the construction of a safe passage for wildlife to cross under Highway 17.

	Measure D Highway 17 Wildlife Crossing	Object	FY 2026/27 Approved 4/2/26	FY 2026/27 Proposed 12/3/26	Difference	Notes
1	Measure D	40186	166,667	166,667	-	
2	Loan Proceeds	42506	975,109	1,075,109	100,000	
3		Total Revenues	1,141,776	1,241,776	100,000	
4						
5	Salaries, Benefits & Overhead					
6	Allocated Labor Costs	51070	520	431	(88)	
7	Allocated Overhead	62354	480	569	88	
8		Total Salaries, Benefits & Overhead	1,000	1,000	-	
9						
10	Services & Supplies					
11	Contribution to Other Agency	75230	1,349,324	1,349,324	-	
12		Total Services & Supplies	1,349,324	1,349,324	-	
13						
14		Total Expenditures:	1,350,324	1,350,324	-	
15						
16		To/(From) Reserves:	(208,548)	(108,548)	100,000	
17		Beginning Fund Balance (preliminary 6/30/26):	208,548	240,982	32,434	
18		Ending Fund Balance (estimate):	-	132,434	132,434	

Measure D Summary and Fund Balances

Measure D Regional Funding Program and Project Budget Summary
Administration and Implementation by RTC - Proposed Budget
Fiscal Year FY 2026/27
Proposed December 3, 2026

		Object	Admin & Impl	Hwy 9	Hwy 17 Wildlife Crossing	Highway Corridor	Active Transp	Rail Corridor	Total
	Revenues								
1	Measure D	40186	858,270	333,333	166,667	6,718,432	4,568,534	2,149,898	14,795,135
2	Interest	40430	20,000	-	-	50,000	10,000	-	80,000
3	Loan Proceeds	42506	-	-	1,075,109	-	-	-	1,075,109
4		Total Revenues	878,270	333,333	1,241,776	6,768,432	4,578,534	2,149,898	15,950,244
5									
6	Salaries, Benefits & Overhead								
7	Allocated Labor Costs	51070	338,339	3,200	431	462,145	533,529	324,655	1,662,300
8	Allocated Overhead	62354	445,931	4,218	569	609,107	487,646	427,896	1,975,367
9		Total Salaries, Benefits & Overhead	784,270	7,418	1,000	1,071,252	1,021,175	752,551	3,637,666
10									
11	Services & Supplies								
12	Repairs & Maintenance	61848	-	-	-	-	1,745,665	-	1,745,665
13	PC Sofware Purchases	62219	-	-	-	-	21,000	21,100	42,100
14	General Supplies & Expenses	62223	5,000	-	-	4,000	-	-	9,000
15	Accounting & Audit	62301	16,500	-	-	-	-	-	16,500
16	Design and Eng Consult	62340	-	-	-	-	-	-	-
16	Legal Fees	62359	10,000	-	-	40,025	240,000	26,250	316,275
17	Professional & Special Services	62381	-	650,060	-	2,961,066	2,036,189	778,063	6,425,378
18	Adv & Promo Materials	62801	2,500	-	-	40,069	-	-	42,569
19	Contingency/Special Exp	62856	40,000	300,000	-	22,714,446	3,219,100	239,498	26,513,044
26	Subscriptions	62890	-	-	-	-	-	-	-
20	Towing	62893	-	-	-	208,161	-	-	208,161
21	Transportation/Travel/Education	62914	-	-	-	1,000	-	-	1,000
21	Interest on Bonds	74310	-	-	-	1,049,236	419,710	-	1,468,946
22	Funds to City of Capitola	75203	-	-	-	-	-	-	-
22	Funds to City of Santa Cruz	75204	-	-	-	-	1,501,646	-	1,501,646
23	Contribution to Other Agency	75230	-	-	1,349,324	-	-	-	1,349,324
24	Transfer to Other Funds	75233	-	-	-	-	350,000	-	350,000
25	CHP Operations	75280	-	-	-	50,000	-	-	50,000
26	Funds to SC County	75303	-	-	-	-	2,891,730	-	2,891,730
27	Construction	86110	-	900,809	-	-	2,968,762	2,359,322	6,228,893
28	Intra-Fund Transfer/Program Loan	95046	-	-	-	1,075,109	-	-	1,075,109
29		Total Services & Supplies	74,000	1,850,869	1,349,324	28,143,112	15,393,802	3,424,233	50,235,340
30									
31		Total Expenditures:	858,270	1,858,287	1,350,324	29,214,364	16,414,977	4,176,784	53,873,007
32									
33		Excess of Revenues over Expenditures:	20,000	(1,524,954)	(108,548)	(22,445,932)	(11,836,443)	(2,026,886)	(37,922,763)
34	Financing Sources (Uses)- Series 2026 Bond Proceeds		-	-	-	50,429,671	20,172,202	-	70,601,873
35		Beginning Fund Balance (estimate):	579,180	2,589,593	240,982	8,100,425	9,997,036	4,851,944	26,359,161
36		Ending Fund Balance (estimate):	599,180	1,064,639	132,434	36,084,165	18,332,795	2,825,059	59,038,271

Accrual basis of accounting: The basis of accounting in which revenue is recorded when earned and expenditures are recorded when obligated, regardless of when the cash is received or paid.

Allocate: The process used to release funding to transportation projects.

Amendment: A proposed or adopted change to the budget.

Appropriate/Appropriation: Authorization for a specific agency to make expenditures or incur liabilities from a specific fund for a specific purpose.

Audit: A review of financial statements or performance activity (such as of an agency or program) to determine conformity or compliance with applicable laws, regulations, and/or standards.

Budget: A plan of operation expressed in terms of financial or other resource requirements for a specific period of time.

Budget Cycle: The period of time, usually one year, required to prepare a financial plan and enact that portion of it applying to the budget year. Significant events in the cycle include:

- Proposed Budget for a new fiscal year with estimated revenues from the State Controller's Office, County Auditor, and RTC consultants (February-March) for adoption (April-May). The proposed budget purpose is to inform local agencies in the development of their budget adoption in June.
- Mid-Year Budget Amendment to evaluate revenue and expenditures based on project status and carryover balances from the prior fiscal year (June).
- Fall Budget Amendment incorporates the final spending for prior fiscal year and adoption of the Measure D 5-yr programming of funds (October-November).
- Other Amendments are submitted throughout the year to include unanticipated funding, revenues, or expenditures.

Budget, Program or Traditional: A program budget expresses the operating plan in terms of the costs of activities (programs) to be undertaken to achieve specific goals and objectives. A traditional (or object of expenditure) budget expresses the plan in terms of categories of costs of the goods or services to be used to

perform specific functions.

Capital Outlay: A character of expenditure of funds to acquire land, plan and construct new buildings, expand or modify existing buildings, and/or purchase equipment.

Carryover: The balance of an appropriation available for expenditure in years subsequent to the year of enactment. For example, if a three-year appropriation is not fully encumbered in the first year, the remaining amount is carried over to the next fiscal year.

Cash Basis: The basis of accounting that records receipts and disbursements when cash is received or paid.

Cash Statement: A statement of cash receipts and disbursements for a specified period of time. Amounts recorded as accruals, which do not affect cash, are not reflected in this statement.

Capital Improvements: Physical infrastructure improvements such as pavement, sidewalks, bridges, signals and purchases of equipment, vehicles.

COLA: see Cost of Living Adjustment

Cost of Living Adjustment (COLA): Cost of living is the cost of maintaining a certain standard of living.

Expenditure: In terms of transportation, this is any allowable expense associated with a project or program.

Fiscal Year (FY): The 12-month period established for budgeting purposes. The fiscal year for state and most local governments in California begins July 1 and ends June 30. The federal fiscal year begins October 1 and ends September 30.

Fund: A legal budgeting and accounting entity that provides for the segregation of moneys or other resources in the County Treasury for obligations in accordance with specific restrictions or limitations. A separate set of accounts must be maintained for each fund to show its assets, liabilities, reserves, and balance, as well as its income and expenditures.

Fund Balance: Excess of a fund's assets over its liabilities and reserves.

FY: see Fiscal Year.

ICAP: see Indirect Cost Allocation Plan

Indirect Costs: Costs which by their nature cannot be readily associated with a specific organization unit or program. Like general administrative expenses, indirect costs are distributed to the organizational unit(s) or program(s) which benefit from their incurrence.

Indirect Cost Allocation Plan (ICAP): The amount of administrative and general costs chargeable to and recovered from federal and state funds, as determined by the Department of Transportation.

Local Jurisdictions: The four cities (Capitola, Santa Cruz, Scotts Valley and Watsonville) and the (unincorporated) County of Santa Cruz, each of which has its own elected decision-makers, planning and public works departments, and control over land-use decisions within its boundaries.

Overhead: Those elements of cost necessary in the performance of a service that are of such a nature that the amount applicable to the service cannot be determined directly. Usually, they relate to those costs that do not become an integral part of the service, such as rent, heat, light, supplies, management, or supervision. See also "Indirect Costs."

Reimbursements: An amount received as a payment for the cost of services performed, or of other expenditures made for, or on behalf of, another entity. Reimbursements represent the recovery of an expenditure. Reimbursements are available for expenditure up to the budgeted amount (scheduled in an appropriation).

Reserve: An amount of a fund balance set aside to provide for expenditures from the unencumbered balance for continuing appropriations, economic uncertainties, future apportionments, pending salary or price increase appropriations, and appropriations for capital outlay projects.

Programming, Planning, and Project Glossary and Acronym Guide

Active Transportation: Active Transportation includes any method of travel that is human powered, but most commonly refers to walking and bicycling.

Active Transportation Program: State funding program established in 2013 for projects that increase bicycling and walking. Consolidates several federal and state programs - including the federal Transportation Alternatives Program (TAP)/formerly Transportation Enhancement Activities (TEA), Safe Routes to Schools, and Bicycle Transportation Account.

ATP: see Active Transportation Program

Auxiliary Lane: Freeway lanes linking adjacent interchanges to reduce weaving conflicts between exiting and entering vehicles.

Bikeway: Facility designated for use by bicyclists. There are three types of bicycle facilities.

Buffered Bike/Pedestrian Facility: A bicycle or pedestrian facility that has additional space between the motor vehicle travel lane and the bicycle and pedestrian facility. A buffered facility offers a more comfortable biking or walking environment.

Bus Rapid Transit (BRT): A broad term that, through improvements to infrastructure, vehicles and scheduling, attempt to use buses to provide a service that is of a higher quality than an ordinary bus line.

California Coastal Trail (CCT): The CCT is a network of public trails that will extend the entire 1200-mile length of the California Coast and currently is more than half complete.

California Department of Transportation (Caltrans or CT): State agency which builds and maintains state highways, some state railways, and administers multi-modal transportation programs within the state.

California Environmental Quality Act (CEQA): Legislation which requires private entities, state and local agencies to disclose, consider and mitigate the environmental impacts of various actions.

California Transportation Commission (CTC): A board appointed by the governor and state legislature that sets spending priorities for highways and transit, reviews Regional Transportation Plans (RTPs) and Regional

Transportation Improvement Programs (RTIPs) and allocates funds to transportation projects from several funding programs.

Call Box System: A network of roadside phones which link motorists directly with dispatchers to request assistance or emergency services.

Caltrans: see California Department of Transportation

Capital Improvement Program (CIP): A document which sets forth the cost, funding and year of construction for projects over a specified number of years (typically five to seven years).

Carpool: An arrangement in which two or more people share the use of a privately-owned automobile to travel together to and from pre-arranged destinations — typically between home and work or home and school.

Carsharing: Organized short-term auto rental, often located in downtowns, near public transit stations, residential communities and employment centers. Carsharing organizations operate fleets of rental vehicles that are available for short trips by members who pay a subscription fee, plus a per trip charge.

CHP: California Highway Patrol

Climate Adaptation: Refers to efforts by society or ecosystems to prepare for or adjust to climate change and its impacts.

CNG: see Compressed Natural Gas

Collector Streets: Streets that collect traffic.

COMMISSION: see Santa Cruz County Regional Transportation Commission

Community Traffic Safety Coalition (CTSC): A coalition of agencies and individuals that promotes bicycle and pedestrian safety, particularly for school children. Operated by the Santa Cruz County Health Services Agency and partially funded by the RTC.

Commute Solutions: Santa Cruz County's rideshare program which provides information about transportation alternatives to the single occupant vehicle and carpool match lists.

Commute: The trip to/from a regular location, usually work or school.

Commuter Rail: Conventional rail passenger service within a metropolitan area. Service primarily is in the morning (home-to-work) and afternoon (work-to-home) travel periods.

Commuter: A person who travels regularly between home and work or school.

Complete Streets: Streets designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and bus riders of all ages and abilities can safely move along and across a complete street.

Compressed Natural Gas (CNG): A clean-burning alternative fuel for vehicles.

Congestion: Congestion is usually defined as travel time or delay more than what is normally experienced under free-flow traffic conditions. Congestion is typically accompanied by lower speeds, stop-and-go travel conditions, or queuing, such as behind ramp meters or heavily used intersections.

Consolidated Transportation Services Agency (CTSA): Agency responsible for coordinating specialized transportation services. In Santa Cruz County, the CTSA is Lift Line, a division of Community Bridges.

Constrained (Fiscal Constraint/Financially Constrained): Denotes a funding scenario under which projects, programs, expenditures in a plan or programming document that can be implemented within the constraints of committed, available or reasonably available revenue sources. This document also identifies constrained projects as "Within Projected Funds."

Corridor: A major transportation route which can consist of one or more highways, arterial streets, transit lines, rail lines and/or bikeways.

CT: see California Department of Transportation

CTC: see California Transportation Commission

CTP: see California Transportation Plan

CTSA: see Consolidated Transportation Services Agency

CTSC: see Community Traffic Safety Coalition

DAC: see Disadvantaged Community

Dedicated Funds: Federal, state, or local funds which can be used only for specific purposes or by specific agencies.

Demand Responsive: Individualized transportation services requested by passengers, and/or where routes are developed around a group of requests, which may change daily. Oftentimes provided to people unable to use fixed-route buses by taxis or by advance reservation on paratransit vehicles.

Department of Transportation (DOT): At the federal level, the cabinet agency headed by the Secretary of Transportation is responsible for highways, transit, aviation, and ports. The DOT includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Aviation Administration (FAA), and other agencies. The state DOT is Caltrans.

Disadvantaged Community (DAC): For Santa Cruz County, transportation disadvantaged communities are defined as census tracts where greater than 65% of the total population is non-white (minority areas) and/or greater than 33% of residing families earn less than 200% of the 2015 federal poverty level (low-income areas). Poverty areas are defined as census tracts where greater than 25% of households earned less than the 2015 federal poverty level.

In FY2022/23 the RTC will be working with the community to reevaluate this definition as part of its Equity Action Plan.

Discretionary Funds: Federal, state and local funds which can be used for a variety of purposes. Sometimes also referred to as "flexible funds."

DMV: CA Department of Motor Vehicles

DOT: see Department of Transportation

ED: see Environmental Document

EIR: see Environmental Impact Report

Environmental Document (ED): The draft or final Environmental Impact Statement or Environmental Impact Report, Finding of No Significant Impact, Environmental Assessment or Negative Declaration.

Environmental Impact Report (EIR): An assessment of the environmental effects and mitigations for a proposal or decision which, under the California Environmental Quality Act (CEQA), has been determined may significantly impact the environment.

EPA - Environmental Protection Agency: Federal agency established to develop and enforce regulations that implement environmental laws enacted by Congress to protect human health and safeguard the natural environment.

Expressway: A divided highway for high-speed traffic with at least partial control of access. In some areas, expressways are divided arterial roads with limits on the frequency of driveways and intersecting cross-streets. In other area, access to expressways is limited only to grade-separated interchanges, making them the full equivalent of freeways.

Federal Highway Administration (FHWA): The federal agency responsible for the approval of transportation projects related to the roadway system.

FHWA: see Federal Highway Administration

Freeway Service Patrol (FSP): Roving tow truck service that clears incidents on roadways during peak travel periods.

Freeway: A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is controlled and intersection grade separations are required.

FSP: see Freeway Service Patrol

FTA: see Federal Transit Administration

GHG: see Greenhouse Gas

GIS - Geographic Information System: Mapping software that links information about where things are with information about what things are like. GIS allows users to examine relationships between features distributed unevenly over space, seeking patterns that may not be apparent without using advanced techniques of query, selection, analysis, and display.

Greenhouse Gas (GHG): Any of the atmospheric gases that contribute to the greenhouse effect by absorbing infrared radiation produced by solar warming of the Earth's surface. Including carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

High Occupancy Toll (HOT) Lanes: A lane on a multi-lane highway designated for use, primarily in the peak periods, free of charge by vehicles with two or more occupants or for single-occupant vehicles paying a toll.

High Occupancy Vehicle (HOV) Lanes (or Diamond Lanes): A lane on a multi-lane highway designated for use, primarily in the peak periods, only by vehicles with more than one (or sometimes two) occupants – such as carpools, vanpools, shuttles, and buses. In California, motorcycles, emergency vehicles, and certain low/zero emissions vehicles may also use HOV lanes.

Highway Bridge Program (HBR): Federal funding program administered by Caltrans for bridge replacement or rehabilitation on public roads.

Highway: A general term which includes roads, streets, and parkways and all their appurtenances. In this document "highway" typically refers only to roads on the State Route System however (e.g. Highway 17).

HOV: see High Occupancy Vehicle Lanes

HQ: Headquarters

HSR - High Speed Rail: Railroad passenger service that, as defined by California state law, operates at maximum speeds of more than 200 miles per hour. Because of the speed, high speed rail normally operates on intercity (longer) routes.

Initial Study: Under CEQA, a systematic review of a proposed project undertaken to determine whether there is substantial evidence that it may result in one or more significant impacts.

In-Lieu Fee (ILF) Mitigation: A permittee pays a fee to the operator of the ILF program instead of conducting project-specific mitigation. An ILF program typically combines fees collected from a number of permittee's projects to finance a mitigation project.

Interagency Technical Advisory Committee (ITAC): An RTC committee consisting of representatives from planning and public works departments, transit, UCSC and Cabrillo College, transportation management

associations, the Air District, and other entities who review and make recommendations about regional plans, projects, and funding.

Inter-modal: Using or addressing inter-connections between various transportation facilities or modes.

IS: see Initial Study

ITAC: see Interagency Technical Advisory Committee

Level of Service (LOS): A qualitative assessment of a facility's operating conditions. The extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of Service indicates the capacity per unit of demand for each public facility. For automobiles, LOS ratings typically range from LOS A, which represents free-flow conditions, to LOS F, which is characterized by heavy congestion, stop-and-go traffic, and long queues forming behind breakdown points.

Light Rail: A passenger transportation system of self-propelled vehicles that operate over steel rails located in the street, on an aerial structure, or on a separated right of way.

LNG: see Liquefied Natural Gas

Local Streets: Streets that provide direct access to adjacent residential areas, on which traffic is generally discouraged.

LOS: see Level of Service/Level of Service Standard

Low Emission Vehicles: Vehicles using alternative fuel sources which emit little or no tailpipe exhaust, e.g., electric, hybrid electric, hydrogen, and fuel cell.

Mass Transit: A common carrier service provided for transporting passengers on established routes, with fixed schedules, published rates of fares. Includes buses and rail.

MBSST Network: see Monterey Bay Sanctuary Scenic Trail Network

Measure D: The 2016 transportation ballot measure approved by over two-thirds of Santa Cruz County voters in November 2016 which generates revenues from a half-percent transaction and use tax (sales tax).

Metro: see Santa Cruz Metropolitan Transit District

Mitigation: Project or program intended to offset impacts of a transportation project on an existing natural resource such as a stream, wetland, and/or endangered species.

Mitigation Banking: The preservation, enhancement, restoration or creation of a wetland, stream, or habitat conservation area which offsets, or compensates for, expected adverse impacts to similar nearby ecosystems.

Mixed Flow Lane: Travel lanes shared by autos, trucks, buses, and motorcycles (as compared to restricted lanes, such as HOV lanes).

Mixed Use: Combining of commercial, office, and/or residential land uses to reduce travel distances and facilitate walking. Examples include multi-story buildings containing businesses and retail stores on the lower floors, and homes on the upper floors.

MMLOS: see Multimodal Level of Service

Mode Split or Mode Share: The proportion of total travel in each travel mode.

Mode: Method of travel, e.g., private automobile, walking, bicycle, transit, airplane, bus, train.

Monterey Bay Sanctuary Scenic Trail (MBSST) Network: A planned recreation, transportation and interpretive pathway that links existing and new trail segments into a continuous coastal trail around the Monterey Bay, from Lover's Point in Monterey County to the San Mateo County line in Santa Cruz County.

MTD: see Santa Cruz Metropolitan Transit District

MTIS: see Major Transportation Investment Study

Multimodal Level of Service (MMLOS): *A way to measure the* degree to which street design and operations meets the traveling needs of each user type – automobile, bus, pedestrian, bicycle, etc.

Multi-modal: Using or addressing more than one transportation mode.

National Environmental Policy Act (NEPA): Federal law identifying environmental disclosure requirements. Required to be followed on projects using federal funds.

National Highway System (NHS): A federally established national road system. In Santa Cruz County, the NHS includes sections of Highway 1, Highway 17, Highway 129, Highway 152, 41st Avenue, Capitola Road, Freedom Boulevard, Graham Hill Road, Mt. Hermon Road, Ocean Street, Soquel Avenue and other major arterials.

NB: Northbound

ND: see Negative Declaration

Negative Declaration (ND): A determination based upon an initial study that there is no substantial evidence that a proposed project may result in a significant effect.

NEPA: see National Environmental Policy Act

NHS: see National Highway System

O&M: Operations and Maintenance. The range of activities and services provided by the transportation system and for the upkeep and preservation of the existing system.

Obligate: The act of securing commitment from Federal or State government (e.g., FHWA or Caltrans) to pay or reimburse entities for a project's eligible costs. Many funding programs require a project sponsor to obligate funds in a timely manner or lose the funds.

Off-Peak Period: The time of day when the lowest concentration of travels is using a transportation facility. These times are generally before 6 a.m., mid-day, and after evening commute hours.

Open Space: Generally understood as any area of land or water which is not developed for urbanized uses. In General Plans areas may be designated as Open Space for the purposes of the preservation or managed production of natural resources, outdoor recreation, or the promotion of public health and safety.

Operations: On-going activities necessary to manage and perform services for a system, such as labor costs. For transit, costs include fuel, salaries and replacement parts.

Overall Work Program (OWP): Budgetary document describing proposed activities for the upcoming fiscal year, including those required by federal and state law.

OWP: see Overall Work Program

PA&ED: see Project Approval and Environmental Document (PA&ED)

Paratransit: Term used to describe transportation services which operate on flexible routes and/or provide demand-responsive service and is most frequently used by elderly and disabled passengers unable to take fixed

route transit. Generally, vans, small buses, or taxis are used to provide this service. The ADA-mandated service in our region is ParaCruz and is provided by the METRO. Another main provider is Community Bridges Lift Line.

Park-and-Ride Lot: A facility where individuals can meet to utilize carpools, vanpools, and transit to continue traveling to their destinations.

Parking Management: Strategies which use parking supply or pricing as an incentive or disincentive to affect the demand for parking. Preferred parking for carpools is an example of a parking management incentive, and charging parking fees is an example of a disincentive.

Passenger Miles: The total number of passengers carried by a transit system, multiplied by the number of miles each passenger travels. Passenger miles are normally measured on a daily or annual basis.

Peak Periods: The hours during which the greatest traffic volumes or highest transit use occur.

Performance Based Planning: An approach that uses performance measures to support investment decisions to help achieve desired outcomes.

Performance Measures (or Evaluation Measures or Targets): Objective, quantifiable measures used to evaluate the performance of the transportation system, and to determine how well planned improvements to the system are achieving established objectives.

PID: see Project Initiation Document

Plans, Specifications and Estimates (PS&E): A phase or milestone in the life cycle of a project following PA&ED and preceding construction; includes the preparation of construction contract documents, the acquisition of right of way, and the securing of permits.

"**Planned" Projects**: Projects on the Constrained/within projected funds RTP list which have not previously been approved for funding by the RTC. Projects are expected to be funded through 2035.

PM: see Post Mile

Post Mile: The mileage measured in statute miles from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

Primary Transportation Network: Includes state highways, principal arterials and rail line in Santa Cruz County.

Program: *verb*- to assign funds to a project.

Programs and Projects: Activities of an organization grouped on the basis of common objectives. Programs and projects are comprised of elements, which can be further divided into components and tasks.

Program Environmental Impact Report (PEIR): Environmental review process used to evaluate the potential environmental effects of large-scale plans or programs.

"Programmed" Projects: Projects on the Constrained/within projected funds list for which funding has already been approved by the RTC. These projects will be initiated and/or completed by 2019.

Project Approval and Environmental Document (PA&ED): A major phase in the life cycle of a project following the Project Initiation Document and Programming but preceding PS&E.

Project Initiation Document (PID): an engineering document or technical report that documents the scope, cost, and schedule of a project.

Project Study Report (PSR): A preliminary engineering report that documents agreements on the scope, a set of reasonable and feasible alternatives, the schedule, and the estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP).

PS&E: see Plans, Specifications and Estimates

PSR: see Project Study Report

Rail Transit: Public transportation services provided on a fixed rail line, e.g., light rail.

Ramp Metering: Electronic traffic control devices located at freeway access points to meter the entry of vehicles onto the freeway. The goal is to help optimize the movement of persons and vehicles.

Regional Surface Transportation Program (RSTP): See Surface Transportation Block Grant Program (STBG).

Regional Surface Transportation Program Exchange (RSTPX): Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program funds (federal) exchanged for state funding.

Regional Transportation Improvement Program (RTIP): The state required multi-year capital improvement program for transportation projects using state and federal funds. The RTIP for Santa Cruz County is adopted by the SCCRTC and is submitted to the California Transportation Commission for inclusion in the State Transportation Improvement Program (STIP) and to AMBAG for inclusion in the FTIP.

Regional Transportation Plan (RTP): The state-mandated long-range plan that acts as a blueprint to guide transportation development. Developed by regional transportation planning agencies, it includes a policy, action, and financial elements. The SCCRTC prepares and adopts the RTP for Santa Cruz County. The RTP must be consistent with other local plans.

Regional Transportation Planning Agency (RTPA): Agencies designated by the State of California to provide regional transportation planning and make funding decisions, including preparation of the Regional Transportation Plan and the Regional Transportation Improvement Program. The Santa Cruz County Regional Transportation Commission is the designated RTPA for Santa Cruz County.

Regional Travel Demand Model (RTDM): A computer software program using demographic data to estimate the transportation impacts of population growth and land use decisions on the transportation system, and to assess the utility of transportation projects.

Reverse Commute: Travel in the direction opposite to the main flow of peak period commute traffic.

Ridership: The number of transit users, usually reported as a yearly total or as the average for a normal workday.

Rideshare: Alternatives to driving alone, including carpooling, vanpooling, taking the bus, bicycling, walking and telecommuting.

Right-of-Way (ROW): The area of property owned by a public or private entity used for transportation purposes.

ROE: Right of Entry

ROW: see Right-of-Way

RPA: see Rural Planning Assistance

RSTP: see Regional Surface Transportation Program

RSTPX: see Regional Surface Transportation Program Exchange

RTC: see Santa Cruz County Regional Transportation Commission

RTDM: see Regional Travel Demand Model

RTIP: see Regional Transportation Improvement Program

RTP: see Regional Transportation Plan

RTPA: see Regional Transportation Planning Agency

SAFE: see Service Authority for Freeway Emergencies

Santa Cruz County Regional Transportation Commission (SCCRTC or RTC): Transportation policy, planning and funding body designated as the Regional Transportation Planning Agency (RTPA), Local Transportation Commission (LTC), Rail/Trail Authority and Service Authority for Freeway Emergencies (SAFE) for Santa Cruz County.

Santa Cruz METRO: see Santa Cruz Metropolitan Transit District

Santa Cruz Metropolitan Transit District (SCMTD or METRO): The public transit operator for Santa Cruz County. Also known as Santa Cruz Metro.

SB: Southbound

SCCRTC: see Santa Cruz County Regional Transportation Commission

Scenario Planning: A decision making tool to help identify the projects that are prioritized in a transportation plan. Scenario planning allows a community to evaluate the likely outcomes of a number of scenarios to explore possible benefits and costs of alternative futures.

SCMTD: see Santa Cruz Metropolitan Transit District

SCS: see Sustainable Communities Strategy

Self-Help Counties: A term used to describe counties that have enacting local voter-approved funding mechanisms -- such as half-cent sales taxes -- to pay for transportation improvements.

Service Authority for Freeway Emergencies (SAFE): As the designated SAFE for Santa Cruz County, the SCCRTC owns and manages the call box system on local state highways and other motorist aid programs. Funded by $1-per-year vehicle registration fee.

Signal Preemption: A system used for emergency and public transit vehicles to change signal phasing from red to green allowing for more rapid crosstown access.

SIP: see Strategic Implementation Plan for Measure D

SOV - Single Occupant Vehicle: Privately operated vehicle that contains only one driver or occupant.

Specialized Transportation: Often used synonymously with "paratransit," refers to vehicle and programs operated primarily for the elderly and persons living with disabilities. Service is generally provided door-to-door in vans or automobiles on a semi-fixed route or demand- responsive basis.

Statewide Integrated Traffic Records System (SWITRS): Database of collisions managed by the California Highway Patrol.

Strategic Implementation Plan for Measure D: The SIP serves as the guiding policy and programming document for the implementation of Regional Measure D projects.

Sustainability: Sustainability is defined as balancing economic, environmental and equity interests. Sustainability creates and maintains the conditions under which humans and nature can exist in productive harmony, that permit fulfilling the social, economic and other requirements of present and future generations.

System Preservation: The maintenance of the existing transportation system.

TDM: see Transportation Demand Management

TCAA: Transportation Corridor Alternatives Analysis

TMC: Traffic Management Center. Monitors roadways using closed circuit cameras, loop detectors and information from the CHP and field staff. Posts and updates messages on traffic conditions on various systems, including the 511 telephone number, road signs, and websites.

TOD: see Transit-Oriented Development

TOS: see Traffic Operations System

TPP: see Transit Priority Project

Traffic Operations System (TOS): A system of highway communications equipment to monitor traffic conditions and relay traveler information in real time.

Transit: Travel by bus, rail, or other vehicle, either publicly or privately owned, that provides general or specialized service on a regular or continuing basis.

Transit Dependent: An individual who because of age, income, physical/mental condition, geographic location, or personal choice, does not have a private vehicle available and relies on transit for his/her transportation needs.

Transit-Oriented Development (TOD): Residential and employment growth that occurs near existing and planned public transit facilities.

Transportation Demand Management (TDM): Strategies to reduce demand by automobiles on the transportation system, by promoting telecommuting, flex-time, bicycling, walking, transit use, staggered work hours, and ridesharing.

Transportation Disabled: People who cannot use public transportation easily or at all because of physical, emotional, or mental limitations.

Transportation Disadvantaged: People who have significant unmet transportation needs. May include people experiencing poverty, people experiencing language barriers, people of color, older adults, youth and people with disabilities who experience a disproportionately small share of benefits from transportation investments, particularly because traditional transportation investments prioritize vehicles.

Trip: A one-way journey that proceeds from an origin to a destination by a single type of vehicular transportation.

TSP: see Transit Signal Priority

U.S. DOT: United States Department of Transportation. The federal agency responsible for highways, mass transit, aviation and ports and headed by the Secretary of Transportation. Includes the FHWA, FTA and FAA, among others.

UCS/UCIS: Unified Corridors Investment Study

Unconstrained: Denotes a funding scenario not constrained by existing funding assumptions. New funds, above and beyond existing or anticipated revenues, would be needed to fund "unconstrained" projects in this RTP.

Unmet Transit Needs Findings: TDA funds can be used for local streets and roads in smaller counties only if the RTPA in their jurisdiction makes a finding that public transit service and operations in the county have no unmet needs that are reasonable to meet. RTPAs must hold public hearings prior to making such a determination.

Urbanized Area: An area with a population of 50,000 or more as designated by the U.S. Census.

Vanpool: A group of seven to fifteen people traveling together to work or school in a van at set times. Many vans are leased from companies which include insurance, emergency services and maintenance in the monthly rental fees.

Vehicle Miles Traveled (VMT): The term used for the total number of miles traveled by motor vehicles within a specified region during a particular time period.

Vehicle Occupancy Rate: Also known as Average Vehicle Occupancy or Ridership; the number of persons per vehicle on a given road at a given time without distinguishing trip purpose.

Vehicle Trip: A single vehicle movement from the beginning of travel to its destination, in a vehicle that is motor-driven (e.g., automobiles, motorcycles, trucks, buses, and vans).

ZEV: Zero Emission Vehicle

VMT: see Vehicle Miles Traveled

Walkability: A measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others.

WB: Westbound

RESOLUTION NO.

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

A RESOLUTION OF THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION (RTC) APPROVING THE UPDATED PAY SCHEDULE EFFECTIVE SEPTEMBER 1, 2026, TO COMPLY WITH CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM (CALPERS) STATUTORY AND REGULATORY REQUIREMENTS FOR COMPENSATION EARNABLE AND PUBLICLY AVAILABLE PAY SCHEDULES

WHEREAS, all employers must comply with the compensation earnable and publicly available pay schedules provisions contained within California Government Code (GC) section 20636(d) and California Code of Regulations (CCR) 570.5; and

WHEREAS, it is necessary for the RTC to review and duly approve and adopt in accordance with the requirements of applicable public meetings laws a publicly available pay schedule; and

WHEREAS, attached to this resolution and incorporated by reference is the RTC's comprehensive pay schedule which will be made publicly available on the RTC's external website and provided upon request; and

WHEREAS, the RTC reviews and may revise employee compensation and pay schedule ranges; and

WHEREAS, represented classifications are covered by current contracts which specify the amount of the pay adjustments in the fiscal year.

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

The Updated Pay Schedule Effective September 1, 2026, included as Exhibit A reflecting classification pay adjustments is hereby adopted.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Eduardo Montesino, Chair

ATTEST:

_____
Sarah Christensen, Secretary

Exhibits:
a) Salary Schedule Update

Distribution: RTC Fiscal

SCCRTC
SALARY SCHEDULE UPDATE
EFFECTIVE September 1, 2026
1.04 COLA
0.03 Longevity

	Hourly	Hourly	Hourly	Hourly	Hourly	Hourly	Hourly	Monthly	Monthly
JOB DESCRIPTION	Step1	Step2	Step3	Step4	Step5	Step6	Step7	Step1	Step7
Accounting Tech	37.54	39.05	40.61	42.25	43.93	45.70	47.53	6,506.93	8,238.53
Accounting Tech Longevity	1.13	1.17	1.22	1.27	1.32	1.37	1.43		
Accountant I	41.86	43.53	45.28	47.08	48.96	50.92	52.97	7,255.73	9,181.47
Accountant I-Longevity	1.26	1.31	1.36	1.41	1.47	1.53	1.59		
Accountant II	46.04	47.88	49.80	51.78	53.86	56.01	58.25	7,980.27	10,096.67
Accountant II-Longevity	1.38	1.44	1.49	1.55	1.62	1.68	1.75		
Accountant III	50.64	52.66	54.76	56.96	59.25	61.62	64.07	8,777.60	11,105.47
Accountant III-Longevity	1.52	1.58	1.64	1.71	1.78	1.85	1.92		
Admin Assit/Acct Tech	36.16	37.62	39.10	40.68	42.31	44.01	45.77	6,267.73	7,933.47
Admin Assist/Acct Tech-Longevity	1.08	1.13	1.17	1.22	1.27	1.32	1.37		
Admin Assistant II	34.78	36.17	37.62	39.12	40.68	42.31	44.03	6,028.53	7,631.87
Admin Assistant II-Longevity	1.04	1.09	1.13	1.17	1.22	1.27	1.32		
Admin Assistant III	38.15	39.68	41.26	42.91	44.63	46.41	48.26	6,612.67	8,365.07
Admin Assistant III-Longevity	1.14	1.19	1.24	1.29	1.34	1.39	1.45		
Admin Services Officer I	54.47	57.21	60.06	63.05	66.20	69.53	73.01	9,441.47	12,655.07
Admin Services Officer I-Longevity	1.63	1.72	1.80	1.89	1.99	2.09	2.19		
Admin Services Officer II	59.92	62.93	66.09	69.37	72.83	76.47	80.31	10,386.13	13,920.40
Admin Services Officer II-Longevity	1.80	1.89	1.98	2.08	2.19	2.29	2.41		
Communication Specialist I	50.32	52.33	54.40	56.58	58.85	61.21	63.65	8,722.13	11,032.67
Communication Specialist I-Longevity	1.51	1.57	1.63	1.70	1.77	1.84	1.91		
Communication Specialist II	55.35	57.55	59.86	62.26	64.73	67.32	70.03	9,594.00	12,138.53
Communication Specialist II-Longevity	1.66	1.73	1.80	1.87	1.94	2.02	2.10		
Contract Specialist	45.24	47.50	49.87	52.37	54.99	57.74	60.61	7,841.60	10,505.73
Contract Specialist-Longevity	1.36	1.43	1.50	1.57	1.65	1.73	1.82		
Director of Capital Projects	92.04	96.64	101.48	106.55	111.87	117.47	123.35	15,953.60	21,380.67
Director of Capital Projects-Longevity	2.76	2.90	3.04	3.20	3.36	3.52	3.70		
Director of Internal Services	87.40	91.80	96.40	101.24	106.32	111.65	117.27	15,149.33	20,326.80
Director of Internal Services-Longevity	2.62	2.75	2.89	3.04	3.19	3.35	3.52		
Director of Planning, Programming, and Transportation Services	87.40	91.80	96.40	101.24	106.32	111.65	117.27	15,149.33	20,326.80
Director of Planning, Prog, &Transp Svcs-longevity	2.62	2.75	2.89	3.04	3.19	3.35	3.52		
Finance & Budget Officer	62.91	66.06	69.36	72.82	76.47	80.30	84.31	10,904.40	14,613.73
Finance & Budget Officer Longevity	1.89	1.98	2.08	2.18	2.29	2.41	2.53		
Project Manager	60.01	63.01	66.16	69.47	72.94	76.59	80.42	10,401.73	13,939.47
Project Manager Longevity	1.80	1.89	1.98	2.08	2.19	2.30	2.41		
Real Property Specialist I	47.87	49.79	51.78	53.85	56.01	58.24	60.57	8,297.47	10,498.80
Real Property Specialist I-Longevity	1.44	1.49	1.55	1.62	1.68	1.75	1.82		
Real Property Specialist II	53.70	55.85	58.08	60.41	62.82	65.34	67.95	9,308.00	11,778.00
Real Property Specialist II-Longevity	1.61	1.68	1.74	1.81	1.88	1.96	2.04		
Real Property Tech	38.14	39.66	41.25	42.91	44.62	46.40	48.26	6,610.93	8,365.07
Real Property Tech-Longevity	1.14	1.19	1.24	1.29	1.34	1.39	1.45		
Transportation Planner I	43.50	45.26	47.07	48.95	50.90	52.96	55.05	7,540.00	9,542.00
Transportation Planner I-Longevity	1.31	1.36	1.41	1.47	1.53	1.59	1.65		
Transportation Planner II	47.88	49.79	51.78	53.84	56.00	58.24	60.57	8,299.20	10,498.80
Transportation Planner II-Longevity	1.44	1.49	1.55	1.62	1.68	1.75	1.82		
Transportation Planner III	56.16	58.41	60.74	63.18	65.70	68.32	71.06	9,734.40	12,317.07
Transportation Planner III-Longevity	1.68	1.75	1.82	1.90	1.97	2.05	2.13		
Transportation Planner IV	62.39	64.89	67.48	70.17	72.98	75.90	78.92	10,814.27	13,679.47
Transportation Planner IV-Longevity	1.87	1.95	2.02	2.11	2.19	2.28	2.37		
Supervising Transportation Planner	68.63	71.37	74.23	77.19	80.29	83.50	86.83	11,895.87	15,050.53
Supervising Transportation Planner-Longevity	2.06	2.14	2.23	2.32	2.41	2.50	2.60		
Transportation Planning Tech	38.17	39.67	41.26	42.91	44.63	46.40	48.26	6,616.13	8,365.07
Transportation Planning Tech-Longevity	1.15	1.19	1.24	1.29	1.34	1.39	1.45		
Senior Transportation Engeer	75.40	79.17	83.13	87.29	91.64	96.23	101.04	13,069.33	17,513.60
Senior Transportation Engineer- Longevity	2.26	2.38	2.49	2.62	2.75	2.89	3.03		
Associate Transportation Engeer	66.85	70.19	73.69	77.39	81.24	85.32	89.58	11,587.33	15,527.20
Associate Engineer-Longevity	2.01	2.11	2.21	2.32	2.44	2.56	2.69		
Transportation Engineer	58.61	61.53	64.60	67.84	71.23	74.80	78.55	10,159.07	13,615.33
Transportation Engineer-Longevity	1.76	1.85	1.94	2.04	2.14	2.24	2.36		
Assistant Transportation Engineer	50.63	53.17	55.83	58.61	61.54	64.63	67.85	8,775.87	11,760.67
Assistant Transportation Engineer-Longevity	1.52	1.60	1.67	1.76	1.85	1.94	2.04		
Junior Transportation Engineer	43.74	45.92	48.22	50.63	53.16	55.82	58.60	7,581.60	10,157.33
Junior Transportation Engineer-Longevity	1.31	1.38	1.45	1.52	1.59	1.67	1.76		
Student Intern I-High School							22.39		3,880.93
Student Intern II-Freshman/Sophomore							25.75		4,463.33
Student Intern III-Jr/Sr or Masters program							27.99		4,851.60
Salary Based on Contract	Hourly Minimum	Hourly Maximum	Monthly Minimum	Monthly Maximum	Annual Minimum	Annual Maximum			
Executive Director	145.77		25,266.80		303,201.60				
Executive Director Longevity	4.37								

NOTE
LONGEVITY PAY: All Active Employees who have completed 52,001 RTC Service Hours with Santa Cruz County and/or and/or the RTC (equivalent to approximately twenty-five (25) years of full-time service) shall be paid a Incentive Pay equivalent to 3% of their base hourly rate.

AGENDA: December 3, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Bella Kressman, Real Property Specialist
Amin AbuAmara, Director of Capital Projects

RE: Consider Adopting Resolution Determining that the Public Interest and Necessity Require the Acquisition of a Portion of Certain Real Property Located at 369 Sandalwood Drive, Aptos CA for the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Boulevard to State Park Drive and Coastal Rail Trail Segment 12 Project; Property Owners: Tennis Club of Rio Del Mar

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RECOMMENDATIONS

Consider and adopt a Resolution (Attachment 1), a Resolution of Necessity that authorizes an eminent domain action, subject to the consent of the Board of Supervisors of the County of Santa Cruz, to condemn a permanent trail easement in an area of land containing approximately 2,300 sq. ft., a temporary construction easement 1 in an area of land containing approximately 570 sq. ft., a temporary construction easement 2 in an area of land containing approximately 2,682 sq. ft. and a drainage easement in an area of land containing approximately 1,985 sq. ft., both being a portion of Santa Cruz County Assessor's Parcel Number ("APN") 044-282-48.

BACKGROUND

The RTC, in association with the California Department of Transportation (Caltrans) and the County of Santa Cruz (County), is improving State Highway Route 1 (Highway 1) and the Santa Cruz Branch Line railroad right of way, within an unincorporated area of the County. Improvements include the construction of auxiliary lanes on Highway 1, implementation of bus-on-shoulder operations on Highway 1, widening and replacement of bridges, construction of Segment 12 of the Coastal Rail Trail, and the installation of sound walls and retaining walls along Highway 1 (Project). The highway and trail improvements are being implemented as separate construction projects to facilitate project delivery but will collectively improve multimodal transportation and connectivity through the transportation corridor.

Specifically, the Project would widen Highway 1 to accommodate auxiliary lanes and bus-on-shoulder features in the northbound and southbound directions between the Freedom Boulevard interchange and the State Park Drive interchange, from postmile (PM) 10.7 to PM 8.1. The major improvements include widening of the two bridges over Aptos Creek and Spreckels Drive, replacing the two railroad bridges over Highway 1, and construction of a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Line railroad right of way, from Rio Del Mar Boulevard to State Park Drive. The Santa Cruz Branch Line railroad corridor is an active freight line and is owned by the RTC.

The auxiliary lanes would connect the interchange entrance and exit ramps, thereby extending the weaving and merging distance between the ramps and improving traffic flow by allowing greater separation between vehicles entering and exiting the freeway from mainline traffic. The bus-on-shoulder improvements would support future bus operations on the shoulders of Highway 1 during peak congestion periods to achieve transit travel time and reliability improvements.

The trail segment, Coastal Rail Trail Segment 12, is part of the Monterey Bay Sanctuary Scenic Trail within the 32-mile coastal rail corridor from Watsonville to Davenport. The Coastal Rail Trail improvements include the construction of a paved bicycle and pedestrian shared use trail on the inland side of the tracks, a fence separating the new trail from the rail line, two new bicycle and pedestrian bridges over Highway 1, and new bicycle and pedestrian bridges that cross Aptos Creek and Valencia Creek, respectively, to accommodate the new trail. The trail will provide a safe, dedicated path for pedestrians and cyclists while improving connectivity between State Park Drive, Aptos Village, and Rio Del Mar. The trail will improve access to schools, commercial areas, transit facilities, and nearby parks and open space while furthering completion of the Monterey Bay Sanctuary Scenic Trail, which will enhance regional connectivity.

The Project would reduce congestion along Highway 1 through the project limits, enhance bicycle and pedestrian connectivity by providing a segment of the Coastal Rail Trail, promote the use of alternative transportation modes to increase transportation system capacity and reliability, and reconstruct railroad bridges over Highway 1 to accommodate the widened highway. The combined improvements would provide complementary transportation benefits by addressing highway congestion and transit reliability while expanding safe, convenient, and accessible travel options for pedestrians and cyclists.

The Project is necessary because Highway 1 congestion during peak hours, significantly delays drivers and creates traffic on local streets because drivers are seeking to avoid congestion on the highway; there are limited opportunities for pedestrians and bicyclists to safely get across Highway 1 and navigate the project corridor, even though portions of the project area are designated as regional bicycle routes; and there are insufficient incentives to increase transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery. The Coastal Rail Trail improvements address the lack of continuous and safe bicycle and pedestrian facilities within the Aptos area, providing an important connection between nearby communities and the broader trail network.

The Project was designed with community and inter-agency input over the course of six (6) years, including revisions in response to that input. Project design included several rounds of alternative formulation, screening, evaluation and analysis; technical and safety considerations; and review by multiple local, state, and federal agencies. The Project was designed with the intent to minimize impact to private property. The Project was designed so that necessary acquisitions and use of acquired property by RTC will not unreasonably interfere with or impair the use of any property currently in public use. Following the combined environmental review and project development process, the highway and Coastal Rail Trail components were separated into two construction projects to facilitate implementation and delivery, though evaluated as a single project for the purposes of environmental review.

The Property and the RTC's Acquisition Attempts

The property proposed for acquisition consists of a permanent trail easement in an area of land containing approximately 2,300 sq. ft., a temporary construction easement 1 in an area of land containing approximately 570 sq. ft., a temporary construction easement 2 in an area of land containing approximately 2,682 sq. ft. and a drainage easement in an area of land containing approximately 1,985 sq. ft., all being a portion of Santa Cruz County APN 044-282-48 (the acquisition area is hereinafter referred to as the "Property"). The Property is required for construction of the Project in the location shown in Attachment 2. The Property is located at 369 Sandalwood Drive, Aptos, CA, as described and depicted in Exhibits A - D to Attachment 1 (Resolution) to this staff report. Specifically, the area in which a temporary construction easement 1 is to be acquired is labeled as "TEMPORARY CONSTRUCTION EASEMENT 1" on Exhibit A to Attachment 1, the area in which a temporary construction easement 2 is to be acquired is labeled as "TEMPORARY CONSTRUCTION EASEMENT 2" on Exhibit B to

Attachment 1, the area in which a drainage easement is to be acquired is labeled as "DRAINAGE EASEMENT" on Exhibit C to Attachment 1, the area in which a permanent trail easement is to be acquired is labeled as "TRAIL EASEMENT" on Exhibit D to Attachment 1. The Property is owned by Tennis Club of Rio Del Mar ("Owners").

The relevant area of the Project and the Property's location within the Project is depicted in Attachment 2 (Project area map) and in the Project Plan Set .

The County, as right-of-way agent for the RTC, sent a written offer to purchase the Property to the Owners on February 27, 2025 (Attachment 3). The County, on behalf of the RTC, has engaged in discussions with the Owners, who are cooperative and supportive of the Project, but have been unable to reach agreement on a purchase price. While RTC and County staff have continued to diligently negotiate a voluntary sale with the Owners in accordance with the requirements of Government Code section 7267.2, the County and RTC has been unsuccessful to date in attempts to acquire the Property through negotiation.

DISCUSSION

Adoption of the Resolution of Necessity and Findings

By adopting the proposed Resolution of Necessity, the Commission will authorize the filing of an eminent domain action to acquire the Property for the Project. The Resolution must be approved by a two-thirds vote of the Commission. Further, before the RTC can commence an eminent domain action, it must obtain the consent by resolution of the governing body of the city or county having jurisdiction over the property proposed for acquisition. Consent was obtained by resolution of the County Board of Supervisors on November 17, 2026.

Before the RTC's adoption of the Resolution of Necessity, the Commission must make the following findings based on evidence presented at the hearing:

1. **The public interest and necessity require the Project.** The acquisition of the Property will enable to the RTC to proceed with the Project. The Project is necessary to alleviate the following problems, described above: bottlenecks along Highway 1 that cause congestion during peak hours; cut-through on local streets; limited opportunities for pedestrians and bicyclists to safely get across Highway 1 and navigate the project corridor; and insufficient incentives to increase

transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery.

2. **The Project is planned or located in the manner that will be the most compatible with the greatest public good and least private injury.** The Project will provide for improved transit and recreation while simultaneously minimizing the amount of private land that will be acquired. The Project design incorporated community input and advice through the past six (6) years of the Project's planning phase, consisting of several rounds of alternative formulation, screening, evaluation and analysis; technical and safety considerations; and review by multiple local, state, and federal agencies. Further, the Project has been designed so that necessary acquisitions and use of acquired property by RTC will not unreasonably interfere with or impair the use of any property currently in public use.

3. **The Property is necessary for the Project.** To provide the necessary right-of-way needed to construct the Project, the RTC must acquire this Property. Specifically, the acquisition of a permanent trail easement is needed for a portion of the trail to be located on the property and to meet the minimum Caltrans and CPUC standards for trail width and offset from the rail corridor, two (2) temporary construction easements are needed for Project construction at the north and south end of the property and necessary for project staging and retaining wall construction, and a drainage easement is required for trail drainage for maintenance purposes after construction. Without the Property, the Project could not be completed, and the area would lack trail improvements that would greatly benefit the public.

4. **The RTC has made the offer required by Government Code section 7267.2 to the owner of record.** As explained above, the RTC has made an offer to the Owner and has made reasonable efforts to conclude negotiations in accordance with the requirements of Government Code section 7267.2. However, the RTC has been unsuccessful to date in attempts to acquire the Property through negotiations.

The notice of the proposed Resolution of Necessity must be sent to "each person… whose name and address appears on the last equalized county assessment roll" (Code of Civil Procedure § 1245.235(a)). On October 23, 2026, the RTC mailed written notice to the Owners that the Commission would hold a hearing at its regular meeting on December 3, 2026 at 9:00

a.m. to consider adopting a Resolution of Necessity to acquire the Property by eminent domain (Attachment 5).

Adopting the Resolution of Necessity (Attachment 1) would start the eminent domain process to acquire the Property. **Staff recommends that the Commission adopt the Resolution of Necessity and start the eminent domain process at this time to allow the RTC to meet the construction schedule for the Project and meet timing requirements related to the Project's funding.** However, staff and RTC's agents intend to continue to attempt to resolve this matter before and even after an eminent domain action is filed.

The amount of compensation that RTC is required to pay the Owner to acquire the Property is not at issue in this proceeding. If the Commission adopts the Resolution of Necessity, the amount of just compensation will be determined in a court trial.

Environmental Review

On February 20th, 2024, Caltrans certified the Final Environmental Impact Report/Environmental Assessment ("FEIR/EA") for the Project. The FEIR/EA was challenged in court, and was upheld by the court's judgment in CAMPAIGN FOR SUSTAINABLE TRANSPORTATION and SIERRA CLUB v. CALIFORNIA DEPARTMENT OF TRANSPORTATION, CASE NUMBER 24WM000051.

Policy Alternatives

The Commission may choose not to adopt the Resolution of Necessity and direct Staff to continue negotiations, which would result in a delay to the project schedule and putting the project's funding at risk. Negotiations with the property owner can continue after adoption of the Resolution of Necessity, or even after the filing of an action in eminent domain.

FISCAL IMPACT

There are no new fiscal impacts associated with acquiring the property. Sufficient funds exist in the Measure D Program of Projects Active Transportation and Highway categories, and in the current approved Fiscal Year's budget, to fund the Project's acquisitions.

If the Commission no longer wishes to move forward with the trail project and does not adopt the Resolution of Necessity, the competitive grants that fund construction of the project in the amount of $27.572 million would be forfeited back to the State.

SUMMARY

The Commission will consider adopting a Resolution of Necessity to authorize the commencement of an eminent domain action to acquire a portion of the property located at 369 Sandalwood Drive, Aptos, CA (APN 044-282-48) for the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project. The property at issue is owned by Tennis Club of Rio Del Mar. Acquisition of the subject property is required for the Project. The Resolution of Necessity provides that the public interest and necessity require the Project, the Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury, the property sought to be acquired is necessary for the Project, and the offer required by Section 7267.2 of the Government Code has been made to the owner of record.

Attachments:

1. (Resolution of the Santa Cruz County Regional Transportation Commission Determining that the Public Interest and Necessity Require the Acquisition of a Portion of Certain Real Property Located at 369 Sandalwood Drive, Aptos, California (Santa Cruz County APN 044-282-48) – State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Dr. and Coastal Rail Trail Segment 12 Project, and Exhibits A – D to Resolution (Property Description))
    a. Temporary Construction Easement 1
    b. Temporary Construction Easement 2
    c. Drainage Easement
    d. Trail Easement
2. Project Plans in the vicinity of the Property
3. Public comment received by December 2, 2026 will be posted to the website
4. Offer to Acquire Property, February 27, 2025 (Link)
5. Notice of Hearing to Consider Resolution of Necessity

RESOLUTION NO. _____

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

A RESOLUTION OF THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF A PORTION OF CERTAIN REAL PROPERTY LOCATED AT 369 SANDALWOOD DRIVE, APTOS CALIFORNIA (SANTA CRUZ COUNTY ASSESSOR'S PARCEL NUMBER 044-282-48) – STATE ROUTE 1 AUXILIARY LANES AND BUS-ON-SHOULDER IMPROVEMENTS FREEDOM BLVD. TO STATE PARK DRIVE AND COASTAL RAIL TRAIL SEGMENT 12 PROJECT

PROPERTY OWNER: TENNIS CLUB OF RIO DEL MAR

WHEREAS, the Santa Cruz County Regional Transportation Commission ("RTC"), in association with the County of Santa Cruz ("County") and the California Department of Transportation ("Caltrans") is proposing to construct improvements along State Highway Route 1 ("Highway 1") and the Santa Cruz Branch Line railroad right of way, which improvements include construction of auxiliary lanes, implementation of bus-on-shoulder operations, widening and replacement of bridges, construction of Segment 12 of the Coastal Rail Trail, and the installation of sound walls and retaining walls (the "Project");

WHEREAS, the purpose of the Project is to reduce congestion along Highway 1, enhance bicycle and pedestrian connectivity, promote use of alternative transportation modes to increase transportation system capacity and reliability, and reconstruct railroad bridges over Highway 1 to accommodate the widened highway and Coastal Rail Trail crossings of Highway 1;

WHEREAS, the Project is needed because bottlenecks along Highway 1 in the southbound and northbound directions cause congestion during peak hours, significantly delaying drivers; traffic cutting through on local streets is increasing because drivers are seeking to avoid congestion on Highway 1; there are limited opportunities for pedestrians and bicyclists to safely get across Highway 1 and navigate the project corridor, even though portions of the project area are designated as regional bicycle routes; and there are insufficient incentives to increase transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery;

WHEREAS, the Project would widen Highway 1 to accommodate auxiliary lanes and bus-on-shoulder features in the northbound and southbound directions between the Freedom Boulevard interchange and the State Park Drive interchange, from PM 10.7 to PM 8.1, which would include widening of the two bridges over Aptos Creek and Spreckels Drive, replacing the two railroad bridges

over Highway 1, and construction of a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Line railroad right of way, from Rio Del Mar Boulevard State Park Drive;

WHEREAS, the proposed Coastal Rail Trail improvements include the construction of a paved bicycle and pedestrian shared use trail on the inland side of the tracks, a fence separating the new trail from the rail line, and the modification or replacement of two existing railroad bridges that cross Aptos Creek and Valencia Creek, respectively, to accommodate the new trail;

WHEREAS, RTC is Santa Cruz County's regional transportation planning agency, formed pursuant to Government Code sections 67940-67941;

WHEREAS, pursuant to Government Code section 67941(a), RTC has the power of eminent domain to acquire property for multimodal transportation projects and services on rail rights-of-ways within Santa Cruz County, subject to the consent by resolution of the governing body of the city or county having jurisdiction over the property proposed for acquisition;

WHEREAS, consent was obtained by resolution of the County Board of Supervisors on November 17, 2026;

WHEREAS, in order to complete the Project, it is desirable and necessary for RTC to acquire a permanent trail easement, two (2) temporary construction easements, and a drainage easement in a portion of the property located at 369 Sandalwood Drive, Aptos, California to allow for construction of the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project;

WHEREAS, the property that is the subject of this Resolution includes a temporary construction easement 1, a temporary construction easement 2, a drainage easement, and permanent trail easement, over a portion of Santa Cruz County Assessor's Parcel Number 044-282-48, as more particularly described and depicted in Exhibit A, Exhibit B, Exhibit C, and Exhibit D attached hereto, which is incorporated herein by this reference;

WHEREAS, the temporary construction easement 1, temporary construction easement 2, drainage easement, and permanent trail easement are referred to, together, herein as the "Property";

WHEREAS, an offer was presented to the property owner, pursuant to Government Code sections 7267.1 and 7267.2, and RTC made reasonable efforts to conclude negotiations in accordance with the requirements of Government Code section 7267.2;

WHEREAS, pursuant to Code of Civil Procedure section 1245.235, RTC provided the owner of the Property notice of hearing to consider a resolution of necessity to acquire the Property, informing the owner of the date and time any

interested person can be heard before the Commission on the following matters and to have the Commission consider testimony prior to deciding whether or not to adopt the proposed Resolution of Necessity to commence eminent domain proceedings:

(a) Whether the public interest and necessity require the Project;
(b) Whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
(c) Whether the Property sought to be acquired is necessary for the Project; and
(d) Whether RTC has made the offer required by Government Code section 7267.2 to the owner of record; and

WHEREAS, the Commission is satisfied that the requirements of the California Environmental Quality Act ("CEQA") have been met, and specifically, the Commission certified the Final Environmental Impact Report ("FEIR") for the Project on February 20, 2024, which FEIR was later upheld by the court's judgment in CAMPAIGN FOR SUSTAINABLE TRANSPORTATION and SIERRA CLUB v. CALIFORNIA DEPARTMENT OF TRANSPORTATION, CASE NUMBER 24WM000051;

WHEREAS, the Commission considered this matter as an item placed on its agenda at its regular meeting on December 3, 2026;

WHEREAS, the findings and conclusions made by the Commission pursuant to this Resolution are based upon substantial evidence in the entire record before the Commission, and are not based solely on the information provided in this Resolution;

WHEREAS, prior to taking action, the Commission has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including each of the Project-related documents relevant to the adoption of this Resolution, including but not limited to the prior environmental review documents for the Project, and all oral and written evidence presented to it during all meetings and hearings;

WHEREAS, the Commission has duly considered all pertinent information presented to it on the issue before it, and specifically whether: (1) the public interest and necessity require the Project; (2) the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) the Property sought to be acquired is necessary for the Project; and (4) the offer required by Government Code section 7267.2 has been made to the owner of record;

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

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

1. RTC intends to acquire, through the exercise of the power of eminent domain, the real property identified above as the "Property" and more particularly described and shown in Exhibit A, Exhibit B, Exhibit C, and Exhibit D attached hereto and incorporated by reference.

2. The public use for which the Property is to be taken is for construction of the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project, and other uses necessary for the Project.

3. RTC is authorized to acquire the Property for the Project pursuant to California Government Code section 67941(a), subject to the consent of the Board of Supervisors of the County of Santa Cruz.

4. The Commission declares that it has found and determined each of the following:

    (a) The public interest and necessity require the Project.

    (b) The Project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury.

    (c) The Property is necessary for the Project.

    (d) RTC has made the offer required by Government Code section 7267.2 to the owner of record of the Property as listed in the last equalized roll, and specifically to Tennis Club of Rio Del Mar.

5. Notice and reasonable opportunity to appear and be heard on December 3, 2026, on the matters enumerated in the Code of Civil Procedure section 1240.030 has been given to each of the persons whose name and address appears on the County's last equalized roll, and specifically to Tennis Club of Rio Del Mar.

6. Subject to and conditioned on the consent by resolution of the Board of Supervisors of the County of Santa Cruz, RTC and its appropriate officers, employees, and agents, are hereby authorized and empowered to:

    (a) Acquire, in the name of RTC, the Property by condemnation in accordance with the provisions of the Eminent Domain Law and Constitution of the State of California;

    (b) Prepare, file, and prosecute in the appropriate court, such proceedings in eminent domain as are necessary for the

acquisition of the Property;

(c) Deposit the probable amount of just compensation with the appropriate authority; and

(d) Apply to a court of competent jurisdiction for an order permitting RTC to take possession and use of the Property prior to judgment.

7. That RTC's Executive Director and attorneys are authorized to undertake all other actions necessary to implement the intent of this Resolution.

PASSED AND ADOPTED this __3rd__ day of December, 2026, by the following vote:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Eduardo Montesino, Chair

ATTEST:

_____
Sarah Christensen, Secretary

Exhibits:

a. Temporary Construction Easement 1
b. Temporary Construction Easement 2
c. Drainage Easement
d. Trail Easement

Distribution:
RTC Real Property, County Real Property

EXHIBIT "A"
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT 1

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a temporary construction easement over a portion of the lands of TENNIS CLUB OF RIO DEL MAR described in the Quitclaim Deed, recorded June 1, 1978, in Book 2917 of Deeds, Page 599, Official Records of said County, more particularly described as follows:

COMMENCING at the most northwesterly corner of said Quitclaim Deed, said corner also being on the southerly Right of Way line of State Highway 1;

Thence along said southerly Right of Way and the northerly line of said Quitclaim Deed, North 86°19'31" East, 17.88 feet to the **POINT OF BEGINNING**;

Thence continuing along said southerly Right of Way and said northerly line, North 86°19'31" East, 15.52 feet;

Thence leaving said southerly Right of Way and said northerly line, the following three (3) courses and distances:

1) South 03°05'50" East 64.17 feet to a point on the northerly line of a 10-foot wide Santa Cruz county Sanitation district easement, recorded October 5, 1990, in Book 4741, Page 917, Official Records of said County;

2) Along said northerly line of a 10-foot wide easement, South 76°25'16" West 3.20 feet to the beginning of a non-tangent curve to the left with a radius of 717.00 feet, with a radial bearing of North 78°41'39" East;

3) Leaving said northerly line of a 10-foot wide easement,and along said curve through a central angle of 05°15'26", an arc distance of 65.79 feet to the **POINT OF BEGINNING**.

Containing 570 square feet of land, more or less.

End of Description

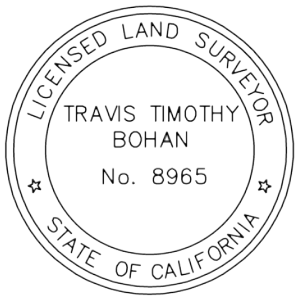
Shown graphically on Exhibit B, attached hereto and made a part hereof.

EXHIBIT A

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

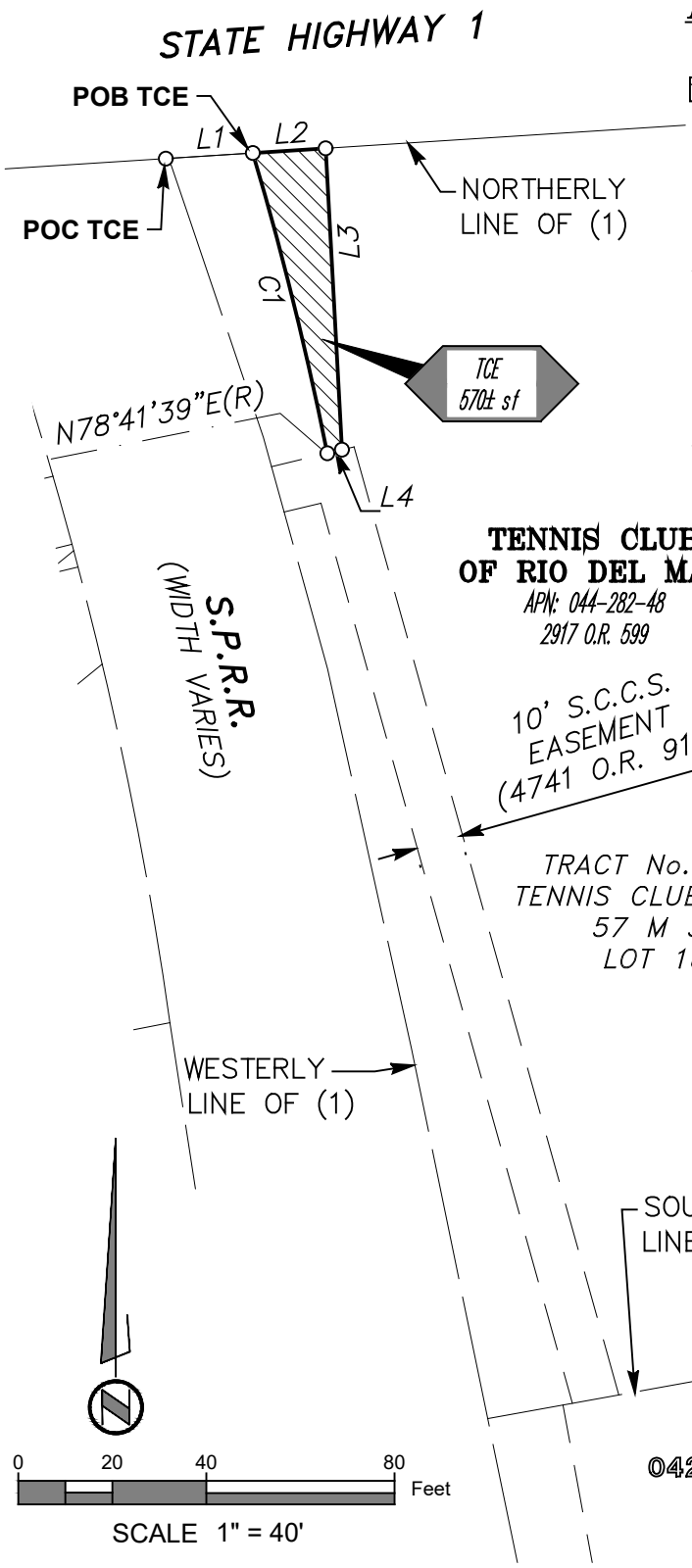
Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

December 19, 2024
DATE

EXHIBIT A



LEGEND

o	DIMENSION POINT
▨	TEMPORARY CONSTRUCTION EASEMENT
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
(R)	RADIAL BEARING
O.R.	OFFICIAL RECORDS
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
TCE	TEMPORARY CONSTRUCTION EASEMENT
(1)	2917 O.R. 599
M	MAPS RECORDED SANTA CRUZ COUNTY RECORDS
S.C.C.S.	SANTA CRUZ COUNTY SANITATION

LINE TABLE

L1	N86°19'31"E 17.88'
L2	N86°19'31"E 15.52'
L3	S03°05'50"E 64.17'
L4	S76°31'01"W 3.20'

CURVE TABLE

C1	R=717.00' Δ=005°15'26" L=65.79'

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 40'
Date Oct., 2024
Drawn By JH
Checked By CD

Exhibit B
Temporary Construction Easement
APN 044-282-48
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

EXHIBIT "A"
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT 2

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a temporary construction easement over a portion of the lands of TENNIS CLUB OF RIO DEL MAR described in the Quitclaim Deed, recorded June 1, 1978, in Book 2917 of Deeds, Page 599, Official Records of said County, more particularly described as follows:

COMMENCING at the most southwesterly corner of said Quitclaim Deed;

Thence along the southerly line of said Quitclaim Deed, North 79°45'07" East 2.57 feet to the **POINT OF BEGINNING**;

Thence leaving said southerly line, the following eight (8) courses and distances:

1) North 10°05'55" West 101.67 feet;

2) North 74°18'05" East 15.89 feet, to a point on the easterly line of a 10-foot wide Santa Cruz County Sanitation District Easement, recorded October 5, 1990, in book 4741, Page 917, Official Records of said County;

3) Along said easterly line of a 10-foot wide easement, North 15°36'10" West 46.23 feet;

4) Leaving said easterly line of a 10-foot wide easement, North 08°49'16" West 33.39 feet;

5) South 14°13'49" East 89.41 feet;

6) South 11°55'20" East 67.57 feet;

7) North 78°04'40" East 18.00 feet;

8) South 11°55'20" East 26.39 feet to the southerly line of said Quitclaim Deed;

Thence along said southerly line, South 79°45'07" West 39.55 feet to the **POINT OF BEGINNING**.

Containing 2,682 square feet of land, more or less.

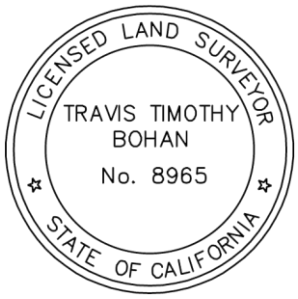
End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

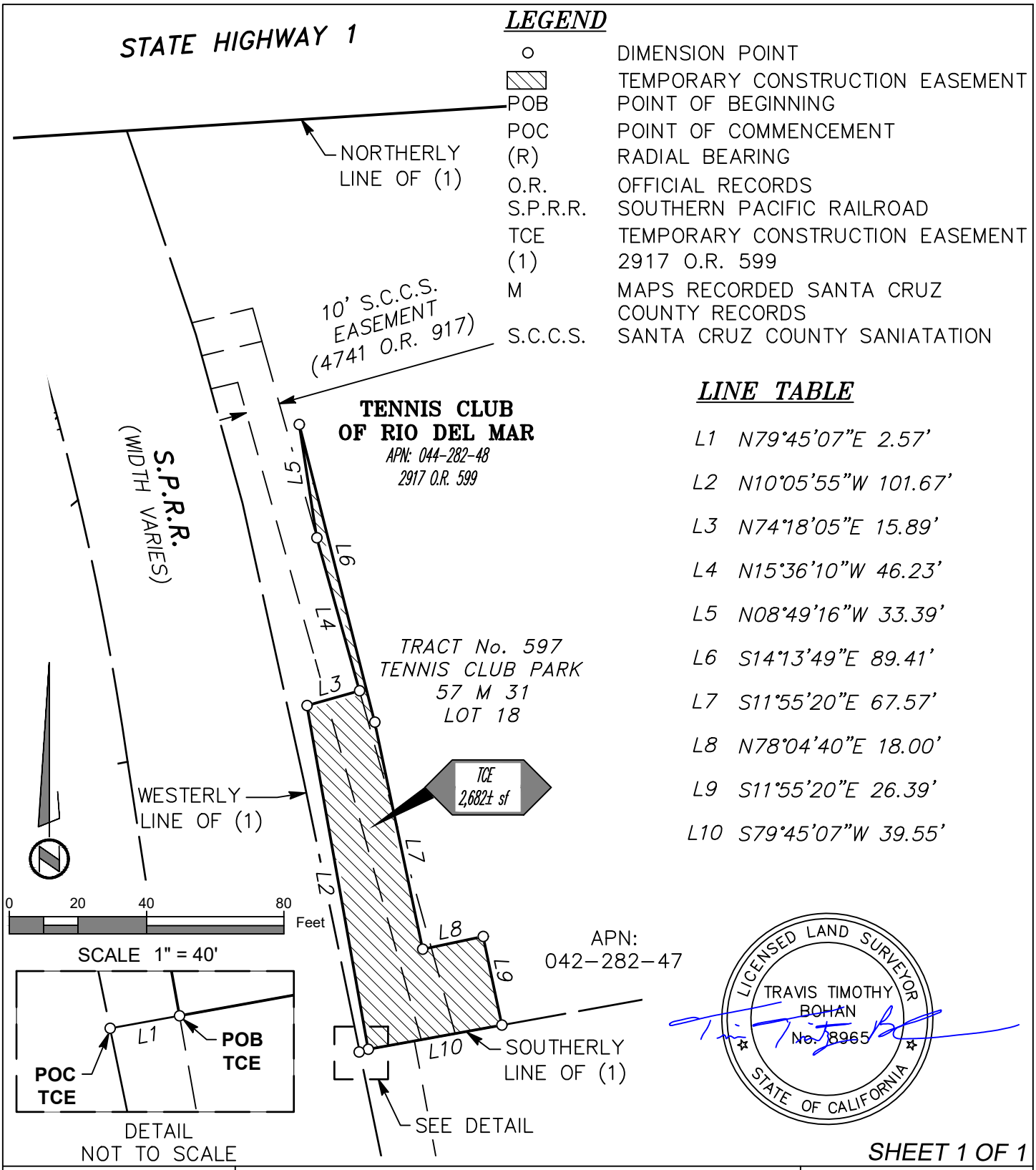
Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

September 21, 2026
DATE

EXHIBIT B



LEGEND

o	DIMENSION POINT
▨	TEMPORARY CONSTRUCTION EASEMENT
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
(R)	RADIAL BEARING
O.R.	OFFICIAL RECORDS
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
TCE	TEMPORARY CONSTRUCTION EASEMENT
(1)	2917 O.R. 599
M	MAPS RECORDED SANTA CRUZ COUNTY RECORDS
S.C.C.S.	SANTA CRUZ COUNTY SANIATATION

LINE TABLE

L1	N79°45'07"E 2.57'
L2	N10°05'55"W 101.67'
L3	N74°18'05"E 15.89'
L4	N15°36'10"W 46.23'
L5	N08°49'16"W 33.39'
L6	S14°13'49"E 89.41'
L7	S11°55'20"E 67.57'
L8	N78°04'40"E 18.00'
L9	S11°55'20"E 26.39'
L10	S79°45'07"W 39.55'

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 40'
Date Oct., 2024
Drawn By JH
Checked By CD

Exhibit B
Temporary Construction Easements
APN 044-282-48
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

EXHIBIT "A"
LEGAL DESCRIPTION
DRAINAGE EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being an easement for drainage purposes over a portion of the lands of TENNIS CLUB OF RIO DEL MAR, a California corporation as described in the Quitclaim Deed, recorded June 1, 1978, in Book 2917 of Deeds, Page 599, Official Records of said County, more particularly described as follows:

COMMENCING at the most northwesterly corner of said Quitclaim Deed, said corner also being on the southerly Right of Way line of State Highway 1;

Thence along said southerly Right of Way and the northerly line of said Quitclaim Deed, North 86°19'31" East, 33.40 feet the **POINT OF BEGINNING**.

Thence continuing along said southerly Right of Way and said northerly line, North 86°19'31" East, 10.00 feet;

Thence leaving said southerly Right of Way and said northerly line, the following eight (8) courses and distances:

1) South 03°05'50" East, 67.27 feet;

2) South 08°49'16" East 54.79 feet to a point on the easterly line of a 10-foot wide Santa Cruz County Sanitation District Easement, recorded October 5, 1990, in Book 4741, Page 917, Official Records of said County;

3) Along said easterly line of a 10-foot wide easement, South 15°36'10" East 46.23 feet;

4) Leaving said easterly line of a 10-foot wide easement, South 74°18'05" West 15.89 feet;

5) North 10°05'55" West 91.24 feet to the beginning of a tangent curve to the left having a radius of 717.00 feet, with a radial bearing of North 79°54'05" East;

6) Along said curve through a central angle of 01°12'26", an arc distance of 15.11 feet; to a point on the northerly line of said 10-foot wide Santa Cruz county Sanitation district Easement;

7) Along said northerly line of a 10-foot wide easement, North 76°31'01" East 3.20 feet;

8) Leaving said easement North 03°05'50" West 64.17 feet to the **POINT OF BEGINNING**.

Containing 1,985 square feet of land, more or less.

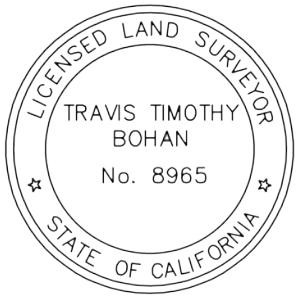
End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

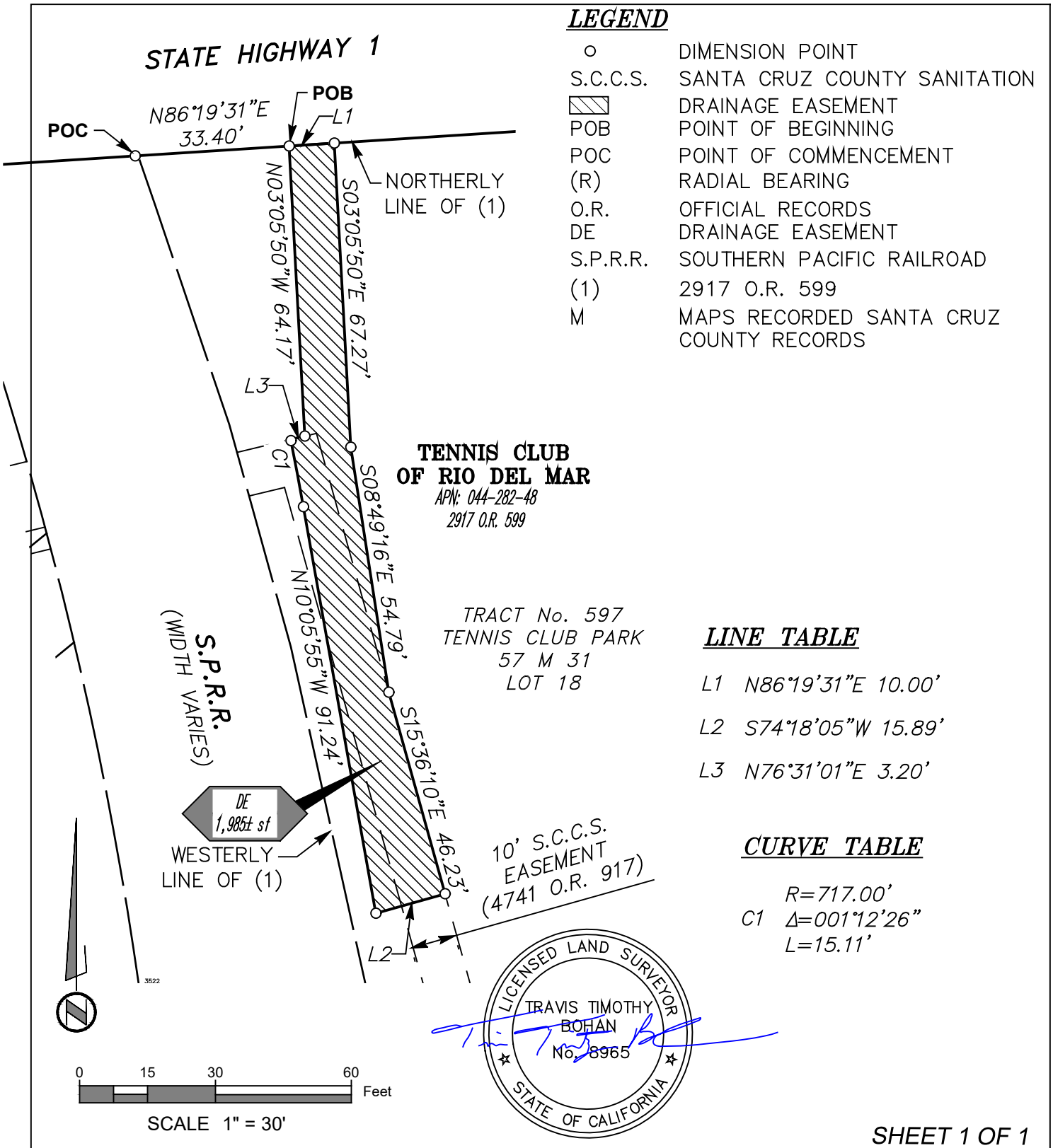
Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

December 19, 2024
DATE

EXHIBIT C



LEGEND

o	DIMENSION POINT
S.C.C.S.	SANTA CRUZ COUNTY SANITATION
▨	DRAINAGE EASEMENT
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
(R)	RADIAL BEARING
O.R.	OFFICIAL RECORDS
DE	DRAINAGE EASEMENT
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
(1)	2917 O.R. 599
M	MAPS RECORDED SANTA CRUZ COUNTY RECORDS

LINE TABLE

L1	N86°19'31"E 10.00'
L2	S74°18'05"W 15.89'
L3	N76°31'01"E 3.20'

CURVE TABLE

C1	R=717.00' Δ=001°12'26" L=15.11'

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 30'
Date Oct., 2024
Drawn By JH
Checked By CD

Exhibit B
Drainage Easement
APN 044-282-48
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

EXHIBIT "A"
LEGAL DESCRIPTION
TRAIL EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being an easement for trail purposes over a portion of the lands of TENNIS CLUB OF RIO DEL MAR, a California corporation as described in the Quitclaim Deed, recorded June 1, 1978, in Book 2917 of Deeds, Page 599, Official Records of said County, more particularly described as follows:

BEGINNING at the most northwesterly corner of said Quitclaim Deed, said corner also being on the southerly Right of Way line of State Highway 1;

Thence along said southerly Right of Way and the northerly line of said Quitclaim Deed, North 86°19'31" East, 17.88 feet to the beginning of a non-tangent curve to the right, having a radius of 717.00 feet, with a radial bearing of North 73°26'14" East;

Thence leaving said southerly Right of Way and said northerly line, the following two (2) courses and distances:

1) Along said curve through a central angle of 06°27'51", an arc distance of 80.89 feet;

2) South 10°05'55" East, 192.90 feet to the southerly line of said Quitclaim Deed;

Thence along said southerly line, South 79°45'07" West 2.57 feet to the southwest corner of said Quitclaim Deed, said corner also being on the easterly Right of Way line of the Southern Pacific Railroad;

Thence along said easterly Right of Way and the westerly line of said Quitclaim Deed, the following five (5) courses and distances:

1. North 11°38'34" West 80.34 feet;

2. North 12°27'36" West 82.67 feet;

3. North 15°28'53" West 51.00 feet;

4. North 18°40'34" West 51.00 feet;

5. North 18°58'11" West 11.67 feet to the **POINT OF BEGINNING**.

Containing 2,300 square feet of land, more or less.

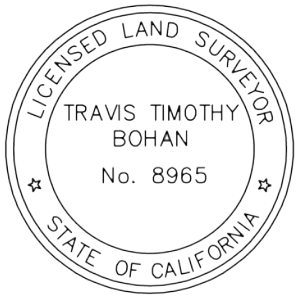
End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

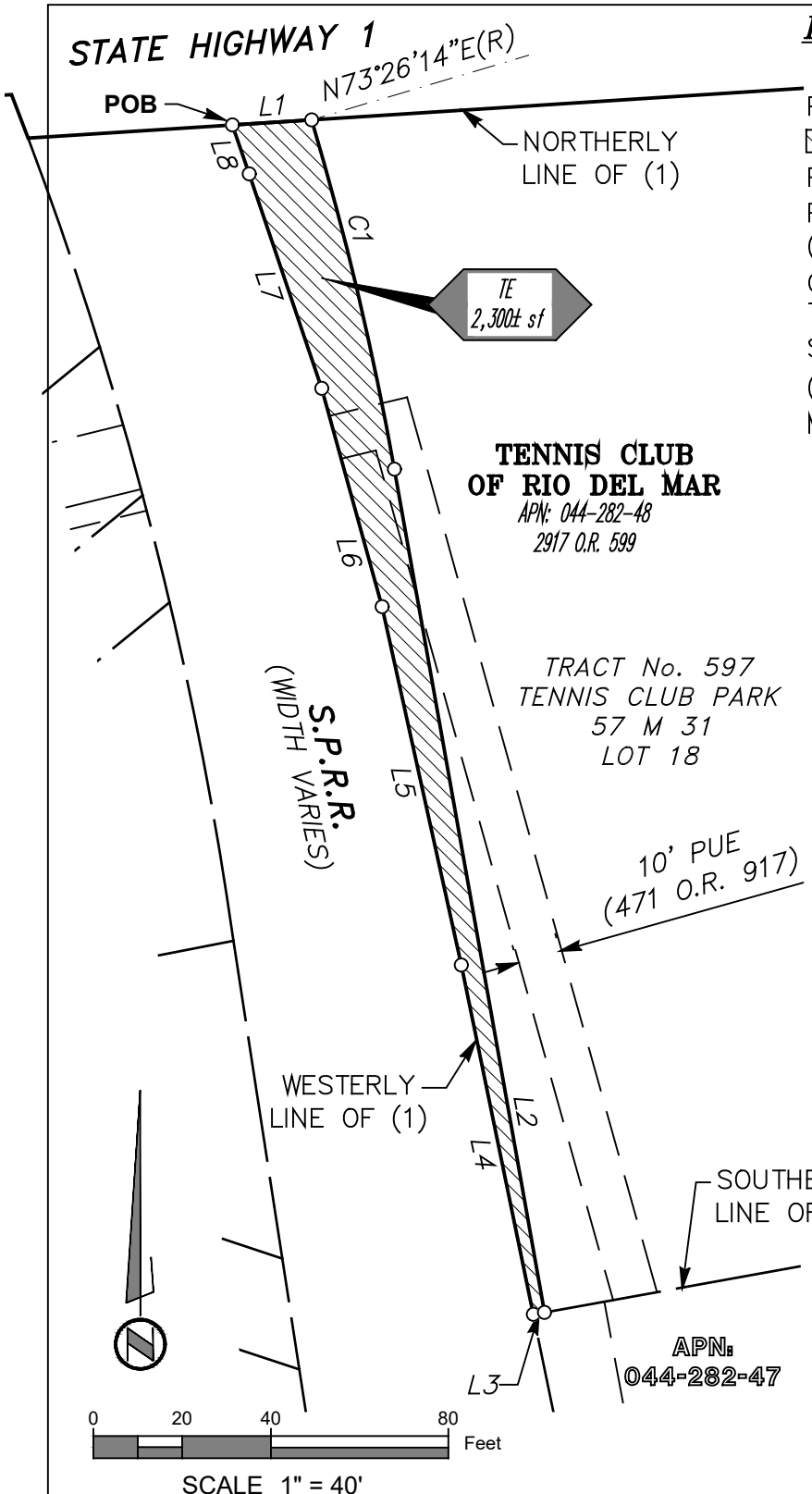
Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

December 19, 2024
DATE

EXHIBIT D



LEGEND

○	DIMENSION POINT
PUE	PUBLIC UTILITY EASEMENT
▨	TRAIL EASEMENT
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
(R)	RADIAL BEARING
O.R.	OFFICIAL RECORDS
TE	TRAIL EASEMENT
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
(1)	2917 O.R. 599
M	MAPS RECORDED SANTA CRUZ COUNTY RECORDS

LINE TABLE

L1	N86°19'31"E 17.88'
L2	S10°05'55"E 192.90'
L3	S79°45'07"W 2.57'
L4	N11°38'34"W 80.34'
L5	N12°27'36"W 82.67'
L6	N15°28'53"W 51.00'
L7	N18°40'34"W 51.00'
L8	N18°58'11"W 11.67'

CURVE TABLE

C1	R=717.00' Δ=6°27'51" L=80.89'

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 40'
Date Oct., 2024
Drawn By JH
Checked By CD

Exhibit B
Trail Easement
APN 044-282-48
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

ATTACHMENT 2

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND

- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT FOR TRAIL
- PERMANENT EASEMENT FOR DRAINAGE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	8.1/10.7		784

REGISTERED CIVIL ENGINEER DATE

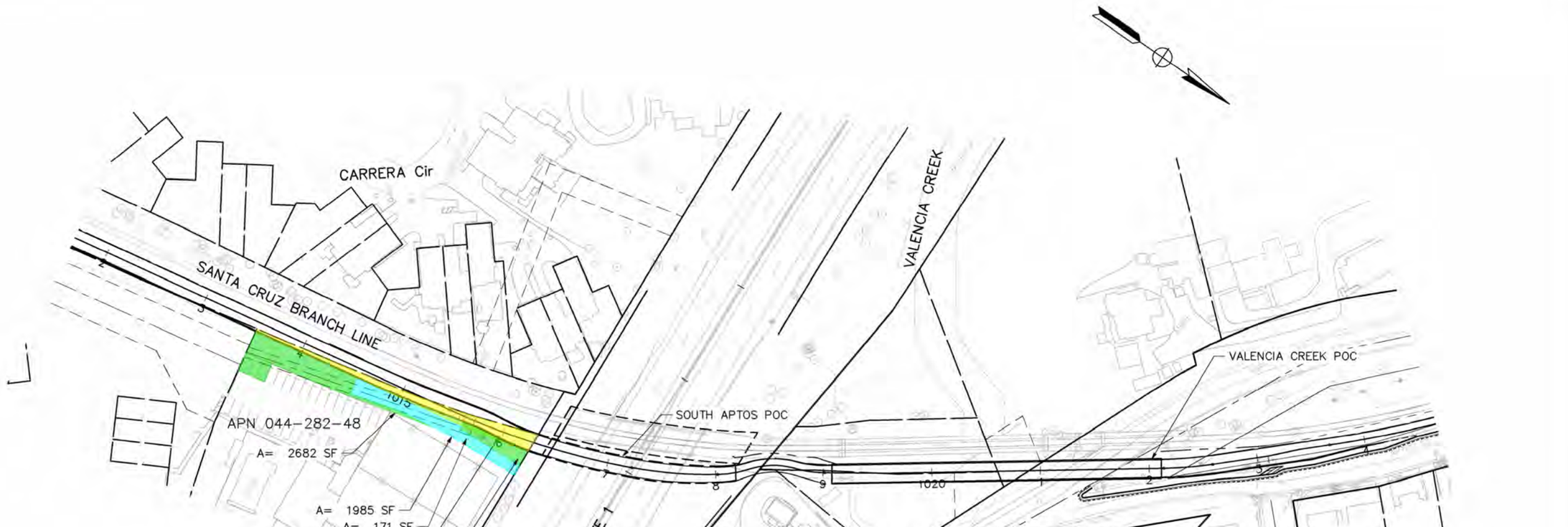
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MARK THOMAS
701 UNIVERSITY Ave
SUITE 200
SACRAMENTO, CA 95825

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION
1101 PACIFIC AVENUE
Ste 250
SANTA CRUZ, CA 95060



APN #	PERMANENT EASEMENT FOR TRAIL	TEMPORARY 1	DRAINAGE	TEMPORARY 2
	SF	SF	SF	SF
044-282-48	2300	570	1985	2682

PROPERTY OWNERS: TENNIS CLUB OF RIO DEL MAR

ULTIMATE RAIL-TRAIL
SEGMENT 12 IMPROVEMENTS

SCALE: 1" = 50'

27-25

REVISED BY | DATE REVISED
CALCULATED-DESIGNED BY | CHECKED BY
CONSULTANT FUNCTIONAL SUPERVISOR: ZACHARY SIVIGLIA
STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION

LAST REVISION 00-00-00 | DATE PLOTTED => 11/23/2026 | TIME PLOTTED => 3:58 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => KCASELLI | DGN FILE => SF-ROW Exhibits PowerPoint-KC.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 0520000083

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTICE OF HEARING TO CONSIDER RESOLUTION OF NECESSITY TO ACQUIRE CERTAIN REAL PROPERTY OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
(Code of Civil Procedure §1245.235)

To: Tennis Club of Rio Del Mar
369 Sandalwood Drive
Aptos, CA 95003

The RTC recently sent to you a Notice of Hearing to Consider Resolution of Necessity to Acquire Certain Real Property or Interest in Real Property. **Please be advised the date and time of the public hearing has changed.** This revised Notice of Hearing shall replace the prior version mailed to you on October 20th, 2026.

In its March 5, 2025, letter to you, the County of Santa Cruz offered to acquire a Trail Easement, a Drainage Easement, two (2) Temporary Construction Easements, and an Access Easement on your property at 369 Sandalwood Drive, Santa Cruz County Assessor's Parcel Number 044-282-48 [Property] for the project described below. The County of Santa Cruz is acting as Right of Way agent to acquire property on behalf of the Santa Cruz County Regional Transportation Commission (Commission) for the Project. As of the date of this notice, you have not accepted the offer. Pursuant to California Code of Civil Procedure section 1245.235, this letter constitutes notice of the Commission's intent to hold a public hearing at which the Santa Cruz County Regional Transportation Commission will consider the adoption of a Resolution of Necessity authorizing acquisition of the Property by eminent domain.

California Code of Civil Procedure sections 1240.030 and 1245.230 provide that the power of eminent domain may be exercised to acquire property for a proposed project if the following conditions are established:

a) The public interest and necessity require the project.

b) The project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

c) The property sought to be acquired is necessary for the project.

d) The offer required by Government Code §7267.2 has been made to the owner of record.

You are hereby notified that the Santa Cruz County Regional Transportation Committee Meeting at its meeting to be held on **Thursday, December 3, 2026, starting at 9:00 a.m.** in the Santa Cruz County Supervisor Chambers, 701 Ocean Street, Fifth Floor, Santa Cruz CA, will meet to decide if the above conditions are met concerning your property and, if the conditions are met, to adopt a Resolution of Necessity to acquire the property by eminent domain.

You have the right to appear at the hearing and be heard on the adoption of the Resolution of Necessity, including regarding whether (1) the public interest and necessity require the Project; (2) the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) the Property sought to be acquired is necessary for the Project; and (4) the offer required by Section 7267.2 of the Government Code has been made to the owner of record.

California Code of Civil Procedure section 1245.235 provides that failure to file a written request to appear and be heard within fifteen (15) days after the date of this Notice will result in the waiver of your right to appear and be heard. Notwithstanding this requirement, The Commission will permit you to be heard at the hearing if you appear in-person, via Zoom teleconference, or by phone at the scheduled date and time. You may submit your written request to appear and be heard, and any written comments you may have, to:

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION
1101 PACIFIC AVE., SUITE 250
SANTA CRUZ, CA 95060
EMAIL: INFO@SCCRTC.ORG

Written comments received prior to 5:00 p.m. on December 2, 2026, will be read at the Santa Cruz County Regional Transportation Commission meeting.

The adopted Resolution will authorize the Commission to acquire by eminent domain the required property interests affecting Assessor's Parcel Numbers (APN) 044-282-48. Descriptions of the required property interests are attached to this Notice and are marked "Exhibit A", for the required Temporary Construction Easement 1 with a five (5) year term, "Exhibit B", for the required Temporary Construction Easement 2 with a five (5) year term, "Exhibit C", for the required Drainage Easement, and "Exhibit D", for the Trail Easement. Please note minor adjustments have been made to Exhibit A and Exhibit B boundaries.

The proposed public use is construction of the State Route 1 Auxiliary Lanes and Bus-On-Shoulder Improvements-Freedom Blvd. to State Park Dr. – and Coastal Rail Trail Segment 12 Project. Information related to the Project can be found at:
https://www.sccrtc.org/projects/streets-highways/hwy1/state-park-dr-to-freedom-blvd/

Please note: The amount of compensation the Commission is required to pay you to acquire the Property is not at issue in this proceeding. The sole purpose of the hearing is to permit the Santa Cruz County Regional Transportation Commission to consider whether to acquire your property for the project as described above. Your failure to appear does not waive your right to seek compensation from the Commission greater than the amount offered to buy the property. Further, this notice is not intended to affect any negotiations regarding a voluntary sale of your property to the Commission. If the Santa Cruz County Regional

Transportation Commission adopts the Resolution of Necessity, the Commission intends to continue to negotiate in good faith with you before and even after any eminent domain action is filed.

The Santa Cruz County Regional Transportation Commission must adopt a Resolution of Necessity before an eminent domain proceeding can be commenced. Within six months of the adoption of the Resolution of Necessity, the Santa Cruz County Regional Transportation Commission will commence eminent domain proceedings in the Superior Court in the County where the property is located. In that proceeding, the Court will determine the amount of compensation to which you are entitled.

If you have any questions, please call: (831) 460-3200.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Isabella Kressman
Real Property Specialist

Date: 10/23/26

EXHIBIT "A"
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT 1

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a temporary construction easement over a portion of the lands of TENNIS CLUB OF RIO DEL MAR described in the Quitclaim Deed, recorded June 1, 1978, in Book 2917 of Deeds, Page 599, Official Records of said County, more particularly described as follows:

COMMENCING at the most northwesterly corner of said Quitclaim Deed, said corner also being on the southerly Right of Way line of State Highway 1;

Thence along said southerly Right of Way and the northerly line of said Quitclaim Deed, North 86°19'31" East, 17.88 feet to the **POINT OF BEGINNING**;

Thence continuing along said southerly Right of Way and said northerly line, North 86°19'31" East, 15.52 feet;

Thence leaving said southerly Right of Way and said northerly line, the following three (3) courses and distances:

1) South 03°05'50" East 64.17 feet to a point on the northerly line of a 10-foot wide Santa Cruz county Sanitation district easement, recorded October 5, 1990, in Book 4741, Page 917, Official Records of said County;

2) Along said northerly line of a 10-foot wide easement, South 76°25'16" West 3.20 feet to the beginning of a non-tangent curve to the left with a radius of 717.00 feet, with a radial bearing of North 78°41'39" East;

3) Leaving said northerly line of a 10-foot wide easement,and along said curve through a central angle of 05°15'26", an arc distance of 65.79 feet to the **POINT OF BEGINNING**.

Containing 570 square feet of land, more or less.

End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

EXHIBIT A

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

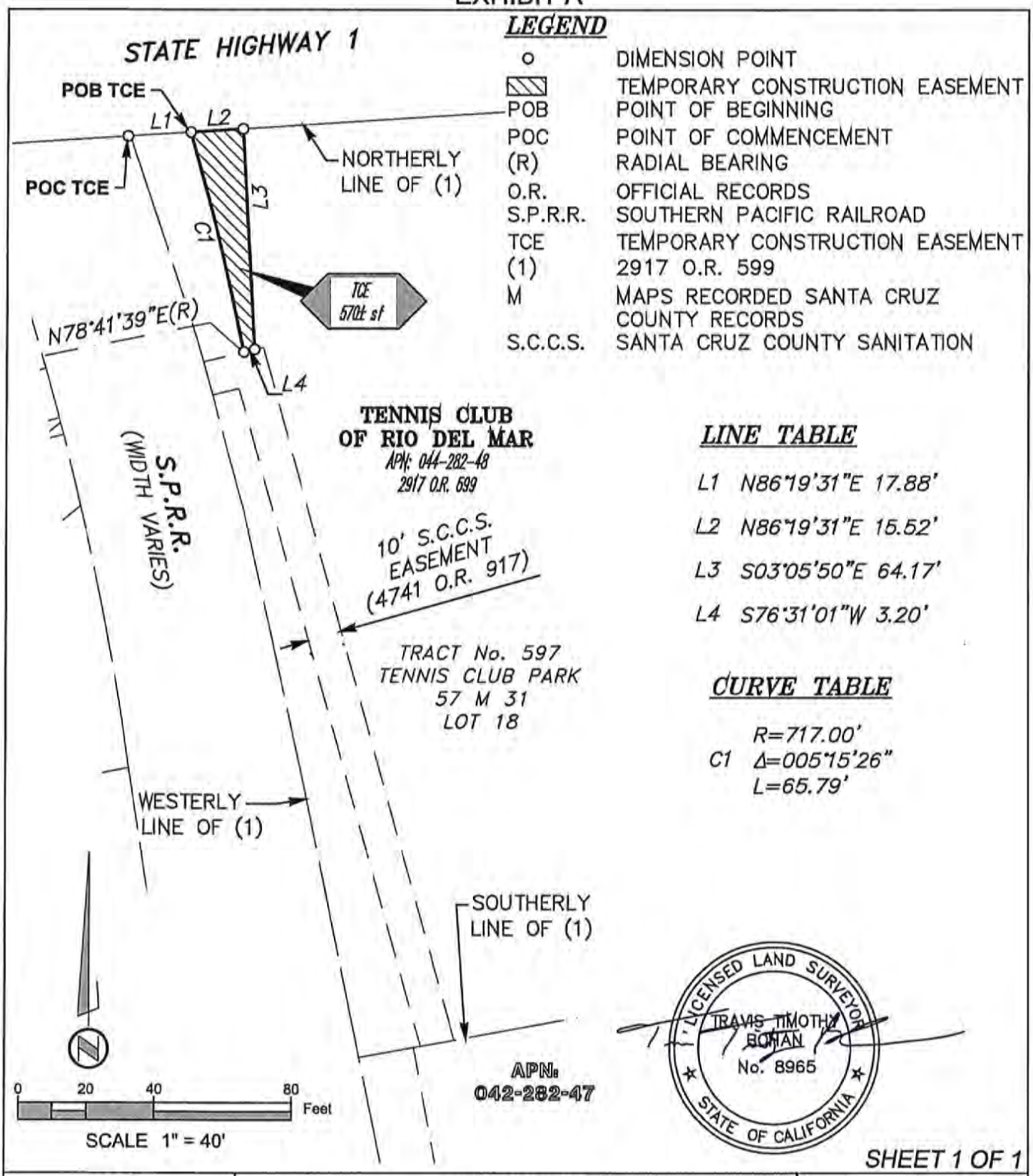
Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

December 19, 2024
DATE

EXHIBIT A



SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 40'
Date Oct., 2024
Drawn By JH
Checked By CD

Exhibit B
Temporary Construction Easement
APN 044-282-48
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

EXHIBIT B

EXHIBIT "A"
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT 2

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a temporary construction easement over a portion of the lands of TENNIS CLUB OF RIO DEL MAR described in the Quitclaim Deed, recorded June 1, 1978, in Book 2917 of Deeds, Page 599, Official Records of said County, more particularly described as follows:

COMMENCING at the most southwesterly corner of said Quitclaim Deed;

Thence along the southerly line of said Quitclaim Deed, North 79°45'07" East 2.57 feet to the **POINT OF BEGINNING**;

Thence leaving said southerly line, the following eight (8) courses and distances:

1) North 10°05'55" West 101.67 feet;

2) North 74°18'05" East 15.89 feet, to a point on the easterly line of a 10-foot wide Santa Cruz County Sanitation District Easement, recorded October 5, 1990, in book 4741, Page 917, Official Records of said County;

3) Along said easterly line of a 10-foot wide easement, North 15°36'10" West 46.23 feet;

4) Leaving said easterly line of a 10-foot wide easement, North 08°49'16" West 33.39 feet;

5) South 14°13'49" East 89.41 feet;

6) South 11°55'20" East 67.57 feet;

7) North 78°04'40" East 18.00 feet;

8) South 11°55'20" East 26.39 feet to the southerly line of said Quitclaim Deed;

Thence along said southerly line, South 79°45'07" West 39.55 feet to the **POINT OF BEGINNING**.

EXHIBIT B

Containing 2,682 square feet of land, more or less.

End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

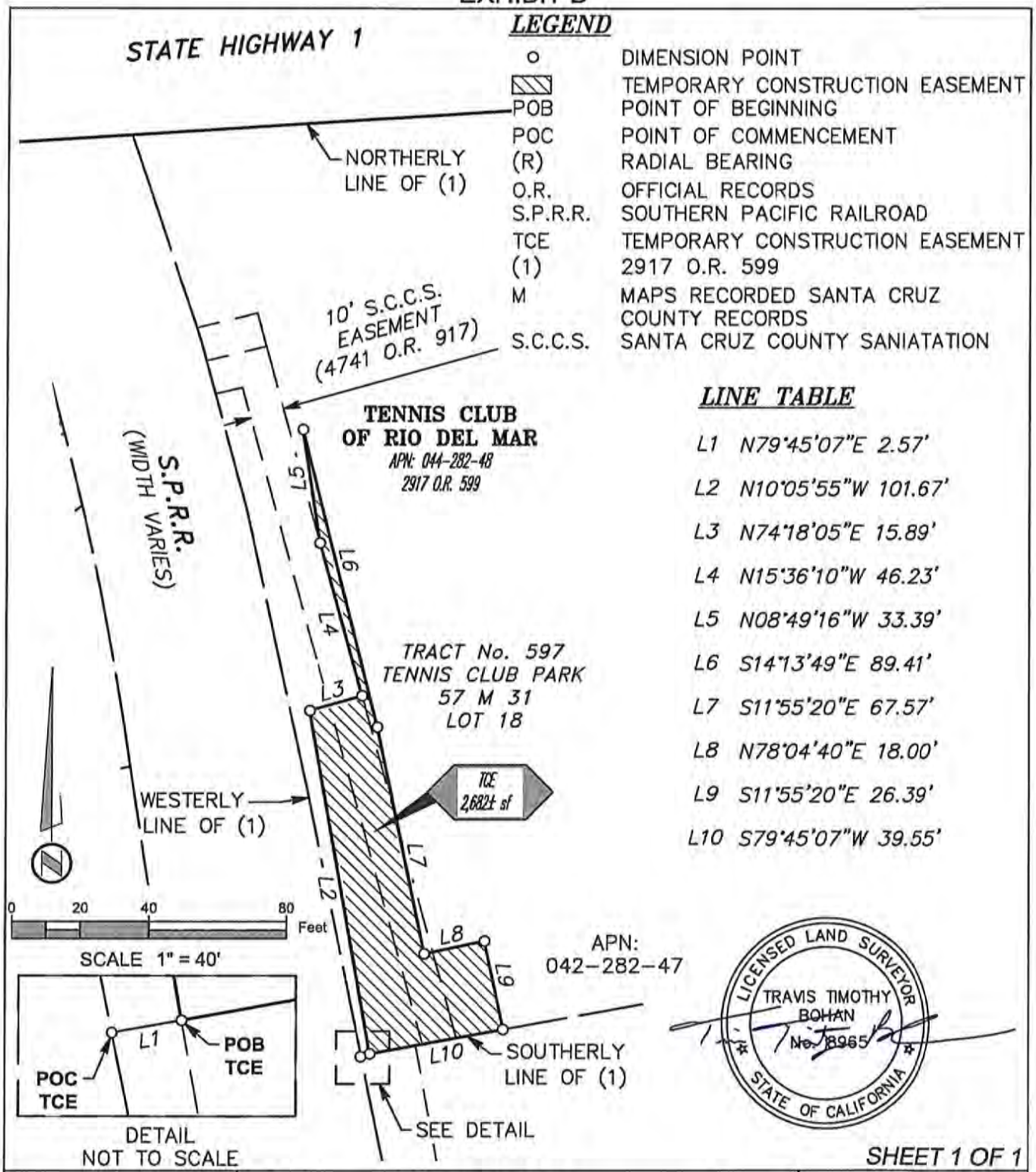
Mark Thomas & Company, Inc.

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

Travis Timothy Bohan, LS 8965

September 21, 2026
DATE

EXHIBIT B



LEGEND

o	DIMENSION POINT
▨	TEMPORARY CONSTRUCTION EASEMENT
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
(R)	RADIAL BEARING
O.R.	OFFICIAL RECORDS
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
TCE	TEMPORARY CONSTRUCTION EASEMENT
(1)	2917 O.R. 599
M	MAPS RECORDED SANTA CRUZ COUNTY RECORDS
S.C.C.S.	SANTA CRUZ COUNTY SANIATATION

LINE TABLE

L1	N79°45'07"E 2.57'
L2	N10°05'55"W 101.67'
L3	N74°18'05"E 15.89'
L4	N15°36'10"W 46.23'
L5	N08°49'16"W 33.39'
L6	S14°13'49"E 89.41'
L7	S11°55'20"E 67.57'
L8	N78°04'40"E 18.00'
L9	S11°55'20"E 26.39'
L10	S79°45'07"W 39.55'

SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 40'
Date Oct., 2024
Drawn By JH
Checked By CD

Exhibit B
Temporary Construction Easements
APN 044-282-48
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

EXHIBIT C

EXHIBIT "A"
LEGAL DESCRIPTION
DRAINAGE EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being an easement for drainage purposes over a portion of the lands of TENNIS CLUB OF RIO DEL MAR, a California corporation as described in the Quitclaim Deed, recorded June 1, 1978, in Book 2917 of Deeds, Page 599, Official Records of said County, more particularly described as follows:

COMMENCING at the most northwesterly corner of said Quitclaim Deed, said corner also being on the southerly Right of Way line of State Highway 1;

Thence along said southerly Right of Way and the northerly line of said Quitclaim Deed, North 86°19'31" East, 33.40 feet the **POINT OF BEGINNING**.

Thence continuing along said southerly Right of Way and said northerly line, North 86°19'31" East, 10.00 feet;

Thence leaving said southerly Right of Way and said northerly line, the following eight (8) courses and distances:

1) South 03°05'50" East, 67.27 feet;

2) South 08°49'16" East 54.79 feet to a point on the easterly line of a 10-foot wide Santa Cruz County Sanitation District Easement, recorded October 5, 1990, in Book 4741, Page 917, Official Records of said County;

3) Along said easterly line of a 10-foot wide easement, South 15°36'10" East 46.23 feet;

4) Leaving said easterly line of a 10-foot wide easement, South 74°18'05" West 15.89 feet;

5) North 10°05'55" West 91.24 feet to the beginning of a tangent curve to the left having a radius of 717.00 feet, with a radial bearing of North 79°54'05" East;

6) Along said curve through a central angle of 01°12'26", an arc distance of 15.11 feet; to a point on the northerly line of said 10-foot wide Santa Cruz county Sanitation district Easement;

EXHIBIT C

7) Along said northerly line of a 10-foot wide easement, North 76°31'01" East 3.20 feet;

8) Leaving said easement North 03°05'50" West 64.17 feet to the **POINT OF BEGINNING**.

Containing 1,985 square feet of land, more or less.

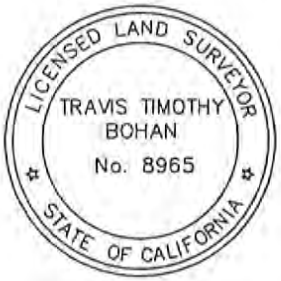
End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

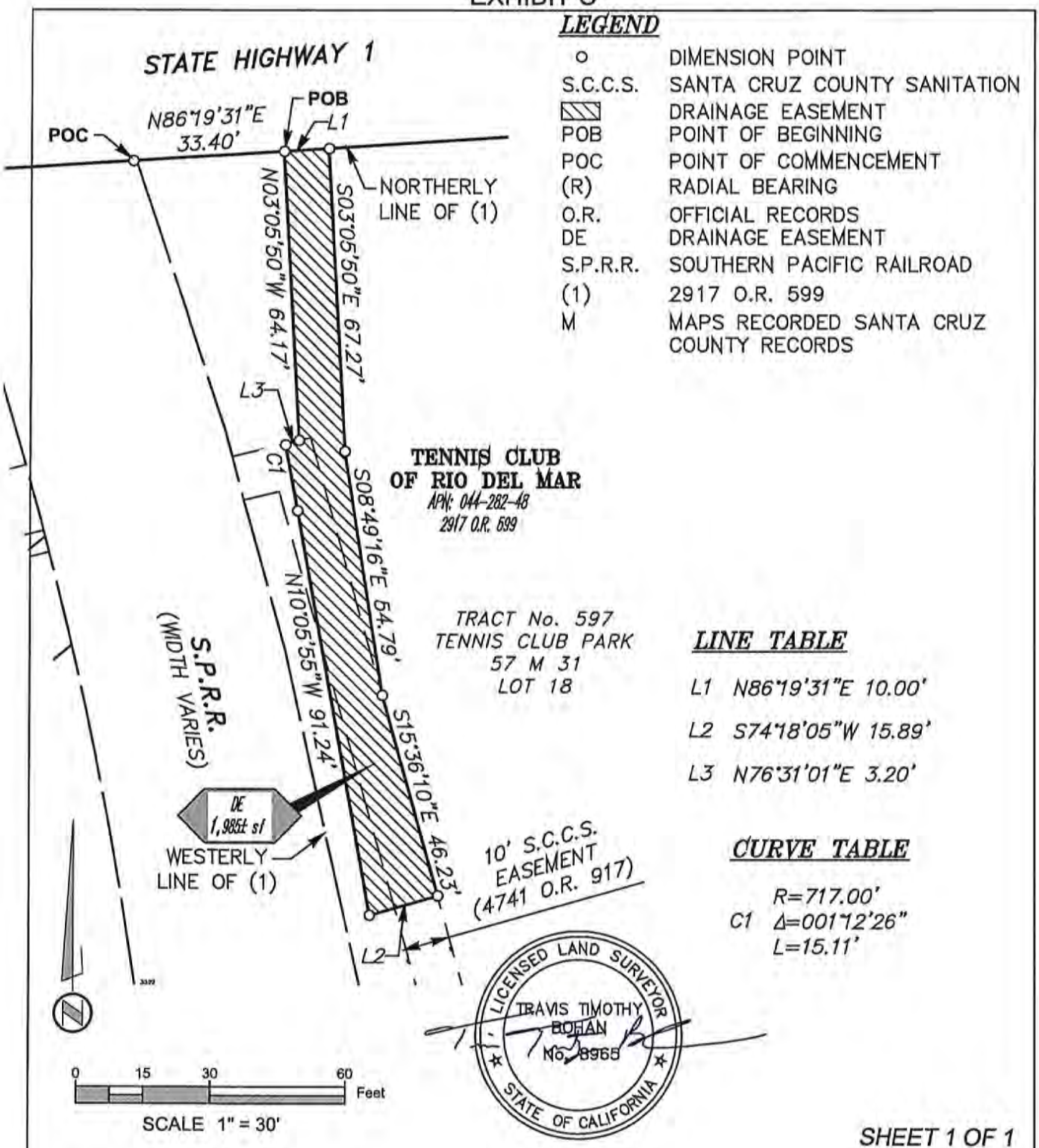
Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

December 19, 2024
DATE

EXHIBIT C



SHEET 1 OF 1

MARK THOMAS Scale: 1" = 30' Date Oct., 2024 Drawn By JH Checked By CD	Exhibit B Drainage Easement APN 044-282-48 Plat to Accompany Legal Description In the Unincorporated Area of Santa Cruz County, California	

21-00117-008

EXHIBIT D

EXHIBIT "A"
LEGAL DESCRIPTION
TRAIL EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being an easement for trail purposes over a portion of the lands of TENNIS CLUB OF RIO DEL MAR, a California corporation as described in the Quitclaim Deed, recorded June 1, 1978, in Book 2917 of Deeds, Page 599, Official Records of said County, more particularly described as follows:

BEGINNING at the most northwesterly corner of said Quitclaim Deed, said corner also being on the southerly Right of Way line of State Highway 1;

Thence along said southerly Right of Way and the northerly line of said Quitclaim Deed, North 86°19'31" East, 17.88 feet to the beginning of a non-tangent curve to the right, having a radius of 717.00 feet, with a radial bearing of North 73°26'14" East;

Thence leaving said southerly Right of Way and said northerly line, the following two (2) courses and distances:

1) Along said curve through a central angle of 06°27'51", an arc distance of 80.89 feet;

2) South 10°05'55" East, 192.90 feet to the southerly line of said Quitclaim Deed;

Thence along said southerly line, South 79°45'07" West 2.57 feet to the southwest corner of said Quitclaim Deed, said corner also being on the easterly Right of Way line of the Southern Pacific Railroad;

Thence along said easterly Right of Way and the westerly line of said Quitclaim Deed, the following five (5) courses and distances:

1. North 11°38'34" West 80.34 feet;

2. North 12°27'36" West 82.67 feet;

3. North 15°28'53" West 51.00 feet;

4. North 18°40'34" West 51.00 feet;

EXHIBIT D

5. North 18°58'11" West 11.67 feet to the **POINT OF BEGINNING**.

Containing 2,300 square feet of land, more or less.

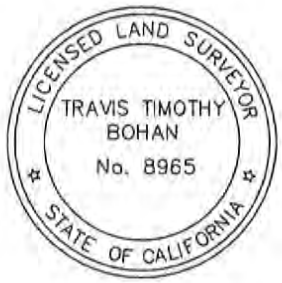
End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

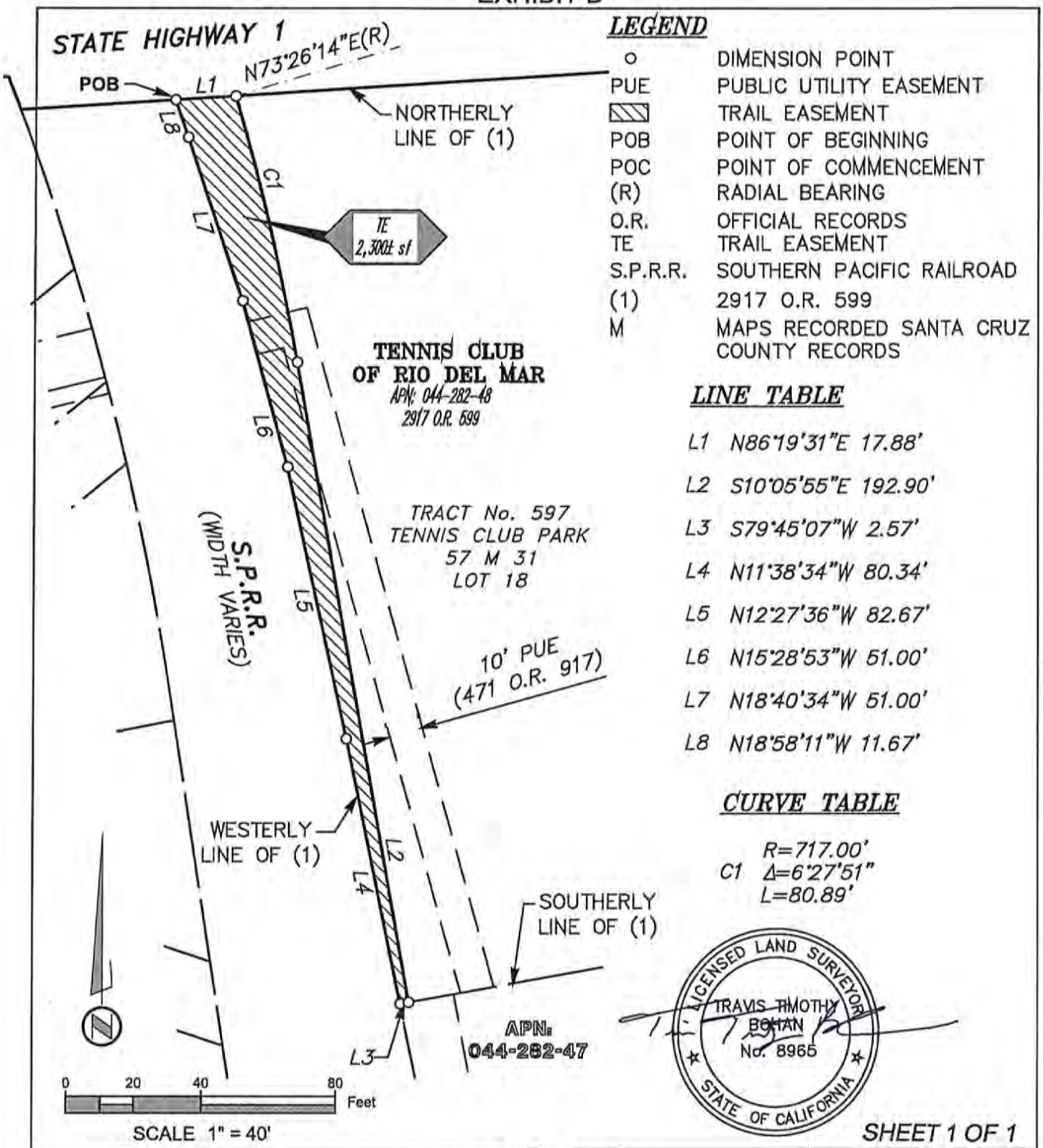
Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

December 19, 2024
DATE

EXHIBIT D



LEGEND

o	DIMENSION POINT
PUE	PUBLIC UTILITY EASEMENT
▨	TRAIL EASEMENT
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
(R)	RADIAL BEARING
O.R.	OFFICIAL RECORDS
TE	TRAIL EASEMENT
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
(1)	2917 O.R. 599
M	MAPS RECORDED SANTA CRUZ COUNTY RECORDS

LINE TABLE

L1	N86°19'31"E 17.88'
L2	S10°05'55"E 192.90'
L3	S79°45'07"W 2.57'
L4	N11°38'34"W 80.34'
L5	N12°27'36"W 82.67'
L6	N15°28'53"W 51.00'
L7	N18°40'34"W 51.00'
L8	N18°58'11"W 11.67'

CURVE TABLE

C1	R=717.00' Δ=6°27'51" L=80.89'

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 40'
Date Oct., 2024
Drawn By JH
Checked By CD

Exhibit B
Trail Easement
APN 044-282-48
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

AGENDA: December 3, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Bella Kressman, Real Property Specialist
Amin AbuAmara, Director of Capital Projects

RE: Consider Adopting Resolution Determining that the Public Interest and Necessity Require the Acquisition of a Portion of Certain Real Property Located at 403 Trout Gulch Road, Aptos CA for the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Boulevard to State Park Drive and Coastal Rail Trail Segment 12 Project; Property Owner: Betty 41st LLC

RECOMMENDATIONS

Consider and adopt a Resolution (Attachment 1), a Resolution of Necessity that authorizes an eminent domain action, subject to the consent of the Board of Supervisors of the County of Santa Cruz, to condemn a permanent trail easement in an area of land containing approximately 1,546 sq. ft. and a temporary construction easement in an area of land containing approximately 554 sq. ft., both being a portion of Santa Cruz County Assessor's Parcel Number ("APN") 041-011-35.

BACKGROUND

The RTC, in association with the California Department of Transportation (Caltrans) and the County of Santa Cruz (County), is improving State Highway Route 1 (Highway 1) and the Santa Cruz Branch Line railroad right of way, within an unincorporated area of the County. Improvements include the construction of auxiliary lanes on Highway 1, implementation of bus-on-shoulder operations on Highway 1, widening and replacement of bridges, construction of Segment 12 of the Coastal Rail Trail, and the installation of sound walls and retaining walls along Highway 1(Project). The highway and trail improvements are being implemented as separate construction projects to facilitate project delivery but will collectively improve multimodal transportation and connectivity through the transportation corridor. Specifically, the Project would widen Highway 1 to accommodate auxiliary lanes and bus-on-shoulder features in the northbound and southbound directions between the Freedom Boulevard interchange and the State Park Drive interchange, from postmile (PM) 10.7 to PM 8.1. The major

improvements include widening of the two bridges over Aptos Creek and Spreckels Drive, replacing the two railroad bridges over Highway 1, and construction of a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Line railroad right of way, from Rio Del Mar Boulevard State Park Drive. The Santa Cruz Branch Line railroad corridor is an active freight line and is owned by the RTC.

The auxiliary lanes would connect the interchange entrance and exit ramps, thereby extending the weaving and merging distance between the ramps and improving traffic flow by allowing greater separation between vehicles entering and exiting the freeway from mainline traffic. The bus-on-shoulder improvements would support future bus operations on the shoulders of Highway 1 during peak congestion periods to achieve transit travel time and reliability improvements.

The trail segment, Coastal Rail Trail Segment 12, is part of the Monterey Bay Sanctuary Scenic Trail within the 32-mile coastal rail corridor from Watsonville to Davenport. The Coastal Rail Trail improvements include the construction of a paved bicycle and pedestrian shared use trail on the inland side of the tracks, a fence separating the new trail from the rail line, two new bicycle and pedestrian bridges over Highway 1, and new bicycle and pedestrian bridges that cross Aptos Creek and Valencia Creek, respectively, to accommodate the new trail. The trail will provide a safe, dedicated path for pedestrians and cyclists while improving connectivity between State Park Drive, Aptos Village, and Rio Del Mar. The trail will improve access to schools, commercial areas, transit facilities, and nearby parks and open space while furthering completion of the Monterey Bay Sanctuary Scenic Trail, which will enhance regional connectivity.

The Project would reduce congestion along Highway 1 through the project limits, enhance bicycle and pedestrian connectivity and safety by providing a segment of the Coastal Rail Trail, promote the use of alternative transportation modes to increase transportation system capacity and reliability, and reconstruct railroad bridges over Highway 1 to accommodate the widened highway. The combined improvements would provide complementary transportation benefits by addressing highway congestion and transit reliability while expanding safe, convenient, and accessible travel options for pedestrians and cyclists.

The Project is necessary because Highway 1 congestion during peak hours significantly delays and creates traffic on local streets because drivers are seeking to avoid congestion on the highway; there are limited opportunities for pedestrians and bicyclists to safely get across Highway 1 and navigate the project corridor, even though portions of the project area are designated

as regional bicycle routes; and there are insufficient incentives to increase transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery. The Coastal Rail Trail improvements address the lack of continuous and safe bicycle and pedestrian facilities within the Aptos area, providing an important connection between nearby communities and the broader trail network.

The Project was designed with community and inter-agency input over the course of six (6) years, including revisions in response to that input. Project design included several rounds of alternative formulation, screening, evaluation and analysis; technical and safety considerations; and review by multiple local, state, and federal agencies. The Project was designed with the intent to minimize impact to private property. The Project was designed so that necessary acquisitions and use of acquired property by RTC will not unreasonably interfere with or impair the use of any property currently in public use. Following the combined environmental review and project development process, the highway and Coastal Rail Trail components were separated into two construction projects to facilitate implementation and delivery, though evaluated as a single project for the purposes of environmental review.

The Property and the RTC's Acquisition Attempts

The property proposed for acquisition consists of a permanent trail easement in an area of land containing approximately 1,546 sq. ft. and a temporary construction easement in an area of land containing approximately 554 sq. ft., all being a portion of Santa Cruz County APN 041-011-35 (the acquisition area is hereinafter referred to as the "Property"). The Property is required for construction of the Project in the location shown in Attachment 2. The Property is located at 403 Trout Gulch Road, Aptos, CA, as described and depicted in Exhibits A-B to Attachment 1 (Resolution) to this staff report. Specifically, the area in which a permanent trail easement is to be acquired is labeled as "LEGAL DESCRIPTION (PERMANENT TRAIL EASEMENT)" on Exhibit A to Attachment 1, the area in which a temporary construction easement is to be acquired is labeled as "LEGAL DESCRIPTION (TEMPORARY CONSTRUCTION EASEMENT)" on Exhibit B to Attachment 1. The Property is owned by Betty 41st LLC ("Owner").

The relevant area of the Project and the Property's location within the Project is depicted in Attachment 2 (Project area map) and the Project Plan Set.

The County, as right-of-way agent for the RTC, sent a written offer to purchase the Property to the Owners on November 3, 2026 (Attachment 3).

The County, on behalf of the RTC, has engaged in discussions with the Owners, who are cooperative and supportive of the Project, but have been unable to reach agreement on a purchase price. While RTC and County staff have continued to diligently negotiate a voluntary sale with the Owners in accordance with the requirements of Government Code section 7267.2, the County and RTC have been unsuccessful to date in attempts to acquire the Property through negotiation.

DISCUSSION

Adoption of the Resolution of Necessity and Findings

By adopting the proposed Resolution of Necessity, the Commission will authorize the filing of an eminent domain action to acquire the Property for the Project. The Resolution must be approved by a two-thirds vote of the Commission. Further, before the RTC can commence an eminent domain action, it must obtain the consent by resolution of the governing body of the city or county having jurisdiction over the property proposed for acquisition. Consent was obtained by resolution of the County Board of Supervisors on November 17, 2026.

Before the RTC's adoption of the Resolution of Necessity, the Commission must make the following findings based on evidence presented at the hearing:

1. **The public interest and necessity require the Project.** The acquisition of the Property will enable the RTC to proceed with the Project. The Project is necessary to alleviate the following problems, described above: bottlenecks along Highway 1 that cause congestion during peak hours; cut-through on local streets; limited opportunities for pedestrians and bicyclists to safely get across Highway 1 and navigate the project corridor; and insufficient incentives to increase transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery.

2. **The Project is planned or located in the manner that will be the most compatible with the greatest public good and least private injury.** The Project will provide for improved transit and recreation while simultaneously minimizing the amount of private land that will be acquired. The Project design incorporated community input and advice through the past six (6) years of the Project's planning phase, consisting of several rounds of alternative formulation, screening, evaluation and analysis; technical and safety considerations; and review by multiple local, state, and federal

agencies. Further, the Project has been designed so that necessary acquisitions and use of acquired property by RTC will not unreasonably interfere with or impair the use of any property currently in public use to the extent feasible to complete the Project. The Ultimate Trail design is being implemented where possible and for the Coastal Rail Trail Project Segment 12. Implementing an alternative trail alignment, such as the Interim Trail, would require Surface Transportation Board approval, which is outside the control of the RTC. Delaying right-of-way certification would jeopardize $27.57 million in competitive grants and cost the taxpayers approximately $250,000 per month in cost escalation delays.

3. **The Property is necessary for the Project.** To provide the necessary right-of-way needed to construct the Project, the RTC must acquire this Property. Specifically, the acquisition of a permanent trail easement is needed for a portion of the trail to be located on the property and to meet the minimum Caltrans and CPUC standards for trail width and offset from the rail corridor, and a temporary construction easement for staging and Project construction needs. Without the Property, the Project could not be completed, and the area would lack trail improvements that would greatly benefit the public.

4. **The RTC has made the offer required by Government Code section 7267.2 to the owner of record.** As explained above, the RTC has made an offer to the Owner and has made reasonable efforts to conclude negotiations in accordance with the requirements of Government Code section 7267.2. However, the RTC has been unsuccessful to date in attempts to acquire the Property through negotiations.

The notice of the proposed Resolution of Necessity must be sent to "each person… whose name and address appears on the last equalized county assessment roll" (Code of Civil Procedure § 1245.235(a)). On November 16, 2026, the RTC mailed written notice to the Owners that the Commission would hold a hearing at its regular meeting on December 3, 2026 at 9:00 a.m. to consider adopting a Resolution of Necessity to acquire the Property by eminent domain (Attachment 4).

Adopting the Resolution of Necessity (Attachment 1) would start the eminent domain process to acquire the Property. At the request of the owner, RTC staff have agreed to delay filing of any eminent domain lawsuit until no earlier than January 4, 2027. **Staff recommends that the Commission adopt the Resolution of Necessity (Attachment 1) and start the**

eminent domain process at this time to allow the RTC to meet the construction schedule for the Project and meet timing requirements related to the Project's funding. However, staff and RTC's agents intend to continue to attempt to resolve this matter before and even after an eminent domain action is filed.

The amount of compensation that RTC is required to pay the Owner to acquire the Property is not at issue in this proceeding. If the Commission adopts the Resolution of Necessity, the amount of just compensation will be determined in a court trial.

Environmental Review

On February 20th, 2024, Caltrans certified the Final Environmental Impact Report/Environmental Assessment ("FEIR/EA") for the Project. The FEIR/EA was challenged in court, and was upheld by the court's judgment in CAMPAIGN FOR SUSTAINABLE TRANSPORTATION and SIERRA CLUB v. CALIFORNIA DEPARTMENT OF TRANSPORTATION, CASE NUMBER 24WM000051.

Policy Alternatives

The Commission may choose not to adopt the Resolution of Necessity and direct Staff to continue negotiations, which would result in a delay to the project schedule and putting the project's funding at risk. Negotiations with the property owner can continue after adoption of the Resolution of Necessity, or even after the filing of an action in eminent domain.

FISCAL IMPACT

There are no new fiscal impacts associated with acquiring the property. Sufficient funds exist in the Measure D Program of Projects Active Transportation and Highway categories, and in the current approved Fiscal Year's budget, to fund the Project's acquisitions.

If the Commission no longer wishes to move forward with the trail project and does not adopt the Resolution of Necessity, the competitive grants that fund construction of the project in the amount of $27.572 million would be forfeited back to the State.

SUMMARY

The Commission will consider adopting a Resolution of Necessity to authorize the commencement of an eminent domain action to acquire a

portion of the property located at 403 Trout Gulch Road, Aptos, CA (APN 041-011-35) for the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project. The property at issue is owned by Betty 41st LLC. Acquisition of the subject property is required for the Project. The Resolution of Necessity provides that the public interest and necessity require the Project, the Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury, the property sought to be acquired is necessary for the Project, and the offer required by Section 7267.2 of the Government Code has been made to the owner of record.

Attachments:

1. Resolution of the Santa Cruz County Regional Transportation Commission Determining that the Public Interest and Necessity Require the Acquisition of a Portion of Certain Real Property Located at 403 Trout Gulch Road, Aptos, California (Santa Cruz County APN 041-011-35) – State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Dr. and Coastal Rail Trail Segment 12 Project, and Exhibits A and B to Resolution (Property Description))
    a. Legal Description (Permanent Trail Easement)
    b. Legal Description (Temporary Construction Easement)
2. Project Plans in the vicinity of the Property
3. Public comments received by December 2, 2026 will be posted to the RTC website
4. Offer to Acquire Property, November 3, 2026 (Link)
5. Notice of Hearing to Consider Resolution of Necessity

RESOLUTION NO. _____

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

A RESOLUTION OF THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF A PORTION OF CERTAIN REAL PROPERTY LOCATED AT 403 TROUT GULCH ROAD, APTOS CALIFORNIA (SANTA CRUZ COUNTY ASSESSOR'S PARCEL NUMBER 041-011-35) – STATE ROUTE 1 AUXILIARY LANES AND BUS-ON-SHOULDER IMPROVEMENTS FREEDOM BLVD. TO STATE PARK DRIVE AND COASTAL RAIL TRAIL SEGMENT 12 PROJECT

PROPERTY OWNER: BETTY 41ST LLC

WHEREAS, the Santa Cruz County Regional Transportation Commission ("RTC"), in association with the County of Santa Cruz ("County") and the California Department of Transportation ("Caltrans") is proposing to construct improvements along State Highway Route 1 ("Highway 1") and the Santa Cruz Branch Line railroad right of way, which improvements include construction of auxiliary lanes, implementation of bus-on-shoulder operations, widening and replacement of bridges, construction of Segment 12 of the Coastal Rail Trail, and the installation of sound walls and retaining walls (the "Project");

WHEREAS, the purpose of the Project is to reduce congestion along Highway 1, enhance bicycle and pedestrian connectivity, promote use of alternative transportation modes to increase transportation system capacity and reliability, and reconstruct railroad bridges over Highway 1 to accommodate the widened highway and Coastal Rail Trail crossings of Highway 1;

WHEREAS, the Project is needed because bottlenecks along Highway 1 in the southbound and northbound directions cause congestion during peak hours, significantly delaying drivers; traffic cutting through on local streets is increasing because drivers are seeking to avoid congestion on Highway 1; there are limited opportunities for pedestrians and bicyclists to safely get across Highway 1 and navigate the project corridor, even though portions of the project area are designated as regional bicycle routes; and there are insufficient incentives to increase transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery;

WHEREAS, the Project would widen Highway 1 to accommodate auxiliary lanes and bus-on-shoulder features in the northbound and southbound directions between the Freedom Boulevard interchange and the State Park Drive interchange, from PM 10.7 to PM 8.1, which would include widening of the two bridges over Aptos Creek and Spreckels Drive, replacing the two railroad bridges

over Highway 1, and construction of a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Line railroad right of way, from Rio Del Mar Boulevard to State Park Drive;

WHEREAS, the proposed Coastal Rail Trail improvements include the construction of a paved bicycle and pedestrian shared use trail on the inland side of the tracks, a fence separating the new trail from the rail line, and the modification or replacement of two existing railroad bridges that cross Aptos Creek and Valencia Creek, respectively, to accommodate the new trail;

WHEREAS, RTC is Santa Cruz County's regional transportation planning agency, formed pursuant to Government Code sections 67940-67941;

WHEREAS, pursuant to Government Code section 67941(a), RTC has the power of eminent domain to acquire property for multimodal transportation projects and services on rail rights-of-ways within Santa Cruz County, subject to the consent by resolution of the governing body of the city or county having jurisdiction over the property proposed for acquisition;

WHEREAS, consent was obtained by resolution of the County Board of Supervisors on November 17, 2026;

WHEREAS, in order to complete the Project, it is desirable and necessary for RTC to acquire a permanent trail easement and a temporary construction easements in a portion of the property located at 403 Trout Gulch Road, Aptos, California to allow for construction of the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project;

WHEREAS, the property that is the subject of this Resolution includes a permanent trail easement and a temporary construction easement over a portion of Santa Cruz County Assessor's Parcel Number 041-011-35, as more particularly described and depicted in Exhibit A and Exhibit B, attached hereto, which is incorporated herein by this reference;

WHEREAS, the permanent trail easement and a temporary construction easement are referred to, together, herein as the "Property";

WHEREAS, an offer was presented to the property owner, pursuant to Government Code sections 7267.1 and 7267.2, and RTC made reasonable efforts to conclude negotiations in accordance with the requirements of Government Code section 7267.2;

WHEREAS, pursuant to Code of Civil Procedure section 1245.235, RTC provided the owner of the Property notice of hearing to consider a resolution of necessity to acquire the Property, informing the owner of the date and time any interested person can be heard before the Commission on the following matters and to have the Commission consider testimony prior to deciding whether or not

to adopt the proposed Resolution of Necessity to commence eminent domain proceedings:

(a) Whether the public interest and necessity require the Project;
(b) Whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
(c) Whether the Property sought to be acquired is necessary for the Project; and
(d) Whether RTC has made the offer required by Government Code section 7267.2 to the owner of record; and

WHEREAS, the Commission is satisfied that the requirements of the California Environmental Quality Act ("CEQA") have been met, and specifically, the Commission certified the Final Environmental Impact Report ("FEIR") for the Project on February 20, 2024, which FEIR was later upheld by the court's judgment in CAMPAIGN FOR SUSTAINABLE TRANSPORTATION and SIERRA CLUB v. CALIFORNIA DEPARTMENT OF TRANSPORTATION, CASE NUMBER 24WM000051;

WHEREAS, the Commission considered this matter as an item placed on its agenda at its regular meeting on December 3, 2026;

WHEREAS, the findings and conclusions made by the Commission pursuant to this Resolution are based upon substantial evidence in the entire record before the Commission, and are not based solely on the information provided in this Resolution;

WHEREAS, prior to taking action, the Commission has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including each of the Project-related documents relevant to the adoption of this Resolution, including but not limited to the prior environmental review documents for the Project, and all oral and written evidence presented to it during all meetings and hearings;
WHEREAS, the Commission has duly considered all pertinent information presented to it on the issue before it, and specifically whether: (1) the public interest and necessity require the Project; (2) the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) the Property sought to be acquired is necessary for the Project; and (4) the offer required by Government Code section 7267.2 has been made to the owner of record;

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

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

1. RTC intends to acquire, through the exercise of the power of eminent domain, the real property identified above as the "Property" and more particularly described and shown in Exhibit A and Exhibit B, attached hereto and incorporated by reference.

2. The public use for which the Property is to be taken is for construction of the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project, and other uses necessary for the Project.

3. RTC is authorized to acquire the Property for the Project pursuant to California Government Code section 67941(a), subject to the consent of the Board of Supervisors of the County of Santa Cruz.

4. The Commission declares that it has found and determined each of the following:

    (a) The public interest and necessity require the Project.

    (b) The Project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury.

    (c) The Property is necessary for the Project.

    (d) RTC has made the offer required by Government Code section 7267.2 to the owner of record of the Property as listed in the last equalized roll, and specifically to Betty 41st LLC.

5. Notice and reasonable opportunity to appear and be heard on December 3, 2026, on the matters enumerated in the Code of Civil Procedure section 1240.030 has been given to each of the persons whose name and address appears on the County's last equalized roll, and specifically to Betty 41st LLC.

6. Subject to and conditioned on the consent by resolution of the Board of Supervisors of the County of Santa Cruz, RTC and its appropriate officers, employees, and agents, are hereby authorized and empowered to:

    (a) Acquire, in the name of RTC, the Property by condemnation in accordance with the provisions of the Eminent Domain Law and Constitution of the State of California;

    (b) Prepare, file, and prosecute in the appropriate court, such proceedings in eminent domain as are necessary for the acquisition of the Property;

    (c) Deposit the probable amount of just compensation with the

appropriate authority; and

(d) Apply to a court of competent jurisdiction for an order permitting RTC to take possession and use of the Property prior to judgment.

7. That RTC's Executive Director is authorized to undertake all other actions necessary to implement the intent of this Resolution.

PASSED AND ADOPTED this 3rd day of December, 2026, by the following vote:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Eduardo Montesino, Chair

ATTEST:

_____
Sarah Christensen, Secretary

Exhibits:
a. Legal Description (Permanent Trail Easement)
b. Legal Description (Temporary Construction Easement)

Distribution: RTC Real Property, County Real Property

EXHIBIT "A"
LEGAL DESCRIPTION

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a easement for trail purposes over a portion of the land of Betty 41st LLC described as Parcel One of Tract 1 in the Grant Deed, recorded February 14, 2023 as Document Number 2023-0002571, Official Records of said County, more particularly described as follows:

TEMPORARY CONSTRUCTION EASEMENT

COMMENCING at the southeast corner of said Parcel One, said corner also being the intersection of the northerly Right of Way line of Soquel Drive and the westerly Right of Way line of Trout Gulch Road;

Thence along the southeasterly line of said Parcel One, North 36°27'09" East, 27.19 feet to the **POINT OF BEGINNING**;

Thence continuing along said southeasterly line, North 36°27'09" East, 5.64 feet;

Thence leaving said southeasterly line, North 81°02'24" West, 36.06 feet to the beginning of a curve to the right, having a radius of 3.50 feet;

Thence along said curve through a central angle of 25°50'40", an arc distance of 1.58 feet to the beginning of a reverse curve to the left, having a radius of 762.50 feet;

Thence along said curve through a central angle of 05°30'18", an arc distance of 73.26 feet to a point on the northwesterly line of said Parcel One;

Thence along said northwesterly line, South 37°21'05" West, 5.05 feet to the beginning of a non-tangent curve to the right, having a radius of 757.50 feet, with a radial bearing of North 29°14'45" East;

Thence along said curve through a central angle of 05°33'31", an arc distance of 73.49 feet;

Thence South 68°07'04" East, 3.80 feet;

Thence South 81°02'24" East, 33.46 feet to the **POINT OF BEGINNING**.

Containing 554 square feet of land, more or less.

Shown graphically on Exhibit B, attached hereto and made a part thereof

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.
This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

October 23, 2026
DATE

EXHIBIT A

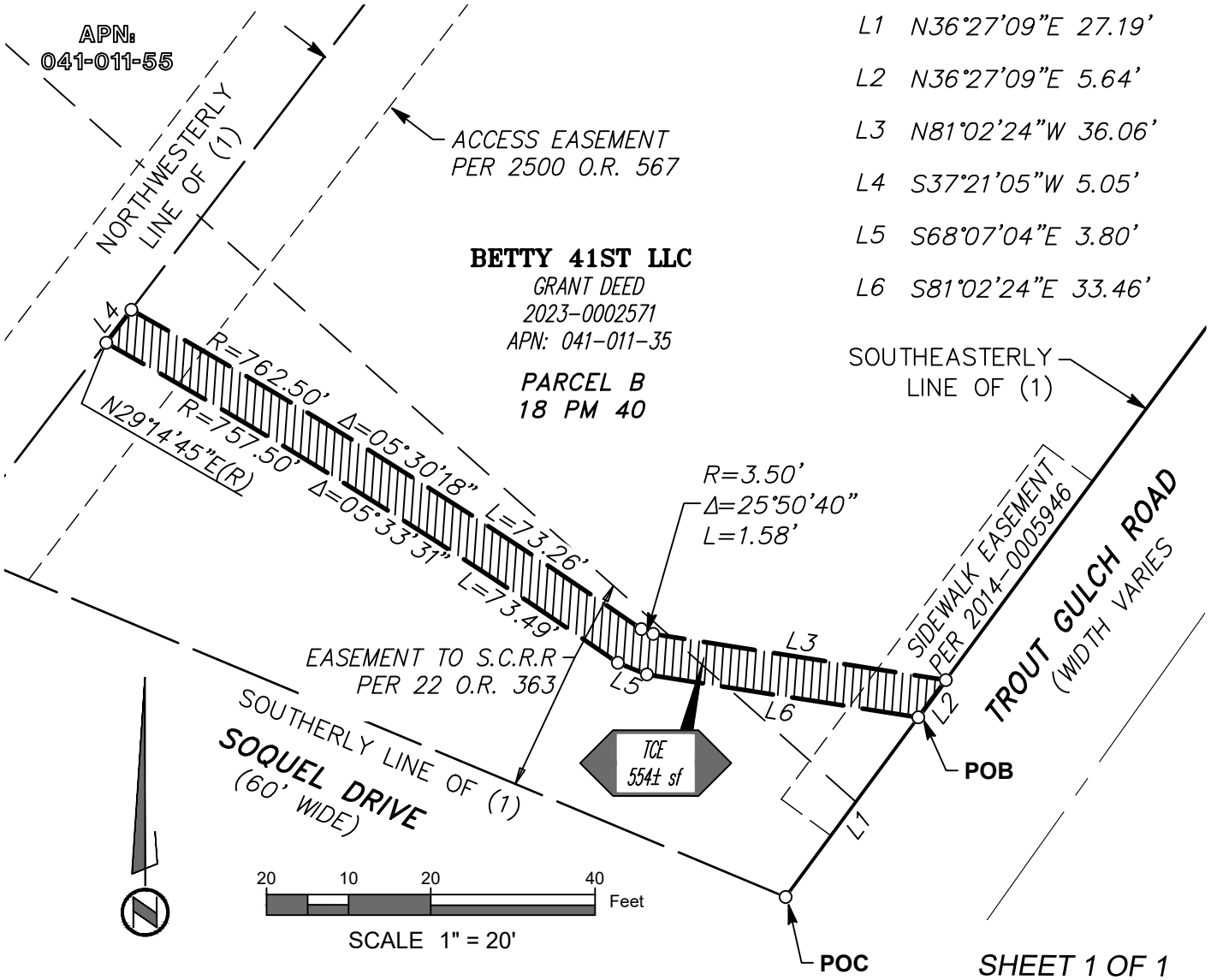
LEGEND

○	DIMENSION POINT
▨	TEMPORARY CONSTRUCTION EASEMENT
TCE	TEMPORARY CONSTRUCTION EASEMENT
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING
S.C.R.R.	SANTA CRUZ RAILROAD
PM	BOOK OF PARCEL MAPS, SANTA CRUZ COUNTY RECORDS
O.R.	OFFICIAL RECORDS OF SANTA CRUZ COUNTY
(1)	GRANT DEED 2023–0002571

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

LINE TABLE

L1	N36°27'09"E 27.19'
L2	N36°27'09"E 5.64'
L3	N81°02'24"W 36.06'
L4	S37°21'05"W 5.05'
L5	S68°07'04"E 3.80'
L6	S81°02'24"E 33.46'



SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 20'
Date Oct, 2026
Drawn By AK
Checked By WO

Exhibit B
Easement
APN 041-011-35
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

EXHIBIT "A"
LEGAL DESCRIPTION

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a easement for trail purposes over a portion of the land of Betty 41st LLC described as Parcel One of Tract 1 in the Grant Deed, recorded February 14, 2023 as Document Number 2023-0002571, Official Records of said County, more particularly described as follows:

PERMANENT TRAIL EASEMENT

COMMENCING at the southeast corner of said Parcel One, said corner also being the intersection of the northerly Right of Way line of Soquel Drive and the westerly Right of Way line of Trout Gulch Road;

Thence along the southeasterly line of said Parcel One, North 36°27'09" East, 16.38 feet to the **POINT OF BEGINNING**;

Thence continuing along said southeasterly line, North 36°27'09" East, 10.80 feet;

Thence leaving said southeasterly line, North 81°02'24" West, 33.46 feet;

Thence North 68°07'04" West, 3.80 feet to the beginning of a non-tangent curve to the left, having a radius of 757.50 feet, with a radial bearing of North 34°48'16" East;

Thence along said curve through a central angle of 05°33'31", an arc distance of 73.49 feet to a point on the northwesterly line of said Parcel One,

Thence along said northwesterly line, South 37°21'05" West, 15.15 feet to the beginning of a non-tangent curve to the right, having a radius of 742.50 feet, with a radial bearing of South 29°04'52" East;

Thence leaving said northwesterly line and along said curve through a central angle of 05°53'13", an arc distance of 76.29 feet;

Thence South 87°13'46" East, 37.03 feet to the **POINT OF BEGINNING**.

Containing 1,546 square feet of land, more or less.

Shown graphically on Exhibit B, attached hereto and made a part thereof

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.
This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

October 23, 2026
DATE

EXHIBIT B

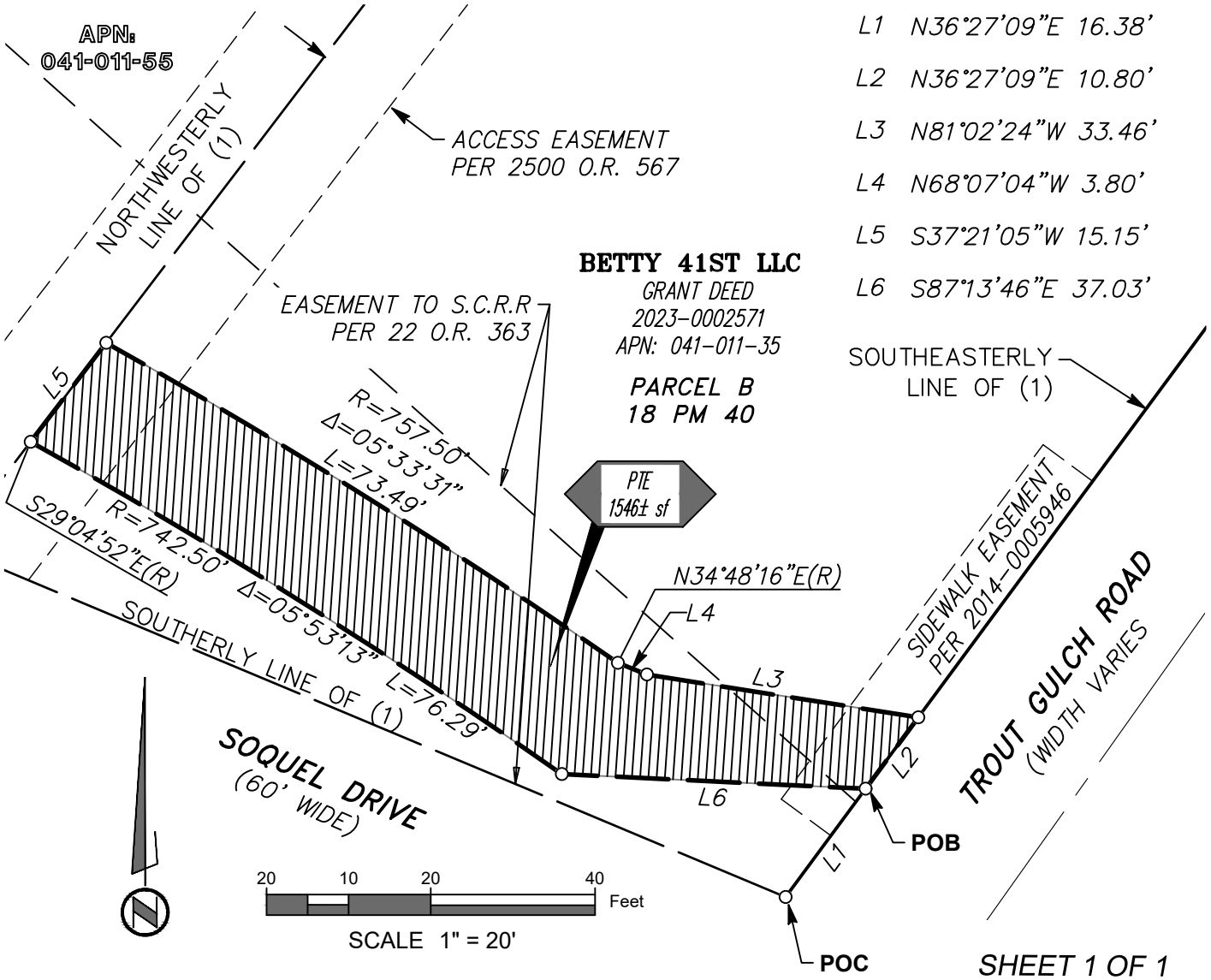
LEGEND

o	DIMENSION POINT
▨	PERMANENT TRAIL EASEMENT
PTE	PERMANENT TRAIL EASEMENT
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING
S.C.R.R.	SANTA CRUZ RAILROAD
PM	BOOK OF PARCEL MAPS, SANTA CRUZ COUNTY RECORDS
O.R.	OFFICIAL RECORDS OF SANTA CRUZ COUNTY
(1)	GRANT DEED 2023–0002571

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

LINE TABLE

L1	N36°27'09"E 16.38'
L2	N36°27'09"E 10.80'
L3	N81°02'24"W 33.46'
L4	N68°07'04"W 3.80'
L5	S37°21'05"W 15.15'
L6	S87°13'46"E 37.03'



SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 20'
Date Oct, 2026
Drawn By AK
Checked By WO

Exhibit B
Easement
APN 041-011-35
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

ATTACHMENT 2

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND

TEMPORARY CONSTRUCTION EASEMENTS

PERMANENT EASEMENT FOR TRAIL

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	8.1/10.7		784

REGISTERED CIVIL ENGINEER DATE

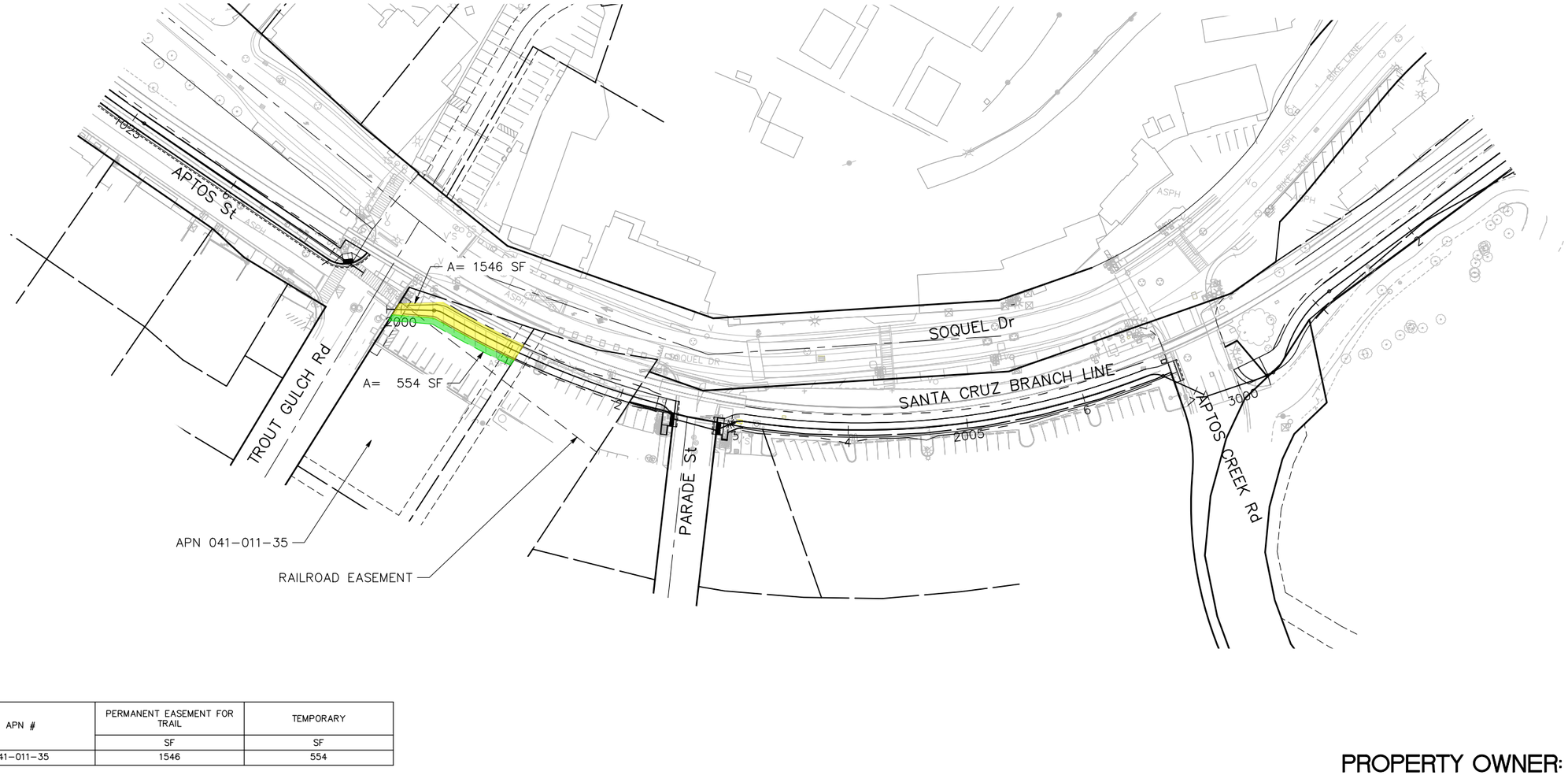
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MARK THOMAS
701 UNIVERSITY Ave
SUITE 200
SACRAMENTO, CA 95825

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION
1101 PACIFIC AVENUE
Ste 250
SANTA CRUZ, CA 95060



APN #	PERMANENT EASEMENT FOR TRAIL	TEMPORARY
	SF	SF
041-011-35	1546	554

PROPERTY OWNER: BETTY 41ST LLC
ULTIMATE RAIL-TRAIL
SEGMENT 12 IMPROVEMENTS

SCALE: 1" = 50'

28-19

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR: ZACHARY SIVIGLIA

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED => 11/23/2026 | TIME PLOTTED => 10:53 AM

BORDER LAST REVISED 7/2/2010

USERNAME => FLOPEZ
DGN FILE => SF-ROW Exhibits PowerPoint.dwg

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 0520000083

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTICE OF HEARING TO CONSIDER RESOLUTION OF NECESSITY TO ACQUIRE CERTAIN REAL PROPERTY OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
(Code of Civil Procedure §1245.235)

To: Betty 41st
7561 Sunset Way
Aptos, CA 95003

In its November 3, 2026, letter to you, the County of Santa Cruz offered to acquire a Permanent Trail Easement and a Temporary Construction Easement on your property at 403 Trout Gulch Road, Aptos, Santa Cruz County Assessor's Parcel Number 041-011-35 [Property] for the project described below. The County of Santa Cruz is acting as Right of Way agent to acquire property on behalf of the Santa Cruz County Regional Transportation Commission (Commission) for the Project. As of the date of this notice, you have not accepted the offer. Pursuant to California Code of Civil Procedure section 1245.235, this letter constitutes notice of the Commission's intent to hold a public hearing at which the Santa Cruz County Regional Transportation Commission will consider the adoption of a Resolution of Necessity authorizing acquisition of the Property by eminent domain.

California Code of Civil Procedure sections 1240.030 and 1245.230 provide that the power of eminent domain may be exercised to acquire property for a proposed project if the following conditions are established:

a) The public interest and necessity require the project.

b) The project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

c) The property sought to be acquired is necessary for the project.

d) The offer required by Government Code §7267.2 has been made to the owner of record.

You are hereby notified that the Santa Cruz County Regional Transportation Committee Meeting at its meeting to be held on **Thursday, December 3, 2026, starting at 9:00 a.m.** in the Santa Cruz County Supervisor Chambers, 701 Ocean Street, Fifth Floor, Santa Cruz CA, will meet to decide if the above conditions are met concerning your property and, if the conditions are met, to adopt a Resolution of Necessity to acquire the property by eminent domain.

You have the right to appear at the hearing and be heard on the adoption of the Resolution of Necessity, including regarding whether (1) the public interest and necessity require the Project; (2) the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) the Property sought to

be acquired is necessary for the Project; and (4) the offer required by Section 7267.2 of the Government Code has been made to the owner of record.

California Code of Civil Procedure section 1245.235 provides that failure to file a written request to appear and be heard within fifteen (15) days after the date of this Notice will result in the waiver of your right to appear and be heard. Notwithstanding this requirement, the Commission will permit you to be heard at the hearing if you appear in-person, via Zoom teleconference, or by phone at the scheduled date and time. You may submit your written request to appear and be heard, and any written comments you may have, to:

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION
1101 PACIFIC AVE., SUITE 250
SANTA CRUZ, CA 95060
EMAIL: INFO@SCCRTC.ORG

Written comments received prior to 5:00 p.m. on December 2, 2026, will be read at the Santa Cruz County Regional Transportation Commission meeting.

The adopted Resolution will authorize the Commission to acquire by eminent domain the required property interests affecting Assessor's Parcel Numbers (APN) 041-011-35. Descriptions of the required property interests are attached to this Notice and are marked "Exhibit A", for the required Permanent Trail Easement, and "Exhibit B", for the required Temporary Construction Easement with a five (5) year term.

The proposed public use is construction of the State Route 1 Auxiliary Lanes and Bus-On-Shoulder Improvements-Freedom Blvd. to State Park Dr. – and Coastal Rail Trail Segment 12 Project. Information related to the Project can be found at:
https://www.sccrtc.org/projects/streets-highways/hwy1/state-park-dr-to-freedom-blvd/

Please note: The amount of compensation the Commission is required to pay you to acquire the Property is not at issue in this proceeding. The sole purpose of the hearing is to permit the Santa Cruz County Regional Transportation Commission to consider whether to acquire your property for the project as described above. Your failure to appear does not waive your right to seek compensation from the Commission greater than the amount offered to buy the property. Further, this notice is not intended to affect any negotiations regarding a voluntary sale of your property to the Commission. If the Santa Cruz County Regional Transportation Commission adopts the Resolution of Necessity, the Commission intends to continue to negotiate in good faith with you before and even after any eminent domain action is filed.

The Santa Cruz County Regional Transportation Commission must adopt a Resolution of Necessity before an eminent domain proceeding can be commenced. Within six months of the adoption of the Resolution of Necessity, the Santa Cruz County Regional Transportation Commission will commence eminent domain proceedings in the Superior

Court in the County where the property is located. In that proceeding, the Court will determine the amount of compensation to which you are entitled.

If you have any questions, please call: (831) 460-3200.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Isabella Kressman
Real Property Specialist

Date: 11/16/2026

EXHIBIT "A"
LEGAL DESCRIPTION

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a easement for trail purposes over a portion of the land of Betty 41st LLC described as Parcel One of Tract 1 in the Grant Deed, recorded February 14, 2023 as Document Number 2023-0002571, Official Records of said County, more particularly described as follows:

PERMANENT TRAIL EASEMENT

COMMENCING at the southeast corner of said Parcel One, said corner also being the intersection of the northerly Right of Way line of Soquel Drive and the westerly Right of Way line of Trout Gulch Road;

Thence along the southeasterly line of said Parcel One, North 36°27'09" East, 16.38 feet to the **POINT OF BEGINNING**;

Thence continuing along said southeasterly line, North 36°27'09" East, 10.80 feet;

Thence leaving said southeasterly line, North 81°02'24" West, 33.46 feet;

Thence North 68°07'04" West, 3.80 feet to the beginning of a non-tangent curve to the left, having a radius of 757.50 feet, with a radial bearing of North 34°48'16" East;

Thence along said curve through a central angle of 05°33'31", an arc distance of 73.49 feet to a point on the northwesterly line of said Parcel One,

Thence along said northwesterly line, South 37°21'05" West, 15.15 feet to the beginning of a non-tangent curve to the right, having a radius of 742.50 feet, with a radial bearing of South 29°04'52" East;

Thence leaving said northwesterly line and along said curve through a central angle of 05°53'13", an arc distance of 76.29 feet;

Thence South 87°13'46" East, 37.03 feet to the **POINT OF BEGINNING**.

Containing 1,546 square feet of land, more or less.

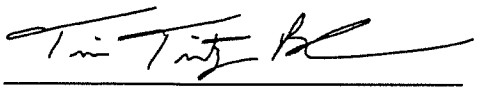
ATTACHMENT 4

EXHIBIT A

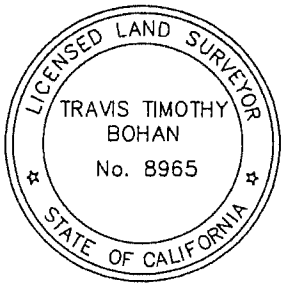
Shown graphically on Exhibit B, attached hereto and made a part thereof

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.
This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965



October 23, 2026
DATE

EXHIBIT A

LEGEND

○	DIMENSION POINT
▨	PERMANENT TRAIL EASEMENT
PTE	PERMANENT TRAIL EASEMENT
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING
S.C.R.R.	SANTA CRUZ RAILROAD
PM	BOOK OF PARCEL MAPS, SANTA CRUZ COUNTY RECORDS
O.R.	OFFICIAL RECORDS OF SANTA CRUZ COUNTY
(1)	GRANT DEED 2023–0002571

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

LINE TABLE

L1	N36°27'09"E 16.38'
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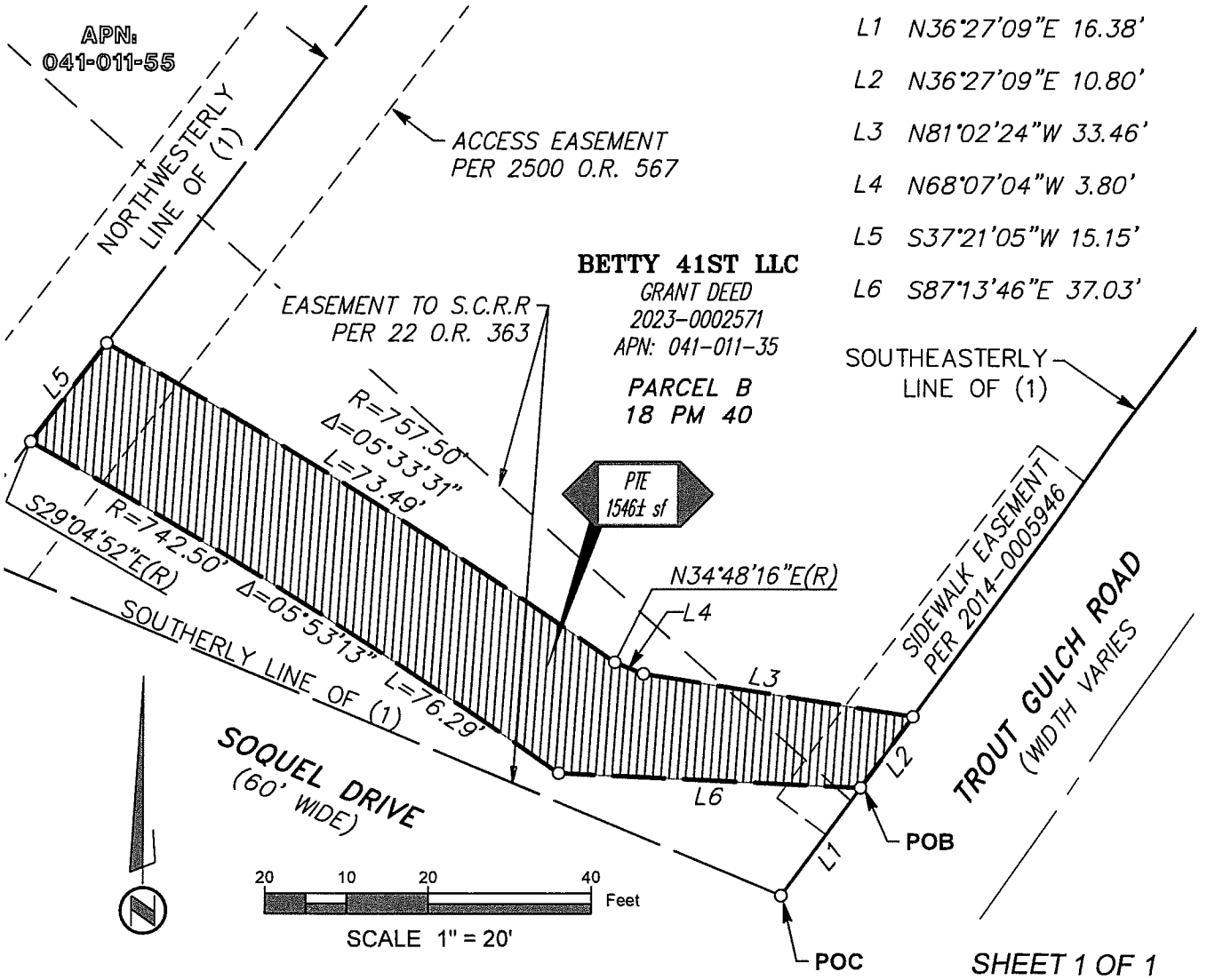
L6	S87°13'46"E 37.03'



SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 20'
Date Oct, 2026
Drawn By AK
Checked By WO

Exhibit B
Easement
APN 041-011-35
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

EXHIBIT "A"
LEGAL DESCRIPTION

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a easement for trail purposes over a portion of the land of Betty 41st LLC described as Parcel One of Tract 1 in the Grant Deed, recorded February 14, 2023 as Document Number 2023-0002571, Official Records of said County, more particularly described as follows:

TEMPORARY CONSTRUCTION EASEMENT

COMMENCING at the southeast corner of said Parcel One, said corner also being the intersection of the northerly Right of Way line of Soquel Drive and the westerly Right of Way line of Trout Gulch Road;

Thence along the southeasterly line of said Parcel One, North 36°27'09" East, 27.19 feet to the **POINT OF BEGINNING**;

Thence continuing along said southeasterly line, North 36°27'09" East, 5.64 feet;

Thence leaving said southeasterly line, North 81°02'24" West, 36.06 feet to the beginning of a curve to the right, having a radius of 3.50 feet;

Thence along said curve through a central angle of 25°50'40", an arc distance of 1.58 feet to the beginning of a reverse curve to the left, having a radius of 762.50 feet;

Thence along said curve through a central angle of 05°30'18", an arc distance of 73.26 feet to a point on the northwesterly line of said Parcel One;

Thence along said northwesterly line, South 37°21'05" West, 5.05 feet to the beginning of a non-tangent curve to the right, having a radius of 757.50 feet, with a radial bearing of North 29°14'45" East;

Thence along said curve through a central angle of 05°33'31", an arc distance of 73.49 feet;

Thence South 68°07'04" East, 3.80 feet;

Thence South 81°02'24" East, 33.46 feet to the **POINT OF BEGINNING**.

ATTACHMENT 4

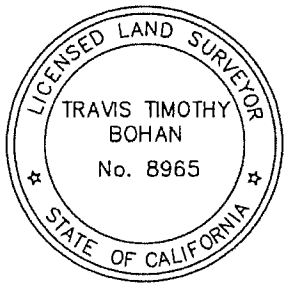
EXHIBIT B

Containing 554 square feet of land, more or less.

Shown graphically on Exhibit B, attached hereto and made a part thereof

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.
This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

October 23, 2026
DATE

EXHIBIT B

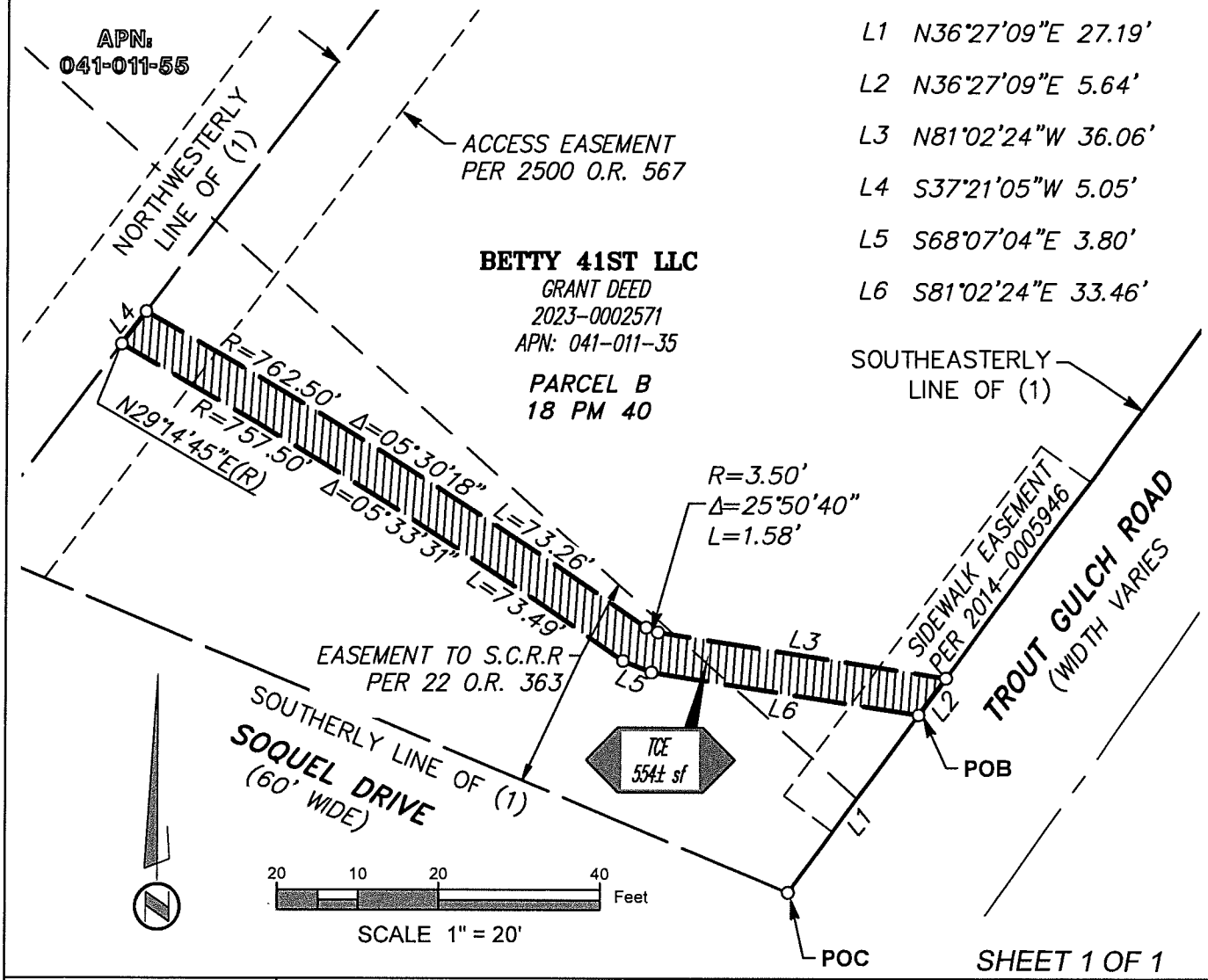
LEGEND

o	DIMENSION POINT
▨	TEMPORARY CONSTRUCTION EASEMENT
TCE	TEMPORARY CONSTRUCTION EASEMENT
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING
S.C.R.R.	SANTA CRUZ RAILROAD
PM	BOOK OF PARCEL MAPS, SANTA CRUZ COUNTY RECORDS
O.R.	OFFICIAL RECORDS OF SANTA CRUZ COUNTY
(1)	GRANT DEED 2023–0002571

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8958
STATE OF CALIFORNIA

LINE TABLE

L1	N36°27'09"E 27.19'
L2	N36°27'09"E 5.64'
L3	N81°02'24"W 36.06'
L4	S37°21'05"W 5.05'
L5	S68°07'04"E 3.80'
L6	S81°02'24"E 33.46'



SHEET 1 OF 1

MARK THOMAS Scale: 1" = 20' Date Oct, 2026 Drawn By AK Checked By WO	Exhibit B Easement APN 041-011-35 Plat to Accompany Legal Description In the Unincorporated Area of Santa Cruz County, California	

21-00117-008

AGENDA: December 3, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Bella Kressman, Real Property Specialist
Amin AbuAmara, Director of Capital Projects

RE: Consider Adopting Resolution Determining that the Public Interest and Necessity Require the Acquisition of a Portion of Certain Real Property Located at 8021 Soquel Drive, Aptos CA for the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Boulevard to State Park Drive and Coastal Rail Trail Segment 12 Project; Property Owners: Britannia Arms Real Estate, LLC

RECOMMENDATIONS

Consider and adopt a Resolution (Attachment 1), a Resolution of Necessity that authorizes an eminent domain action, subject to the consent of the Board of Supervisors of the County of Santa Cruz, to condemn a temporary construction easement in an area of land containing approximately 8,051 sq. ft., being a portion of Santa Cruz County Assessor's Parcel Number ("APN") 041-561-04.

BACKGROUND

The RTC, in association with the California Department of Transportation (Caltrans) and the County of Santa Cruz (County), is improving State Highway Route 1 (Highway 1) and the Santa Cruz Branch Line railroad right of way, within an unincorporated area of the County. Improvements include the construction of auxiliary lanes on Highway 1, implementation of bus-on-shoulder operations on Highway 1, widening and replacement of bridges, construction of Segment 12 of the Coastal Rail Trail, and the installation of sound walls and retaining walls along Highway 1 (Project). The highway and trail improvements are being implemented as separate construction projects to facilitate project delivery but will collectively improve multimodal transportation and connectivity through the transportation corridor.

Specifically, the Project would widen Highway 1 to accommodate auxiliary lanes and bus-on-shoulder features in the northbound and southbound directions between the Freedom Boulevard interchange and the State Park Drive interchange, from postmile (PM) 10.7 to PM 8.1. The major

improvements include widening of the two bridges over Aptos Creek and Spreckels Drive, replacing the two railroad bridges over Highway 1, and construction of a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Line railroad right of way, from Rio Del Mar Boulevard to State Park Drive. The Santa Cruz Branch Line railroad corridor is an active freight line and is owned by the RTC.

The auxiliary lanes would connect the interchange entrance and exit ramps, thereby extending the weaving and merging distance between the ramps and improving traffic flow by allowing greater separation between vehicles entering and exiting the freeway from mainline traffic. The bus-on-shoulder improvements would support future bus operations on the shoulders of Highway 1 during peak congestion periods to achieve transit travel time and reliability improvements.

The trail segment, Coastal Rail Trail Segment 12, is part of the Monterey Bay Sanctuary Scenic Trail within the 32-mile coastal rail corridor from Watsonville to Davenport. The Coastal Rail Trail improvements include the construction of a paved bicycle and pedestrian shared use trail on the inland side of the tracks, a fence separating the new trail from the rail line, two new bicycle and pedestrian bridges over Highway 1, and new bicycle and pedestrian bridges that cross Aptos Creek and Valencia Creek, respectively, to accommodate the new trail. The trail will provide a safe, dedicated path for pedestrians and cyclists while improving connectivity between State Park Drive, Aptos Village, and Rio Del Mar. The trail will improve access to schools, commercial areas, transit facilities, and nearby parks and open space while furthering completion of the Monterey Bay Sanctuary Scenic Trail, which will enhance regional connectivity.

The Project would reduce congestion along Highway 1 through the project limits, enhance bicycle and pedestrian connectivity by providing a segment of the Coastal Rail Trail, promote the use of alternative transportation modes to increase transportation system capacity and reliability, and reconstruct railroad bridges over Highway 1 to accommodate the widened highway. The combined improvements would provide complementary transportation benefits by addressing highway congestion and transit reliability while expanding safe, convenient, and accessible travel options for pedestrians and cyclists.

The Project is necessary because Highway 1 congestion during peak hours, significantly delays drivers and creates traffic on local streets because drivers are seeking to avoid congestion on the highway; there are limited opportunities for pedestrians and bicyclists to safely get across Highway 1 and navigate the project corridor, even though portions of the project area

are designated as regional bicycle routes; and there are insufficient incentives to increase transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery. The Coastal Rail Trail improvements address the lack of continuous and safe bicycle and pedestrian facilities within the Aptos area, providing an important connection between nearby communities and the broader trail network.

At this specific property, a temporary construction easement is needed to construct the single span tied arch bicycle and pedestrian bridge over Aptos Creek and Soquel Drive, to accommodate the temporary construction needs of the project. It is anticipated that the Britannia Arms property is needed to place a crane that would erect the tied arch bicycle and pedestrian bridge.

The Project was designed with community and inter-agency input over the course of six (6) years, including revisions in response to that input. Project design included several rounds of alternative formulation, screening, evaluation and analysis; technical and safety considerations; and review by multiple local, state, and federal agencies. The Project was designed with the intent to minimize impact to private property. The Project was designed so that necessary acquisitions and use of acquired property by RTC will not unreasonably interfere with or impair the use of any property currently in public use. Following the combined environmental review and project development process, the highway and Coastal Rail Trail components were separated into two construction projects to facilitate implementation and delivery, though evaluated as a single project for the purposes of environmental review.

The Property and the RTC's Acquisition Attempts

The property proposed for acquisition consists of a temporary construction easement in an area of land containing approximately 8,051 sq. ft

being a portion of Santa Cruz County APN 041-561-04 (the acquisition area is hereinafter referred to as the "Property"). The Property is required for construction of the Project in the location shown in Attachment 2. The Property is located at 8021 Soquel Drive, Aptos, CA, as described and depicted in Exhibit A to Attachment 1 (Resolution) to this staff report. Specifically, the area in which a temporary construction easement is to be acquired is labeled as "TEMPORARY CONSTRUCTION EASEMENT" on Exhibit A to Attachment 1. The Property is owned by Britannia Arms Real Estate, LLC ("Owners").

The relevant area of the Project and the Property's location within the Project is depicted in Attachment 2 (Project area map) and Project Plan Set.

The County, as right-of-way agent for the RTC, sent a written offer to purchase the Property to the Owners on March 12, 2025 (Attachment 3). The County, on behalf of the RTC, has engaged in discussions with the Owners, who are cooperative and supportive of the Project, but have been unable to reach agreement on a purchase price. These negotiations were extended by the need to update the Project design and scope, because the Project was separated into two construction projects, with Caltrans constructing the Highway 1 portion of the Project and the RTC constructing the Segment 12 Trail portion of the Project. The RTC thereafter sent an updated offer to the Owners on October 1, 2026 (Attachment 4). While RTC and County staff have continued to diligently negotiate a voluntary sale with the Owners in accordance with the requirements of Government Code section 7267.2, the County and RTC has been unsuccessful to date in attempts to acquire the Property through negotiation.

DISCUSSION

Adoption of the Resolution of Necessity and Findings

By adopting the proposed Resolution of Necessity, the Commission will authorize the filing of an eminent domain action to acquire the Property for the Project. The Resolution must be approved by a two-thirds vote of the Commission. Further, before the RTC can commence an eminent domain action, it must obtain the consent by resolution of the governing body of the city or county having jurisdiction over the property proposed for acquisition. Consent was obtained by resolution of the County Board of Supervisors on November 17, 2026.

Before the RTC's adoption of the Resolution of Necessity, the Commission must make the following findings based on evidence presented at the hearing:

1. **The public interest and necessity require the Project.** The acquisition of the Property will enable to the RTC to proceed with the Project. The Project is necessary to alleviate the following problems, described above: bottlenecks along Highway 1 that cause congestion during peak hours; cut-through on local streets; limited opportunities for pedestrians and bicyclists to safely get across Highway 1 and navigate the project corridor; and insufficient incentives to increase

transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery.

2. **The Project is planned or located in the manner that will be the most compatible with the greatest public good and least private injury.** The Project will provide for improved transit and recreation while simultaneously minimizing the amount of private land that will be acquired. The Project design incorporated community input and advice through the past six (6) years of the Project's planning phase, consisting of several rounds of alternative formulation, screening, evaluation and analysis; technical and safety considerations; and review by multiple local, state, and federal agencies. Further, the Project has been designed so that necessary acquisitions and use of acquired property by RTC will not unreasonably interfere with or impair the use of any property currently in public use.

3. **The Property is necessary for the Project.** To provide the necessary right-of-way needed to construct the Project, the RTC must acquire this Property. Specifically, the acquisition of a temporary construction easement is required for staging to install the single span tied arch bicycle and pedestrian bridge and for Project construction. Without the Property, the Project could not be completed, and the area would lack trail improvements that would greatly benefit the public.

4. **The RTC has made the offer required by Government Code section 7267.2 to the owner of record.** As explained above, the RTC has made an offer to the Owner and has made reasonable efforts to conclude negotiations in accordance with the requirements of Government Code section 7267.2. However, the RTC has been unsuccessful to date in attempts to acquire the Property through negotiations.

The notice of the proposed Resolution of Necessity must be sent to "each person… whose name and address appears on the last equalized county assessment roll" (Code of Civil Procedure § 1245.235(a)). On October 23, 2026, the RTC mailed written notice to the Owners that the Commission would hold a hearing at its regular meeting on December 3, 2026, at 9:00 a.m. to consider adopting a Resolution of Necessity to acquire the Property by eminent domain (Attachment 5).

Adopting the Resolution of Necessity (Attachment 1) would start the eminent domain process to acquire the Property. **Staff recommends that the Commission adopt the Resolution of Necessity and start the eminent**

domain process at this time to allow the RTC to meet the construction schedule for the Project and meet timing requirements related to the Project's funding. However, staff and RTC's agents intend to continue to attempt to resolve this matter before and even after an eminent domain action is filed.

The amount of compensation that RTC is required to pay the Owner to acquire the Property is not at issue in this proceeding. If the Commission adopts the Resolution of Necessity, the amount of just compensation will be determined in a court trial.

Environmental Review

On February 20th, 2024, Caltrans certified the Final Environmental Impact Report/Environmental Assessment ("FEIR/EA") for the Project. The FEIR/EA was challenged in court, and was upheld by the court's judgment in CAMPAIGN FOR SUSTAINABLE TRANSPORTATION and SIERRA CLUB v. CALIFORNIA DEPARTMENT OF TRANSPORTATION, CASE NUMBER 24WM000051.

Policy Alternatives

The Commission may choose not to adopt the Resolution of Necessity and direct Staff to continue negotiations, which would result in a delay to the project schedule and putting the project's funding at risk. Negotiations with the property owner can continue after adoption of the Resolution of Necessity, or even after the filing of an action in eminent domain.

FISCAL IMPACT

There are no new fiscal impacts associated with acquiring the property. Sufficient funds exist in the Measure D Program of Projects Active Transportation and Highway categories, and in the current approved Fiscal Year's budget, to fund the Project's acquisitions.
If the Commission no longer wishes to move forward with the trail project and does not adopt the Resolution of Necessity, the competitive grants that fund construction of the project in the amount of $27.572 million would be forfeited back to the State.

SUMMARY

The Commission will consider adopting a Resolution of Necessity to authorize the commencement of an eminent domain action to acquire a portion of the property located at 8021 Soquel Drive, Aptos, CA (APN 041-

561-04) for the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project. The property at issue is owned by Britannia Arms Real Estate, LLC. Acquisition of the subject property is required for the Project. The Resolution of Necessity provides that the public interest and necessity require the Project, the Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury, the property sought to be acquired is necessary for the Project, and the offer required by Section 7267.2 of the Government Code has been made to the owner of record.

Attachments:

1. (Resolution of the Santa Cruz County Regional Transportation Commission Determining that the Public Interest and Necessity Require the Acquisition of a Portion of Certain Real Property Located at 8021 Soquel Drive, Aptos, California (Santa Cruz County APN 041-561-04) – State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Dr. and Coastal Rail Trail Segment 12 Project, and Exhibit A to Resolution (Property Description))
    a. Legal Description Temporary Construction Easement
2. Project Plans in the vicinity of the Property
3. Public comments received by December 2, 2026 will be posted to the RTC website
4. Offer to Acquire Property, March 12, 2025 (Link)
5. Updated Offer to Acquire Property, October 1, 2026 (Link)
6. Notice of Hearing to Consider Resolution of Necessity

RESOLUTION NO. _____

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

A RESOLUTION OF THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF A PORTION OF CERTAIN REAL PROPERTY LOCATED AT 8021 SOQUEL DRIVE, APTOS, CALIFORNIA (SANTA CRUZ COUNTY ASSESSOR'S PARCEL NUMBER: 041-561-04) – STATE ROUTE 1 AUXILIARY LANES AND BUS-ON-SHOULDER IMPROVEMENTS FREEDOM BLVD. TO STATE PARK DRIVE AND COASTAL RAIL TRAIL SEGMENT 12 PROJECT

PROPERTY OWNER: BRITANNIA ARMS REAL ESTATE, LLC

WHEREAS, the Santa Cruz County Regional Transportation Commission ("RTC"), in association with the County of Santa Cruz ("County") and the California Department of Transportation ("Caltrans") is proposing to construct improvements along State Highway Route 1 ("Highway 1") and the Santa Cruz Branch Line railroad right of way, which improvements include construction of auxiliary lanes, implementation of bus-on-shoulder operations, widening and replacement of bridges, construction of Segment 12 of the Coastal Rail Trail, and the installation of sound walls and retaining walls (the "Project");

WHEREAS, the purpose of the Project is to reduce congestion along Highway 1, enhance bicycle and pedestrian connectivity, promote use of alternative transportation modes to increase transportation system capacity and reliability, and reconstruct railroad bridges over Highway 1 to accommodate the widened highway and Coastal Rail Trail crossings of Highway 1;

WHEREAS, the Project is needed because bottlenecks along Highway 1 in the southbound and northbound directions cause congestion during peak hours, significantly delaying drivers; traffic cutting through on local streets is increasing because drivers are seeking to avoid congestion on Highway 1; there are limited opportunities for pedestrians and bicyclists to safely get across Highway 1 and navigate the project corridor, even though portions of the project area are designated as regional bicycle routes; and there are insufficient incentives to increase transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery;

WHEREAS, the Project would widen Highway 1 to accommodate auxiliary lanes and bus-on-shoulder features in the northbound and southbound directions between the Freedom Boulevard interchange and the State Park Drive interchange, from PM 10.7 to PM 8.1, which would include widening of the two bridges over Aptos Creek and Spreckels Drive, replacing the two railroad bridges

over Highway 1, and construction of a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Line railroad right of way, from Rio Del Mar Boulevard State Park Drive;

WHEREAS, the proposed Coastal Rail Trail improvements include the construction of a paved bicycle and pedestrian shared use trail on the inland side of the tracks, a fence separating the new trail from the rail line, and the modification or replacement of two existing railroad bridges that cross Aptos Creek and Valencia Creek, respectively, to accommodate the new trail;

WHEREAS, RTC is Santa Cruz County's regional transportation planning agency, formed pursuant to Government Code sections 67940-67941;

WHEREAS, pursuant to Government Code section 67941(a), RTC has the power of eminent domain to acquire property for multimodal transportation projects and services on rail rights-of-ways within Santa Cruz County, subject to the consent by resolution of the governing body of the city or county having jurisdiction over the property proposed for acquisition;

WHEREAS, consent was obtained by resolution of the County Board of Supervisors on November 17, 2026;

WHEREAS, in order to complete the Project, it is desirable and necessary for RTC to acquire a temporary construction easement in a portion of the property located at 8021 Soquel Drive, Aptos, California to allow for construction of the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project;

WHEREAS, the property that is the subject of this Resolution includes a temporary construction easement over a portion of Santa Cruz County Assessor's Parcel Number 041-561-04, as more particularly described and depicted in Exhibit A, attached hereto, which is incorporated herein by this reference;

WHEREAS, the temporary construction easement is referred to herein as the "Property";

WHEREAS, an offer was presented to the property owner, pursuant to Government Code sections 7267.1 and 7267.2, and RTC made reasonable efforts to conclude negotiations in accordance with the requirements of Government Code section 7267.2;

WHEREAS, pursuant to Code of Civil Procedure section 1245.235, RTC provided the owner of the Property notice of hearing to consider a resolution of necessity to acquire the Property, informing the owner of the date and time any interested person can be heard before the Commission on the following matters and to have the Commission consider testimony prior to deciding whether or not to adopt the proposed Resolution of Necessity to commence eminent domain proceedings:

(a) Whether the public interest and necessity require the Project;
(b) Whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
(c) Whether the Property sought to be acquired is necessary for the Project; and
(d) Whether RTC has made the offer required by Government Code section 7267.2 to the owner of record; and

WHEREAS, the Commission is satisfied that the requirements of the California Environmental Quality Act ("CEQA") have been met, and specifically, the Commission certified the Final Environmental Impact Report ("FEIR") for the Project on February 20th, 2024, which FEIR was later upheld by the court's judgment in CAMPAIGN FOR SUSTAINABLE TRANSPORTATION and SIERRA CLUB v. CALIFORNIA DEPARTMENT OF TRANSPORTATION, CASE NUMBER 24WM000051;

WHEREAS, the Commission considered this matter as an item placed on its agenda at its regular meeting on December 3, 2026;

WHEREAS, the findings and conclusions made by the Commission pursuant to this Resolution are based upon substantial evidence in the entire record before the Commission, and are not based solely on the information provided in this Resolution;

WHEREAS, prior to taking action, the Commission has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including each of the Project-related documents relevant to the adoption of this Resolution, including but not limited to the prior environmental review documents for the Project, and all oral and written evidence presented to it during all meetings and hearings;

WHEREAS, the Commission has duly considered all pertinent information presented to it on the issue before it, and specifically whether: (1) the public interest and necessity require the Project; (2) the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) the Property sought to be acquired is necessary for the Project; and (4) the offer required by Government Code section 7267.2 has been made to the owner of record;

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

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

1. RTC intends to acquire, through the exercise of the power of eminent

domain, the real property identified above as the "Property" and more particularly described and shown in Exhibit A attached hereto and incorporated by reference.

2. The public use for which the Property is to be taken is for construction of the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project, and other uses necessary for the Project.

3. RTC is authorized to acquire the Property for the Project pursuant to California Government Code section 67941(a), subject to the consent of the Board of Supervisors of the County of Santa Cruz.

4. The Commission declares that it has found and determined each of the following:

    (a) The public interest and necessity require the Project.

    (b) The Project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury.

    (c) The Property is necessary for the Project.

    (d) RTC has made the offer required by Government Code section 7267.2 to the owner of record of the Property as listed in the last equalized roll, and specifically to Britannia Arms Real Estate, LLC.

5. Notice and reasonable opportunity to appear and be heard on December 3, 2026, on the matters enumerated in the Code of Civil Procedure section 1240.030 has been given to each of the persons whose name and address appears on the County's last equalized roll, and specifically to Britannia Arms Real Estate, LLC.

6. Subject to and conditioned on the consent by resolution of the Board of Supervisors of the County of Santa Cruz, RTC and its appropriate officers, employees, and agents, are hereby authorized and empowered to:

    (a) Acquire, in the name of RTC, the Property by condemnation in accordance with the provisions of the Eminent Domain Law and Constitution of the State of California;

    (b) Prepare, file, and prosecute in the appropriate court, such proceedings in eminent domain as are necessary for the acquisition of the Property;

    (c) Deposit the probable amount of just compensation with the

appropriate authority; and

(d) Apply to a court of competent jurisdiction for an order permitting RTC to take possession and use of the Property prior to judgment.

7. That RTC's Executive Director and attorneys are authorized to undertake all other actions necessary to implement the intent of this Resolution.

PASSED AND ADOPTED this 3rd day of December, 2026, by the following vote:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Eduardo Montesino, Chair

ATTEST:

_____
Sarah Christensen, Secretary

Exhibits:
a. Legal Description Temporary Construction Easement

Distribution: RTC Real Property, County Real Property

EXHIBIT "A"
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a temporary construction easement over a portion of the lands of Britannia Arms Real Estate, LLC a California limited liability company as described in the Quitclaim Deed, recorded August 2, 2005, as Document Number 2005-0053328, Official Records of said County, more particularly described as follows:

BEGINNING at the most southerly corner of said Quitclaim Deed, said corner also being on the northerly Right of Way line of Soquel Drive;

Thence along the southwesterly line of said Quitclaim Deed, North 43°14'33" West, 31.93 feet;

Thence along the northwesterly line of said Quitclaim Deed, the following three (3) courses and distances:

1) North 57°35'12" East, 100.04 feet;

2) South 72°53'48" East, 13.37 feet;

3) North 55°31'12" East, 41.14 feet;

Thence leaving said northwesterly line, the following two (2) courses and distances:

1) South 34°22'55" East, 45.98 feet;

2) South 57°59'24" East, 20.66 feet, to a point on the southerly line of said Quitclaim Deed, also being the northerly Right of Way of Soquel Drive, said point being on a non-tangent curve to the right, having a radius of 369.68 feet, with a radial bearing of South 29°42'35" East;

Thence along said southerly line and said northerly Right of Way, along said curve through a central angle of 24°59'02", an arc distance of 161.20 feet to the **POINT OF BEGINNING**

Containing 8,051 square feet of land, more or less.

End of Description

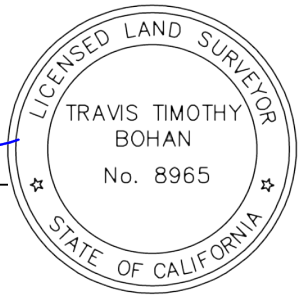
EXHIBIT A

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

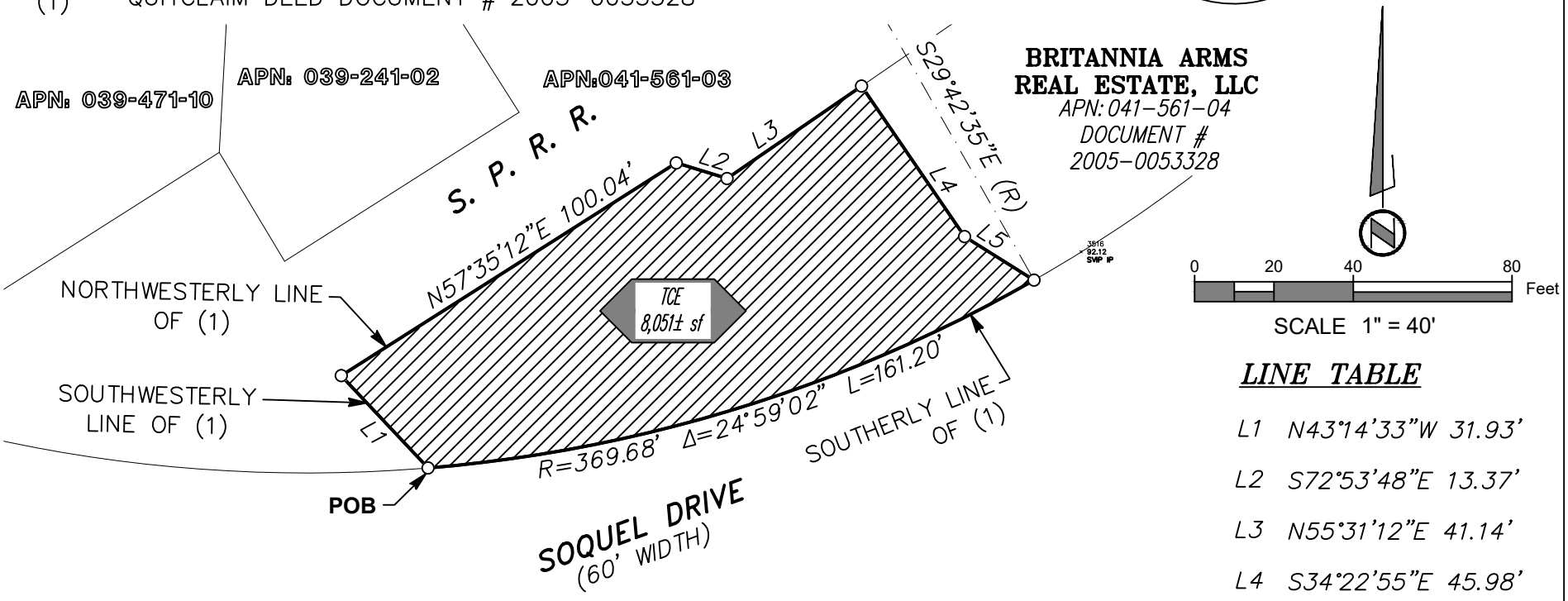
December 19, 2024
DATE

EXHIBIT A

LEGEND

○	DIMENSION POINT
▨	TEMPORARY CONSTRUCTION EASEMENT
TCE	TEMPORARY CONSTRUCTION EASEMENT
POB	POINT OF BEGINNING
(R)	RADIAL BEARING
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
(1)	QUITCLAIM DEED DOCUMENT # 2005–0053328

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA



LINE TABLE

L1	N43°14'33"W 31.93'
L2	S72°53'48"E 13.37'
L3	N55°31'12"E 41.14'
L4	S34°22'55"E 45.98'
L5	S57°59'24"E 20.66'

MARK THOMAS

Scale: 1" = 40'
Date Oct., 2024
Drawn By JH
Checked By SW

Exhibit B
Temporary Construction Easement
APN 041-561-04
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

SHEET 1 OF 1

21–00117–008

ATTACHMENT 2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	8.1/10.7		784

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MARK THOMAS
701 UNIVERSITY Ave
SUITE 200
SACRAMENTO, CA 95825

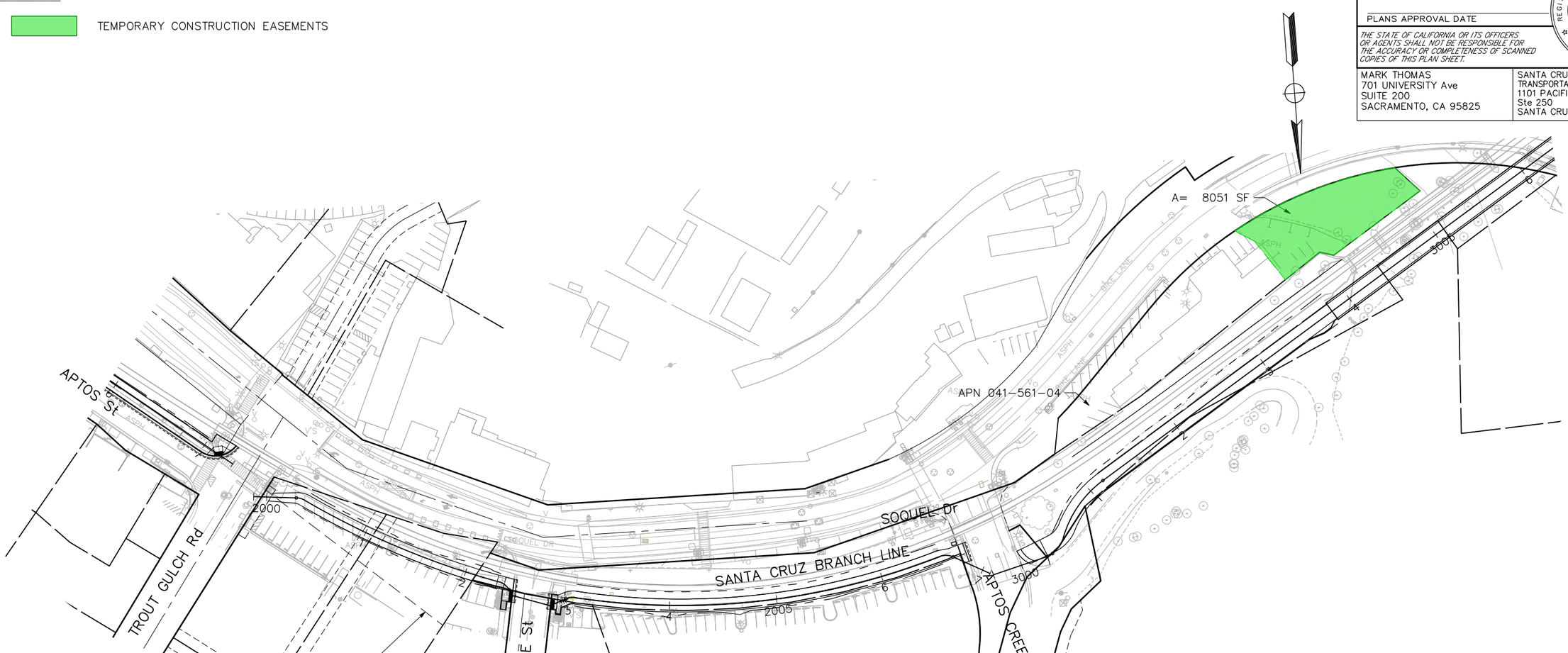
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1101 PACIFIC AVENUE
Ste 250
SANTA CRUZ, CA 95060

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND

TEMPORARY CONSTRUCTION EASEMENTS



APN #	TEMPORARY
	SF
041-561-04	8051

PROPERTY OWNERS: BRITTANIA ARMS REAL ESTATE, LLC
ULTIMATE RAIL-TRAIL
SEGMENT 12 IMPROVEMENTS

SCALE: 1" = 50'

29-16

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | CONSULTANT FUNCTIONAL SUPERVISOR: ZACHARY SIVIGLIA | CALCULATED-DESIGNED BY | CHECKED BY | REVISED BY | DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 11/23/2026 | TIME PLOTTED => 10:55 AM

BORDER LAST REVISED 7/2/2010 | USERNAME => FLOPEZ | DGN FILE => SF-ROW Exhibits PowerPoint.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 0520000083

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTICE OF HEARING TO CONSIDER RESOLUTION OF NECESSITY TO ACQUIRE CERTAIN REAL PROPERTY OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
(Code of Civil Procedure §1245.235)

To: Britannia Arms Real Estate, LLC
P.O. Box 665
Capitola, CA 95010
Attn: Stephanie Jenkins

The RTC recently sent to you a Notice of Hearing to Consider Resolution of Necessity to Acquire Certain Real Property or Interest in Real Property. **Please be advised the date and time of the public hearing has changed.** This revised Notice of Hearing shall replace the prior version mailed to you on October 20th, 2026.

In its October 1, 2026, letter to you, the County of Santa Cruz offered to acquire a Temporary Construction Easement on your property at 8021 Soquel Drive, Aptos, Santa Cruz County Assessor's Parcel Number 041-561-04 [Property] for the project described below. The County of Santa Cruz is acting as Right of Way agent to acquire property on behalf of the Santa Cruz County Regional Transportation Commission (Commission) for the Project. As of the date of this notice, you have not accepted the offer. Pursuant to California Code of Civil Procedure section 1245.235, this letter constitutes notice of the Commission's intent to hold a public hearing at which the Santa Cruz County Regional Transportation Commission will consider the adoption of a Resolution of Necessity authorizing acquisition of the Property by eminent domain.

California Code of Civil Procedure sections 1240.030 and 1245.230 provide that the power of eminent domain may be exercised to acquire property for a proposed project if the following conditions are established:

a) The public interest and necessity require the project.

b) The project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

c) The property sought to be acquired is necessary for the project.

d) The offer required by Government Code §7267.2 has been made to the owner of record.

You are hereby notified that the Santa Cruz County Regional Transportation Committee Meeting at its meeting to be held on **Thursday, December 3, 2026, starting at 9:00 a.m.** in the Santa Cruz County Supervisor Chambers, 701 Ocean Street, Fifth Floor, Santa Cruz CA, will meet to decide if the above conditions are met concerning your property and, if the

conditions are met, to adopt a Resolution of Necessity to acquire the property by eminent domain.

You have the right to appear at the hearing and be heard on the adoption of the Resolution of Necessity, including regarding whether (1) the public interest and necessity require the Project; (2) the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) the Property sought to be acquired is necessary for the Project; and (4) the offer required by Section 7267.2 of the Government Code has been made to the owner of record.

California Code of Civil Procedure section 1245.235 provides that failure to file a written request to appear and be heard within fifteen (15) days after the date of this Notice will result in the waiver of your right to appear and be heard. Notwithstanding this requirement, the Commission will permit you to be heard at the hearing if you appear in-person, via Zoom teleconference, or by phone at the scheduled date and time. You may submit your written request to appear and be heard, and any written comments you may have, to:

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION
1101 PACIFIC AVE., SUITE 250
SANTA CRUZ, CA 95060
EMAIL: INFO@SCCRTC.ORG

Written comments received prior to 5:00 p.m. on December 2, 2026, will be read at the Santa Cruz County Regional Transportation Commission meeting.

The adopted Resolution will authorize the Commission to acquire by eminent domain the required property interests affecting Assessor's Parcel Numbers (APN) 041-561-04. Descriptions of the required property interests are attached to this Notice and are marked "Exhibit A", with a five (5) year term for the required Temporary Construction Easements.

The proposed public use is construction of the State Route 1 Auxiliary Lanes and Bus-On-Shoulder Improvements-Freedom Blvd. to State Park Dr. – and Coastal Rail Trail Segment 12 Project. Information related to the Project can be found at:
https://www.sccrtc.org/projects/streets-highways/hwy1/state-park-dr-to-freedom-blvd/

Please note: The amount of compensation the Commission is required to pay you to acquire the Property is not at issue in this proceeding. The sole purpose of the hearing is to permit the Santa Cruz County Regional Transportation Commission to consider whether to acquire your property for the project as described above. Your failure to appear does not waive your right to seek compensation from the Commission greater than the amount offered to buy the property. Further, this notice is not intended to affect any negotiations regarding a voluntary sale of your property to the Commission. If the Santa Cruz County Regional Transportation Commission adopts the Resolution of Necessity, the Commission intends to

continue to negotiate in good faith with you before and even after any eminent domain action is filed.

The Santa Cruz County Regional Transportation Commission must adopt a Resolution of Necessity before an eminent domain proceeding can be commenced. Within six months of the adoption of the Resolution of Necessity, the Santa Cruz County Regional Transportation Commission will commence eminent domain proceedings in the Superior Court in the County where the property is located. In that proceeding, the Court will determine the amount of compensation to which you are entitled.

If you have any questions, please call: (831) 460-3200.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Isabella Kressman
Real Property Specialist

Date: 10/23/24

EXHIBIT A

EXHIBIT "A"
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a temporary construction easement over a portion of the lands of Britannia Arms Real Estate, LLC a California limited liability company as described in the Quitclaim Deed, recorded August 2, 2005, as Document Number 2005-0053328, Official Records of said County, more particularly described as follows:

BEGINNING at the most southerly corner of said Quitclaim Deed, said corner also being on the northerly Right of Way line of Soquel Drive;

Thence along the southwesterly line of said Quitclaim Deed, North 43°14'33" West, 31.93 feet;

Thence along the northwesterly line of said Quitclaim Deed, the following three (3) courses and distances:

1) North 57°35'12" East, 100.04 feet;

2) South 72°53'48" East, 13.37 feet;

3) North 55°31'12" East, 41.14 feet;

Thence leaving said northwesterly line, the following two (2) courses and distances:

1) South 34°22'55" East, 45.98 feet;

2) South 57°59'24" East, 20.66 feet, to a point on the southerly line of said Quitclaim Deed, also being the northerly Right of Way of Soquel Drive, said point being on a non-tangent curve to the right, having a radius of 369.68 feet, with a radial bearing of South 29°42'35" East;

Thence along said southerly line and said northerly Right of Way, along said curve through a central angle of 24°59'02", an arc distance of 161.20 feet to the **POINT OF BEGINNING**

Containing 8,051 square feet of land, more or less.

End of Description

EXHIBIT A

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Mark Thomas & Company, Inc.

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

Travis Timothy Bohan, LS 8965

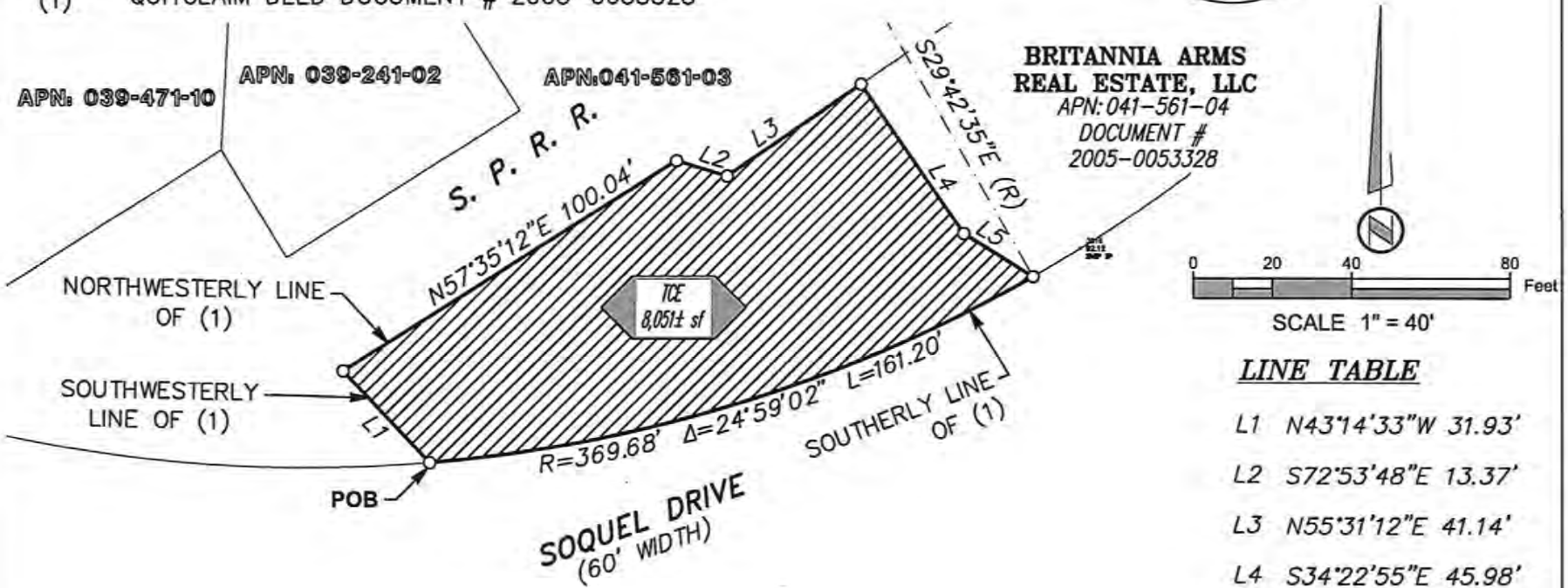
December 19, 2024
DATE

EXHIBIT A

LEGEND

o	DIMENSION POINT
▨	TEMPORARY CONSTRUCTION EASEMENT
TCE	TEMPORARY CONSTRUCTION EASEMENT
POB	POINT OF BEGINNING
(R)	RADIAL BEARING
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
(1)	QUITCLAIM DEED DOCUMENT # 2005–0053328

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA



SCALE 1" = 40'

LINE TABLE

L1	N43°14'33"W 31.93'
L2	S72°53'48"E 13.37'
L3	N55°31'12"E 41.14'
L4	S34°22'55"E 45.98'
L5	S57°59'24"E 20.66'

MARK THOMAS

Scale: 1" = 40'
Date Oct., 2024
Drawn By JH
Checked By SW

Exhibit B
Temporary Construction Easement
APN 041-561-04
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

SHEET 1 OF 1

21–00117–008

AGENDA: December 3, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Bella Kressman, Real Property Specialist
Amin AbuAmara, Director of Capital Projects

RE: Consider Adopting Resolution Determining that the Public Interest and Necessity Require the Acquisition of a Portion of Certain Real Property Located at 8041 Soquel Drive, Aptos CA for the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Boulevard to State Park Drive and Coastal Rail Trail Segment 12 Project; Property Owners: Cristina Locke

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RECOMMENDATIONS

Consider and adopt a Resolution (Attachment 1), a Resolution of Necessity that authorizes an eminent domain action, subject to the consent of the Board of Supervisors of the County of Santa Cruz, to condemn a permanent trail easement in an area of land containing approximately 1,543 sq. ft. and a temporary construction easement in an area of land containing approximately 514 sq. ft., both being a portion of Santa Cruz County Assessor's Parcel Number ("APN") 041-011-55.

BACKGROUND

The RTC, in association with the California Department of Transportation (Caltrans) and the County of Santa Cruz (County), is improving State Highway Route 1 (Highway 1) and the Santa Cruz Branch Line railroad right of way, within an unincorporated area of the County. Improvements include the construction of auxiliary lanes on Highway 1, implementation of bus-on-shoulder operations on Highway 1, widening and replacement of bridges, construction of Segment 12 of the Coastal Rail Trail, and the installation of sound walls and retaining walls along Highway 1 (Project). The highway and trail improvements are being implemented as separate construction projects to facilitate project delivery but will collectively improve multimodal transportation and connectivity through the transportation corridor.

Specifically, the Project would widen Highway 1 to accommodate auxiliary lanes and bus-on-shoulder features in the northbound and southbound directions between the Freedom Boulevard interchange and the State Park

Drive interchange, from postmile (PM) 10.7 to PM 8.1. The major improvements include widening of the two bridges over Aptos Creek and Spreckels Drive, replacing the two railroad bridges over Highway 1, and construction of a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Line railroad right of way, from Rio Del Mar Boulevard State Park Drive. The Santa Cruz Branch Line railroad corridor is an active freight line and is owned by the RTC.

The auxiliary lanes would connect the interchange entrance and exit ramps, thereby extending the weaving and merging distance between the ramps and improving traffic flow by allowing greater separation between vehicles entering and exiting the freeway from mainline traffic. The bus-on-shoulder improvements would support future bus operations on the shoulders of Highway 1 during peak congestion periods to achieve transit travel time and reliability improvements.

The trail segment, Coastal Rail Trail Segment 12, is part of the Monterey Bay Sanctuary Scenic Trail within the 32-mile coastal rail corridor from Watsonville to Davenport. The Coastal Rail Trail improvements include the construction of a paved bicycle and pedestrian shared use trail on the inland side of the tracks, a fence separating the new trail from the rail line, two new bicycle and pedestrian bridges over Highway 1, and new bicycle and pedestrian bridges that cross Aptos Creek and Valencia Creek, respectively, to accommodate the new trail. The trail will provide a safe, dedicated path for pedestrians and cyclists while improving connectivity between State Park Drive, Aptos Village, and Rio Del Mar. The trail will improve access to schools, commercial areas, transit facilities, and nearby parks and open space while furthering completion of the Monterey Bay Sanctuary Scenic Trail, which will enhance regional connectivity.

The Project would reduce congestion along Highway 1 through the project limits, enhance bicycle and pedestrian connectivity by providing a segment of the Coastal Rail Trail, promote the use of alternative transportation modes to increase transportation system capacity and reliability, and reconstruct railroad bridges over Highway 1 to accommodate the widened highway. The combined improvements would provide complementary transportation benefits by addressing highway congestion and transit reliability while expanding safe, convenient, and accessible travel options for pedestrians and cyclists.

The Project is necessary because Highway 1 congestion during peak hours, significantly delays drivers and creates traffic on local streets because drivers are seeking to avoid congestion on the highway; there are limited opportunities for pedestrians and bicyclists to safely get across Highway 1

and navigate the project corridor, even though portions of the project area are designated as regional bicycle routes; and there are insufficient incentives to increase transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery. The Coastal Rail Trail improvements address the lack of continuous and safe bicycle and pedestrian facilities within the Aptos area, providing an important connection between nearby communities and the broader trail network.

The Project was designed with community and inter-agency input over the course of six (6) years, including revisions in response to that input. Project design included several rounds of alternative formulation, screening, evaluation and analysis; technical and safety considerations; and review by multiple local, state, and federal agencies. The Project was designed with the intent to minimize impact to private property. The Project was designed so that necessary acquisitions and use of acquired property by RTC will not unreasonably interfere with or impair the use of any property currently in public use. Following the combined environmental review and project development process, the highway and Coastal Rail Trail components were separated into two construction projects to facilitate implementation and delivery, though evaluated as a single project for the purposes of environmental review.

The Property and the RTC's Acquisition Attempts

The property proposed for acquisition consists of a permanent trail easement in an area of land containing approximately 1,543 sq. ft. and a temporary construction easement in an area of land containing approximately 514 sq. ft., all being a portion of Santa Cruz County APN 041-011-55 (the acquisition area is hereinafter referred to as the "Property"). The Property is required for construction of the Project in the location shown in Attachment 2. The Property is located at 8041 Soquel Drive, Aptos, CA, as described and depicted in Exhibits A and B to Attachment 1 (Resolution) to this staff report. Specifically, the area in which a permanent trail easement is to be acquired is labeled as "LEGAL DESCRIPTION (PERMANENT TRAIL EASEMENT)" on Exhibit A to Attachment 1, the area in which a temporary construction easement is to be acquired is labeled as "LEGAL DESCRIPTION (TEMPORARY CONSTRUCTION EASEMENT)" on Exhibit B to Attachment 1. The Property is owned by Cristina Locke ("Owner").

The relevant area of the Project and the Property's location within the Project is depicted in Attachment 2 (Project area map) and Project Plan Set.

The County, as right-of-way agent for the RTC, sent a written offer to purchase the Property to the Owners on November 3, 2026 (Attachment 3). The County, on behalf of the RTC, has engaged in discussions with the Owners, who are cooperative and supportive of the Project, but have been unable to reach agreement on a purchase price. While RTC and County staff have continued to diligently negotiate a voluntary sale with the Owners in accordance with the requirements of Government Code section 7267.2, the County and RTC has been unsuccessful to date in attempts to acquire the Property through negotiation.

DISCUSSION

Adoption of the Resolution of Necessity and Findings

By adopting the proposed Resolution of Necessity, the Commission will authorize the filing of an eminent domain action to acquire the Property for the Project. The Resolution must be approved by a two-thirds vote of the Commission. Further, before the RTC can commence an eminent domain action, it must obtain the consent by resolution of the governing body of the city or county having jurisdiction over the property proposed for acquisition. Consent was obtained by resolution of the County Board of Supervisors on November 17, 2026.

Before the RTC's adoption of the Resolution of Necessity, the Commission must make the following findings based on evidence presented at the hearing:

1. **The public interest and necessity require the Project.** The acquisition of the Property will enable to the RTC to proceed with the Project. The Project is necessary to alleviate the following problems, described above: bottlenecks along Highway 1 that cause congestion during peak hours; cut-through on local streets; limited opportunities for pedestrians and bicyclists to safely get across Highway 1 and navigate the project corridor; and insufficient incentives to increase transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery.

2. **The Project is planned or located in the manner that will be the most compatible with the greatest public good and least private injury.** The Project will provide for improved transit and recreation while simultaneously minimizing the amount of private land that will be acquired. The Project design incorporated community input and advice through the past six (6) years of the Project's planning phase, consisting of several rounds of alternative

formulation, screening, evaluation and analysis; technical and safety considerations; and review by multiple local, state, and federal agencies. Further, the Project has been designed so that necessary acquisitions and use of acquired property by RTC will not unreasonably interfere with or impair the use of any property currently in public use to the extent feasible to complete the Project. The Ultimate Trail design is being implemented where possible and for the Coastal Rail Trail Project Segment 12. Implementing an alternative trail alignment, such as the Interim Trail, would require Surface Transportation Board approval, which is outside RTC control. Delaying right-of-way certification would jeopardize $27.57 million in competitive grants and cost the taxpayers approximately $250,000 per month in cost escalation delays.

3. **The Property is necessary for the Project.** To provide the necessary right-of-way needed to construct the Project, the RTC must acquire this Property. Specifically, the acquisition of a permanent trail easement is needed for a portion of the trail to be located on the property and to meet the minimum Caltrans and CPUC standards for trail width and offset from the rail corridor, and a temporary construction easement for staging and Project construction needs. Without the Property, the Project could not be completed, and the area would lack trail improvements that would greatly benefit the public.

4. **The RTC has made the offer required by Government Code section 7267.2 to the owner of record.** As explained above, the RTC has made an offer to the Owner and has made reasonable efforts to conclude negotiations in accordance with the requirements of Government Code section 7267.2. However, the RTC has been unsuccessful to date in attempts to acquire the Property through negotiations.

The notice of the proposed Resolution of Necessity must be sent to "each person… whose name and address appears on the last equalized county assessment roll" (Code of Civil Procedure § 1245.235(a)). On November 16, 2026, the RTC mailed written notice to the Owners that the Commission would hold a hearing at its regular meeting on December 3, 2026 at 9:00 a.m. to consider adopting a Resolution of Necessity to acquire the Property by eminent domain (Attachment 4).

Adopting the Resolution of Necessity (Attachment 1) would start the eminent domain process to acquire the Property. At the request of the owner, RTC staff have agreed to delay filing of any eminent domain lawsuit until no

earlier than January 4, 2027. **Staff recommends that the Commission adopt the Resolution of Necessity (Attachment 1) and start the eminent domain process at this time to allow the RTC to meet the construction schedule for the Project and meet timing requirements related to the Project's funding.** However, staff and RTC's agents intend to continue to attempt to resolve this matter before and even after an eminent domain action is filed.

The amount of compensation that RTC is required to pay the Owner to acquire the Property is not at issue in this proceeding. If the Commission adopts the Resolution of Necessity, the amount of just compensation will be determined in a court trial.

Environmental Review

On February 20th, 2024, Caltrans certified the Final Environmental Impact Report/Environmental Assessment ("FEIR/EA") for the Project. The FEIR/EA was challenged in court, and was upheld by the court's judgment in CAMPAIGN FOR SUSTAINABLE TRANSPORTATION and SIERRA CLUB v. CALIFORNIA DEPARTMENT OF TRANSPORTATION, CASE NUMBER 24WM000051.

Policy Alternatives

The Commission may choose not to adopt the Resolution of Necessity and direct Staff to continue negotiations, which would result in a delay to the project schedule and putting the project's funding at risk. Negotiations with the property owner can continue after adoption of the Resolution of Necessity, or even after the filing of an action in eminent domain.

FISCAL IMPACT

There are no new fiscal impacts associated with acquiring the property. Sufficient funds exist in the Measure D Program of Projects Active Transportation and Highway categories, and in the current approved Fiscal Year's budget, to fund the Project's acquisitions.

If the Commission no longer wishes to move forward with the trail project and does not adopt the Resolution of Necessity, the competitive grants that fund construction of the project in the amount of $27.572 million would be forfeited back to the State.

SUMMARY

The Commission will consider adopting a Resolution of Necessity to authorize the commencement of an eminent domain action to acquire a portion of the property located at 8041 Soquel Drive, Aptos, CA (APN 041-011-55) for the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project. The property at issue is owned by Cristina Locke. Acquisition of the subject property is required for the Project. The Resolution of Necessity provides that the public interest and necessity require the Project, the Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury, the property sought to be acquired is necessary for the Project, and the offer required by Section 7267.2 of the Government Code has been made to the owner of record.

Attachments:

1. (Resolution of the Santa Cruz County Regional Transportation Commission Determining that the Public Interest and Necessity Require the Acquisition of a Portion of Certain Real Property Located at 8041 Soquel Drive, Aptos, California (Santa Cruz County APN 041-011-55) – State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Dr. and Coastal Rail Trail Segment 12 Project, and Exhibits A and B to Resolution (Property Description))
    a. Legal Description (Permanent Trail Easement)
    b. Legal Description (Temporary Construction Easement)
2. Project Plans in the vicinity of the Property
3. Public comments recevied by December 2, 2026 will be posted to the RTC website
4. Offer to Acquire Property, November 3, 2026 (Link)
5. Notice of Hearing to Consider Resolution of Necessity

RESOLUTION NO. _____

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

A RESOLUTION OF THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF A PORTION OF CERTAIN REAL PROPERTY LOCATED AT 8041 SOQUEL DRIVE, APTOS CALIFORNIA (SANTA CRUZ COUNTY ASSESSOR'S PARCEL NUMBER 041-011-55) – STATE ROUTE 1 AUXILIARY LANES AND BUS-ON-SHOULDER IMPROVEMENTS FREEDOM BLVD. TO STATE PARK DRIVE AND COASTAL RAIL TRAIL SEGMENT 12 PROJECT

PROPERTY OWNER: CRISTINA LOCKE

WHEREAS, the Santa Cruz County Regional Transportation Commission ("RTC"), in association with the County of Santa Cruz ("County") and the California Department of Transportation ("Caltrans") is proposing to construct improvements along State Highway Route 1 ("Highway 1") and the Santa Cruz Branch Line railroad right of way, which improvements include construction of auxiliary lanes, implementation of bus-on-shoulder operations, widening and replacement of bridges, construction of Segment 12 of the Coastal Rail Trail, and the installation of sound walls and retaining walls (the "Project");

WHEREAS, the purpose of the Project is to reduce congestion along Highway 1, enhance bicycle and pedestrian connectivity, promote use of alternative transportation modes to increase transportation system capacity and reliability, and reconstruct railroad bridges over Highway 1 to accommodate the widened highway and Coastal Rail Trail crossings of Highway 1;

WHEREAS, the Project is needed because bottlenecks along Highway 1 in the southbound and northbound directions cause congestion during peak hours, significantly delaying drivers; traffic cutting through on local streets is increasing because drivers are seeking to avoid congestion on Highway 1; there are limited opportunities for pedestrians and bicyclists to safely get across Highway 1 and navigate the project corridor, even though portions of the project area are designated as regional bicycle routes; and there are insufficient incentives to increase transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery;

WHEREAS, the Project would widen Highway 1 to accommodate auxiliary lanes and bus-on-shoulder features in the northbound and southbound directions between the Freedom Boulevard interchange and the State Park Drive interchange, from PM 10.7 to PM 8.1, which would include widening of the two bridges over Aptos Creek and Spreckels Drive, replacing the two railroad bridges

over Highway 1, and construction of a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Line railroad right of way, from Rio Del Mar Boulevard State Park Drive;

WHEREAS, the proposed Coastal Rail Trail improvements include the construction of a paved bicycle and pedestrian shared use trail on the inland side of the tracks, a fence separating the new trail from the rail line, and the modification or replacement of two existing railroad bridges that cross Aptos Creek and Valencia Creek, respectively, to accommodate the new trail;

WHEREAS, RTC is Santa Cruz County's regional transportation planning agency, formed pursuant to Government Code sections 67940-67941; and

WHEREAS, pursuant to Government Code section 67941(a), RTC has the power of eminent domain to acquire property for multimodal transportation projects and services on rail rights-of-ways within Santa Cruz County, subject to the consent by resolution of the governing body of the city or county having jurisdiction over the property proposed for acquisition;

WHEREAS, consent was obtained by resolution of the County Board of Supervisors on November 17, 2026;

WHEREAS, in order to complete the Project, it is desirable and necessary for RTC to acquire a permanent trail easement and a temporary construction easements in a portion of the property located at 8041 Soquel Drive, Aptos, California to allow for construction of the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project;

WHEREAS, the property that is the subject of this Resolution includes a permanent trail easement and a temporary construction easement over a portion of Santa Cruz County Assessor's Parcel Number 041-011-55, as more particularly described and depicted in Exhibit A and Exhibit B attached hereto, which is incorporated herein by this reference;

WHEREAS, the permanent trail easement and temporary construction easement are referred to, together, herein as the "Property";

WHEREAS, an offer was presented to the property owner, pursuant to Government Code sections 7267.1 and 7267.2, and RTC made reasonable efforts to conclude negotiations in accordance with the requirements of Government Code section 7267.2;

WHEREAS, pursuant to Code of Civil Procedure section 1245.235, RTC provided the owner of the Property notice of hearing to consider a resolution of necessity to acquire the Property, informing the owner of the date and time any interested person can be heard before the Commission on the following matters and to have the Commission consider testimony prior to deciding whether or not

to adopt the proposed Resolution of Necessity to commence eminent domain proceedings:

(a) Whether the public interest and necessity require the Project;
(b) Whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
(c) Whether the Property sought to be acquired is necessary for the Project; and
(d) Whether RTC has made the offer required by Government Code section 7267.2 to the owner of record; and

WHEREAS, the Commission is satisfied that the requirements of the California Environmental Quality Act ("CEQA") have been met, and specifically, the Commission certified the Final Environmental Impact Report ("FEIR") for the Project on February 20th, 2024, which FEIR was later upheld by the court's judgment in CAMPAIGN FOR SUSTAINABLE TRANSPORTATION and SIERRA CLUB v. CALIFORNIA DEPARTMENT OF TRANSPORTATION, CASE NUMBER 24WM000051;

WHEREAS, the Commission considered this matter as an item placed on its agenda at its regular meeting on December 3, 2026; and

WHEREAS, the findings and conclusions made by the Commission pursuant to this Resolution are based upon substantial evidence in the entire record before the Commission, and are not based solely on the information provided in this Resolution;

WHEREAS, prior to taking action, the Commission has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including each of the Project-related documents relevant to the adoption of this Resolution, including but not limited to the prior environmental review documents for the Project, and all oral and written evidence presented to it during all meetings and hearings;

WHEREAS, the Commission has duly considered all pertinent information presented to it on the issue before it, and specifically whether: (1) the public interest and necessity require the Project; (2) the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) the Property sought to be acquired is necessary for the Project; and (4) the offer required by Government Code section 7267.2 has been made to the owner of record;

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

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

1. RTC intends to acquire, through the exercise of the power of eminent domain, the real property identified above as the "Property" and more particularly described and shown in Exhibit A and Exhibit B attached hereto and incorporated by reference.

2. The public use for which the Property is to be taken is for construction of the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project, and other uses necessary for the Project.

3. RTC is authorized to acquire the Property for the Project pursuant to California Government Code section 67941(a), subject to the consent of the Board of Supervisors of the County of Santa Cruz.

4. The Commission declares that it has found and determined each of the following:

    (a) The public interest and necessity require the Project.

    (b) The Project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury.

    (c) The Property is necessary for the Project.

    (d) RTC has made the offer required by Government Code section 7267.2 to the owner of record of the Property as listed in the last equalized roll, and specifically to Cristina Locke.

5. Notice and reasonable opportunity to appear and be heard on December 3, 2026, on the matters enumerated in the Code of Civil Procedure section 1240.030 has been given to each of the persons whose name and address appears on the County's last equalized roll, and specifically to Cristina Locke.

6. Subject to and conditioned on the consent by resolution of the Board of Supervisors of the County of Santa Cruz, RTC and its appropriate officers, employees, and agents, are hereby authorized and empowered to:

    (a) Acquire, in the name of RTC, the Property by condemnation in accordance with the provisions of the Eminent Domain Law and Constitution of the State of California;

    (b) Prepare, file, and prosecute in the appropriate court, such proceedings in eminent domain as are necessary for the acquisition of the Property;

(c) Deposit the probable amount of just compensation with the appropriate authority; and

(d) Apply to a court of competent jurisdiction for an order permitting RTC to take possession and use of the Property prior to judgment.

7. That RTC's Executive Director and attorneys are authorized to undertake all other actions necessary to implement the intent of this Resolution.

PASSED AND ADOPTED this 3rd day of December, 2026, by the following vote:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Eduardo Montesino, Chair

ATTEST:

_____
Sarah Christensen, Secretary

Exhibits:
a. Legal Description (Permanent Trail Easement)
b. Legal Description (Temporary Construction Easement)

Distribution:
RTC Real Property, County Real Property

EXHIBIT "A"
LEGAL DESCRIPTION

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a portion of the land shown as Parcel A in Book 46 of Parcel Maps, at Page 57, recorded May 30, 1986, Official Records of said County, more particularly described as follows:

PERMANENT TRAIL EASEMENT

COMMENCING at the most westerly corner of said Parcel A, said corner also being on a the northeasterly Right of Way of Soquel Drive;

Thence along the northwesterly line of said Parcel A, North 37°41'33" East, 29.12 feet to the **POINT OF BEGINNING;**

Thence continuing along said northwesterly line, North 37°41'33" East, 15.64 feet to the beginning of a non-tangent curve to the right, having a radius of 757.50 feet, with a radial bearing of South 21°28'23" West;

Thence along said curve through a central angle of 7°46'22", an arc distance of 102.76 feet to the southeasterly line of said Parcel A;

Thence along said southeasterly line, South 37°21'05" West, 15.15 feet to the beginning of a non-tangent curve to the left, having a radius of 742.50 feet, with a radial bearing of South 29°04'52" West;

Thence leaving said easterly line and along said non-tangent curve through a central angle of 007°56'42", an arc distance of 102.96 feet to the **POINT OF BEGINNING.**

Containing 1,543 square feet of land, more or less.

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

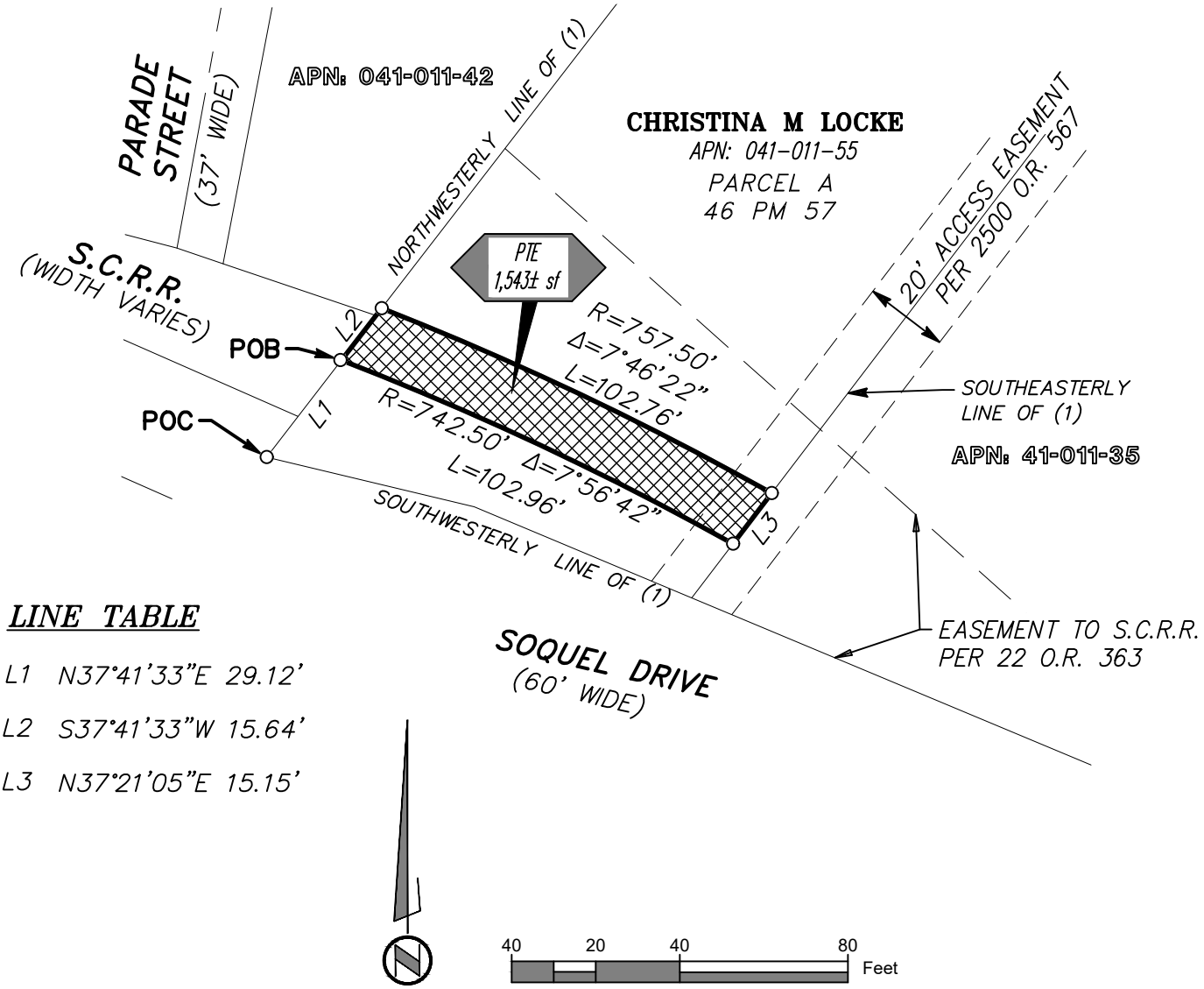
October 23, 2026
DATE

EXHIBIT A

LEGEND

o	DIMENSION POINT
▨	PERMANENT TRAIL EASEMENT
PTE	PERMANENT TRAIL EASEMENT
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING
S.C.R.R.	SANTA CRUZ RAILROAD
PM	BOOK OF PARCEL MAPS, SANTA CRUZ COUNTY RECORDS
O.R.	OFFICIAL RECORDS OF SANTA CRUZ COUNTY
(1)	46 PM 57

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA



LINE TABLE

L1	N37°41'33"E	29.12'
L2	S37°41'33"W	15.64'
L3	N37°21'05"E	15.15'

40 20 40 80 Feet

SCALE 1" = 40'

SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 40'
Date Oct., 2026
Drawn By JH
Checked By SW

Exhibit B
Easement
APN 041-011-55
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117

EXHIBIT "A"
LEGAL DESCRIPTION

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a portion of the land shown as Parcel A in Book 46 of Parcel Maps, at Page 57, recorded May 30, 1986, Official Records of said County, more particularly described as follows:

TEMPORARY CONSTRUCTION EASEMENT

COMMENCING at the most westerly corner of said Parcel A, said corner also being on the northeasterly Right of Way of Soquel Drive;

Thence along the northwesterly line of said Parcel A, North 37°41'33" East, 29.12 feet to the **POINT OF BEGINNING;**

Thence continuing along said northwesterly line, North 37°41'33" East, 5.21 feet to the beginning of a non-tangent curve to the right, having a radius of 762.50 feet, with a radial bearing of North 21°34'56" East;

thence along said curve through a central angle of 07°43'01", an arc distance of 102.70 feet to the southeasterly line of said Parcel A;

Thence along said southeasterly line, South 37°21'05" West, 5.05 feet to the beginning of a non-tangent curve to the left, having a radius of 757.50 feet, with a radial bearing of North 29°14'45" East;

Thence leaving said easterly line and along said non-tangent curve through a central angle of 007°46'22", an arc distance of 102.76 feet to the **POINT OF BEGINNING**.

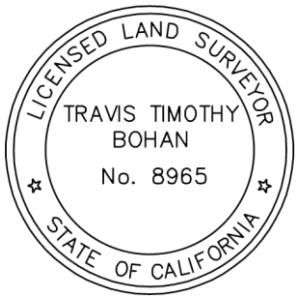
Containing 514 square feet of land, more or less.

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

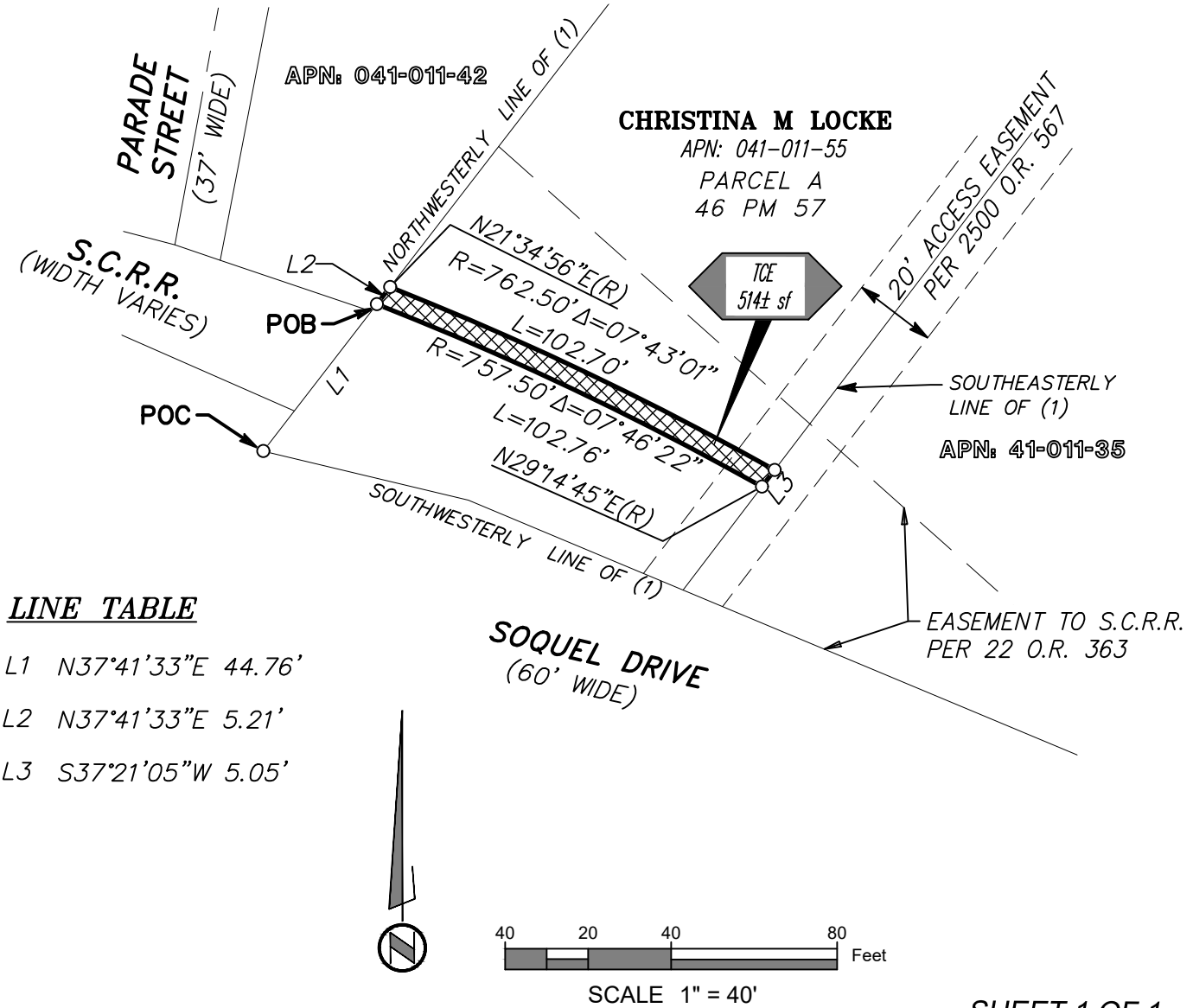
October 23, 2026
DATE

EXHIBIT B

LEGEND

o	DIMENSION POINT
▨	PERMANENT TRAIL EASEMENT
TCE	TEMPORARY CONSTRUCTION EASEMENT
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING
S.C.R.R.	SANTA CRUZ RAILROAD
PM	BOOK OF PARCEL MAPS, SANTA CRUZ COUNTY RECORDS
O.R.	OFFICIAL RECORDS OF SANTA CRUZ COUNTY
(1)	46 PM 57

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA



LINE TABLE

L1	N37°41'33"E 44.76'
L2	N37°41'33"E 5.21'
L3	S37°21'05"W 5.05'

40 20 0 40 80 Feet

SCALE 1" = 40'

SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 40'
Date Oct., 2026
Drawn By JH
Checked By SW

Exhibit B
Easement
APN 041-011-55
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117

ATTACHMENT 2

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND

TEMPORARY CONSTRUCTION EASEMENTS

PERMANENT EASEMENT FOR TRAIL

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	8.1/10.7		784

REGISTERED CIVIL ENGINEER DATE

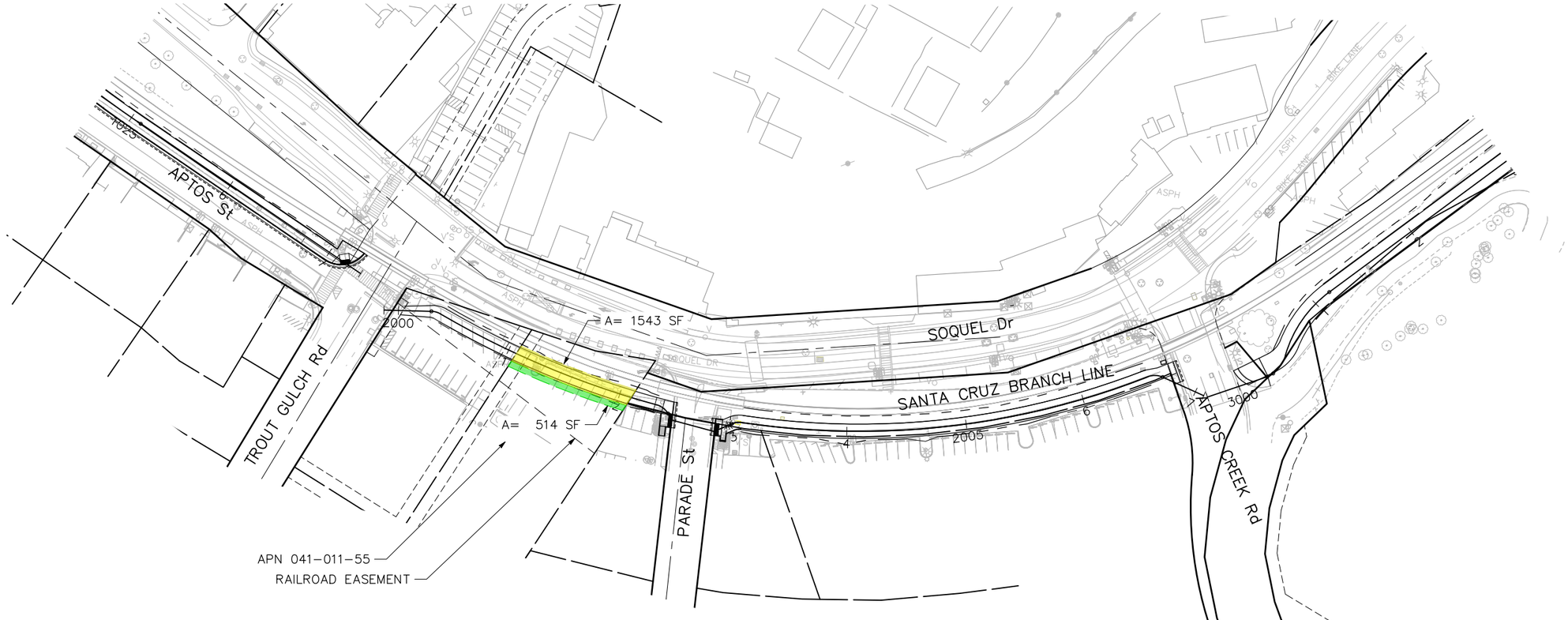
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MARK THOMAS
701 UNIVERSITY Ave
SUITE 200
SACRAMENTO, CA 95825

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION
1101 PACIFIC AVENUE
Ste 250
SANTA CRUZ, CA 95060



APN #	PERMANENT EASEMENT FOR TRAIL	TEMPORARY
	SF	SF
041-011-55	1543	514

PROPERTY OWNERS: CRISTINA LOCKE
ULTIMATE RAIL-TRAIL
SEGMENT 12 IMPROVEMENTS

SCALE: 1" = 50'

30-19

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: ZACHARY SIVIGLIA

CALCULATED–DESIGNED BY
CHECKED BY

REVISED BY | DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 11/23/2026 | TIME PLOTTED => 10:55 AM

BORDER LAST REVISED 7/2/2010

USERNAME => FLOPEZ
DGN FILE => SF-ROW Exhibits PowerPoint.dwg

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 0520000083

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTICE OF HEARING TO CONSIDER RESOLUTION OF NECESSITY TO ACQUIRE CERTAIN REAL PROPERTY OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
(Code of Civil Procedure §1245.235)

To: Cristina M. Locke
8041 Soquel Drive
Aptos, CA 95003

In its November 3, 2026, letter to you, the County of Santa Cruz offered to acquire a Permanent Trail Easement and a Temporary Construction Easement on your property at 8041 Soquel Drive, Aptos, Santa Cruz County Assessor's Parcel Number 041-01-55 [Property] for the project described below. The County of Santa Cruz is acting as Right of Way agent to acquire property on behalf of the Santa Cruz County Regional Transportation Commission (Commission) for the Project. As of the date of this notice, you have not accepted the offer. Pursuant to California Code of Civil Procedure section 1245.235, this letter constitutes notice of the Commission's intent to hold a public hearing at which the Santa Cruz County Regional Transportation Commission will consider the adoption of a Resolution of Necessity authorizing acquisition of the Property by eminent domain.

California Code of Civil Procedure sections 1240.030 and 1245.230 provide that the power of eminent domain may be exercised to acquire property for a proposed project if the following conditions are established:

a) The public interest and necessity require the project.

b) The project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

c) The property sought to be acquired is necessary for the project.

d) The offer required by Government Code §7267.2 has been made to the owner of record.

You are hereby notified that the Santa Cruz County Regional Transportation Committee Meeting at its meeting to be held on **Thursday, December 3, 2026, starting at 9:00 a.m.** in the Santa Cruz County Supervisor Chambers, 701 Ocean Street, Fifth Floor, Santa Cruz CA, will meet to decide if the above conditions are met concerning your property and, if the conditions are met, to adopt a Resolution of Necessity to acquire the property by eminent domain.

You have the right to appear at the hearing and be heard on the adoption of the Resolution of Necessity, including regarding whether (1) the public interest and necessity require the Project; (2) the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) the Property sought to

be acquired is necessary for the Project; and (4) the offer required by Section 7267.2 of the Government Code has been made to the owner of record.

California Code of Civil Procedure section 1245.235 provides that failure to file a written request to appear and be heard within fifteen (15) days after the date of this Notice will result in the waiver of your right to appear and be heard. Notwithstanding this requirement, the Commission will permit you to be heard at the hearing if you appear in-person, via Zoom teleconference, or by phone at the scheduled date and time. You may submit your written request to appear and be heard, and any written comments you may have, to:

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION
1101 PACIFIC AVE., SUITE 250
SANTA CRUZ, CA 95060
EMAIL: INFO@SCCRTC.ORG

Written comments received prior to 5:00 p.m. on December 2, 2026, will be read at the Santa Cruz County Regional Transportation Commission meeting.

The adopted Resolution will authorize the Commission to acquire by eminent domain the required property interests affecting Assessor's Parcel Numbers (APN) 041-01-55. Descriptions of the required property interests are attached to this Notice and are marked "Exhibit A", for the required Permanent Trail Easement, and "Exhibit B", for the required Temporary Construction Easement with a five (5) year term.

The proposed public use is construction of the State Route 1 Auxiliary Lanes and Bus-On-Shoulder Improvements-Freedom Blvd. to State Park Dr. – and Coastal Rail Trail Segment 12 Project. Information related to the Project can be found at:
https://www.sccrtc.org/projects/streets-highways/hwy1/state-park-dr-to-freedom-blvd/

Please note: The amount of compensation the Commission is required to pay you to acquire the Property is not at issue in this proceeding. The sole purpose of the hearing is to permit the Santa Cruz County Regional Transportation Commission to consider whether to acquire your property for the project as described above. Your failure to appear does not waive your right to seek compensation from the Commission greater than the amount offered to buy the property. Further, this notice is not intended to affect any negotiations regarding a voluntary sale of your property to the Commission. If the Santa Cruz County Regional Transportation Commission adopts the Resolution of Necessity, the Commission intends to continue to negotiate in good faith with you before and even after any eminent domain action is filed.

The Santa Cruz County Regional Transportation Commission must adopt a Resolution of Necessity before an eminent domain proceeding can be commenced. Within six months of the adoption of the Resolution of Necessity, the Santa Cruz County Regional Transportation Commission will commence eminent domain proceedings in the Superior

Court in the County where the property is located. In that proceeding, the Court will determine the amount of compensation to which you are entitled.

If you have any questions, please call: (831) 460-3200.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Isabella Kressman
Real Property Specialist

Date: 11/16/2024

EXHIBIT "A"
LEGAL DESCRIPTION

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a portion of the land shown as Parcel A in Book 46 of Parcel Maps, at Page 57, recorded May 30, 1986, Official Records of said County, more particularly described as follows:

PERMANENT TRAIL EASEMENT

COMMENCING at the most westerly corner of said Parcel A, said corner also being on a the northeasterly Right of Way of Soquel Drive;

Thence along the northwesterly line of said Parcel A, North 37°41'33" East, 29.12 feet to the **POINT OF BEGINNING;**

Thence continuing along said northwesterly line, North 37°41'33" East, 15.64 feet to the beginning of a non-tangent curve to the right, having a radius of 757.50 feet, with a radial bearing of South 21°28'23" West;

Thence along said curve through a central angle of 7°46'22", an arc distance of 102.76 feet to the southeasterly line of said Parcel A;

Thence along said southeasterly line, South 37°21'05" West, 15.15 feet to the beginning of a non-tangent curve to the left, having a radius of 742.50 feet, with a radial bearing of South 29°04'52" West;

Thence leaving said easterly line and along said non-tangent curve through a central angle of 007°56'42", an arc distance of 102.96 feet to the **POINT OF BEGINNING.**

Containing 1,543 square feet of land, more or less.

Shown graphically on Exhibit B, attached hereto and made a part hereof.

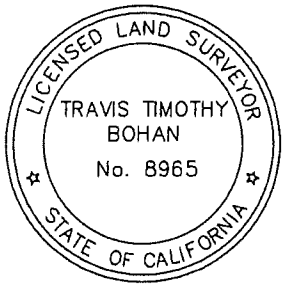
The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

ATTACHMENT 4

EXHIBIT A

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

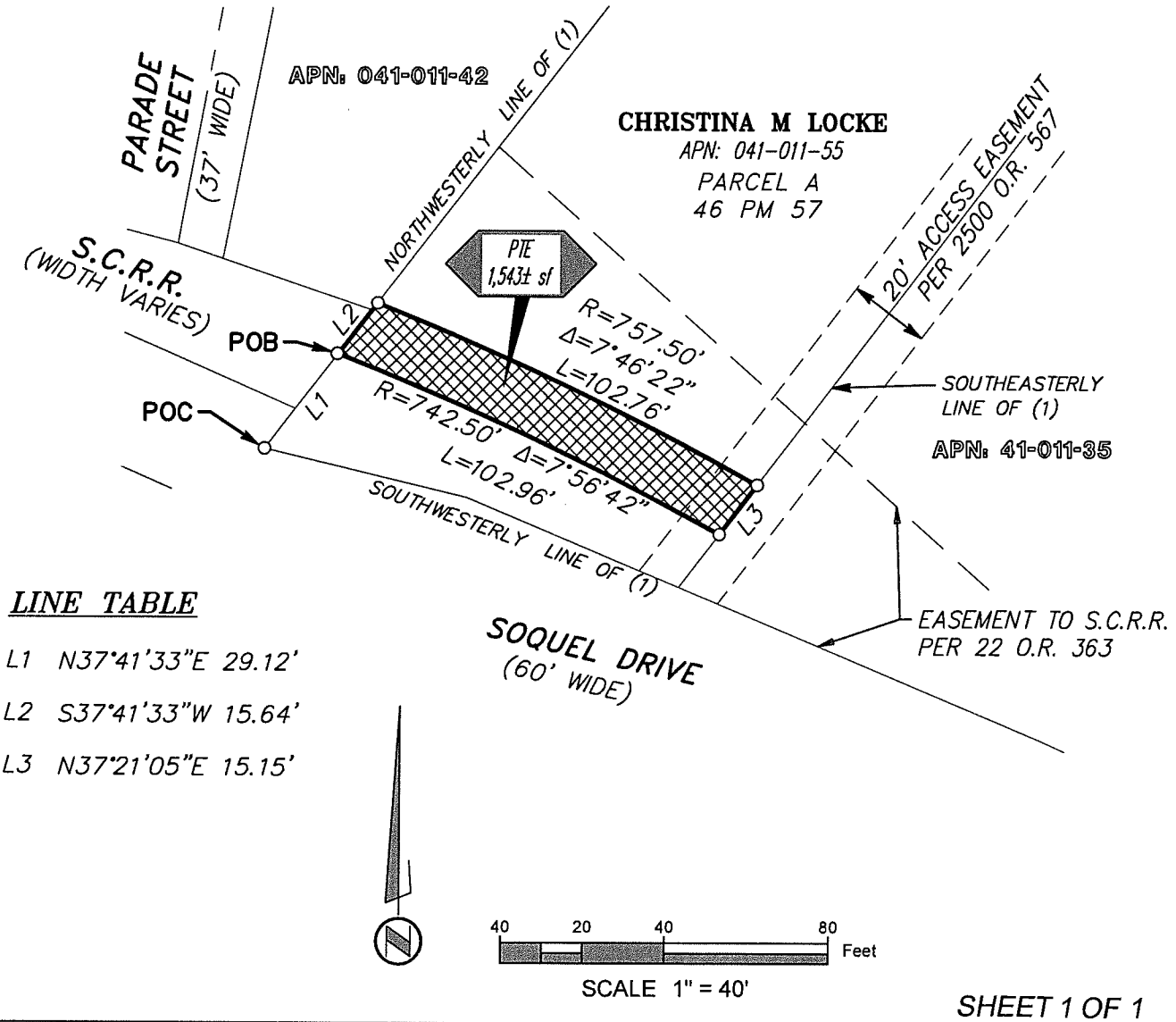
October 23, 2026
DATE

EXHIBIT A

LEGEND

o	DIMENSION POINT
▨	PERMANENT TRAIL EASEMENT
PTE	PERMANENT TRAIL EASEMENT
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING
S.C.R.R.	SANTA CRUZ RAILROAD
PM	BOOK OF PARCEL MAPS, SANTA CRUZ COUNTY RECORDS
O.R.	OFFICIAL RECORDS OF SANTA CRUZ COUNTY
(1)	46 PM 57

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA



LINE TABLE

L1	N37°41'33"E	29.12'
L2	S37°41'33"W	15.64'
L3	N37°21'05"E	15.15'

40 20 40 80 Feet

SCALE 1" = 40'

SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 40'
Date Oct., 2026
Drawn By JH
Checked By SW

Exhibit B
Easement
APN 041-011-55
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117

EXHIBIT "A"
LEGAL DESCRIPTION

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a portion of the land shown as Parcel A in Book 46 of Parcel Maps, at Page 57, recorded May 30, 1986, Official Records of said County, more particularly described as follows:

TEMPORARY CONSTRUCTION EASEMENT

COMMENCING at the most westerly corner of said Parcel A, said corner also being on the northeasterly Right of Way of Soquel Drive;

Thence along the northwesterly line of said Parcel A, North 37°41'33" East, 29.12 feet to the **POINT OF BEGINNING;**

Thence continuing along said northwesterly line, North 37°41'33" East, 5.21 feet to the beginning of a non-tangent curve to the right, having a radius of 762.50 feet, with a radial bearing of North 21°34'56" East;

thence along said curve through a central angle of 07°43'01", an arc distance of 102.70 feet to the southeasterly line of said Parcel A;

Thence along said southeasterly line, South 37°21'05" West, 5.05 feet to the beginning of a non-tangent curve to the left, having a radius of 757.50 feet, with a radial bearing of North 29°14'45" East;

Thence leaving said easterly line and along said non-tangent curve through a central angle of 007°46'22", an arc distance of 102.76 feet to the **POINT OF BEGINNING**.

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EXHIBIT B

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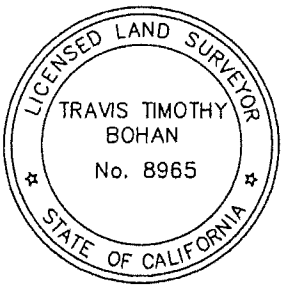
Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

October 23, 2026
DATE

EXHIBIT B

LEGEND

o	DIMENSION POINT
⊠	PERMANENT TRAIL EASEMENT
TCE	TEMPORARY CONSTRUCTION EASEMENT
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING
S.C.R.R.	SANTA CRUZ RAILROAD
PM	BOOK OF PARCEL MAPS, SANTA CRUZ COUNTY RECORDS
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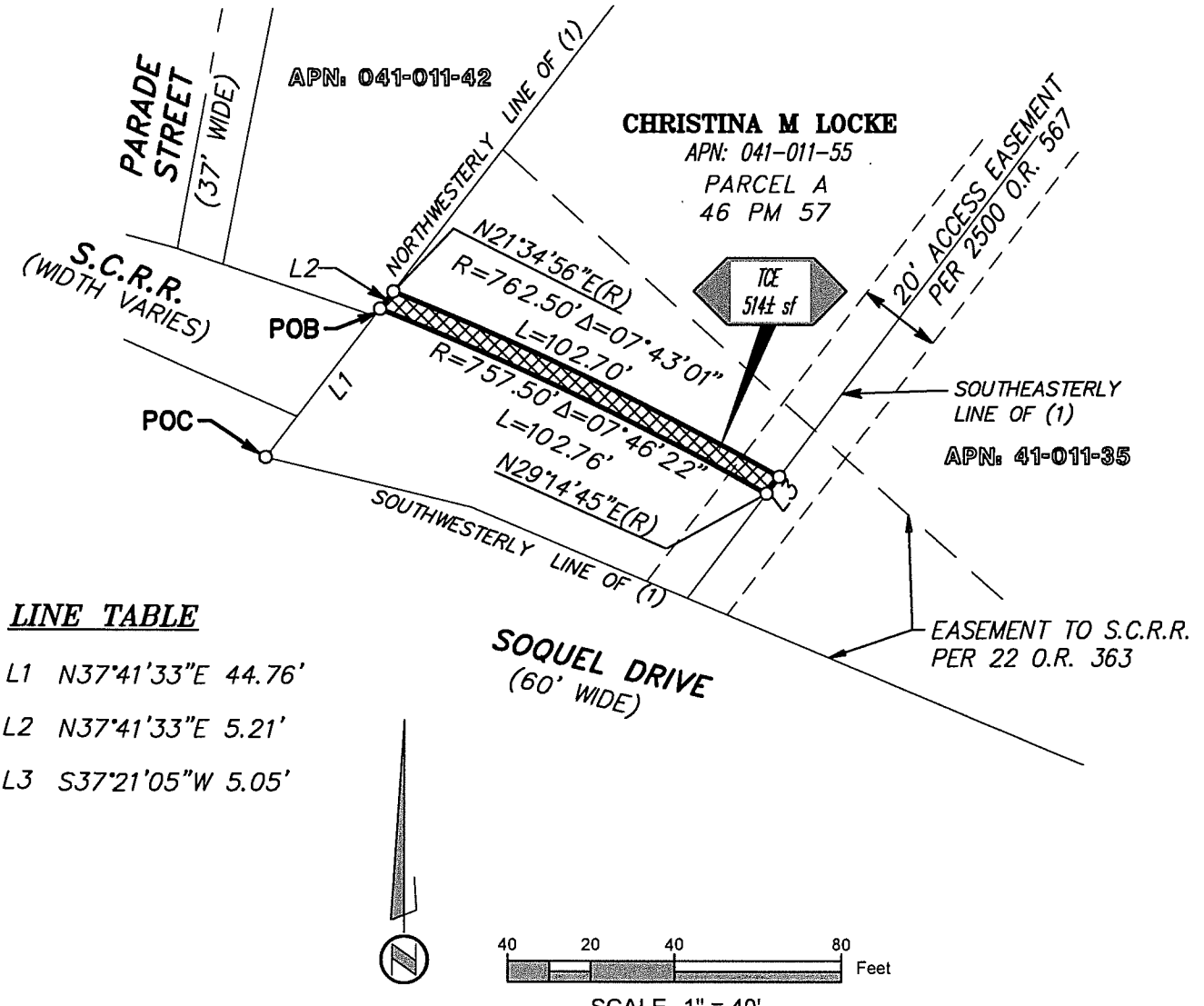
(1)	46 PM 57

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA



LINE TABLE

L1	N37°41'33"E	44.76'
L2	N37°41'33"E	5.21'
L3	S37°21'05"W	5.05'

40 20 40 80 Feet

SCALE 1" = 40'

SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 40'
Date Oct., 2026
Drawn By JH
Checked By SW

Exhibit B
Easement
APN 041-011-55
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117

AGENDA: December 3, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Bella Kressman, Real Property Specialist, and
Amin AbuAmara, Director of Capital Projects

RE: Consider Adopting Resolution Determining that the Public Interest and Necessity Require the Acquisition of a Portion of Certain Real Property Located at Sandalwood Drive, Aptos CA for the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Boulevard to State Park Drive and Coastal Rail Trail Segment 12 Project; Property Owners: Beach Pines Townhouses

---

RECOMMENDATIONS

Consider and adopt a Resolution (Attachment 1), a Resolution of Necessity that authorizes an eminent domain action, subject to the consent of the Board of Supervisors of the County of Santa Cruz, to condemn a permanent trail easement in an area of land containing approximately 122 sq. ft., a temporary construction easement in an area of land containing approximately 9,686 sq. ft., and a temporary access easement in an area of land containing approximately 16,852 sq. ft., being a portion of Santa Cruz County Assessor's Parcel Number ("APN") 044-282-47.

BACKGROUND

The RTC, in association with the California Department of Transportation (Caltrans) and the County of Santa Cruz (County), is improving State Highway Route 1 (Highway 1) and the Santa Cruz Branch Line railroad right of way, within an unincorporated area of the County. Improvements include the construction of auxiliary lanes on Highway 1, implementation of bus-on-shoulder operations on Highway 1, widening and replacement of bridges, construction of Segment 12 of the Coastal Rail Trail, and the installation of sound walls and retaining walls along Highway 1 (Project). The highway and trail improvements are being implemented as separate construction projects to facilitate project delivery but will collectively improve multimodal transportation and connectivity through the transportation corridor.

Specifically, the Project would widen Highway 1 to accommodate auxiliary lanes and bus-on-shoulder features in the northbound and southbound

directions between the Freedom Boulevard interchange and the State Park Drive interchange, from postmile (PM) 10.7 to PM 8.1. The major improvements include widening of the two bridges over Aptos Creek and Spreckels Drive, replacing the two railroad bridges over Highway 1, and construction of a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Line railroad right of way, from Rio Del Mar Boulevard to State Park Drive. The Santa Cruz Branch Line railroad corridor is an active freight line and is owned by the RTC.

The auxiliary lanes would connect the interchange entrance and exit ramps, thereby extending the weaving and merging distance between the ramps and improving traffic flow by allowing greater separation between vehicles entering and exiting the freeway from mainline traffic. The bus-on-shoulder improvements would support future bus operations on the shoulders of Highway 1 during peak congestion periods to achieve transit travel time and reliability improvements.

The trail segment, Coastal Rail Trail Segment 12, is part of the Monterey Bay Sanctuary Scenic Trail within the 32-mile coastal rail corridor from Watsonville to Davenport. The Coastal Rail Trail improvements include the construction of a paved bicycle and pedestrian shared use trail on the inland side of the tracks, a fence separating the new trail from the rail line, two new bicycle and pedestrian bridges over Highway 1, and new bicycle and pedestrian bridges that cross Aptos Creek and Valencia Creek, respectively, to accommodate the new trail. The trail will provide a safe, dedicated path for pedestrians and cyclists while improving connectivity between State Park Drive, Aptos Village, and Rio Del Mar. The trail will improve access to schools, commercial areas, transit facilities, and nearby parks and open space while furthering completion of the Monterey Bay Sanctuary Scenic Trail, which will enhance regional connectivity.

The Project would reduce congestion along Highway 1 through the project limits, enhance bicycle and pedestrian connectivity and safety by providing a segment of the Coastal Rail Trail, promote the use of alternative transportation modes to increase transportation system capacity and reliability, and reconstruct railroad bridges over Highway 1 to accommodate the widened highway. The combined improvements would provide complementary transportation benefits by addressing highway congestion and transit reliability while expanding safe, convenient, and accessible travel options for pedestrians and cyclists.

The Project is necessary because Highway 1 congestion during peak hours creates significant delays, and traffic on local streets because drivers are seeking to avoid congestion on the highway; there are limited opportunities

for pedestrians and bicyclists to safely get across Highway 1 and navigate the project corridor, even though portions of the project area are designated as regional bicycle routes; and there are insufficient incentives to increase transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery. The Coastal Rail Trail improvements address the lack of continuous and safe bicycle and pedestrian facilities within the Aptos area, providing an important connection between nearby communities and the broader trail network.

The Project was designed with community and inter-agency input over the course of six (6) years, including revisions in response to that input. Project design included several rounds of alternative formulation, screening, evaluation and analysis; technical and safety considerations; and review by multiple local, state, and federal agencies. The Project was designed with the intent to minimize impact to private property. The Project was designed so that necessary acquisitions and use of acquired property by RTC will not unreasonably interfere with or impair the use of any property currently in public use. Following the combined environmental review and project development process, the highway and Coastal Rail Trail components were separated into two construction projects to facilitate implementation and delivery, though evaluated as a single project for the purposes of environmental review.

The Property and the RTC's Acquisition Attempts

The property proposed for acquisition consists of a permanent trail easement over an area of land containing approximately 122 sq. ft., a temporary construction easement over an area of land containing approximately 9,686 sq. ft., and a temporary access easement over an area of land containing approximately 16,852 sq. ft., being a portion of Santa Cruz County APN 044-282-47 (the acquisition area is hereinafter referred to as the "Property"). The Property is required for construction of the Project in the location shown in Attachment 2. The Property is located at Sandalwood Drive, Aptos, CA, as described and depicted in Exhibits A through C to Attachment 1 (Resolution) to this staff report. Specifically, the area in which a temporary construction easement is to be acquired is labeled as "TEMPORARY CONSTRUCTION EASEMENT (TCE)" on Exhibit A to Attachment 1, the area in which a temporary access easement is to be acquired is labeled as "TEMPORARY ACCESS EASEMENT" on Exhibit B to Attachment 1 and the area in which a permanent trail easement is to be acquired is labeled as "TRAIL EASEMENT" on Exhibit C to Attachment 1. The Property is owned by Beach Pines Townhouses ("Owners").

The relevant area of the Project and the Property's location within the Project is depicted in Attachment 2 (Project area map) and in the Project Plan Set.

The County, as right-of-way agent for the RTC, sent a written offer to purchase the Property to the Owners on February 24, 2025 (Attachment 3). The County, on behalf of the RTC, has engaged in discussions with the Owners, who are cooperative and supportive of the Project, but have been unable to reach agreement on a purchase price. These negotiations were extended by the need to update the Project design and scope, because the Project was separated into two construction projects, with Caltrans constructing the Highway 1 portion of the Project and the RTC constructing the Segment 12 Trail portion of the Project. The County thereafter sent an updated offer to the Owners on July 17, 2026 (Attachment 4). While RTC and County staff have continued to diligently negotiate a voluntary sale with the Owners in accordance with the requirements of Government Code section 7267.2, the County and RTC has been unsuccessful to date in attempts to acquire the Property through negotiation.

DISCUSSION

Adoption of the Resolution of Necessity and Findings

By adopting the proposed Resolution of Necessity, the Commission will authorize the filing of an eminent domain action to acquire the Property for the Project. The Resolution must be approved by a two-thirds vote of the Commission. Further, before the RTC can commence an eminent domain action, it must obtain the consent by resolution of the governing body of the city or county having jurisdiction over the property proposed for acquisition. Consent was obtained by resolution of the County Board of Supervisors on November 17, 2026.

Before the RTC's adoption of the Resolution of Necessity, the Commission must make the following findings based on evidence presented at the hearing:

1. **The public interest and necessity require the Project.** The acquisition of the Property will enable the RTC to proceed with the Project. The Project is necessary to alleviate the following problems, described above: bottlenecks along Highway 1 that cause congestion during peak hours; cut-through on local streets; limited opportunities for pedestrians and bicyclists to safely get across Highway 1 and navigate the project corridor; create an important connection between nearby communities and the broader trail network; and

insufficient incentives to increase transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery.

2. **The Project is planned or located in the manner that will be the most compatible with the greatest public good and least private injury.** The Project will provide for improved transit and recreation while simultaneously minimizing the amount of private land that will be acquired. The Project design incorporated community input and advice through the past six (6) years of the Project's planning phase, consisting of several rounds of alternative formulation, screening, evaluation and analysis; technical and safety considerations; and review by multiple local, state, and federal agencies. Further, the Project has been designed so that necessary acquisitions and use of acquired property by RTC will not unreasonably interfere with or impair the use of any property currently in public use.

3. **The Property is necessary for the Project.** To provide the necessary right-of-way needed to construct the Project, the RTC must acquire this Property. Specifically, the acquisition of a permanent trail easement is needed for a portion of the trail to be located on the property and to meet the minimum Caltrans and CPUC standards for trail width and offset from the rail corridor, a temporary construction easement for project construction, staging, and for retaining wall construction, and a temporary access easement is required for accessing the Project site for construction. Without the Property, the Project could not be completed, and the area would lack trail improvements that would greatly benefit the public.

4. **The RTC has made the offer required by Government Code section 7267.2 to the owner of record.** As explained above, the RTC has made an offer to the Owner and has made reasonable efforts to conclude negotiations in accordance with the requirements of Government Code section 7267.2. However, the RTC have been unsuccessful to date in attempts to acquire the Property through negotiations.

The notice of the proposed Resolution of Necessity must be sent to "each person… whose name and address appears on the last equalized county assessment roll" (Code of Civil Procedure § 1245.235(a)). On October 23, 2026, the RTC mailed written notice to the Owners that the Commission would hold a hearing at its regular meeting on December 3, 2026 at 9:00 a.m. to consider adopting a Resolution of Necessity to acquire the Property by eminent domain (Attachment 5).

Adopting the Resolution of Necessity (Attachment 1) would start the eminent domain process to acquire the Property. **Staff recommends that the Commission adopt the Resolution of Necessity and start the eminent domain process at this time to allow the RTC to meet the construction schedule for the Project and meet timing requirements related to the Project's funding.** However, staff and RTC's agents intend to continue to attempt to resolve this matter before and even after an eminent domain action is filed.

The amount of compensation that RTC is required to pay the Owner to acquire the Property is not at issue in this proceeding. If the Commission adopts the Resolution of Necessity, the amount of just compensation will be determined in a court trial.

Environmental Review

On February 20th, 2024, Caltrans certified the Final Environmental Impact Report/Environmental Assessment ("FEIR/EA") for the Project. The FEIR/EA was challenged in court, and was upheld by the court's judgment in CAMPAIGN FOR SUSTAINABLE TRANSPORTATION and SIERRA CLUB v. CALIFORNIA DEPARTMENT OF TRANSPORTATION, CASE NUMBER 24WM000051.

Policy Alternatives

The Commission may choose not to adopt the Resolution of Necessity and direct Staff to continue negotiations, which would result in a delay to the project schedule and putting the project's funding at risk. Negotiations with the property owner can continue after adoption of the Resolution of Necessity, or even after the filing of an action in eminent domain.

FISCAL IMPACT

There are no new fiscal impacts associated with acquiring the property. Sufficient funds exist in the Measure D Program of Projects Active Transportation and Highway categories, and in the current approved Fiscal Year's budget, to fund the Project's acquisitions.

If the Commission no longer wishes to move forward with the trail project and does not adopt the Resolution of Necessity, the competitive grants that fund construction of the project in the amount of $27.572 million would be forfeited back to the State.

SUMMARY

The Commission will consider adopting a Resolution of Necessity to authorize the commencement of an eminent domain action to acquire a portion of the property located at Sandalwood Drive, Aptos, CA (APN 044-282-47) for the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project. The property at issue is owned by Beach Pine Townhouses. Acquisition of the subject property is required for the Project. The Resolution of Necessity provides that the public interest and necessity require the Project, the Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury, the property sought to be acquired is necessary for the Project, and the offer required by Section 7267.2 of the Government Code has been made to the owner of record.

Attachments:

1. Resolution of the Santa Cruz County Regional Transportation Commission Determining that the Public Interest and Necessity Require the Acquisition of a Portion of Certain Real Property Located at Sandalwood Drive, Aptos, California (Santa Cruz County APN 044-282-47) – State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Dr. and Coastal Rail Trail Segment 12 Project, and Exhibits A - C to Resolution (Property Description)
    a. Temporary Construction Easement Legal Description and Plat Map
    b. Temporary Access Easement Legal Description and Plat Map
    c. Trail Easement Legal Description and Plat Map
2. Project Area Map
3. Offer to Acquire Property, February 24, 2025 (Link)
4. Updated Offer to Acquire Property, July 17, 2026 (Link)
5. Notice of Hearing to Consider Resolution of Necessity

RESOLUTION NO. ____

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

A RESOLUTION OF THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF A PORTION OF CERTAIN REAL PROPERTY LOCATED AT SANDALWOOD DRIVE, APTOS, CALIFORNIA (SANTA CRUZ COUNTY ASSESSOR'S PARCEL NUMBER 044-282-47) – STATE ROUTE 1 AUXILIARY LANES AND BUS-ON-SHOULDER IMPROVEMENTS FREEDOM BLVD. TO STATE PARK DRIVE AND COASTAL RAIL TRAIL SEGMENT 12 PROJECT

PROPERTY OWNER: BEACH PINES TOWNHOUSES

WHEREAS, the Santa Cruz County Regional Transportation Commission ("RTC"), in association with the County of Santa Cruz ("County") and the California Department of Transportation ("Caltrans") is proposing to construct improvements along State Highway Route 1 ("Highway 1") and the Santa Cruz Branch Line railroad right of way, which improvements include construction of auxiliary lanes, implementation of bus-on-shoulder operations, widening and replacement of bridges, construction of Segment 12 of the Coastal Rail Trail, and the installation of sound walls and retaining walls (the "Project");

WHEREAS, the purpose of the Project is to reduce congestion along Highway 1, enhance bicycle and pedestrian connectivity, promote use of alternative transportation modes to increase transportation system capacity and reliability, and reconstruct railroad bridges over Highway 1 to accommodate the widened highway and Coastal Rail Trail crossings of Highway 1;

WHEREAS, the Project is needed because bottlenecks along Highway 1 in the southbound and northbound directions cause congestion during peak hours, significantly delaying drivers; traffic cutting through on local streets is increasing because drivers are seeking to avoid congestion on Highway 1; there are limited opportunities for pedestrians and bicyclists to safely get across Highway 1 and navigate the project corridor, even though portions of the project area are designated as regional bicycle routes; and there are insufficient incentives to increase transit service in the Highway 1 corridor because congestion threatens reliability and cost-effective transit service delivery;

WHEREAS, the Project would widen Highway 1 to accommodate auxiliary lanes and bus-on-shoulder features in the northbound and southbound directions between the Freedom Boulevard interchange and the State Park Drive interchange, from PM 10.7 to PM 8.1, which would include widening of the two bridges over Aptos Creek and Spreckels Drive, replacing the two railroad bridges

over Highway 1, and construction of a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Line railroad right of way, from Rio Del Mar Boulevard to State Park Drive;

WHEREAS, the proposed Coastal Rail Trail improvements include the construction of a paved bicycle and pedestrian shared use trail on the inland side of the tracks, a fence separating the new trail from the rail line, and the modification or replacement of two existing railroad bridges that cross Aptos Creek and Valencia Creek, respectively, to accommodate the new trail;

WHEREAS, RTC is Santa Cruz County's regional transportation planning agency, formed pursuant to Government Code sections 67940-67941;

WHEREAS, pursuant to Government Code section 67941(a), RTC has the power of eminent domain to acquire property for multimodal transportation projects and services on rail rights-of-ways within Santa Cruz County, subject to the consent by resolution of the governing body of the city or county having jurisdiction over the property proposed for acquisition;

WHEREAS, consent was obtained by resolution of the County Board of Supervisors on November 17, 2026;

WHEREAS, in order to complete the Project, it is desirable and necessary for RTC to acquire a permanent trail easement, a temporary construction easement, and a temporary access easement in a portion of the property located at Sandalwood Drive, Aptos, California to allow for construction of the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project;

WHEREAS, the property that is the subject of this Resolution includes a permanent trail easement, a temporary construction easement, and a temporary access easement over a portion of Santa Cruz County Assessor's Parcel Number 044-282-47 as more particularly described and depicted in Exhibit A, Exhibit B, and Exhibit C, attached hereto, which is incorporated herein by this reference;

WHEREAS, the permanent trail easement, a temporary construction easement, and a temporary access easement are referred to, together, herein as the "Property";

WHEREAS, an offer was presented to the property owner, pursuant to Government Code sections 7267.1 and 7267.2, and RTC made reasonable efforts to conclude negotiations in accordance with the requirements of Government Code section 7267.2;

WHEREAS, pursuant to Code of Civil Procedure section 1245.235, RTC provided the owner of the Property notice of hearing to consider a resolution of necessity to acquire the Property, informing the owner of the date and time any interested person can be heard before the Commission on the following matters

and to have the Commission consider testimony prior to deciding whether or not to adopt the proposed Resolution of Necessity to commence eminent domain proceedings:

(a) Whether the public interest and necessity require the Project;
(b) Whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
(c) Whether the Property sought to be acquired is necessary for the Project; and
(d) Whether RTC has made the offer required by Government Code section 7267.2 to the owner of record;

WHEREAS, the Commission is satisfied that the requirements of the California Environmental Quality Act ("CEQA") have been met, and specifically, the Commission certified the Final Environmental Impact Report ("FEIR") for the Project on February 20, 2024, which FEIR was later upheld by the court's judgment in CAMPAIGN FOR SUSTAINABLE TRANSPORTATION and SIERRA CLUB v. CALIFORNIA DEPARTMENT OF TRANSPORTATION, CASE NUMBER 24WM000051;

WHEREAS, the Commission considered this matter as an item placed on its agenda at its regular meeting on December 3, 2026;

WHEREAS, the findings and conclusions made by the Commission pursuant to this Resolution are based upon substantial evidence in the entire record before the Commission, and are not based solely on the information provided in this Resolution;

WHEREAS, prior to taking action, the Commission has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including each of the Project-related documents relevant to the adoption of this Resolution, including but not limited to the prior environmental review documents for the Project, and all oral and written evidence presented to it during all meetings and hearings;

WHEREAS, the Commission has duly considered all pertinent information presented to it on the issue before it, and specifically whether: (1) the public interest and necessity require the Project; (2) the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) the Property sought to be acquired is necessary for the Project; and (4) the offer required by Government Code section 7267.2 has been made to the owner of record; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL

TRANSPORTATION COMMISSION THAT:

1. RTC intends to acquire, through the exercise of the power of eminent domain, the real property identified above as the "Property" and more particularly described and shown in Exhibit A, Exhibit B, and Exhibit C attached hereto and incorporated by reference.

2. The public use for which the Property is to be taken is for construction of the State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project, and other uses necessary for the Project.

3. RTC is authorized to acquire the Property for the Project pursuant to California Government Code section 67941(a), subject to the consent of the Board of Supervisors of the County of Santa Cruz.

4. The Commission declares that it has found and determined each of the following:

    (a) The public interest and necessity require the Project.

    (b) The Project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury.

    (c) The Property is necessary for the Project.

    (d) RTC has made the offer required by Government Code section 7267.2 to the owner of record of the Property as listed in the last equalized roll, and specifically to Beach Pines Townhouses.

5. Notice and reasonable opportunity to appear and be heard on December 3, 2026, on the matters enumerated in the Code of Civil Procedure section 1240.030 has been given to each of the persons whose name and address appears on the County's last equalized roll, and specifically to Beach Pines Townhouses.

6. Subject to and conditioned on the consent by resolution of the Board of Supervisors of the County of Santa Cruz, RTC and its appropriate officers, employees, and agents, are hereby authorized and empowered to:

    (a) Acquire, in the name of RTC, the Property by condemnation in accordance with the provisions of the Eminent Domain Law and Constitution of the State of California;

    (b) Prepare, file, and prosecute in the appropriate court, such proceedings in eminent domain as are necessary for the acquisition of the Property;

(c) Deposit the probable amount of just compensation with the appropriate authority; and

(d) Apply to a court of competent jurisdiction for an order permitting RTC to take possession and use of the Property prior to judgment.

7. That RTC's Executive Director is authorized to undertake all other actions necessary to implement the intent of this Resolution.

PASSED AND ADOPTED this 3rd day of December, 2026, by the following vote:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Eduardo Montesino, Chair

ATTEST:

_____
Sarah Christensen, Secretary

Exhibits:

a. Temporary Construction Easement Legal Description and Plat Map
b. Temporary Access Easement Legal Description and Plat Map
c. Trail Easement Legal Description and Plat Map

Distribution: RTC Real Property, County Real Property

EXHIBIT "A"
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a temporary construction easement over a portion of the lands of Beach Pines Townhouses, a California Corporation as described in the Grant Deed, recorded January 26, 1973, in Book 2278 of Deeds, at Page 396 Official Records of said County, more particularly described as follows:

COMMENCING at the northwest corner of said Grant Deed, said corner also being on the easterly Right-of-Way line of Southern Pacific Railroad;

Thence along the northerly line of said Grant Deed, North 79°45'07" East, 2.57 feet to the **POINT OF BEGINNING**;

Thence continuing along said northerly line, North 79°45'07" East, 38.69 feet;

Thence leaving said northerly line South 10°29'49" East, 35.00 feet;

Thence South 79°45'07" West, 25.00 feet to the westerly Right-of-Way line of Sandalwood Drive, shown as a 40-foot Private Right of Way on the map recorded November 29, 1972 in Book 57 of Maps, at Page 31, Official Records of said County;

Thence along said westerly Right-of-Way and its southerly projection thereof, South 10°29'49" East, 590.12 feet to the southerly line of said Grant Deed;

Thence along said southerly line, North 88°59'08" West, 10.95 feet to a point on the aforementioned easterly Right-of-Way of Southern Pacific Railroad and the southwest corner of said Grant Deed;

Thence along said easterly Right-of-Way of Southern Pacific Railroad and the westerly line of said Grant Deed, the following four (4) courses and distances:

1) North 13°19'50" West, 103.97 feet,

2) North 09°55'27" West, 200.00 feet,

3) North 10°29'49" West, 199.63 feet,

4) North 11°38'34" West, 24.39 feet;

Thence leaving said easterly Right-of-Way of Southern Pacific Railroad and said westerly line of said Grant Deed, North 10°05'55" West, 95.16 feet to the **POINT OF BEGINNING**.

Containing 9,686 square feet of land, more or less.

End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan LS 8965



September 22, 2026
DATE

EXHIBIT A

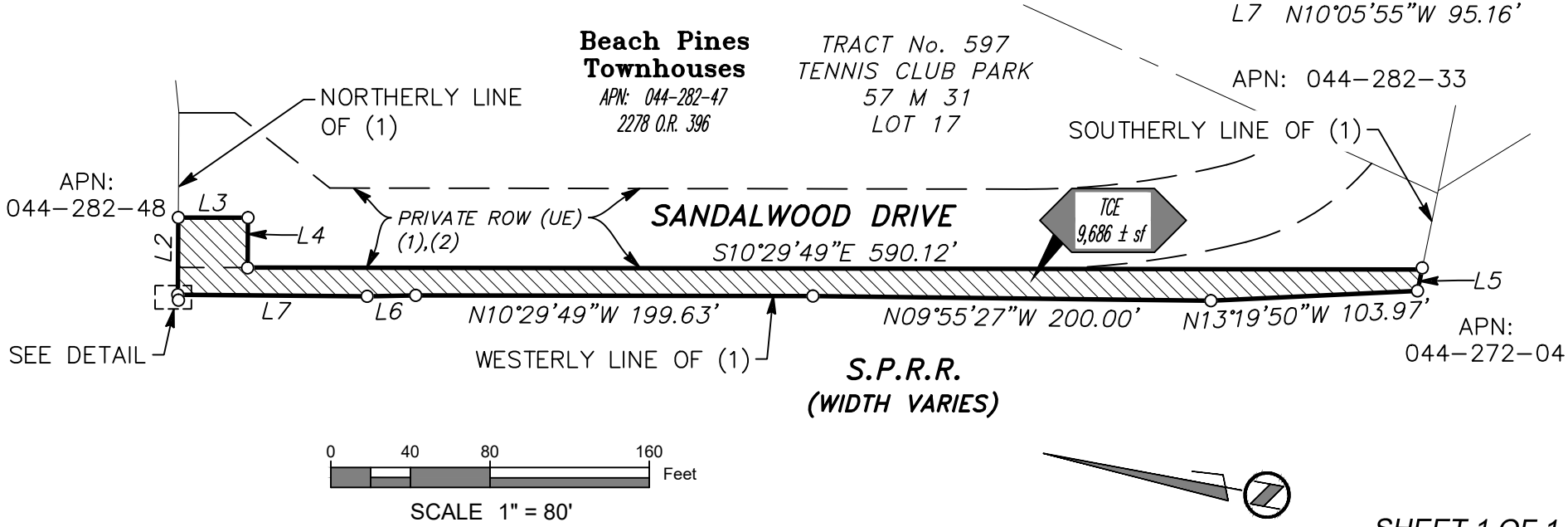
LEGEND

○	DIMENSION POINT
▨	TEMPORARY CONSTRUCTION EASEMENT
POB	POINT OF BEGINNING
UE	PRIVATE UTILITY EASEMENT
O.R.	OFFICIAL RECORDS, SANTA CRUZ COUNTY
ROW	RIGHT OF WAY
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
M	BOOK OF MAPS, SANTA CRUZ COUNTY RECORDS
(1)	*GRANT DEED 2278 O.R. 396*
(2)	*GRANT DEED 2283 O.R. 464*
TCE	TEMPORARY CONSTRUCTION EASEMENT

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

LINE TABLE

L1	N79°45'07"E 2.57'
L2	N79°45'07"E 38.69'
L3	S10°29'49"E 35.00'
L4	S79°45'07"W 25.00'
L5	N88°59'08"W 10.95'
L6	N11°38'34"W 24.39'
L7	N10°05'55"W 95.16'



SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 80'
Date Sept., 2026
Drawn By JH
Checked By SW

Exhibit B
Temporary Construction Easement
APN 044-282-47
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

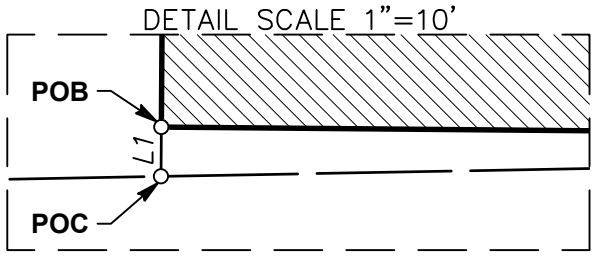


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EXHIBIT "A"
LEGAL DESCRIPTION
TEMPORARY ACCESS EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a temporary construction easement over a portion of the lands of Beach Pines Townhouses, a California Corporation as described in the Grant Deed, recorded January 26, 1973, in Book 2278 of Deeds, at Page 396 Official Records of said County, more particularly described as follows:

STRIP 1:

A strip of land 5.00 feet wide, the westerly line of said strip being 10.00 feet easterly of, parallel with and perpendicular to the following described line:

COMMENCING at the northwest corner of said Grant deed;

Thence along the northerly line of said Grant Deed, North 79°45'07" East, 31.26 feet to the **POINT OF BEGINNING**;

Thence leaving said northerly line, South 10°29'49" East, 35.00 feet to a point hereinafter referred to as **POINT "A"**, said point being the **POINT OF TERMINATION** of **STRIP 1.**

STRIP 2:

Together with a strip of land 30.00 feet wide, lying 15.00 feet on each side of the following described line:

BEGINNING at the aforementioned **POINT "A",** thence the following seven (7) courses:

1) South 10°29'49" East, 169.95 feet;

2) South 15°51'20" East, 83.61 feet;

3) South 09°26'23" East, 47.58 feet;

4) South 10°27'15" East, 75.23 feet;

5) South 05°05'28" East, 19.65 feet to the beginning of a non-tangent curve to the left, having a radius of 435.00 feet, with a radial bearing of South 78°54'55" West;

6) thence along said curve through a central angle of 13°30'03", an arc distance of 102.50 feet to the beginning of a compound curve to the left, having a radius of 100.00 feet,

7) thence along said curve through a central angle of 32°53'14", an arc distance of 57.40 feet to the **POINT OF TERMINATION** of **STRIP 2.**

The sidelines of Strip 1 shall be prolonged or shortened to begin at the north line of said lands described in said Grant Deed and terminate on Strip 2.

The sidelines of Strip 2 shall be prolonged or shortened to terminate on the south line of said lands described in said Grant Deed.

Containing 16,852 square feet of land, more or less.

End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan LS 8965

September 22, 2026
DATE

EXHIBIT B

LEGEND

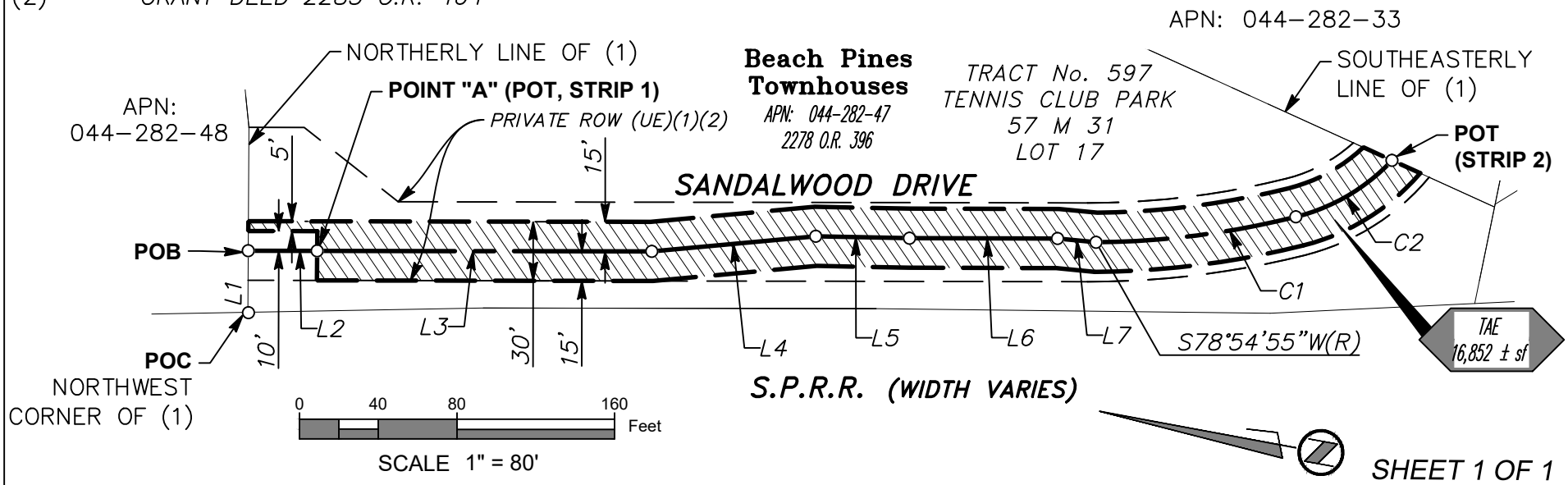
○	DIMENSION POINT
▨	TEMPORARY ACCESS EASEMENT
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
POT	POINT OF TERMINATION
UE	PRIVATE UTILITY EASEMENT
O.R.	OFFICIAL RECORDS, SANTA CRUZ COUNTY
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
(R)	RADIAL
M	BOOK OF MAPS, SANTA CRUZ COUNTY RECORDS
(1)	*GRANT DEED 2278 O.R. 396*
(2)	*GRANT DEED 2283 O.R. 464*

LINE TABLE

L1	N79°45'07"E	31.26'
L2	S10°29'49"E	35.00'
L3	S10°29'49"E	169.95'
L4	S15°51'20"E	83.61'
L5	S09°26'23"E	47.58'
L6	S10°27'15"E	75.23'
L7	S05°05'28"E	19.65'

CURVE TABLE

C1	R=435.00'	Δ=13°30'03" L=102.50'
C2	R=100.00'	Δ=32°53'14" L=57.40'



SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 80'
Date Sept, 2026
Drawn By AK
Checked By BRO

Exhibit B
Temporary Access Easement
APN 044-282-47
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

21-00117-008

EXHIBIT "A"
LEGAL DESCRIPTION
TRAIL EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being an easement for trail purposes over a portion of the lands of Beach Pines Townhouses, a California Corporation described in the Grant Deed, recorded January 26, 1973, in Book 2278 of Deeds, at Page 396 Official Records of said County, more particularly described as follows:

BEGINNING at the northwest corner of said Grant Deed, said corner also being on the easterly Right of Way line of Southern Pacific Railroad;

Thence along the northerly line of said Grant Deed, North 79°45'07" East, 2.57 feet;

Thence leaving said northerly line, South 10°05'55" East, 95.16 feet to a point on said easterly Right of Way and the westerly line of said Grant Deed;

Thence along said easterly Right of Way and said westerly line, North 11°38'34" West, 95.18 feet to the **POINT OF BEGINNING**.

Containing 122 square feet of land, more or less.

End of Description

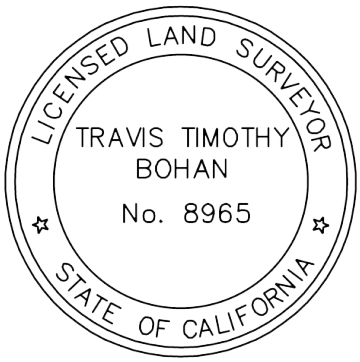
Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

EXHIBIT C

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan LS 8965

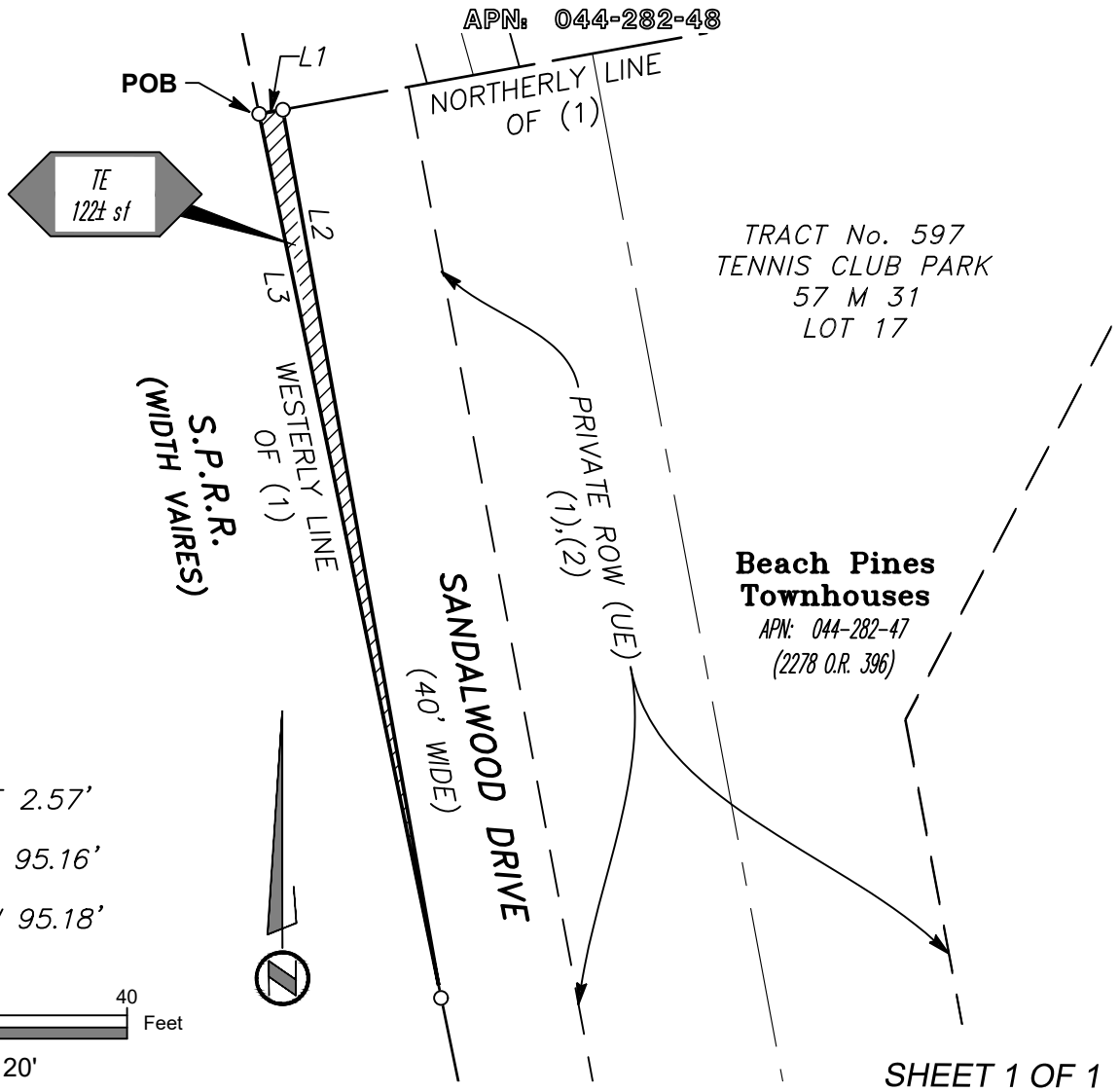
December 19, 2024
DATE

EXHIBIT C

LEGEND

○	DIMENSION POINT
▨	TRAIL EASEMENT
POB	POINT OF BEGINNING
UE	PRIVATE UTILITY EASEMENT
O.R.	OFFICIAL RECORDS, SANTA CRUZ COUNTY
ROW	RIGHT OF WAY
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
M	BOOK OF MAPS, SANTA CRUZ COUNTY RECORDS
(1)	*GRANT DEED 2278 O.R. 396*
(2)	*GRANT DEED 2283 O.R. 464*
TE	*TRAIL EASEMENT*

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA



LINE TABLE

L1	N79°45'07"E 2.57'
L2	S10°05'55"E 95.16'
L3	N11°38'34"W 95.18'

0 10 20 40 Feet

SCALE 1" = 20'

SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 20'
Date Oct., 2024
Drawn By JH
Checked By SW

Exhibit B
Trail Easement
APN 044-282-47
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

21-00117-008

ATTACHMENT 2

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND

- TEMPORARY CONSTRUCTION EASEMENTS
- TEMPORARY ACCESS EASEMENT
- PERMANENT EASEMENT FOR TRAIL

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	8.1/10.7		784

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MARK THOMAS
701 UNIVERSITY Ave
SUITE 200
SACRAMENTO, CA 95825

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1101 PACIFIC AVENUE
Ste 250
SANTA CRUZ, CA 95060



APN #	PERMANENT EASEMENT FOR TRAIL	TEMPORARY	CONTRACTOR ACCESS
	SF	SF	SF
044-282-47	122	9686	16852

PROPERTY OWNERS: BEACH PINES TOWNHOUSES
ULTIMATE RAIL-TRAIL
SEGMENT 12 IMPROVEMENTS

SCALE: 1" = 50'

31-22

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
CONSULTANT FUNCTIONAL SUPERVISOR: ZACHARY SIVIGLIA
CALCULATED–DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
LAST REVISION 00–00–00
DATE PLOTTED => 11/23/2026
TIME PLOTTED => 10:53 AM

BORDER LAST REVISED 7/2/2010
USERNAME => FLOPEZ
DGN FILE => SF–ROW Exhibits PowerPoint.dwg
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 0520000083

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
NOTICE OF HEARING TO CONSIDER RESOLUTION OF NECESSITY TO ACQUIRE CERTAIN REAL PROPERTY OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
(Code of Civil Procedure §1245.235)

To: Beach Pines Townhouses
426 Townsend Drive
Aptos, CA 95003

CC: De Camara Management, Inc.
9011 Soquel Drive #A
Aptos, CA 95003

The RTC recently sent to you a Notice of Hearing to Consider Resolution of Necessity to Acquire Certain Real Property or Interest in Real Property. **Please be advised the date and time of the public hearing has changed.** This revised Notice of Hearing shall replace the prior version mailed to you on October 20th, 2026.

In its July 17, 2026, letter to you, the County of Santa Cruz offered to acquire a Trail Easement, a Temporary Construct Easement, and an Access Easement on your property at Sandalwood Drive, Aptos, Santa Cruz County Assessor's Parcel Number 044-282-47 [Property] for the project described below. The County of Santa Cruz is acting as Right of Way agent to acquire property on behalf of the Santa Cruz County Regional Transportation Commission (Commission) for the Project. As of the date of this notice, you have not accepted the offer. Pursuant to California Code of Civil Procedure section 1245.235, this letter constitutes notice of the Commission's intent to hold a public hearing at which the Santa Cruz County Regional Transportation Commission will consider the adoption of a Resolution of Necessity authorizing acquisition of the Property by eminent domain.

California Code of Civil Procedure sections 1240.030 and 1245.230 provide that the power of eminent domain may be exercised to acquire property for a proposed project if the following conditions are established:

a) The public interest and necessity require the project.

b) The project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

c) The property sought to be acquired is necessary for the project.

d) The offer required by Government Code §7267.2 has been made to the owner of record.

You are hereby notified that the Santa Cruz County Regional Transportation Committee Meeting at its meeting to be held on **Thursday, December 3, 2026, starting at 9:00 a.m.** in the Santa Cruz County Supervisor Chambers, 701 Ocean Street, Fifth Floor, Santa Cruz CA,

will meet to decide if the above conditions are met concerning your property and, if the conditions are met, to adopt a Resolution of Necessity to acquire the property by eminent domain.

You have the right to appear at the hearing and be heard on the adoption of the Resolution of Necessity, including regarding whether (1) the public interest and necessity require the Project; (2) the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) the Property sought to be acquired is necessary for the Project; and (4) the offer required by Section 7267.2 of the Government Code has been made to the owner of record.

California Code of Civil Procedure section 1245.235 provides that failure to file a written request to appear and be heard within fifteen (15) days after the date of this Notice will result in the waiver of your right to appear and be heard. Notwithstanding this requirement, the Commission will permit you to be heard at the hearing if you appear in-person, via Zoom teleconference, or by phone at the scheduled date and time. You may submit your written request to appear and be heard, and any written comments you may have, to:

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION
1101 PACIFIC AVE., SUITE 250
SANTA CRUZ, CA 95060
EMAIL: INFO@SCCRTC.ORG

Written comments received prior to 5:00 p.m. on December 2, 2026 will be read at the Santa Cruz County Regional Transportation Commission meeting.

The adopted Resolution will authorize the Commission to acquire by eminent domain the required property interests affecting Assessor's Parcel Numbers (APN) 044-282-47. Descriptions of the required property interests are attached to this Notice and are marked "Exhibit A", for the required Temporary Construction Easement with a five (5) year term, "Exhibit B", for the required Temporary Access Easement with a five (5) year term, and "Exhibit C", for the required Trail Easement.

The proposed public use is construction of the State Route 1 Auxiliary Lanes and Bus-On-Shoulder Improvements-Freedom Blvd. to State Park Dr. – and Coastal Rail Trail Segment 12 Project. Information related to the Project can be found at:
https://www.sccrtc.org/projects/streets-highways/hwy1/state-park-dr-to-freedom-blvd/

Please note: The amount of compensation the Commission is required to pay you to acquire the Property is not at issue in this proceeding. The sole purpose of the hearing is to permit the Santa Cruz County Regional Transportation Commission to consider whether to acquire your property for the project as described above. Your failure to appear does not waive your right to seek compensation from the Commission greater than the amount offered

to buy the property. Further, this notice is not intended to affect any negotiations regarding a voluntary sale of your property to the Commission. If the Santa Cruz County Regional Transportation Commission adopts the Resolution of Necessity, the Commission intends to continue to negotiate in good faith with you before and even after any eminent domain action is filed.

The Santa Cruz County Regional Transportation Commission must adopt a Resolution of Necessity before an eminent domain proceeding can be commenced. Within six months of the adoption of the Resolution of Necessity, the Santa Cruz County Regional Transportation Commission will commence eminent domain proceedings in the Superior Court in the County where the property is located. In that proceeding, the Court will determine the amount of compensation to which you are entitled.

If you have any questions, please call: (831) 460-3200.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Isabella Kressman
Real Property Specialist

Date: 10/23/26

EXHIBIT A

EXHIBIT "A"
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a temporary construction easement over a portion of the lands of Beach Pines Townhouses, a California Corporation as described in the Grant Deed, recorded January 26, 1973, in Book 2278 of Deeds, at Page 396 Official Records of said County, more particularly described as follows:

COMMENCING at the northwest corner of said Grant Deed, said corner also being on the easterly Right-of-Way line of Southern Pacific Railroad;

Thence along the northerly line of said Grant Deed, North 79°45'07" East, 2.57 feet to the **POINT OF BEGINNING**;

Thence continuing along said northerly line, North 79°45'07" East, 38.69 feet;

Thence leaving said northerly line South 10°29'49" East, 35.00 feet;

Thence South 79°45'07" West, 25.00 feet to the westerly Right-of-Way line of Sandalwood Drive, shown as a 40-foot Private Right of Way on the map recorded November 29, 1972 in Book 57 of Maps, at Page 31, Official Records of said County;

Thence along said westerly Right-of-Way and its southerly projection thereof, South 10°29'49" East, 590.12 feet to the southerly line of said Grant Deed;

Thence along said southerly line, North 88°59'08" West, 10.95 feet to a point on the aforementioned easterly Right-of-Way of Southern Pacific Railroad and the southwest corner of said Grant Deed;

Thence along said easterly Right-of-Way of Southern Pacific Railroad and the westerly line of said Grant Deed, the following four (4) courses and distances:

1) North 13°19'50" West, 103.97 feet,

2) North 09°55'27" West, 200.00 feet,

3) North 10°29'49" West, 199.63 feet,

EXHIBIT A

4) North 11°38'34" West, 24.39 feet;

Thence leaving said easterly Right-of-Way of Southern Pacific Railroad and said westerly line of said Grant Deed, North 10°05'55" West, 95.16 feet to the **POINT OF BEGINNING.**

Containing 9,686 square feet of land, more or less.

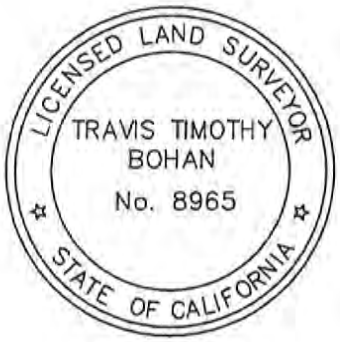
End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan LS 8965

September 22, 2026
DATE

ATTACHMENT 5

31-28

EXHIBIT A

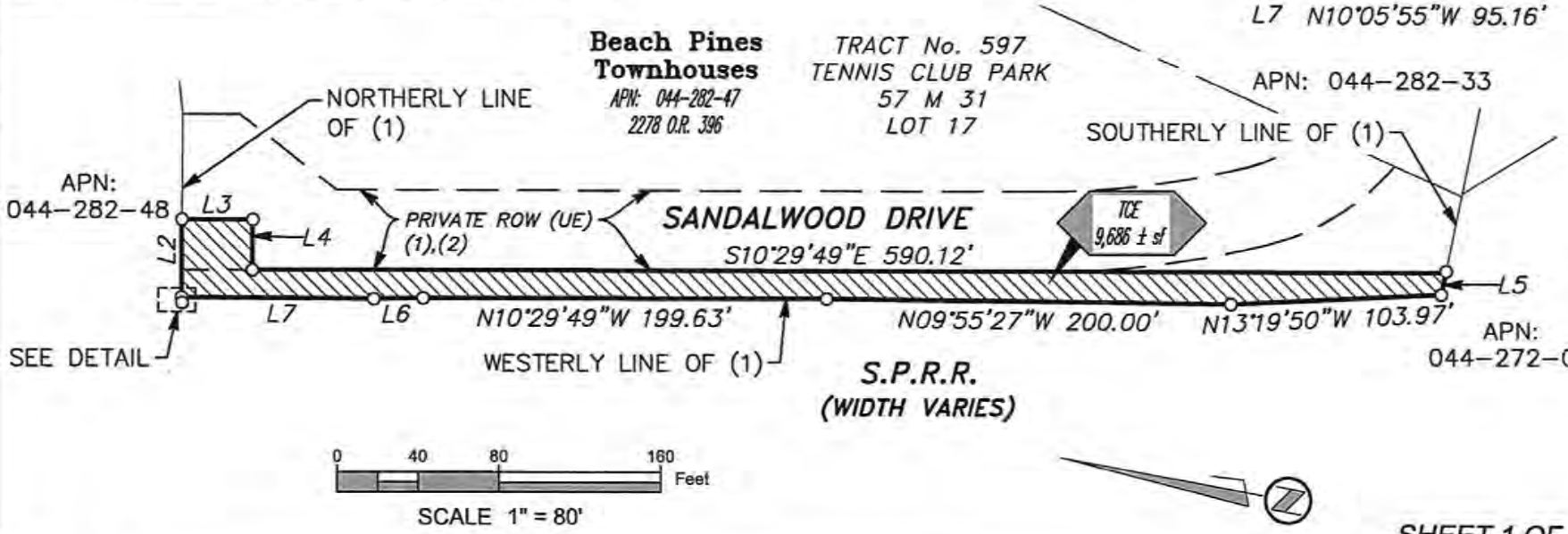
LEGEND

o	DIMENSION POINT
▨	TEMPORARY CONSTRUCTION EASEMENT
POB	POINT OF BEGINNING
UE	PRIVATE UTILITY EASEMENT
O.R.	OFFICIAL RECORDS, SANTA CRUZ COUNTY
ROW	RIGHT OF WAY
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
M	BOOK OF MAPS, SANTA CRUZ COUNTY RECORDS
(1)	*GRANT DEED 2278 O.R. 396*
(2)	*GRANT DEED 2283 O.R. 464*
TCE	TEMPORARY CONSTRUCTION EASEMENT

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

LINE TABLE

L1	N79°45'07"E 2.57'
L2	N79°45'07"E 38.69'
L3	S10°29'49"E 35.00'
L4	S79°45'07"W 25.00'
L5	N88°59'08"W 10.95'
L6	N11°38'34"W 24.39'
L7	N10°05'55"W 95.16'



SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 80'
Date Sept., 2026
Drawn By JH
Checked By SW

Exhibit B
Temporary Construction Easement
APN 044-282-47
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

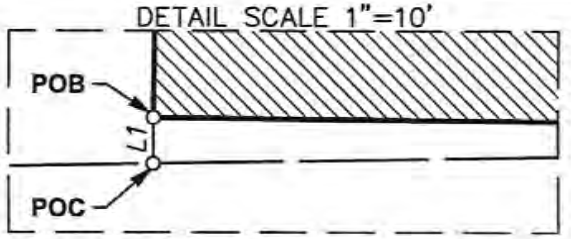


EXHIBIT B

EXHIBIT "A"
LEGAL DESCRIPTION
TEMPORARY ACCESS EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being a temporary construction easement over a portion of the lands of Beach Pines Townhouses, a California Corporation as described in the Grant Deed, recorded January 26, 1973, in Book 2278 of Deeds, at Page 396 Official Records of said County, more particularly described as follows:

STRIP 1:

A strip of land 5.00 feet wide, the westerly line of said strip being 10.00 feet easterly of, parallel with and perpendicular to the following described line:

COMMENCING at the northwest corner of said Grant deed;

Thence along the northerly line of said Grant Deed, North 79°45'07" East, 31.26 feet to the **POINT OF BEGINNING**;

Thence leaving said northerly line, South 10°29'49" East, 35.00 feet to a point hereinafter referred to as **POINT "A"**, said point being the **POINT OF TERMINATION** of **STRIP 1.**

STRIP 2:

Together with a strip of land 30.00 feet wide, lying 15.00 feet on each side of the following described line:

BEGINNING at the aforementioned **POINT "A",** thence the following seven (7) courses:

1) South 10°29'49" East, 169.95 feet;
2) South 15°51'20" East, 83.61 feet;
3) South 09°26'23" East, 47.58 feet;
4) South 10°27'15" East, 75.23 feet;
5) South 05°05'28" East, 19.65 feet to the beginning of a non-tangent curve to the left, having a radius of 435.00 feet, with a radial bearing of South 78°54'55" West;

EXHIBIT B

6) thence along said curve through a central angle of 13°30'03", an arc distance of 102.50 feet to the beginning of a compound curve to the left, having a radius of 100.00 feet,

7) thence along said curve through a central angle of 32°53'14", an arc distance of 57.40 feet to the **POINT OF TERMINATION** of **STRIP 2.**

The sidelines of Strip 1 shall be prolonged or shortened to begin at the north line of said lands described in said Grant Deed and terminate on Strip 2.

The sidelines of Strip 2 shall be prolonged or shortened to terminate on the south line of said lands described in said Grant Deed.

Containing 16,852 square feet of land, more or less.

End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

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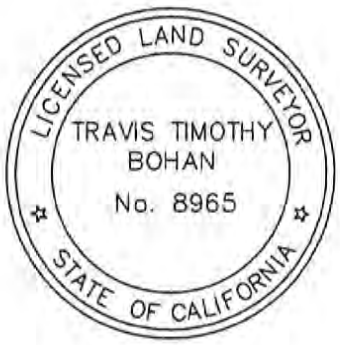
Mark Thomas & Company, Inc.

Travis Timothy Bohan LS 8965



September 22, 2026
DATE

ATTACHMENT 5

31-31

EXHIBIT B

LEGEND

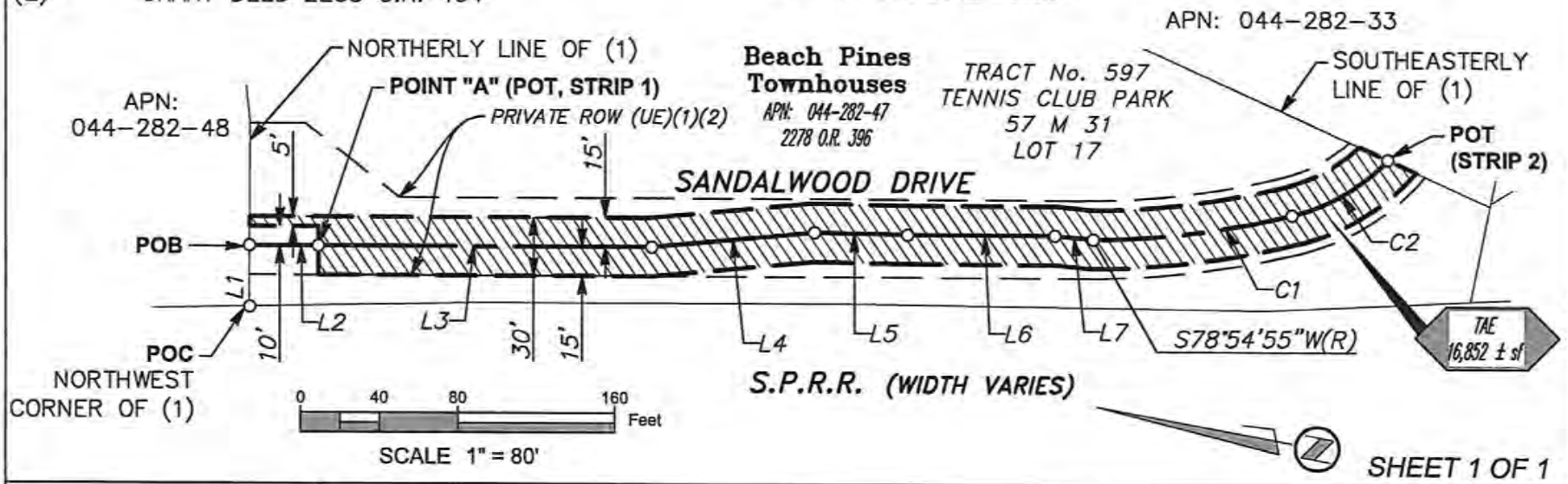
o	DIMENSION POINT
▨	TEMPORARY ACCESS EASEMENT
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
POT	POINT OF TERMINATION
UE	PRIVATE UTILITY EASEMENT
O.R.	OFFICIAL RECORDS, SANTA CRUZ COUNTY
S.P.R.R.	SOUTHERN PACIFIC RAILROAD
(R)	RADIAL
M	BOOK OF MAPS, SANTA CRUZ COUNTY RECORDS
(1)	GRANT DEED 2278 O.R. 396
(2)	GRANT DEED 2283 O.R. 464

LINE TABLE

L1	N79°45'07"E 31.26'
L2	S10°29'49"E 35.00'
L3	S10°29'49"E 169.95'
L4	S15°51'20"E 83.61'
L5	S09°26'23"E 47.58'
L6	S10°27'15"E 75.23'
L7	S05°05'28"E 19.65'

CURVE TABLE

C1	R=435.00' Δ=13°30'03" L=102.50'
C2	R=100.00' Δ=32°53'14" L=57.40'



SHEET 1 OF 1

MARK THOMAS

Scale: 1" = 80'
Date Sept, 2026
Drawn By AK
Checked By BRO

Exhibit B
Temporary Access Easement
APN 044-282-47
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

LICENSED LAND SURVEYOR
TRAVIS TIMOTHY BOHAN
No. 8965
STATE OF CALIFORNIA

21-00117-008

EXHIBIT C

EXHIBIT "A"
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TRAIL EASEMENT

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BEGINNING at the northwest corner of said Grant Deed, said corner also being on the easterly Right of Way line of Southern Pacific Railroad;

Thence along the northerly line of said Grant Deed, North 79°45'07" East, 2.57 feet;

Thence leaving said northerly line, South 10°05'55" East, 95.16 feet to a point on said easterly Right of Way and the westerly line of said Grant Deed;

Thence along said easterly Right of Way and said westerly line, North 11°38'34" West, 95.18 feet to the **POINT OF BEGINNING**.

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Mark Thomas & Company, Inc.



Travis Timothy Bohan LS 8965

December 19, 2024
DATE

EXHIBIT C

LEGEND

o	DIMENSION POINT
▨	TRAIL EASEMENT
POB	POINT OF BEGINNING
UE	PRIVATE UTILITY EASEMENT
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ROW	RIGHT OF WAY
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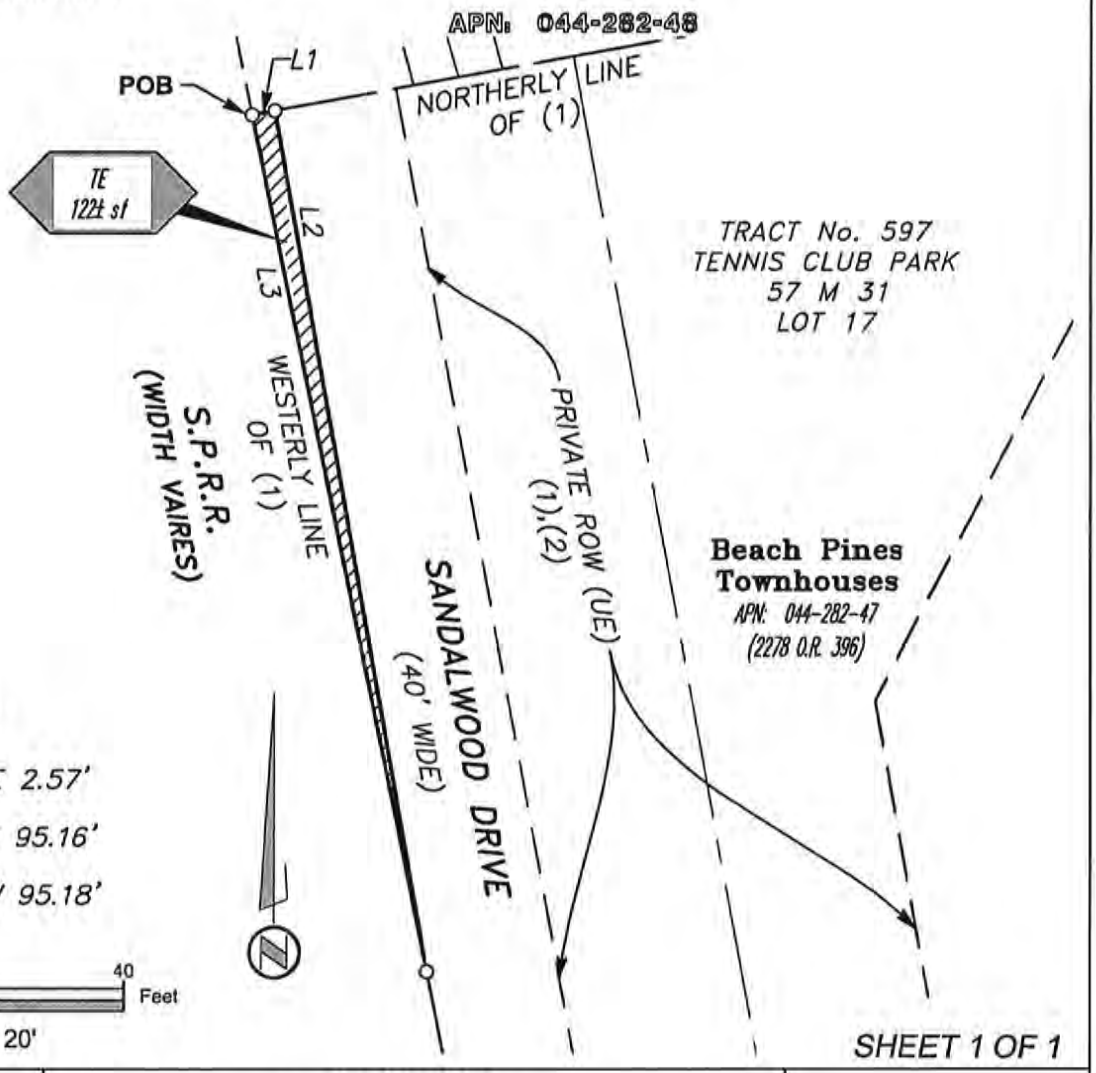

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SHEET 1 OF 1

MARK THOMAS

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