



**Santa Cruz County
Regional Transportation Commission**

AGENDA

**Thursday, March 5, 2026
9:00 a.m.**

In-Person Meeting

Scotts Valley City Council Chambers
1 Civic Center Drive
Scotts Valley, CA 95066

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	Vacant
Santa Cruz Metropolitan Transit District	Fabian Leonor
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 February 5, 2026 Regional Transportation Commission meeting and the draft minutes of the February 5, 2026 Regional Transportation Commission special meeting
5. Accept draft committee meeting minutes
 - a. February 9, 2026 Bicycle Advisory Committee
 - b. February 10, 2026 Elderly & Disabled Transportation Advisory Committee
 - c. February 19, 2026 Interagency Technical Advisory Committee

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

6. Approve Transportation Development Act (TDA) claim from the City of Santa Cruz for the Laurel Bikeway and Pedestrian Striping project and correct Resolution 31-25 to clarify the City of Santa Cruz Bikeway Striping project TDA funding (**Resolutions**)

7. Approve the decommissioning and removal of all call boxes on highways within Santa Cruz County and authorizing the Executive Director to take the necessary steps to sunset the call box program
8. Approve authorizing the Executive Director to advance common carrier filing through formation of an RTC subsidiary and to amend a contract with RailPros (**Resolutions**)
9. Approve authorizing the Executive Director to execute the Baseline Agreement with the California Transportation Commission for the Senate Bill (SB) 1 Cycle 4 Program for the Watsonville-Santa Cruz Multimodal Corridor Program (**Resolution**)

BUDGET AND EXPENDITURES ITEMS

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

ADMINISTRATION ITEMS

12. Approve authorizing the Executive Director to award a contract Redwood Public Law for legal counsel services (**Resolution**)
13. Approve authorizing the Executive Director to award a contract to Stradling Yocca Carlson & Ruath, LLP, for Bond and Disclosure counsel services and amend the Measure D 5-Year Plans (**Resolution**)
14. Approve authorizing the Executive Director to approve expenditures incurred by Commissioners while travelling on official RTC business in 2026
15. Approve appointments to the Measure D Taxpayer Oversight Committee

INFORMATION/OTHER ITEMS

16. Accept monthly meeting schedule
17. Accept correspondence log
18. Accept letters from RTC committees and staff to other agencies - *none*
19. Accept information items - *none*

REGULAR AGENDA

20. Commissioner Reports – oral reports
21. Director’s Report – oral report
(Sarah Christensen, Executive Director)
22. Caltrans Report
 - a. Santa Cruz County project updates
23. Request for Earmarks to Fund Environmental Component of the Zero Emission Passenger Rail & Trail Project
(Marshall Ballard, Supervising Transportation Planner and Max Friedman, Transportation Planner)
 - a. Staff Report
24. Rural Highways Safety Plan – Accept Final Report
(Brianna Goodman, Transportation Planner)
 - a. Staff Report
 - b. Executive Summary
 - c. Emphasis Area Safety Enhancement Concepts
25. Next meetings

The next RTC meeting is scheduled for Thursday, April 2, 2026 at 9:00a.m. at the Watsonville City 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.

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

REMOTE PARTICIPATION

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

PARTICIPACIÓN REMOTAMENTE

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

ACCESSIBILITY

The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of

this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those persons affected, please attend the meeting smoke and scent-free.

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

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

TITLE VI NOTICE TO BENEFICIARIES

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

AVISO A BENEFICIARIOS SOBRE EL TITULO VI

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

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 its February 5, 2026 meeting and the minutes ([Attachment 2](#)) for its February 5, 2026 special meeting.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) for the area within its boundaries is the Regional Transportation Planning Agency as established pursuant to Government Code Section 67940 and 67941.

Consistent with Government Code Section 67940 (b), membership of the Commission is composed of all five members of the Santa Cruz County Board of Supervisors, one member appointed by each of the cities of the county and three members appointed by the Santa Cruz Metropolitan Transit District.

The Santa Cruz County Regional Transportation Commission (RTC) meets on the first Thursday of each month at 9:00 am. RTC meetings are held on a rotational schedule in locations where teleconference technology is available.

Agendas and meeting materials are posted on the [RTC meetings webpage](#) at least seventy-two hours (72) prior to the meeting. Remote participation via Zoom is available for members of the public, non-voting members/ alternates, or voting members unable to attend in person for a just cause pursuant to Senate Bill 707.

DISCUSSION

The Commission is asked to review and approve the February 5, 2026 meeting minutes ([Attachment 1](#)) and the February 5, 2026 special meeting minutes ([Attachment 2](#)). The purpose of these minutes is to document actions taken during the meeting.

Attachments:

1. Regional Transportation Commission meeting minutes
2. Regional Transportation Commission special meeting minutes



**Santa Cruz County
Regional Transportation Commission**

Draft MINUTES

**Thursday, February 5, 2026
9:00 a.m.**

In-Person Meeting

Santa Cruz County Community Room (Basement)
701 Ocean Street, Room 020
Santa Cruz, CA 95060

Remote Participation (see page 5 for more information)

RTC Zoom

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

Dial-in: +1 312 626 6799

Webinar ID: 895 9717 3447

1. Roll call. The meeting was called to order at 9:37 a.m.

Members present:

City of Capitola

City of Santa Cruz

City of Scotts Valley

City of Watsonville

County of Santa Cruz

Santa Cruz Metropolitan Transit District

Santa Cruz Metropolitan Transit District

Caltrans (ex-officio)

Gerry Jensen

Fred Keeley

Steve Clark

Eduardo Montesino

Manu Koenig

Kimberly DeSarpa

Andy Schiffrin (Alt.)

Monica Martinez

Lowell Hurst (Alt.)

Fabian Leonor

Rebecca Downing (Remote)

Darron Hill (Alt.)

Staff present:

Sarah Christensen

Amin AbuAmara

Grace Blakeslee

Krista Corwin

Max Friedman (Remote)

Bella Kressman

Rachel Moriconi (Remote)

Shannon Munz

Luis Mendez

Yesenia Parra

Nisha Singh

Steven Mattas (RTC Counsel)

2. Received SB 707 Just Cause Requests

Commissioner Downing communicated her need to participate remotely for a Just Cause related to a contagious illness.

3. Additions or deletions to consent and regular agenda

Administrative Services Officer Yesenia Parra communicated that handouts for item 8 and 20 had been posted to the website as well as replacement pages for item 20.

RTC Counsel Steve Mattas communicated that the Brown Act allows, by a two-thirds vote, for the Commission to add items to the agenda when items came to the attention of the Commission after the agenda was posted and there is a need for immediate action. Mr. Mattas recommended that the Commission, if it desires, add an item to the agenda for consideration of giving direction to staff to issue unconditional commitments, as well as to identify item 20 as the curative action for an alleged Brown Act violation arising as part of the January 15, 2026 Commission closed session as set forth in a letter from TRANSDEV received by the SCCRTC on February 2, 2026. Mr. Mattas confirmed that the letter from TRANSDEV was received on February 2, 2026, after the regular meeting agenda was posted and that the Brown Act requires any curative action or unconditional commitment occur within 30 days of receiving the letter. Thus, there was a need for immediate action as the next Commission meeting would not occur prior until March 6, 2026.

Commissioner Alternate Schiffrin made a motion and Commissioner Clark seconded the motion to add an item to the agenda for consideration of unconditional commitments and to identify item 20 as a curative action for the alleged Brown Act issue arising from the January 15, 2026, closed session as set forth in the TRANSDEV letter received on February 2, 2026.

Commissioner Downing communicated that she is abstaining from the vote due to a conflict of interest. The motion passed with Commissioners Jensen, Keeley, Clark, Montesino, DeSerpa, Koenig, Martinez, Leonor and Commissioner Alternates Hurst and Schiffrin voting "aye."

Received public comment from:

Brian Peoples, Trail Now

Jessica Evans

Ryan Sarnataro

Through the Chair and in response to a question from a member of the public, RTC Counsel Steve Mattas provided clarification regarding the motion on the floor.

4. Oral Communications

Received public comment from:

Brian Peoples, Trail Now
Jessica Evans, Friends of the Rail and Trail
Matt Farrell, Friends of the Rail and Trail
Jack Brown
Michael Saint, SCPRT
Jim Helmer
Zoom User
David Dean
Ryan Sarnataro
Lani Faulkner
Kevin McGuire
Sean
Saladin Sale

CONSENT AGENDA

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

Commissioner Downing recused herself from consideration of item 9 due to a conflict of interest.

With the exception of item 9, the motion passed unanimously with Commissioners Leonor, Downing, Martinez, Koenig, DeSerpa, Schiffrin, Hurst, Montesino, Clark, Keeley, Jensen voting "aye."

The motion to approve the staff recommendation in item 9 passed unanimously with Commissioners Leonor, Martinez, Koenig, DeSerpa, Schiffrin, Hurst, Montesino, Clark, Keeley, Jensen voting "aye" and Commissioner Downing abstaining.

Received public comment from:

Brian Peoples, Trail Now

MINUTES

5. Approved draft minutes of the January 15, 2026, Regional Transportation Commission meeting

6. Accepted draft committee meeting minutes
 - a. December 8, 2025, Bicycle Advisory Committee
 - b. December 18, 2025, Interagency Technical Advisory Committee
 - c. January 22, 2026, Interagency Technical Advisory Committee

POLICY ITEMS

No consent items

PROJECTS AND PLANNING ITEMS

7. Approved amendments to the Regional Transportation Improvement Plan (RTIP) for previously programmed projects (**Resolution 36-26**)
8. Approved the 2026 State and Federal Legislative Program
9. Approved 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 37-26**)

BUDGET AND EXPENDITURES ITEMS

10. Accepted status report on Transportation Development Act (TDA) revenues
11. Accepted status report on Measure D revenues

ADMINISTRATION ITEMS

No consent items

INFORMATION/OTHER ITEMS

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

REGULAR AGENDA

16. Commissioner Reports – *none*
17. Director’s Report

Executive Director Sarah Christensen delivered a presentation and provided updates on: the opening of the Capitola Avenue overcrossing and ribbon

cutting ceremony scheduled for February 26, 2026, from 4pm-5pm at 911 Capitola Avenue; release of the Draft Rural Highways Safety Plan; retirement of Senior Transportation Planner Rachel Moriconi after 29 years of service; resignation of Transportation Planner Amy Naranjo after 15 years of service.

Commissioners discussed: appreciation and well-wishes for departing staff members.

Received public comment from:

Brian Peoples
Grace Blakeslee
Rachel Moriconi
Lani Faulkner

18. Caltrans Report

Deputy District Director Darron Hill delivered the Caltrans Project Updates list and the upcoming Highway 17 corridor planning meetings hosted by Caltrans, the SCCRTC, and partners in the Bay Area on February 19th and 24th.

Commissioners discussed: appreciation for Caltrans' work on the highways, especially the response to the "Scotts Valley sinkhole incident," the Highway 152 slide, and Highway 1 slides near Big Sur.

Ex-Officio Hill responded to questions from other Commissioners about daytime work along Highway 9; completion of the Emergency Prospect Avenue Retaining Wall Project.

Received public comment from:

Brian Peoples, Trail Now
Jim Helmer

19. Commissioner Committee Appointments

Chair Montesino announced his recommendations for the 2026 Budget & Administration/Personnel Committee, which included Commissioners Clark, Keeley, DeSerpa, Cummings, Koenig, and himself. Commissioner Montesino made a motion and Commissioner DeSerpa seconded the motion to approve the nominations.

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

20. Response to Commission Requests from December 2025: Termination to the Administration, Coordination and License Agreement with Progressive Rail, Inc. to Assume Common Carrier Status for the Santa Cruz Branch Rail Line, and Cooperative Agreements for Coastal Rail Trail Segments 8 & 9 and 10 & 11

Commissioner Downing recused herself from discussion and consideration of the item due to a conflict of interest and departed the meeting.

Real Property Specialist Isabella Kressman and Supervising Transportation Planner Grace Blakeslee delivered the staff report and presentation.

Ms. Kressman responded to Commissioners' questions regarding the impacts to freight and recreational service resulting from today's action; who has authority to approve common carrier status; list of comparable agencies that have assumed common carrier status to preserve freight and passenger rail service.

Executive Director Sarah Christensen responded to Commissioners' questions regarding staffing capacity to take on additional tasks if SCCRTC becomes the common carrier; costs and benefits of assuming common carrier status; investigation of an option to proceed with an interim trail design without removal of the tracks; who has responsibility for maintenance of the rail line.

RTC Counsel Steve Mattas responded to Commissioners' questions about the RTC's qualifications to assume the status of common carrier; basis for the default and termination of the ACL.

Supervising Transportation Planner Grace Blakeslee responded to Commissioners' questions about the next steps towards design of the interim trail; and the process for soliciting feedback on the final design.

Principal Planner for the County of Santa Cruz Rob Tidmore also responded to Commissioners' questions about the next steps towards design of the interim trail.

Commissioners discussed: maintenance history of the rail line; business partnership between the RTC and Progressive Rail; consideration of interim trail options; investigation into a feasible alternative to preserve the tracks; Zero Emission Passenger Rail and Trail (ZEPRT) concept report recommendation to remove the tracks as part of development of the passenger rail project; seeking to secure funds for an environmental impact report for passenger rail; challenges of working with Progressive Rail.

Received public comment from:

Brian Peoples, Trail Now
Matt Farrell, Friends of the Rail and Trail
Jessica Evans, Friends of the Rail and Trail
Saladin Sale
Tina Andreatta
Russell Weiss
Blake Charman
Paula Bradley
Anonymous
David Schonbrunn, TRANSDEF
Jack Brown
Zoom User
Michael Saint
Dianne
David Dean
Patrick M.
Trink Praxel
Brian
Lani Faulkner
Nyanko
Barry Scott
Ron Swenson
Sean
James Weller
Jean Brocklebank
Michael Setty
Kevin Maguire
Bob Hickman

Commissioner Montesino made a motion and Commissioner Clark seconded the motion to approve the staff recommendation to:

1. Accept information in response to requests made at the December 4, 2025, RTC meeting, including:
 - a. An approach to continue planning and state-wide coordination activities for passenger rail in the long-term between Pajaro and Santa Cruz as envisioned by the Zero Emission Passenger Rail and Trail (ZEPRT) Project Concept Report
 - b. An approach to construct the Interim Trail in the near-term without the need for adverse abandonment of the freight easement or railbanking; and,
 - c. A Project delivery approach for retrofitting and preserving the Capitola trestle and converting the railroad bridge to an interim

bicycle and pedestrian bridge as a separate future project in the near term.

2. Adopt **Resolution 35-26** to formally terminate the Administration, Coordination, and License agreement with St. Paul & Pacific Railroad, a subsidiary to Progressive Rail, Inc. and authorize the Executive Director to take necessary administrative steps to have the RTC or its designee become the common carrier of the Santa Cruz Branch Rail Line
3. Adopt **Resolution 36-26** authorizing the Executive Director to:
 - a. Enter into a three-way Cooperative Agreement with the City of Santa Cruz and County of Santa Cruz for the environmental, design, and right-of-way components of the Coastal Rail Trail Segments 8 & 9 and make non-substantive changes as appropriate;
 - b. Amend the Cooperative Agreement with the County of Santa Cruz for environmental, design and right-of-way components of the Coastal Rail Trail Segments 10 & 11 and make non-substantive changes as appropriate; and,
 - c. Amend the Measure D 5-year plans and FY25/26 budget to add \$70,000 for RTC oversight of Segments 8 & 9 and Segments 10 & 11 based on anticipated work associated with delivery of the Coastal Rail Trail Interim Trail Configuration.

The motion passed with Commissioners Leonor, Martinez, Koenig, DeSerpa, Montesino, Clark, Keeley, Jensen, and Commissioner Alternate Schiffrin voting "aye" and Commissioner Alternate Hurst voting "no."

RTC Counsel Steve Mattas provided contextual information for the earlier addition of identifying item No. 20 as a curative action to address an alleged Brown Act violation arising from the closed session on January 15, 2026, as set forth in the TRANSDEV letter of February 2, 2026. Mr. Mattas explained that the Brown Act expressly provides that the taking of a curative action or the provision of an unconditional commitment is not an admission that a Brown Act violation has occurred but, instead is a process allowed for under the Brown Act that results in dismissal of litigation challenging an alleged Brown Act violation if the agency has taken a curative action or issued an unconditional commitment. Mr. Mattas noted that the Commission's consideration of the termination of the ACL in today's open properly noticed, open session regular meeting was a curative action for the alleged actions arising from the January 15th closed session meeting. Mr. Mattas further recommended the Commission consider an action directing staff to prepare a letter for the Chair's signature to make the following unconditional commitments:

1. The RTC unconditionally commits that the action taken in closed session related to real property negotiations will be within the scope authorized by Government Code Section 54956.8;
2. The RTC has utilized and will unconditionally commit to continue to utilize the language set forth in Government Code 54954.5 for Real Property Negotiations closed session items on its agendas;
3. The RTC unconditionally commits that staff or the Chair will report out of closed session items that relate to Real Property negotiations in a manner consistent with the reporting requirements of Government Code Section 54957.7.

In response to questions from Commissioners, Mr. Mattas confirmed that the pursuant to the Brown Act, the decision to undertake the curative action and issue the unconditional commitments is not an admission that the alleged Brown Act violation related to the real property negotiations closed session occurred.

The motion passed with Commissioners Leonor, Martinez, Koenig, DeSerpa, Montesino, Clark, Keeley, Jensen, and Commissioner Alternate Schiffrin voting "aye" and Commissioner Alternate Hurst abstaining.

Received public comment from:

Jessica Evans
Brian Peoples, Trail Now
James Weller
Nyanko

21. Review of items to be discussed in closed session

RTC Counsel Steve Mattas provided an overview of the items to be discussed in closed session, stating that there may be reportable action from one of the items.

The Commission entered closed session at 12:22 p.m.

CLOSED SESSION

22. Conference with Legal Counsel – Anticipated Litigation
(Pursuant to Government Code Section 54956.9(d)(2))
Significant Exposure to Litigation: One Cases
23. Conference with Legal Counsel – Anticipated Litigation
(Pursuant to Government Code Section 54956.9(d)(4))
Initiation of Litigation: One Case

OPEN SESSION

24. Report on items discussed in closed session

The Commission returned from closed session at 12:59 p.m. There was no reportable action from item 22. Pertaining to item 23, by a 9-1 vote, the Commission authorized legal counsel to commence litigation against Progressive Rail if it becomes necessary to transfer the freight easement.

The meeting adjourned at 1:00 p.m.

25. Next meetings

The next RTC meeting is scheduled for Thursday, March 5, 2026, at 9:00 a.m. at the Scotts Valley City Council Chambers, 1 Civic Center Drive, Scotts Valley, CA 95066.

Respectfully submitted,

Yesenia Parra, Administrative Services Officer

Attendees

Brian	AT
Patrick Mottram	Marta's iPad
Kevin Maguire, COAST	Michael Lewis
Sunshine	iPhone
Cami Corvin	Nasya
Nyanko Nyasu	Liza Bryant
Laurie	Peter Haworth
Ron Swenson	1.51E+10
Jesus Bojorquez	Leslie Nielsen
Keith Bontrager	Michael Setty
Johanna Lighthill	Jim Helmer
Don	Linda Wilshusen
David Morris	Coral Brune
Ryan	Paul Valadao
Thomas Williams	Tiffany Mendoza
PK	Frank Rimicci
Michael Saint	Sean
Madilyn Jacobsen	Heather Adamson
Trink Praxel	Mark's Notetaker
Gina Gallino Cole	Maureen McCarty
Steve Wienser	Jim's iPad (3)
James's iPad	Joanna Edmonds
Unlicensed room	Gillian
Chris's iPhone 11	Bud Colligan

Regina Kelbert
Larry Pageler
Amelia Conlen
Zoom user
Michael N. Conneran
Chris Amsden
Barry Scott
Lani Faulkner Equity Transit
Jack Brown
Dianne
Tim Brattan
John
Rafa Sonnenfeld
Jacquis Bertrand
Pennington
Pauline Seales
Petra Mottishaw
Bernie Gomez
Jasmine C – Sen Laird Office
Rebecca Hurley
Howard Cohen
Nadene Thorne
Meghan Morrissey
Bob Berlage
Joni Steele
David Dean
Fernanda D. Pini
Paul Guirguis
Rosemary Sarka
Brian Peoples (Trail Now)
Michael Zeller
James Weller
David



**Santa Cruz County
Regional Transportation Commission
(Special Meeting)**

Draft MINUTES

**Thursday, February 5, 2026
9:00 a.m.**

In-Person Meeting

Santa Cruz County Community Room (Basement)
701 Ocean Street, Rm. 202
Santa Cruz, Ca 95060

Remote Participation

RTC Zoom
<https://us02web.zoom.us/j/89597173447>
Dial-in: +1 312 626 6799
Webinar ID: 895 9717 3447

1. Roll call

Members present:

City of Capitola	Gerry Jensen
City of Santa Cruz	Fred Keeley
City of Scotts Valley	Steve Clark
City of Watsonville	Eduardo Montesino
County of Santa Cruz	Manu Koenig
County of Santa Cruz	Kimberly DeSerpa
County of Santa Cruz	Andy Schiffrin (Alt.)
County of Santa Cruz	Monica Martinez
County of Santa Cruz	Lowell Hurst (Alt.)
Santa Cruz Metropolitan Transit District	Fabian Leonor
Santa Cruz Metropolitan Transit District	Rebecca Downing (Remote)
Caltrans (ExOfficio)	Darron Hill

Staff present:

Sarah Christensen	Bella Kressman
Yesenia Parra	Nisha Singh
Steve Mattas (RTC Counsel)	

2. Consider SB 707 requests – Commissioner Downing communicated a need for remote participation under SB 707 for Just Cause related to a contagious illness.

3. Oral communications

Received public comment from:

David Schonbrunn, Transportation Solutions Defense and Education Fund
Brian Peoples, Trail Now

Through the Chair and in response to a comment from a member of the public, RTC Counsel Steve Mattas communicated that today's special meeting was called by Chairperson Montesino as part of a discussion amongst Chairperson Montesino, Sarah Christensen and Steve Mattas following receipt of the letter from the Transportation Solutions Defense and Education Fund and that this special meeting was properly noticed as a closed session related to that letter. Mr. Mattas also noted that the letter is a public record available for public review.

4. Additions or deletions to consent and regular agendas – *none*

CONSENT AGENDA

No consent items.

REGULAR AGENDA

5. Report on items to be discussed in closed session

RTC Counsel Steve Mattas provided a brief overview of the items to be discussed in closed session and stated that there may be reportable action resulting from the closed session. The Commission entered into closed session at 9:09 a.m.

CLOSED SESSION

6. Conference with Legal Counsel – Anticipated Litigation
(Pursuant to Government Code Section 54956.9(d)(2))
Significant Exposure to Litigation: One Case

OPEN SESSION

7. Report on items discussed in closed session

The Commission returned to open session at 9:35 a.m. RTC Counsel Steve Mattas announced that there was no reportable action from closed session. The special meeting adjourned at 9:36 a.m.

8. Next meetings

The next RTC meeting is scheduled for Thursday, March 5, 2026 at 9:00 p.m. at the Scotts Valley City Council Chambers, located at 1 Civic Center Drive, Scotts Valley, CA 95066.

HOW TO REACH US

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

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://scrtc.org> at least 72 hours prior to the meeting. Sign up for E-News updates at scrtc.org/about/esubscriptions/

COMMENTS FROM THE PUBLIC

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

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

REMOTE PARTICIPATION

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

PARTICIPACIÓN REMOTAMENTE

El público puede participar en las justas de la Commission Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom

proporcionado. Si problemas técnicos resultan en la pérdida de comunicación con quienes participan remotamente, la RTC hará lo posible por restaurar la comunicación. Pero, la junta continuara mientras se hace lo posible por restaurar la comunicación con quienes participan remotamente. A los miembros del público que participan por Zoom se les indica que permanezcan en silencio durante los procedimientos y que hablen solo cuando se permitan comentarios públicos, después de solicitar y recibir el reconocimiento del presidente.

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 Título VI del Acta Sobre los Derechos Civiles. Cualquier persona que cree haber sido ofendida por la RTC bajo el Título VI puede entregar queja con la RTC comunicándose al (831) 460-3200 o 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 o en línea al www.sccrtc.org. También se puede quejar directamente con la Administración Federal de Transporte en la Oficina de Derechos Civiles, Atención: Coordinador

del Programa Titulo VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.

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

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission receive the draft meeting minutes for the Bicycle Advisory Committee (BAC), the Elderly & Disabled Transportation Advisory Committee, and the Interagency Technical Advisory Committee (ITAC).

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. February 9, 2026 Bicycle Advisory Committee minutes
2. February 10, 2026 Elderly & Disabled Transportation Advisory Committee minutes
3. February 19, 2026 Interagency Technical Advisory Committee minutes



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

BICYCLE ADVISORY COMMITTEE

**MEETING
DRAFT MINUTES
Monday, February 9, 2026
5:30 pm to 8:00 pm**

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

1. Call to Order: Chair Gina Cole called the meeting to order at 5:34 pm.

2. Introductions

Members Present, in Person:

Corrina McFarlane, District 1 (Alt.)
Jack Brown, District 2
Anna Kammer, District 4
Rick Hyman, District 5
Theresia Rogerson, Dist. 5 (Alt.)
Paula Bradley, City of Capitola
Matt Farrell, City of Santa Cruz (Vice Chair)
Gina Cole, City of Watsonville (Chair)
Matt Miller, Ecology Action
Alexander Yasbek, CTSC

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

Staff:

Tommy Travers, Transportation Planner
Max Friedman, Transportation Planner

Members Remote, Not Voting:

Unexcused Absences:

Sally Arnold, District 3

Excused Absences:

Alex Santiago, District 3 (Alt.)
Steven Jonsson, District 4 (Alt.)
Christopher O'Connell, City of Capitola (Alt.)
Jae Riddle, City of Santa Cruz (Alt.)
Jennifer Villegas Moreno, Ecology Action
(Alt.)
Kelly Curlett, CTSC (Alt.)

Vacancies:

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

Guests:

Tim Nguyen, County of Santa Cruz
Jeffrey De Los Santos, County of Santa Cruz
Leo Trujillo, County of Santa Cruz Consultant
Kelly McClendon, Caltrans D5
Jon Silver, Bike Santa Cruz County
Danielle Lewis, Bike Santa Cruz County

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

None.

4. Staff announcements

Staff announced several vacancies on the Bicycle Advisory Committee including primary for District 1, alternate for District 2, primary and alternate for Scotts Valley.

5. Oral communications

Corrina McFarlane expressed concern regarding safety at the intersection of Rodriguez Street and 17th Street, noting that limited visibility at the stop sign creates hazardous conditions for cyclists.

Rick Hyman reminded the Committee of the upcoming deadline to submit comments on the Rural Highways Safety Plan and encouraged members to provide feedback.

Matt Miller suggested improving the process for submitting hazard reports by exploring reporting systems used by peer agencies.

Gina Cole announced monthly Women's Rides in Watsonville.

6. Additions or deletions to consent and regular agendas:

A replacement page was distributed for Item 8.

CONSENT AGENDA

7. Approve draft minutes of the December 8, 2025, Bicycle Advisory Committee Meeting

8. Receive Summary of Hazard Reports

9. Recommend to the Regional Transportation Commission approval of the City of Santa Cruz's TDA claim for the Laurel Bikeway and Pedestrian Striping project

Item 9 was pulled from the consent agenda.

10. Receive information on committee member stipends

A motion was made (Hyman/Farrell) to approve the consent agenda, excluding item 9. The motion passed unanimously with McFarlane, Brown, Arnold, Kammer, Hyman, Bradley, Farrell, Cole, Miller, and Yasbek voting in favor.

For Item 9, a motion was made (Hyman/Farrell) to recommend approval of the City of Santa Cruz's TDA claim for the Laurel Bikeway and Pedestrian Striping Project, with the caveat that the City respond to concerns raised by the Committee regarding drainage. The motion passed unanimously with McFarlane, Brown, Arnold, Kammer, Hyman, Bradley, Farrell, Cole, Miller, and Yasbek voting in favor.

REGULAR AGENDA

11. Receive information and provide input on the design of the Soquel Drive/Robertson Street Signalization Project – Tim Nguyen, County of Santa Cruz

Tim Nguyen provided a presentation on the design of the Soquel Drive / Robertson Street Signalization Project. The Committee received information and provided input on the Project. A Committee Member suggested incorporating a green bike box for cyclists turning from Soquel Drive onto Robertson Street, installing a "No Turn on Red" restriction on Robertson Street, and adding dashed bike lane markings through the intersection for the eastbound direction. Committee members expressed overall support for the Project, including the addition of a traffic signal at the intersection, while also stating that there are many youth who ride e-bikes through the intersection.

12. Receive information on Bike Santa Cruz County's programs and provide input on Project PASEO scope changes – Jon Silver, Bike Santa Cruz County

Jon Silver provided a presentation on Bike Santa Cruz County's programs and proposed scope changes to Project PASEO. Committee Members expressed support for the proposed project scope changes. A Committee Member suggested incorporating a bike lock giveaway and promoting voluntary bicycle registration as part of program activities. A Committee Member inquired about whether there is ongoing communication with participants who join rides; it was noted that Bike Santa Cruz County maintains a mailing list for continued engagement. A Committee Member suggested that the Bicycle Advisory Committee develop a memo on bike security to be circulated at Bike Santa Cruz County events.

13. Receive information and provide input regarding the Highway 17 Comprehensive Multimodal Corridor Plan – Kelly McClendon, Caltrans D5

Kelly McClendon, Caltrans District 5, provided a presentation on the Highway 17 Comprehensive Multimodal Corridor Plan. The Committee received information and provided input.

A Committee Member identified the Felker Street and Grant Street area at the southern end of State Route 17 as a point of conflict between pedestrians, cyclists, and vehicles, and suggested consideration of a multiuse overcrossing or undercrossing. Committee Members expressed support for grade-separated crossings to improve bicycle access across State Route 17 and for an active transportation connection between Felton, Scotts Valley, and Santa Cruz. Committee Members noted that the Glen Canyon Road underpass is narrow, poorly lit, and constrained for bicycle use, and suggested improvements, further noted that the Granite Creek overcrossing bridge may require widening to better accommodate active transportation, and suggested signage and striping improvements be considered for safety at all of the freeway interchanges in the project area.

14. Discuss Construction safety for roadwork and encroachments affecting bicyclists and pedestrians – Committee members

The Ad-hoc Subcommittee presented its recent work and shared that they will also present to the other RTC advisory committees. The Committee discussed construction safety for roadwork and encroachments affecting bicyclists and pedestrians. A Committee Member suggested developing a consolidated checklist for construction zones using plain language, and a Committee Member recommended that with adequate inspections, a job site can be shut down if it has inadequate traffic control procedures. Rick Hyman was added to the subcommittee.

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

None

17. Adjourn

The meeting adjourned at 7:59 p.m.

NEXT MEETING: The next Bicycle Committee meeting is a special meeting scheduled for April 13, 2026, from 5:30pm to 8:00pm at the RTC offices. Members of the public and non-voting committee alternates may join remotely.

Minutes respectfully prepared and submitted by:
Max Friedman, Transportation Planner



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

DRAFT MEETING MINUTES

Tuesday, February 10, 2026

1:30 – 3:30pm

In-Person Meeting

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

REMOTE PARTICIPATION

(see end of agenda for more information)

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

Meeting ID: 822 1704 4415

Dial by your location: +1 669 900 9128

Accessibility: See end of agenda for details.

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

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

1:30pm – Call to Order

Chair Veronica Elsea called the meeting to order at 1:32 pm.

Members Present

Stephanie Auld, Social Services Provider – Disabled (County)

Tara Ireland, Social Services Provider – Persons of Limited Means

Jesus Bojorquez, CTSA (Lift Line)

Nadia Noriega, CTSA (Lift Line)

Michael Pisano, Vice Chair, Potential Transit User (60+)

Caroline Lamb, Potential Transit User (Disabled)

Wells Shoemaker, 2nd District
Veronica Elsea, Chair, 2nd District
Portia Ramer, 5th District

RTC Staff Present

Amanda Marino, Transportation Planner
Sierra Topp, Transportation Planning Technician
Tommy Travers, Transportation Planner
Riley Gerbrandt, Associate Engineer
Janine Ramirez, Engineering Intern

Guests Present

Bobbi Wood, SCMTD (METRO)
Kendra Webster, Social Services Provider – Seniors (County)
Paula Bradley, RTC Bicycle Advisory Committee Member
Jack Brown, RTC Bicycle Advisory Committee Member
Tim Nguyen, County of Santa Cruz Public Works
Jeffrey De Los Santos, County of Santa Cruz Public Works
Leo Trujillo, County of Santa Cruz Public Works
Raymon Cancino, Community Bridges
Brad Cramer, Community Member
Gina Cole, Watsonville Resident and Bicycle Advisory Committee Member
David Dean, Community Member

1:30pm — Introductions

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

1:35pm — Oral communications

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

CONSENT AGENDA

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D

TAC may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other E&D TAC member objects to the change.

1. Receive Information Items

- a. Draft Rural Highways Safety Plan Report Available for Review
- b. SR 17 Corridor Plan Workshop – English
- c. SR 17 Corridor Plan Workshop – Spanish

2. Receive RTC Meeting Highlights

- a. December 4, 2025
- b. January 15, 2026

3. Receive TDA Revenue Reports

4. Approve E&D TAC Draft Minutes from December 9, 2025

Motion (Pisano/Lamb) to approve the February 10, 2026, Consent Agenda. The motion passed unanimously with committee members Stephanie Auld, Tara Ireland, Michael Pisano, Caroline Lamb, Wells Shoemaker, Veronica Elsea, Portia Ramer voting "aye".

REGULAR AGENDA

5. County of Santa Cruz Soquel Drive/Robertson Street Signalization Project

County staff presented updates on the design of the Soquel Drive/Robertson Street Signalization project to receive input from the E&D TAC.

Committee members had questions regarding the length and scope of sidewalk improvements around the project site, the center median island and if its remaining, the purpose of bicycle boxes, and signal prioritization on buses. Members had comments and concerns on vehicle back up from Robertson going into Alamar Mobile Home Park and suggested turn lanes and adding a sidewalk on the south side of Soquel Drive leading up to the shopping plaza as many pedestrians are currently using the shoulder to walk. Concerns were also raised about turning left onto Robertson from Soquel Drive on a bike and how to navigate adjacent and oncoming traffic.

County Staff announced a First District meeting held by Supervisor Manu Koenig on March 12 from 6-7 pm where this project will be discussed. Residents can also call 831-454-2160 to provide comments. The goal is to go to construction Summer 2026.

No action taken.

6. Zero Emission Passenger Rail and Trail Project (ZEPRT) Update

Riley Gerbrandt, RTC Associate Engineer provided an update on the ZEPRT project and an overview of the final concept report.

Committee members provided comments and concerns over how the costs vs benefits are presented in the analysis and stated there is a lack of information on the opportunity costs vs social impacts of not having transportation options for disabled people and the elderly. Concerns were shared over station locations and the limited conversation of the location decision process within the report, and how abandoning the train is in turn abandoning disadvantaged community members – especially those that cannot or do not drive.

Members asked questions about ridership projections and how accurate they are and if it considers future development.

Gerbrandt shared next steps for the project including bringing a trail concept memorandum for committee review and working with Caltrans' Rail Corridor ID program to create a service development plan to model how the system works and to see how ZEPRT fits in with central coast vision for passenger rail.

No action taken.

7. Construction safety for roadwork and encroachments affecting bicyclists and pedestrians

Members from the RTC Bicycle Advisory Committee presented on a subcommittee that has been formed in an effort to address construction safety for roadwork and encroachments affecting bicyclists and pedestrians. The subcommittee requested that the E&D TAC members consider joining.

Motion (Auld/Lamb) to direct the E&D TAC Pedestrian Subcommittee to work with the BAC Subcommittee on road construction safety documents. The motion passed unanimously with committee members Stephanie Auld, Tara Ireland, Jesus

Bojorquez, Nadia Noriega, Michael Pisano, Caroline Lamb, Wells Shoemaker, Veronica Elsea, Portia Ramer voting "aye".

8. Draft 2026 Unmet Transit and Paratransit Needs List

RTC Staff presented on the Draft 2026 Unmet Transit and Paratransit Needs list process and requested feedback on the current list. They also provided a schedule for development of the updated list.

Committee members provided feedback on opportunities they would like to see incorporated into the update including real-time bike rack availability on METRO busses, specialized transit for medical appointments outside of Santa Cruz County without an income requirement, and safety data to inform decision making.

No action taken.

9. Committee Stipends

RTC Staff presented information on the \$50 per meeting committee member stipend opportunity, eligibility requirements, and process.

No action taken.

10. E&D TAC Member Appointments

RTC Staff reviewed the E&D TAC member applications received by Kendra Webster to serve as the Social Services Provider - Seniors (County) representative and Bobi Wood to serve as the SCMTD (Metro) representative.

Motion (Lamb/Shoemaker) to recommend the RTC approve committee member applications. The motion passed unanimously with committee members Stephanie Auld, Tara Ireland, Jesus Bojorquez, Nadia Noriega, Michael Pisano, Caroline Lamb, Wells Shoemaker, Veronica Elsea, Portia Ramer voting "aye".

11. Receive Program Updates

a. Volunteer Center

- i. Commercial came out to recruit more drivers

b. Community Bridges

- i. TNC access for all program is increasing – they have recruited more participants from Aptos and San Lorenzo Valley area.

- ii. Recently became the TNC provider for Monterey.
- c. Santa Cruz Metro
 - i. New website is posted.
- d. SCCRTC
 - i. Staff will be following up with members on their expiring membership positions.
 - ii. Staff are working on scheduling an E&D TAC meeting in South County for 2026.
 - iii. The Guide to Specialized Transportation has been updated and printed copies are available.
- e. Pedestrian Ad-hoc Subcommittee
 - i. Pedestrian Hazard Report

No action taken.

Adjourn – 3:37 pm

NEXT MEETING: Tuesday April 14, 2026, at 1:30pm hosted in person at the Dorosin Family Conference Room at Aptos Branch Library located at 7695 Soquel Dr, Aptos, CA 95003. Remote participation included.

HOW TO REACH US

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

Minutes respectfully submitted by, Sierra Topp, Transportation Planning Technician



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

MINUTES

Thursday, February 19, 2026, 1:30 p.m.

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

Alternate Location: Caltrans District 5, Planning, San Luis Obispo

Online: Zoom

ITAC Members Present:

Association of Monterey Bay Area Governments	Regina Valentine
California Department of Transportation	Paul Guirguis (online)
County Public Works	Casey Carlson
Ecology Action – Transportation Programs	Matt Miller
Santa Cruz Metropolitan Transit District (METRO)	Derek Toups (online)
Santa Cruz Public Works	Matt Starkey
Santa Cruz Planning Proxy	Claire Gallogly
Scotts Valley Public Works and Planning Proxy	Rodolfo Onchi
Watsonville Public Works	Miguel Lizaraga
Watsonville Community Development	Justin Meek
University of California Santa Cruz (UCSC)	Oxo Slayer

RTC Staff Present: Marshall Ballard, Jason Thompson

Others Present – In person: Jack Brown, Bicycle Advisory Committee, Paula Bradley, Bicycle Advisory Committee

Non-Voting Members online (not AB2449 or Brown Act):

Fernanda Dias-Pini (County Planning), Georgina Arias (UCSC)

Others Online:

Caltrans District 5 – Kelly McClendon
 Members of Public – Michael Paisano, Rick Hyman

1. **Call to Order:** Chair Starkey called the meeting to order at 1:36 p.m.
2. **Introductions** were made.
3. **Additions, deletions, or other changes to consent and regular agendas:**

CONSENT AGENDA

ITAC members unanimously approved a motion (Gallogly/Meek) approving the consent agenda with members Guirguis, Toups, Valentine, Onchi, Starkey, Meek, Lizzaraga, Carlson, Gallogly, Miller, Slayer, voting "aye".

4. **Approve Minutes of the January 22, 2026 ITAC meeting**
5. **Receive Highlights from the February 2026 Regional Transportation Commission Meeting**
6. **RTC and ITAC Committee Bylaws**

REGULAR AGENDA

7. **Receive information and provide input regarding the Highway 17 Comprehensive Multimodal Corridor Plan**

Kelly McClendon presented the Highway 17 Comprehensive Multimodal Corridor Plan (CMCP). The plan is estimated to be completed June 30, 2026. The team is currently in the final stage of partner, stakeholder, and community engagement. Outreach efforts included social media, news releases, and coordination with partners. The project website was shared: https://engage.dot.ca.gov/state_route_17_resiliency containing further background, an FAQs document, and a fact sheet detailing goals and objectives. Kelly announced two identical virtual community workshops on Thursday, February 19, 2026, at 6:00 p.m. and Tuesday, February 24, 2026, at 6:00 p.m. A primary goal of the CMCP is to make recommended projects eligible for specific California Transportation Commission (CTC) funding programs. The plan follows the guidelines developed by the CTC and Caltrans for corridor planning. Kelly noted that this plan is similar to the successful Highway 1 corridor plan, which helped the RTC secure SB1 funding.

Oxo Slayer asked if corridor plan will look at the tunnel under Highway 17. Matt Miller asked if regional and countywide master trail plans have been incorporated. Matt Starkey asked if the plan was the product of a past study and asked about reducing speeding. He also shared support for future transit planning efforts. Justin Meek asked if any questions have been received about extending the plan to Highway 280. Oxo Slayer asked about timing for providing feedback for the transit aspects of the plan. Derek Toups provided additional information on the plan including discussions around adding

interim stops on the Los Gatos side of Highway 17 and analyzing the Pasatiempo overcrossing. He also noted that extending the route through downtown to the campus is out of the scope of the corridor plan. Claire Gallogly noted a past UCSC pilot service that ran between the campus and the airport and asked if that could be a preferred alternative. Oxo Slayer confirmed that the goal is to get more students and staff using transit services.

8. Receive information about Construction Zone Safety from the Bicycle Advisory Subcommittee

Paula Bradley and Jack Brown presented on behalf of the Bicycle Advisory Subcommittee regarding bicycle and pedestrian safety around construction zones. Paula introduced two documents prepared by the subcommittee: The "Draft Issues and Priorities for Bicycle and Pedestrian Safety in Construction Zones and the "Bicycle and pedestrian excerpts from the MUTCD Section 6 Temporary Traffic Control". Paula discusses the current issues around safety and the need for a unified standard across all jurisdictions in Santa Cruz County. Jack Brown introduced a draft checklist based off the Manual on Uniform Traffic Control Devices (MUTCD).

Casey Carlson asked who the subcommittee is coordinating with at the county and explained the challenges with enforcing projects from outside entities. Rodolfo Onchi confirmed the MUTCD has the basis to provide standards for construction and discussed the challenges with enforcement. Rodolfo also mentioned Scotts Valley is meeting with PG&E and other utility companies to improve coordination. Miguel Lizzaraga noted that Watsonville inspectors are tracking projects to create a database to be used for future coordination efforts. Matt Miller discussed improving the current hazard reporting tool and the idea of including a checklist in the tool to clarify construction zone standards. Rodolfo Onchi announced that Scotts Valley is working with the police department to streamline enforcement of construction zones. Paul Guirguis asked if the language in the "Bicycle and pedestrian excerpts from the MUTCD Section 6 Temporary Traffic Control" was taken directly from the MUTCD. Paul Guirguise sought clarity on the desired result of the document and expressed concerns about adopting a new standard. Paula Bradley expressed issues with the current complaint driven enforcement system. Casey Carlson noted the county's biannual meeting with utility companies could be a good place to discuss construction zone safety.

No motion was made to further support this effort.

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

ITAC members provided brief updates on transportation projects and planning in development, including grant applications and upcoming public outreach efforts.

- Scotts Valley: Rodolfo Onchi reported the Scotts Valley Drive and Mount Hermon Road Complete Streets Projects design will be completed by the end of March 2026. He said the plans will be available for community input. He also provided updates on a few emergency projects.
- AMBAG: No updates.
- UCSC: Oxo Slayer reported UCSC is continuing the installation of electric vehicle (EV) charging stations on campus. The first campus fleet vehicle charging stations were installed in the north campus. He mentioned UCSC is working on grants for additional EV charging stations, and the JAPA EV bus charging yard is almost complete. He also reported that UCSC continues to work on campus housing at the Hagar development which will partially open Summer 2026 and completely open Fall 2026. He reported the Hellar development is receiving design/build proposals. He also announced the 2120 Delaware Addition project will happen in Spring 2026. UCSC is continuing circulation of the campus wide master plan with an estimated completion data in Summer 2026. Oxo also provided updates on the "East vs West" campus concept which includes a pedestrian core and mobility hubs within the campus.
- Ecology Action: Matt Miller mentioned the continued bicycle and pedestrian encouragement work from UCSC to Watsonville. Matt highlighted the Watsonville Earn-a-Bike program and middle school E-bike safety curriculum. Matt Miller Amended his update later in the meeting announcing Ecology Action is applying for a Robert Wood Johnson foundation grant for collecting local data for equitable communities in March 2026. Ecology Action is consolidating efforts with the City of Capitola to determine what kind of bicycle and pedestrian data should be collected. Matt announced a pilot count project with the City of Capitola.
- City of Santa Cruz: Claire Gallogly reported the Active Transportation Plan (ATP) draft is going to the Transportation Public Works Commission on Monday, February 22, 2026. The City of Santa Cruz will be accepting public comments through the end of February 2026 and will take the draft to city council at the end of April 2026. Claire also provided an update on the companion document for the Safety

Action Plan which will go to the Commission in May/June 2026 and city council in August 2026. Matt Starkey announced on March 2, 2026, the Murray Street Bridge project will pilot a single lane two-way traffic condition and will return to full closure in Summer 2026. He mentioned the city is performing traffic and travel time monitoring to establish a base line.

- County of SC: Casey Carlson mentioned the county is looking into new methods of data collection and asked if any jurisdictions are interested in collaborating. Casey reported the Soquel Multimodal Phase 2 design will start soon, the Soquel Multimodal Phase 1 is almost complete, the Pavement Management Plan is complete for the season, and the Green Valley path is now open. He announced upcoming paving projects on Soquel Drive and San Jose Road through Soquel Village, Trout Gulch Road and a few roads in Boulder Creek, 52 miles of FEMA funded roadside vegetation trimming will go out to bid in the next couple months, and the county's Summer 2026 paving project is out to bid. Casey also announced the county is applying for a CDGP grant which will include a countywide culvert replacement project using 3.8 million dollars in grant funds, flood improvements, Pajaro Regional Flood Management Agency (PRFMA) work near the levee, and Davenport water line work. Casey announced several shelter upgrade projects and provided updates on the storm damage projects. Casey later provided more details on the College Road Flood Protection project and noted the presentation is on County of Santa Cruz board supervisor website.
- Watsonville: Miguel Lizzaraga reported the Harkin Slough Bridge Project is out to bid. Justin Meek provided updates on the ATP grant application, the General Plan which is getting closer to public release and highlighted the RTC's Request for Proposals (RFP) for the southern Rail Trail segments (Segment 13-20). Watsonville is involved with the interview process.
- Caltrans: Paul Guirguis reported the City of Santa Cruz ATP and the Watsonville Vision Zero Corridor Study are out for public review, the RTC's Rural Highway Safety Plan public review is finished, and the RTC's North Coast Traffic Demand Management (TDM) plan will be going out for public review. Paul also provided updates on the Highway 9 speed limit signs and Felton Safety Project sidewalk installation. Justin Meek announced the recordings for two meetings in February 2026 concerning the Watsonville Vision Zero Corridor Study are available and highlighted the project is out for public comment. Paul confirmed the best way to submit feedback for these projects is through Caltran's maintenance ticket portal.

- Metro: Derek Toups reported the Affordable Housing Sustainable Communities Program was awarded 30 million dollars. The project is anticipated to go out to bid later this year and construction to start in early 2027. Metro is going to the California Transportation Commission (CTC) in March 2026 to get funding allocated for design for the Metro Rapid Bus component of the Highway 1 SCP. The project will start near the end of 2027 or early 2028. He announced the PAC Station Transit Center will now be named the Rodkin's Transit Center and will open to the public in late 2026. The Hydrogen Fuel Station project is estimated to be completed in summer 2026. Derek reported the issues with the noise from the fueling stations have been solved. Derek later noted that Metro began operating a Seabright shuttle in early February 2026.
- RTC: Marshall Ballard announced the Metropolitan Transportation Commission's (MTC's) answers to the questions from ITAC concerning WZDx will be presented at the next ITAC meeting and the Equity Plan Outreach Toolkit will be brought to ITAC soon. Marshall expressed willingness to collaborate on data collection and announced RTC's active solicitation including 2 new planners, a senior engineer, a junior engineer, an accountant, and a project manager. Marshall reported the RTC is having discussions on hazard reporting updates. Marshall also mentioned coordination with Metro and the county for SB-1 grant cycle 4, RTC's role in the Central Coast Joint Data Committee (CCJDC), and confirmed the Measure D fiscal committee does not have a scheduled date yet but will happen soon.

10. Solicitation of interested parties to serve as Chair and Vice Chair of ITAC for the new term.

Marshall Ballard announced there will be a solicitation in March 2026 and the RTC will be completing committee reviews and workshops on committee efficiency this Spring or Summer 2026.

11. Oral Communications on Matters Not on the Agenda

12. Next Meeting and Future Items:

The next ITAC meeting is scheduled for 1:30pm **March 19, 2026**. ITAC meetings will be canceled if there are no action items to be brought before the committee. Future agenda items:

- WZDx answers from MTC
- Equity outreach planning toolkit
- Hazard reporting update

- iv. Grant Applications including the ATP Cycle 8 grants
- v. Discussion of data collection options

13. Adjourn – 3:28 p.m.

Minutes respectfully submitted by Jason Thomson, Transportation Planning Tech

C:\Users\jthompson\Desktop\ITAC\February 2026\ITAC-Minutes_Feb2026.docx

TO: Santa Cruz County Regional Transportation Commission
FROM: Tommy Travers, Transportation Planner
RE: City of Santa Cruz Transportation Development Act Funding Request & Correction

RECOMMENDATIONS

Staff recommend that the Santa Cruz County Regional Transportation Commission (RTC):

1. Adopt a Resolution (Attachment 1) approving the City of Santa Cruz's Laurel Bikeway and Pedestrian Striping project funding request for \$201,438 in Transportation Development Act (TDA) funds; and
 2. Adopt a Resolution (Attachment 2) correcting Resolution 31-25 to clarify that the City of Santa Cruz Bikeway Striping project was approved for \$40,000 in TDA funding.
-

BACKGROUND

Annually, the Regional Transportation Commission disburses Article 8 Transportation Development Act (TDA) funds to local jurisdictions earmarked for bikeway and pedestrian initiatives. These flexible funds may roll over from one fiscal year to the next. There is currently a pool of TDA funds assigned to the City of Santa Cruz that has not yet been allocated to specific projects. TDA claims with significant pedestrian components must be reviewed by the Elderly & Disabled Transportation Advisory Committee, and those with significant bicycle components must be reviewed by the Bicycle Advisory Committee prior to approval by the Regional Transportation Commission.

DISCUSSION

City of Santa Cruz Laurel Bikeway and Pedestrian Striping project

The City of Santa Cruz submitted a request for a new TDA allocation for the project to introduce protected bike lanes on Laurel Street. This project was previously allocated TDA funds in 2024 and in 2025. The request is for \$201,438. The City commits to maintaining the facilities for 20 years. Additional details can be found in Attachment 1, Exhibit A. The Bicycle Advisory Committee reviewed the request and recommends allocation, with the condition

that the City respond to staff regarding considering drainage improvements in the project area.

Bikeway Striping project

The Bikeway Striping allocation of \$40,000 was made by the RTC by resolution (No. 31-25) at its February 2025 meeting. The resolution inadvertently contained inconsistent language, naming a different project in part of the resolution. A new resolution is proposed to correct the error and clarify the allocation.

Staff recommend that the RTC:

- 1. Adopt a Resolution (Attachment 1) approving the City of Santa Cruz’s Laurel Bikeway and Pedestrian Striping project funding request for \$201,438 in Transportation Development Act (TDA) funds; and**
- 2. Adopt a Resolution (Attachment 2) correcting a previously approved resolution allocating \$40,000 in TDA funds to the City of Santa Cruz’s Bikeway Striping project.**

FISCAL IMPACT

The RTC’s approved FY 2025/26 budget includes sufficient unallocated TDA funds for the City of Santa Cruz to cover these TDA claims. Therefore, approval of this TDA claim does not have any additional fiscal impacts.

SUMMARY

The City of Santa Cruz request for TDA funding for the Laurel Bikeway and Pedestrian Striping project for \$201,438 is recommended for RTC approval. A resolution to correct an error in e previous resolution for \$40,000 for the Bikeway Striping project is also recommended for RTC approval.

Attachments:

1. Resolution for Laurel Bikeway and Pedestrian Striping Project
 - a. Request letter and claim form
2. Resolution to correct resolution No. 31-25
 - a. Original resolution

[https://rtcsc.sharepoint.com/RTC Staff Reports/RTC2026/03/Consent/TDA Claim/SR TDA Claim City of Santa Cruz.docx](https://rtcsc.sharepoint.com/RTC%20Staff%20Reports/RTC2026/03/Consent/TDA%20Claim/SR%20TDA%20Claim%20City%20of%20Santa%20Cruz.docx)

RESOLUTION NO.

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

**A RESOLUTION ALLOCATING \$201,438 FOR THE LAUREL BIKEWAY AND
PEDESTRIAN STRIPING PROJECT FROM ARTICLE 8 TRANSPORTATION
DEVELOPMENT ACT (TDA) FUNDS TO THE CITY OF SANTA CRUZ**

WHEREAS, the City of Santa Cruz submitted a letter and one Article 8 TDA claim requesting a total of \$201,438;

WHEREAS, the City of Santa Cruz has sufficient unallocated Article 8 TDA revenues;

WHEREAS, the Bicycle Advisory Committee (BAC) reviewed the TDA project funding request and recommend approval; and

WHEREAS, the proposed projects are consistent with the 2045 Regional Transportation Plan and the claimant agrees to maintain the infrastructure projects for a period of 20 years;

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

1. \$201,438 in TDA Article 8 funds are allocated to the City of Santa Cruz for the Laurel Bikeway and Pedestrian Striping project; and
2. City of Santa Cruz staff are to respond to staff regarding considering drainage improvements in the Laurel Bikeway and Pedestrian Striping project area.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibit A: Laurel Bikeway and Pedestrian Striping Project TDA Request Letter and Claim Form

Distribution: RTC Fiscal
RTC Planner
City of Santa Cruz Public Works

[https://rtcsc.sharepoint.com/RTC Staff Reports/RTC2026/03/Consent/TDA Claim/Attachment 1 - City of SC Resolution.docx](https://rtcsc.sharepoint.com/RTC%20Staff%20Reports/RTC2026/03/Consent/TDA%20Claim/Attachment%201%20-%20City%20of%20SC%20Resolution.docx)



PUBLIC WORKS DEPARTMENT

809 Center Street, Room 201, Santa Cruz CA 95060 • 831 420-5160 • Fax: 831 420-5161

January 7, 2026

Ms Sarah Christensen
Santa Cruz County Regional Transportation Commission (RTC)
1101 Pacific Avenue Suite 250
Santa Cruz, CA 95060

RE: City of Santa Cruz – FY 2025-26 TDA Article 8 Allocation Request

Dear Ms. Christensen,

Please accept this letter as a FY 2025-26 TDA Article 8 allocation request to add funds to an existing project and reduce funds on an existing project:

Laurel Bikeway and Ped Striping	+\$201,438
West Cliff Drive Path Paving Phase 3	-\$150,000

These projects have previously been submitted and reviewed by RTC advisory bodies and Commission.

The City will commit to maintaining the projects for 20 years and will complete all necessary environmental review.

Please call Claire Gallogly at 420-5107 if you have any questions or need additional information.

Sincerely,

Kevin Crossley
Assistant Public Works Director, City Engineer

Attachments: Project Claim Form
cc: Public Works (SH), Finance Department (NG)

<https://santacruzca.sharepoint.com/sites/TransportationEngineering/Shared Documents/General/05.Funding and Finance/TDA/Allocations- 770-05.35/FY 25-26/Laurel TDA Request FY2025-26 Request.docx>

**Transportation Development Act (TDA)
CLAIM FORM**

Submit a separate form for each project.

*This form has been developed in an effort to standardize information required from TDA recipients,
based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests.*

*If you have any questions about this claim form or would like an electronic copy of the form,
please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

Project Information

1. Project Title: Laurel Street Bikeway Striping
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. Funding requested this claim: TDA– Local Transportation Funds (LTF) \$ 201,438 _____
STA (transit/paratransit only) \$ _____
5. Fiscal Year (FY) for which funds are claimed: FY 25 / 26 _____
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
 Article 8 Bicycle and/or Pedestrian Facility
 Article 4 Public Transportation
 Article 8 Specialized Transportation via city sponsor
 Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager
Name: Ricardo Valdes
Telephone Number: 831-420-5198 _____ E-mail: rvaldes@santacruzca.gov _____

Secondary Contact (in event primary not available): Dan Estranero _____
Telephone Number: 831-420-5189 _____ E-mail: destranero@santacruzca.gov _____
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):
The improvements included in the proposed Laurel Street Vision Zero Striping Plan maintain the left turn lanes and medians because they have contributed to a crash reduction on the roadway. To improve safety for people walking and biking, a buffer is added between the bike lane and vehicle lane to separate the turning vehicles from the cyclists and slow-down turning conflicts at intersections. Additionally, parking on the side streets is restricted for 20 feet in advance of the intersection to improve visibility of people crossing and vehicles turning in and out of the intersections in accordance with the California Manual on Uniform Traffic Control Devices (CAMUTCD). Those improvements are called “daylighting”. At the bus stops, the separated bike lanes will share the curbside space and be marked to alert cyclists and bus operators of the potential conflict. The proposed plan for daylighting and separation reduces parking along the corridor by 19 spaces.

This project previously was reviewed by the RTC committees and allocated \$274,949 in TDA funds. This requests an additional \$201,438 in TDA funds to close the funding gap. Additional costs will be absorbed in the paving project.

To do this, please decrease the TDA funding in the West Cliff Drive Path Paving Phase 3 by \$150,000
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
Laurel Street between Chestnut Street and California Street
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed;

project benefits; importance to the community)

Laurel Street is a minor arterial that connects the Westside and Seabright neighborhoods east to west through downtown. The most recent data available shows that in 2015 the roadway carried an average of 13,500 vehicles per day with the eastbound 85th percentile speed measured at 27 miles-per-hour and the westbound 85th percentile speed measured at 33 miles-per-hour. The roadway has a posted speed limit of 25 miles-per-hour. There are two METRO routes, the 15 and 18, that connect downtown and UCSC via Laurel Street and run at a combined headway of 15 minutes qualifying the roadway as a “major transit corridor”.

The roadway was last significantly modified in 2012 when the left-turn lanes at Walti Street, Felix Street, and Blackburn Street were added with two pedestrian islands mentioned above. The improvements reduced the crash rate along the corridor from a two-year average of 8 crashes per year in 2012 to 2.5 crashes per year in 2019. Other minor improvements, including the addition of green lanes, have been installed to improve multimodal safety. This corridor remains one of the highest collision corridors in the City, despite previous interventions. The Local Roadway Safety Plan, completed in 2021, identified Laurel Street as a priority corridor city-wide for improvements because of the number of crashes still occurring.

The overall goal of the project is to increase the safety and comfort of people walking, biking, and taking transit in this highly traveled corridor. Public outreach has included posting notices and sending mailers in December 2022 to everyone impacted by the parking reductions. Additionally, neighbors not in the parking-impacted area were also sent a mailer, a website was created to share the plan and solicit feedback, and the plan was advertised on the Public Works social media page. The striping plan has been reviewed and approved by the City of Santa Cruz Transportation and Public Works Commission and the City Council.

11. Project Productivity Goals for this fiscal year:

- a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.):

Reduction in number of collisions

Increase in cyclist and pedestrian use

- b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of people served/rides provided):

Vehicles: 13,500 per day

Transit: 3,722 passengers/day, increasing with Reimagine Phase 1 and 2 (from SCMTD ridership reports and schedules. Currently, Route 15 averages 58 passengers per trip and has 29 trips/day. Route 18 averages 34 passengers/trip and have 60 trips/day. Total is 3722)

Bike facilities: .3 miles of enhanced bike facility

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy?

Lump Sum Bike Projects SC-P75

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

Project requires minor parking removal. City Council has reviewed and approved this project.

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget). Specialized Transportation Claims require 10% local match or other performance standard. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services many NOT apply toward the local match. In lieu of a 10% match performance standard, the Volunteer Center performance standard is to provide 4,000 rides per year.*

What is the total project cost? \$1,100,000

Is project fully funded? Not without this funding

What will TDA (and STA, if applicable) funds be used on (ex. operations, administration, brochures, engineering, construction)? Construction

15. Preferred Method and Schedule for TDA-LTF fund distribution (see RTC Rules and Regulations for details and requirements. Note if funds are distributed in advance of use, agencies will be required to subsequently provide documentation of actual expenditures.):

a. Bike/Ped: Cities/County: Up to 90% upon initiation of work OR 100% upon project completion
 HSA/BTW: Quarterly disbursement OR Semi-annual disbursement

b. CTSA: Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount;
 OR Quarterly disbursement

c. Volunteer Center: Full approved claim amount in the first quarter

d. SCMTD: Quarterly disbursement

16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval ___ City Council_ (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated. _____	Yes
B. Has this project previously received TDA funding? If yes, date RTC approved: __Res 22-24 _____	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	Yes
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	Yes
F. For Article 4 transit claims: Does operator meet Article 4 eligibility requirements? i. Farebox recovery ratio? and/or, ii. 50 percent expenditure rule as an older operator, defined as service starting prior to 1974?	N/A

Bike/Ped (Article 8) Only

17. Project Cost/Budget, including other funding sources, and Schedule: (complete "24a" or "24b")

a. Capital Projects (Bicycle projects: Bicycle Advisory Committee or RTC must approve the final project design plans prior to construction; see RTC Rules & Regulations)

	Plannin g	Environ -mental	Design/ Engineering	ROW	Constructio n	Other *	Contingenc y	Total
SCHEDUL E (Month/Yr) Completion Date /					Spring 2026			

Total Cost/Phase					1,100,000			300000
\$TDA Requested (this claim)					201,438			
Prior TDA:					274,949			
Source 3: city paving \$					423,613			
Source 4: Pure Water contributions					200,000			
Unsecured/ additional need**								

*Please describe what is included in "Other":

b. **Non-Capital Projects -- Cost/Schedule:** List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

Work Element/ Activity/Task	SCHEDULE (Month/Year)	Total Cost per Element	\$ TDA requested	\$ Source 2:	\$ Source 3:	\$ Source 4:
Administration/Overhead						
Activity 1:						
Activity 2:						
Activity 3:						
Activity 4:						
Ex. Consultants						
Ex. Materials						

SCMTD, CTSA, Bike to Work, HSA, Volunteer Center Only – PLEASE KEEP ANSWERS BRIEF

18. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.

- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

19. What is different from last year's program/claim?

20. Schedule of regular progress reports including an evaluation at the end of the year:

SCMD – April each year

Documentation to Include with Your Claim (all TDA Claims):

All Claims

- A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- Statement from the TDA Eligible Claimant indicating its role and responsibilities.

Article 8 Bicycle/Pedestrian Claims

- Evidence of environmental review for capital projects Project is categorically exempt.

All Transit and Specialized Transportation Claims (SCMTD, CTSA, and Volunteer Center)

- A copy of the operating and capital budgets for the coming fiscal year
- Description of capital projects, including timeframe over which project will be funded and implemented
- Operating Plan for current and upcoming activities (can be within project/program description)
- TDA Standard Assurances Checklist

Article 4 Transit Claims

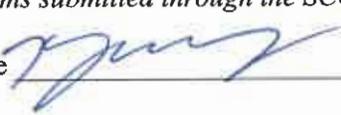
- A certification from the California Highway Patrol (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- Other Certifications

Local Agency Certification:

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

PROOF OF EXPENDITURES: Claimant acknowledges it is required to submit all expenditure backup as well as evidence of other funding used for project to RTC, to RTC's satisfaction, before receiving periodic disbursement or disbursement upon project completion.

CERTIFIED FISCAL AUDIT: Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with the required certification statement, to SCCRTC and to the State Controller's Office, pursuant to PUC 99245 and CCR 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one). *This requirement does not apply to new transit operators nor Bike to Work or HSA claims submitted through the SCCRTC.*

X Signature  Title: Asst Dir / City Engineer Date: 1-7-26

RESOLUTION NO.

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

A RESOLUTION TO CORRECT RESOLUTION 31-25 AS SHOWN BELOW IN
UNDERLINE AND STRIKETHROUGH FORMAT

WHEREAS, the City of Santa Cruz submitted a letter and four Article 8 TDA claims requesting a total of \$345,000; and

WHEREAS, the City of Santa Cruz has sufficient unallocated Article 8 TDA revenues; and

WHEREAS, the Bicycle Advisory Committee (BAC) and the Elderly and Disabled Transportation Advisory Committee (E&DTAC) reviewed the TDA project funding request(s) pertaining to their charge and recommend approval; and

WHEREAS, the proposed projects are consistent with the 2045 Regional Transportation Plan and the claimant agrees to maintain the infrastructure projects for a period of 20 years;

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

1. \$200,000 in TDA Article 8 funds are allocated to the City of Santa Cruz for the Laurel Bikeway Project;
2. \$40,000 in TDA Article 8 funds are allocated to the City of Santa Cruz for the Bikeway Striping Project ~~Neighborhood Traffic Calming Program~~;
3. \$5,000 in TDA Article 8 funds are allocated to the City of Santa Cruz for the Bike Parking Project; and
4. \$100,000 in TDA Article 8 funds are allocated to the City of Santa Cruz for the Bay Street Protected Bike Lanes and Pedestrian Path Project.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibit A: Resolution 31-25 Approved on February 6, 2025

Distribution: *City of Santa Cruz Public Works*
RTC Fiscal
RTC bike/ped TDA staff

[https://rtcsc.sharepoint.com/RTC Staff Reports/RTC2026/03/Consent/TDA Claim/Attachment 2 - Corrected Resolution 31-25 TDA Claim City of Santa Cruz.docx](https://rtcsc.sharepoint.com/RTC%20Staff%20Reports/RTC2026/03/Consent/TDA%20Claim/Attachment%20-%20Corrected%20Resolution%2031-25%20TDA%20Claim%20City%20of%20Santa%20Cruz.docx)

RESOLUTION NO. 31-25

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of February 6, 2025
on the motion of Commissioner **Rotkin**
duly seconded by Commissioner Alternate **Schiffrin**

A RESOLUTION ALLOCATING \$200,000 FOR THE LAUREL BIKEWAY PROJECT,
\$40,000 FOR THE BIKEWAY STRIPING PROJECT, \$5,000 FOR THE BIKE PARKING
PROJECT, AND \$100,000 FOR THE BAY STREET PROTECTED BIKE LANES AND
PEDESTRIAN PATH PROJECT FROM ARTICLE 8 TRANSPORTATION DEVELOPMENT
ACT (TDA) FUNDS TO THE CITY OF SANTA CRUZ

WHEREAS, the City of Santa Cruz submitted a letter and four Article 8 TDA
claims requesting a total of \$345,000; and

WHEREAS, the City of Santa Cruz has sufficient unallocated Article 8 TDA
revenues; and

WHEREAS, the Bicycle Advisory Committee (BAC) and the Elderly and
Disabled Transportation Advisory Committee (E&DTAC) reviewed the TDA project
funding request(s) pertaining to their charge and recommend approval; and

WHEREAS, the proposed projects are consistent with the 2045 Regional
Transportation Plan and the claimant agrees to maintain the infrastructure
projects for a period of 20 years;

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

1. \$200,000 in TDA Article 8 funds are allocated to the City of Santa Cruz for the Laurel Bikeway Project;
2. \$40,000 in TDA Article 8 funds are allocated to the City of Santa Cruz for the Neighborhood Traffic Calming Program;
3. \$5,000 in TDA Article 8 funds are allocated to the City of Santa Cruz for the Bike Parking Project; and
4. \$100,000 in TDA Article 8 funds are allocated to the City of Santa Cruz for the Bay Street Protected Bike Lanes and Pedestrian Path Project.

AYES: COMMISSIONERS **Keeley, Pedersen, Koenig, Hernandez, DeSerpa, Rotkin, Martinez, and Commissioner Alternates Schiffrin, Kalantari-Johnson, G. Johnson, and Quiroz-Carter**

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Felipe Hernandez

Felipe Hernandez, Vice-Chair

ATTEST:

Sarah Christensen

Sarah Christensen, Secretary

Distribution: *City of Santa Cruz Public Works*
 RTC Fiscal
 RTC bike/ped TDA staff

Exhibit A: City of Santa Cruz Allocation Letter & Claims

S:\RTC\TC2025\02\Consent\TDA Claims - city of SC\Attachment 1 - RESOLUTION.docx

TO: Santa Cruz County Regional Transportation Commission
FROM: Max Friedman, Transportation Planner
RE: Emergency Roadside Call Box Program – Decommissioning and Removal

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission Service Authority for Freeway Emergencies (RTC SAFE):

1. Approve the decommissioning and removal of all call boxes on highways within Santa Cruz County; and
 2. Authorize the Executive Director to take the necessary steps to sunset the call box program
-

BACKGROUND

Since 1989, the Santa Cruz County Regional Transportation Commission (RTC) has managed the county's call box program. The original system included approximately 120 call boxes, later expanding slightly to around 124. In the first two years of service the call box system saw its peak usage at about 10,000 calls per year. The usage of call boxes began to steeply decline with the advent of cell phones and in response nearly half of the call boxes were eventually removed. Currently, in its role as the Service Authority for Freeway Emergencies (SAFE), the RTC oversees a network of approximately 65 roadside call boxes located on State Routes 1, 9, 17, 129, and 152. These call boxes, which are owned and operated by the RTC, are a direct link to a call center that coordinates with the California Highway Patrol (CHP) for roadside assistance. Attachment 1 provides a map showing the locations of all call boxes in the County.

The system is funded by a \$1 annual fee on every vehicle registered in Santa Cruz County. Per state law the funds may be used for call boxes;

changeable message signs; lighting for call boxes; support for traffic operations centers; contracting for removal of disabled vehicles from the traveled portion of the right-of-way, including operation of the freeway service patrol; traveler information, intelligent transportation system architecture and infrastructure, and other transportation demand management services; and safety-related hazard and obstruction removal.

When activated, a call box connects the motorist to a Call Answering Center, where operators may route the call to CHP 911, contact a roadside assistance provider, notify a friend or family member, or dispatch a tow service from CHP's rotational tow list.

DISCUSSION

Over the last decade, the use of roadside call boxes has dropped significantly, both in Santa Cruz County and across the state. This steep decline is a direct result of more motorists using their cell phones or built-in vehicle emergency services, which offer a more convenient and direct way to call for assistance. This shift has prompted many agencies to re-evaluate whether their call box systems are still a worthwhile investment.

Several transportation agencies across California have already decommissioned or are in the process of removing their call box systems. The San Bernardino County Transportation Authority (SBCTA), the Riverside County Transportation Commission (RCTC), and the Ventura County Transportation Commission (VCTC) have all ended their call box programs and are currently in the process of removing the physical boxes.

The RTC spends approximately \$60,000 to \$70,000 on maintaining and operating call boxes annually. Funds could be reallocated to other SAFE eligible costs.

Current Call Box Usage

In 2025 from January 1 through October 31 (10 months) there were 313 calls made from the 65 call boxes throughout Santa Cruz County. The vast majority of those calls were for call box testing and maintenance. 38 calls required some level of assistance, which included forwarding to CHP 911 or contacting a friend, family member or tow service for the caller.

The continued decline in call box calls demonstrates that motorists are almost exclusively relying on cell phones or in-vehicle assistance systems for

roadside assistance. With only a small fraction of calls requiring actual assistance, the system no longer provides a cost-effective benefit relative to its ongoing maintenance and operation costs.

As of 2021, 4G LTE cell phone coverage has covered a large portion of Santa Cruz County, significantly reducing the need for call boxes. Between the three major service providers (T-Mobile, AT&T, and Verizon), cell service is available at all call box locations in the county. In total, 2 call boxes are located on parts of the highway system with lower service reliability. Motorists are generally able to place emergency calls using personal cell phones at these locations, and 911 calls are automatically routed through any available carrier. Because call boxes also rely on cellular networks, locations capable of supporting call box calls typically have sufficient cellular signal for emergency phone use.

Maintenance Service Provider

Knightscope Inc. (Knightscope) is the sole call box maintenance service provider in California. They are responsible for upkeep of the call boxes and related infrastructure. While Knightscope has kept call boxes in Santa Cruz County operational so far, they have not maintained the call boxes at the level specified in the agreement, including performing preventative maintenance and repairs within the required three-day window, as outlined in the state guidelines.

Previously, CASE Systems Inc. was the sole provider of these services for SAFEs in California. In 2023, Knightscope acquired CASE Systems Inc., becoming the default service provider for call box maintenance for SAFEs statewide. Following this acquisition, Knightscope transitioned from employing in-house field technicians capable of promptly handling a wide variety of maintenance requests to relying on subcontractors. This shift has presented significant challenges in maintaining service quality. As a result, RTC staff has been holding invoices from Knightscope.

Alternatives

Staff have not been able to identify any feasible alternatives to the patented call box technology owned by Knightscope. Therefore, staff have not identified a feasible path forward to maintain the existing call box system and resolve contract challenges with Knightscope.

Additionally, continued operation of the call box system without industry-standard maintenance could potentially expose the RTC to liability in the event that the call box system does not operate as expected. Other SAFE agencies have reported having call box maintenance records subpoenaed in cases involving motorist fatalities.

Due to very low call volumes, the refusal by the sole maintenance provider to continue supporting and ensuring the operability of the call box system, and the widespread availability of cell phones and in-vehicle communication systems, staff recommend that the RTC SAFE authorize the Executive Director to pursue the decommissioning and removal of the call box system in Santa Cruz County.

Decommission Process

The Motorist Aid Guidelines allow for justification to be made on a cost/benefit basis. Staff estimate that approximately 12% of call box calls result in direct motorist assistance, or almost 4 calls per month. At the current call volume, RTC SAFE pays about \$1,250 to \$1,450 per call box call, resulting in direct motorist assistance. Overall, the annual cost to operate the call box program would eliminate annual operating costs of approximately \$60,000 to \$70,000.

Decommissioning the call box program would begin with hiring a contractor to bag all call boxes prior to ending call box maintenance services with Knightscope and terminating AT&T cellular service. Once all call boxes have been bagged and permissions have been granted by Caltrans, the contractor will proceed to remove the call boxes from the Caltrans right-of-way. Based on information from other SAFE agencies, the estimated removal cost comes to \$1,500 per call box, or \$97,500 to remove all 65 call boxes. Staff recommends approving the decommissioning of the call box system in Santa Cruz County and submission of the removal notice to Caltrans. As part of the decommissioning process, the staff will also notify the public through outreach. Staff will continue to notify the public throughout the decommission process by informing motorists and local agencies of updates on the program's sunset and alternative motorist aid resources.

If the Board moves forward with staff's recommendation, staff will submit a letter to notify Caltrans of the RTC's intention to sunset the call box program per Motorist Aid Guidelines.

FISCAL IMPACT

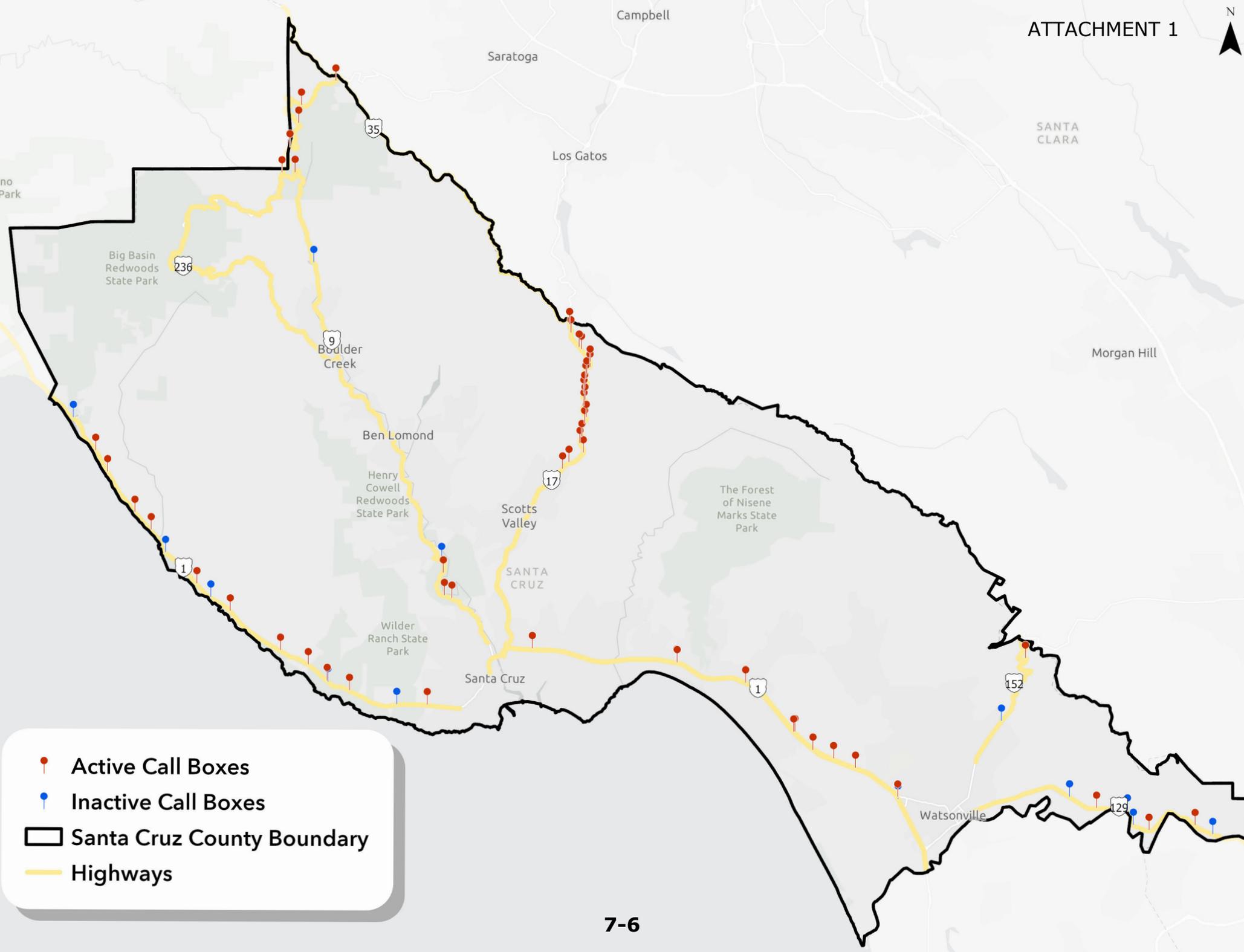
Sufficient funding for call box removals, consisting of SAFE funds, is included in the FY 2025/26 budget. The savings realized from discontinuing the call box program can be reallocated towards other motorist aid services and program needs. Upon Board approval, staff will submit the removal justification letter to Caltrans, release a request for bids for removal services, and coordinate with Knightscope and AT&T to ensure an orderly transition prior to deactivation and removal.

SUMMARY

Roadside call box usage in Santa Cruz County has declined significantly as motorists increasingly rely on cell phones and in-vehicle communication systems. Given improved countywide cellular coverage, ongoing maintenance challenges with the sole statewide call box contractor, and limited benefit to motorists relative to program cost, continued operation of the system is no longer practical. **Staff recommends that the RTC approve the decommissioning and removal of all call boxes on highways within Santa Cruz County and authorize the Executive Director to take the necessary steps to sunset the call box program.**

Attachments:

1. Map of All Active and Inactive Call Boxes in Santa Cruz County



-  Active Call Boxes
-  Inactive Call Boxes
-  Santa Cruz County Boundary
-  Highways

DATE: March 5, 2026

TO: Regional Transportation Commission

FROM: RTC Staff

RE: Authority to Form a Nonprofit Corporation Subsidiary as Common Carrier for the Santa Cruz Branch Rail Line and Contract Amendment 8 to Contract No. TP2061-01 with RailPros, Inc.

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Adopt a Resolution (Attachment 1) authorizing the Executive Director to take necessary administrative steps to form a 501(c)(4) nonprofit entity as a subsidiary to serve as the designated common carrier for the Santa Cruz Branch Rail Line; and
 2. Adopt a Resolution authorizing Amendment 8 to Contract No. TP2061-01 with RailPros, Inc. for an additional \$29,650 in compensation for a not-to-exceed contract value of \$307,251.36 (Attachment 2)
-

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) purchased the 32-mile Santa Cruz Branch Rail Line (SCBRL) from Union Pacific (UP) in 2012 to support multi-modal transportation options in Santa Cruz County, including future passenger rail and a multi-use trail. At the time of the purchase the SCBRL was in poor condition due to declining use and neglected maintenance of critical rail infrastructure. A condition of the grant funding received for acquisition of the SCBRL stipulated that rail service shall continue as long as required by the Surface Transportation Board (STB). The RTC purchased the SCBRL corridor and all rail assets, while the freight easement and common carrier status were retained by Union Pacific. The common carrier obligation has been contracted/transferred to two subsequent railways while under RTC ownership.

The current operator and common carrier is Saint Paul and Pacific Railroad (SPPR), a subsidiary of Progressive Rail Incorporated (PGR), who entered

into an Administrative, Coordination, and License (ACL) agreement with the RTC in 2018. SPPR provides limited freight operations in Watsonville for three customers and operates between the Pajaro Junction and Lee Road over the first three miles of the SCBRL. There are no freight customers north of Watsonville and most of the branch line is inoperable to heavy freight due to the poor condition of the railroad infrastructure, with repairs exceeding available funds into the foreseeable future. The other active rail use on the SCBRL is recreational rail service by Roaring Camp on 0.4 miles of track near the Santa Cruz Beach Boardwalk in Santa Cruz. Roaring Camp provides switching services to SPPR as a sub-contractor to serve the freight customers in Watsonville.

The RTC purchased the SCBRL with the anticipation of providing future inner-city passenger rail to connect Watsonville to Santa Cruz and a multiuse trail in the right-of-way, while preserving the branch line's availability for freight rail operations. In 2013, the Monterey Bay Scenic Sanctuary Trail (MBSST) was adopted with 15 of the total 20 segments located within the SCBRL corridor and referred to as the Coastal Rail Trail. Alongside partner agencies, the RTC is working to develop the Coastal Rail Trail segments in various stages ranging from conceptualization to completion with funding from Measure D and state and federal grants. The Zero Emission Passenger Rail Trail (ZEPRT) Project Concept, accepted by the Commission in 2025, developed concepts for passenger rail between Watsonville to Santa Cruz which is considered a long-term project for the region.

At the January 15, 2026 meeting the Commission received a presentation from the Caltrans Division of Rail about the Federal Railroad Administration's Corridor Identification Program. The RTC-owned branch line continues to be included in the central coast corridor, one of five corridors statewide selected for the service development planning process, which will result in the corridor being eligible and more competitive for future Federal Railroad Administration grants in the long-term.

The ZEPRT Peer Review completed last fall made recommendations for the Commission to investigate modifying the operating agreement to reflect the current freight and beach train limits, or become the common carrier to have control over operations along the RTC-owned branch line. In February 2026 after years-long contract disputes with the contracted common carrier Progressive Rail, the Commission terminated the Administration Coordination and License Agreement and authorized staff to take necessary steps to become the common carrier of the SCBRL.

Becoming the common carrier of the SCBRL enhances our ability to implement the region's vision for the corridor. It makes the passenger rail

concept more competitive for state and federal grants by demonstrating to funding and delivery partners, including the Federal Railroad Administration and the Caltrans Division of Rail, that RTC has full discretion over the right of way it owns. Staff will continue to pursue competitive state and federal grants to fill the \$15 million funding gap to complete the environmental component of the ZEPRT project, as discussed as part of item 23 in today's agenda.

DISCUSSION

The actions before the Commission today advance the region's vision for implementation of transportation projects along the RTC-owned branch line, being the coastal rail trail implemented in the near-term and zero emission passenger rail in the long-term, while preserving the branch line's availability for freight rail operations.

Formation of a Nonprofit Subsidiary

RTC may contract with an existing non-profit entity or establish a railroad subsidiary entity that would act, on RTC's behalf, as either an operating or non-operating common carrier. RTC is authorized to establish a subsidiary entity under Government Code Sections 29535 and 67941 which give RTC broad authority to oversee rail projects and services in any manner that facilitates travel, enter into contracts, and conduct other activities necessary to fulfill its responsibilities as a regional transportation planning agency.

RTC's railway counsel has recommended that the Commission establish a subsidiary or separate entity for railway purposes including potentially serving as an operating on or non-operating common carrier. The subsidiary entity would be subject to federal railroad regulatory and employment/retirement laws and limit liability exposure to RTC in the event of an incident involving operation of the rail and the railway. If the entity was common carrier for the entire branch line, that entity, instead of RTC, would in turn contract with an operator for the Watsonville portion of the Branch Line through Milepost 3.0.

The entity's board may be the Commissioners. This new subsidiary entity would be a non-profit corporation, specifically a 501(c)(4) social welfare organization. Under Internal Revenue Code Section 501(c)(4), the organization must operate exclusively for the promotion of social welfare, enhancing the common good of the community (such organizations provide services, such as operating infrastructure and no part of the net earnings inures, or accrues, to the benefit of any private shareholder or individual.

The subsidiary entity would be dedicated to operating passenger and freight rail on the SCBRL and would assist RTC in implementing the ZEPRT Project exclusively to benefit the public. Any net earnings would be used for the purposes of the organization, providing passenger rail and freight services and for recreational purposes including continued recreational rail use by Roaring Camp's Beach Train, amongst potential others.

The steps to form a 501(c)(4) corporation are as follows:

1. **Statement of Purpose.** RTC must establish the corporation's purpose clearly stating the organization's mission to operate passenger and freight rail and to assist RTC in implementing the ZEPRT Project exclusively to benefit the public.
2. **Name.** RTC must choose a name for the corporation. Staff and counsel will ensure that the name is unique from other names registered with the CA Secretary of State (CA SOS). Example names include the Santa Cruz County Regional Rail or Watsonville-Santa Cruz Railway.
3. **Board of Directors.** RTC must form the corporation's board of directors by appointing all Commissioners or others as members of the corporation. This can be done by RTC resolution at the same meeting where RTC approves the new corporation.
4. **Articles of Incorporation.** RTC must prepare and file Articles of Incorporation (Form ARTS-PB-501(c)(4)) with the California Secretary of State and pay a \$30 fee on behalf of the corporation. The form includes corporate name, corporate purpose, agents to accept service of process, corporate addresses, etc.
5. **Employer Identification Number.** The RTC must apply for an Employer Identification Number (EIN) with the Internal Revenue Service (IRS) to open a bank account. There is no fee to apply.
6. **Bank Account.** The corporation must establish a bank account.
7. **Notice of Intent to Operate.** The RTC must file a Notice of Intent to Operate under Section 501(c)(4) (IRS Form 8976) with the IRS and pay a \$50 fee within 60 days of establishing the corporation. The form includes the corporation name, address, EIN, statement of purpose, etc.
8. **Bylaws.** The corporation must draft bylaws for operation. The bylaws include the corporation's purpose, requirements for directors, powers, duties, terms of office, meeting information, indemnification, insurance, records and reporting requirements, tax exemption provisions, etc.
9. **First Meeting.** The corporation must have its first meeting to approve and adopt the bylaws.

10. **Registry of Charitable Trusts.** The corporation must register with the CA Attorney General Office's Registry of Charitable Trusts (Form CT-1) and pay a fee of \$50 within 30 days of first receiving charitable assets. The form includes uploading of completed CA SOS and IRS documents, list of officers, a description of organization activities, etc.
11. **Statement of Information.** The corporation must submit a Statement of Information (Form SI-100) within 90 days of incorporation and pay a fee of \$20. The form must be filed afterward every two years. The form includes the corporation name, office of corporation, mailing address, list of officers, agent to accept service of process, etc.

A tentative timeline is as follows:

- March 5: RTC authorizes the Executive Director to take necessary administrative steps to form an entity as a subsidiary.
- March 6-April 1: RTC chooses corporation name, prepares corporation documents (Statement of Purpose, Articles of Incorporation, Notice of Intent to Operate, Bylaws, Registry of Charitable Trusts, Statement of Information, etc.)
- March 19: Special Commission Meeting to approve the corporation name and documents, and approve the formation of the board of directors by resolution.
- March 20-April 1: RTC finalizes and files documents to incorporate, and applies for an EIN.
- April 2: The corporation's board of directors hold first meeting to consider and adopt bylaws and an agreement with RTC to provide services to the new corporation.

This action is a necessary step in developing transportation solutions along the branch line, protecting the public's interest, preserving existing freight in Watsonville, and continuing recreational rail use by Roaring Camp's Beach Train at the Santa Cruz Beach Boardwalk. To memorialize this change, **staff recommends the Commission adopt a Resolution (Attachment 1) authorizing the Executive Director to take necessary administrative steps to form an entity as a subsidiary to serve as the designated common carrier and to present to the Commission final document for adoption at a subsequent meeting.**

Amendment to Contract TP2061-01 with RailPros, Inc.

Under professional services contract number TP2061-01, RailPros currently provides to the RTC real property and rail-related consultation services, including processing and issuing ROE agreements, regulatory compliance,

utility license agreements, and construction monitoring for projects within the SCBRL Corridor in accordance with the RTC's Policy for Capital Projects by Others. RailPros also provides technical railway property risk management plan services including assessment of features of railway property.

The RTC is seeking from RailPros an extensive Rail Asset Assessment for the Watsonville Branch Line, which is defined as the first 3 miles of the SCBRL where operational freight service occurs between the Pajaro Junction and Lee Road in Watsonville. The summary of conditions from this assessment will include notes, photographs, defined areas requiring attention, a budgetary estimate covering required inspections, and documentation that State and Federal regulatory bodies would require for the Watsonville Branch Line. The assessment shall reference track safety standards of the FRA and California Public Utilities Commission (CPUC) and the engineering standards of the prior owner, Union Pacific. The primary rail components to be assessed will be the track structure, bridge decks, road crossing surfaces, warning devices, and switches. The conditions of these rail facilities will be included in a Track Assessment and Conditions Report which will also address track conditions and alignment with regulatory and railroad standards. RailPros will provide a detailed narrative for required inspections, frequency when these shall be performed, and a projected budget for these inspections including staffing and equipment costs.

Having this assessment for conditions on the Watsonville Branch Line will allow the RTC to better address deficiencies for rail assets and facilities in this segment. The RTC can use this information to ensure that a future operator performs routine maintenance to ensure that the line does not fall into poor condition similar to conditions north of Mile Post 3. Staff will also have the resources available to ensure that all rail regulatory requirements are being met. Information gathered by RailPros may also help develop competitive grant applications for track safety improvements in future cycles, such as the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program a Federal Railroad Administration (FRA) and U.S. Department of Transportation (DOT) funded grant for rail safety projects. This grant supports projects that improve railroad safety, efficiency, and reliability; mitigate congestion of intercity passenger rail and freight rail to support efficient travel and movement of goods; enhance multi-modal connections; and lead to new or substantially improved intercity passenger rail transportation corridors.

Therefore, staff recommends that the Commission approve the attached Resolution (Attachment 2) authorizing the Executive Director to negotiate and execute amendment 8 to professional

services agreement with RailPros (TP 2061-01) to add \$29,650 in compensation for a total not-to-exceed value of \$307,251.36.

FISCAL IMPACT

There are no new fiscal impacts with the proposed actions. Filing fees for creation of a subsidiary will be funded through the Rail budget. The RailPros contract amendment will be funded by the Rail budget. Sufficient funding exists in the current fiscal year budget for these expenditures.

SUMMARY

The RTC is taking steps to become the common carrier to advance transportation solutions along the branch line, protect the public's interest, preserve existing freight in Watsonville, and continue recreational rail use by Roaring Camp. Establishing a non-profit subsidiary to serve as the common carrier of the SCBRL is the next step in the process. To better maintain the rail assets for the Watsonville Branch Line, the RTC recommends moving forward with an assessment for rail infrastructure and facilities for the first 3 miles of the SCBRL, which will be performed by the RTC's existing contractor, RailPros. Staff recommends increasing the not-to-exceed value for the RailPros contract to add enough funding to perform these services.

ATTACHMENTS

1. Resolution – formation of a nonprofit corporation subsidiary
2. Resolution
 - a. Amendment 8 to the RailPros, Inc. Contract No. TP2061-01

RESOLUTION NO.

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

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO TAKE NECESSARY
ADMINISTRATIVE STEPS TO FORM AN 501(C)(4) NONPROFIT ENTITY AS A
SUBSIDIARY TO SERVE AS THE DESIGNATED COMMON CARRIER FOR THE SANTA
CRUZ BRANCH RAIL LINE

WHEREAS the Regional Transportation Commission (RTC) purchased the
Santa Cruz Branch Line (Branch Line) in October 2012 to advance multi-modal
transportation options;

WHEREAS the RTC anticipates advancing the regional vision for
implementation of the Coastal Rail Trail in the near-term and zero-emission
passenger rail through the ZEPRT Project in the long-term, while preserving the
ability for freight rail operations;

WHEREAS, the RTC is authorized to establish a subsidiary entity to serve as
operating or non-operating common carrier, under Government Code Sections
29535 and 67941, which give RTC broad authority to oversee rail projects and
services in any manner that facilitates travel, enter into contracts, and conduct
other activities necessary to fulfill its responsibilities as a regional transportation
planning agency;

WHEREAS, the subsidiary would a 501(c)(4) social welfare organization, and
operate exclusively for the promotion of social welfare, enhancing the common
good of the community, being dedicated to operating passenger and freight rail
on the SCBRL and would assist RTC in implementing the ZEPRT Project exclusively
to benefit the public, with any net earnings used for the purposes of the
organization;

WHEREAS, creation of the subsidiary requires numerous administrative
actions including but not limited to establishing a Statement of Purpose, Name,
Board of Directors, Articles of Incorporation, Bylaws, and various additional
filings;

WHEREAS, the corporation must have a first meeting to approve and adopt
the bylaws.

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

The Executive Director is authorized to take necessary administrative steps to

form an entity as a subsidiary to serve as the designated common carrier and to present to the Commission final documents for adoption at a subsequent meeting.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Distribution: RTC Fiscal

RESOLUTION NO.

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

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO AMEND THE
AGREEMENT WITH RAILPROS, INC. FOR REAL PROPERTY AND RAIL
CONSULTATION SERVICES ALONG THE SANTA CRUZ BRANCH RAIL LINE (SCBRL)
CORRIDOR TO ADD \$29,650 IN COMPENSATION FOR A NOT-TO-EXCEED
CONTRACT VALUE OF \$307,251.36

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

WHEREAS the RTC has ensured continuation of freight service with an
agreement with a rail operator, implemented recreational rail service, began
construction of a bicycle and pedestrian path and completed studies on potential
additional uses of the branch rail line right-of-way;

WHEREAS, the RTC maintains most of the SCBRL Corridor and associated
railroad facilities;

WHEREAS, the RTC contracts with rail consultants with expertise in rail
safety, regulations, and operations to help ensure public safety and maintain
railroad facilities; and

WHEREAS, RTC staff proposes to continue using the services of RailPros Inc.
for work that requires additional compensation.

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

The Executive Director is authorized to amend the agreement No. TP2061-01 with
RailPros, Inc. for real property and rail consultation services along the Santa Cruz
Branch Rail corridor to increase the budget by \$29,650 for an amount not to
exceed \$307,251.36

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits: Draft Amendment #8 to RailPros Agreement No. TP2061-01

Distribution: RTC Fiscal, RTC Project Manager, Contractor

AMENDMENT 8

TO AGREEMENT NO. TP2061-01 BETWEEN RAILPROS, INC. AND THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Effective _____, the parties hereto agree to amend that certain agreement dated December 5, 2019, and amended March 22, 2021, April 6, 2021, October 21, 2022, and March 8, 2023, September 23, 2024, May 27, 2025, and October 1, 2025, by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION hereinafter called COMMISSION, and RAILPROS, INC., hereinafter called CONSULTANT, as follows:

Section 2. Compensation:

- A.** Payment amount shall be increased by \$29,650.00 to a total amount not to exceed \$307,251.36. The Fee Schedule (Exhibit C) is hereby updated and attached hereto.

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

SIGNATURES

1. CONSULTANT:

2. SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

By _____
Mark Wheeland
Sr. VP – Strategic Consulting

By _____
Sarah Christensen
Executive Director

Date _____

Date _____

RailPros, Inc.
5605 N. MacArthur Blvd., Suite 650
Irving, TX 75038
Mark.Wheeland@railpros.com

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

3. APPROVED AS TO FORM:

4. APPROVED AS TO INSURANCE:

By _____
Steve Mattas
RTC Counsel

By _____
Yesenia Parra
RTC Administrative Services Officer

Date _____

Date _____

Distribution: RTC Contract Manager, RTC Contracts, CONSULTANT

Exhibit C
Fee Schedule

Stage	Task	Subtask	Fee
Initial Services	Task 1 - Review Existing Utility Agreements	Review Existing Agreements	\$ 36,959.51
		Provide Information on Utility Crossings - Location, Depth, Size, Type	
		Create Map Exhibit for Each Agreement if Needed	
		Prepare Supplemental Agreements with Updated Terms	
		Secure Supplemental Agreement through Negotiations with Licensee	
	Task 2 - Railway Property Risk Management Plan	Assess Current Features of Railway Property for Risk	\$ 84,783.98
		Develop Recommendations to Mitigate Railway Features Risk	
		Review Railway Agreements and Property Leases for Risk	
		Develop Recommendations for Updated Terms and Insurance Provisions	
		Determine Crossing and Track Agreement Legal Responsibility and Risk	
		Develop Construction Standards for Utility Crossings/Encroachments	
		Supporting Standard Basic Safety Procedure Document	
		Supply Utility Construction Observation Program	
Provide Access to Online Railroad Right-of-Way Worker Protection Training	\$50/Ea		
Ongoing Services	Task 3 - ROE Agreements/Utility Crossing Agreements	Develop Online Application System for New ROE Agreements/Utility Crossings	\$ 149,871.74
		Develop Applicant Fee Schedule for ROE agreements	
		Process Future ROE Agreements/Utility Crossings	
		Negotiate New License/Lease Terms with Utilities and Other Parties once Approved by the RTC	
Ongoing Services	Task 4 - Utility Construction Observation Program	Provide construction observation and monitoring of utility installations to verify compliance with RTC and AREMA engineering and safety standards.	\$ 35,636.13
Total			\$ 307,251.36

3.5.26

AGENDA: March 5, 2026

TO: Regional Transportation Commission

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

RE: Baseline Agreement with the California Transportation Commission for the Senate Bill 1 Cycle 4 Solutions for Congested Corridors and Local Partnership Program Competitive Funding for the Watsonville-Santa Cruz Multimodal Corridor Program

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) adopt the resolution ([Attachment 1](#)) authorizing the Executive Director to execute the Baseline Agreement ([Exhibit A to Attachment 1](#)) with the California Transportation Commission for the Senate Bill (SB) 1 Cycle 4 Solutions for Congested Corridors and Local Partnership Program Competitive Funding for the Watsonville-Santa Cruz Multimodal Corridor Program.

BACKGROUND

In 2025, the RTC was successful in securing the State’s Cycle 4 Senate Bill 1 (SB1) Solutions for Congested Corridors (SCCP) and Local Partnership Program Competitive (LPP-C) funding which amounted to \$128.7 million for construction of four projects within the Watsonville-Santa Cruz Multimodal Corridor Program.

The Road Repair and Accountability Act of 2017 (SB1) established new transportation funding programs and accountability requirements administered by the California Transportation Commission. As a condition of receiving SB1 funds, awardees must execute a Project Baseline Agreement that documents the approved project scope, cost, schedule, and anticipated benefits.

DISCUSSION

The Watsonville-Santa Cruz Multimodal Corridor Program Cycle 4 Project (Fact Sheet included as [Attachment 2](#)) includes four projects. The first project is the Highway 1 Freedom Blvd to State Park Drive Auxiliary Lanes,

Bus on Shoulder Project with Caltrans serving as the implementing agency for the construction component; the second project is the Coastal Rail Trail Segment 12 Project with RTC serving as implementing agency of the construction component; the third project is the Soquel Drive Multimodal Project with the County of Santa Cruz serving as the implementing agency; and the fourth project is the Regional Rapid/Express Routes with the Santa Cruz Metropolitan Transit District (METRO) serving as the implementing agency. The improvements of these four projects will work together to reduce congestion, improve travel times, improve air quality, and support the mobility needs of low-income communities.

The Highway 1 Freedom Blvd to State Park Drive Auxiliary Lanes and Bus on Shoulder portion will construct multimodal improvements to enhance transit frequency and on-time performance, and safety and mobility for vehicles, transit, bicycles, and pedestrians. The project includes northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the State Park Drive and Freedom Boulevard interchanges along the most congested corridor on the central coast.

The Segment 12 Coastal Rail Trail portion of the project includes construction of a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Rail Line right-of-way from State Park Drive to Rio Del Mar Boulevard. This Coastal Rail Trail segment eliminates barriers to walking and biking in mid-County by providing a dedicated bicycle and pedestrian facility separate from vehicular traffic, to improve safety and promote residents, students, and visitors to use alternative modes of transportation rather than driving.

The construction component of the Highway 1 Freedom Boulevard to State Park Drive Auxiliary Lane and Bus on Shoulder Project has been split from the Coastal Rail Trail Segment 12 Project which was discussed and approved by the RTC in November 2025. Caltrans will be the implementing agency for construction of the highway improvements and the RTC will be the implementing agency for construction of the trail improvements.

The Soquel Drive Multimodal Project will install 3.2 miles of buffered and protected bike lanes, green bike boxes and green conflict markings at 4 intersections, add 4,745 feet of sidewalk gap closures and upgrades which will provide connections to Aptos schools, install 16 ADA curb ramps and 8 curb extensions at intersections, and upgrade crosswalk visibility at 3 intersections. This project will improve safety along this crucial arterial and will provide seamless connections to METRO's rapid cross county transit routes.

The METRO Regional Rapid/Express Routes project will install in-lane boarding platforms or bus bulbs at 23 stops, install shelters and real-time arrival displays at 57 locations, relocate and consolidate 80 bus stops, add transit signal priority at 60 intersections and queue jumps at 7 locations, provide transit only lanes accessing Santa Cruz Transit Center, and add crosswalk improvements at 8 locations. These improvements will advance equity, increase transit frequency, and improve on-time performance between Watsonville and Santa Cruz.

The California Transportation Commission (CTC) has programmed the project in the SB1 Cycle 4 funded program of projects through adoption of their programs in June of 2025. The project Baseline Agreement formalizes the project delivery commitments that will be used by the CTC to monitor implementation and ensure compliance with SB1 accountability and transparency guidelines.

Staff recommends that the RTC adopt the resolution (Attachment 1) authorizing the Executive Director to execute the Baseline Agreement (Exhibit A to Attachment 1) with the California Transportation Commission for the Senate Bill 1 Cycle 4 Solutions for Congested Corridors and Local Partnership Program Competitive Funding for the Watsonville-Santa Cruz Multimodal Corridor Program.

FISCAL IMPACT

The baseline agreement with CTC establishes baseline accountability and reporting requirements. Adoption of the Project Baseline Agreement does not change the project budget or create any new financial obligation for the RTC. All project funding to-date, including the local match, has been previously programmed and approved by the RTC, County, and METRO for their respective projects. The RTC will be responsible for cost overruns on the Highway 1 and Coastal Rail Trail projects; County will be responsible for cost overruns on their Soquel Drive Multimodal Project; and METRO will be responsible for cost overruns on their Regional Rapid/Express Routes project.

SUMMARY

The RTC is required to enter into a baseline agreement for the \$128.7 million of SB1 funds awarded to the RTC in 2025. Staff recommends that the RTC adopts the resolution authorizing the Executive Director to execute the Senate Bill 1 Project Baseline Agreement with the California Transportation Commission

for the Watsonville-Santa Cruz Multimodal Corridor Program.

ATTACHMENTS

1. Resolution
 - a. Baseline Agreement
2. SB1 Cycle 4 Project Fact Sheet

RESOLUTION NO.

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

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE THE
BASELINE AGREEMENT WITH THE CALIFORNIA TRANSPORTATION COMMISSION
FOR THE SENATE BILL 1 CYCLE 4 SOLUTIONS FOR CONGESTED CORRIDORS AND
LOCAL PARTNERSHIP PROGRAM COMPETITIVE FUNDS FOR THE WATSONVILLE-
SANTA CRUZ MULTIMODAL CORRIDOR PROGRAM

WHEREAS, the Road Repair and Accountability Act of 2017 (Senate Bill 1), hereinafter referred to as SB 1, provides funding for transportation infrastructure improvements throughout the State of California;

WHEREAS, the California Transportation Commission (CTC) administers SB 1 funding programs and requires the execution of a Project Baseline Agreement for each programmed project to document the approved project scope, cost, schedule, and anticipated benefits;

WHEREAS, the Watsonville-Santa Cruz Multimodal Corridor Program (Project) has been approved by the California Transportation Commission and included in an SB 1 funded program of projects;

WHEREAS, the Project Baseline Agreement establishes the baseline parameters for project delivery and includes reporting, accountability, and transparency requirements consistent with SB 1 guidelines;

WHEREAS, execution of the Project Baseline Agreement is required in order to maintain eligibility for SB 1 funding and to allow reimbursement of eligible project costs; and

WHEREAS, adoption of this resolution does not modify the previously approved project scope, schedule, or funding commitments;

THEREFORE, BE IT RESOLVED that the Santa Cruz County Regional Transportation Commission hereby authorizes the Executive Director to execute the Baseline Agreement with the California Transportation Commission for the Senate Bill 1 Cycle 4 Grant for the Watsonville-Santa Cruz Multimodal Corridor Program, and any minor non-substantive amendments necessary to carry out the intent of this resolution.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits:

A. Baseline Agreement

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Watsonville-Santa Cruz Multimodal Corridor Program

Resolution

(to be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on [redacted] (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, [redacted] SCCRTC, Caltrans, and the Implementing Agency, [redacted] SCCRTC, Caltrans, Santa Cruz County, Santa Cruz, California, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its [redacted] 6/26/2025 meeting the Commission approved the [redacted] Solutions for Congested Corridors Program and included in this program of projects the [redacted] Watsonville-Santa Cruz Multimodal Corridor Program, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as **Exhibit A**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution [redacted], "Adoption of Program of Projects for the Active Transportation Program", dated [redacted]
 - Resolution [redacted] G-25-43, "Adoption of Program of Projects for the Local Partnership Program", dated [redacted] 6/26/2025
 - Resolution [redacted] G-25-41, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated [redacted] 6/26/2025
 - Resolution [redacted], "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated [redacted]
 - Resolution [redacted], "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated [redacted]

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 SCCRTC, County of Santa Cruz, Santa Cruz METRO agrees to secure funds for any additional costs of the project.
- 4.6 Caltrans, SCCRTC, County of Santa Cruz, Santa Cruz METRO agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Caltrans, SCCRTC, County of Santa Cruz, Santa Cruz METRO agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 Caltrans and SCCRTC agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

The State will not cover costs in the event of a cost overrun.

Section 2.1
Project Applicants - SCCRTC and Caltrans

Section 3.1
Solutions for Congested Corridors Program, and Local Partnership Program

Attachments:

- Exhibit A: Project Programming Request Form
- Exhibit B: Project Report
- Exhibit C: Performance Metrics Form *(if applicable)*

ADDITIONAL SIGNATURE PAGE TO
PROJECT BASELINE AGREEMENT

Project Title: Watsonville-Santa Cruz Multimodal Corridor Program Cycle 4 Project

Resolution: _____
(to be completed by CTC)

Scott Eades
District 5 Director
Project Applicant

Date

Scott Eades
District 5 Director
Implementing Agency

Date

Monica Martinez
Chairperson of the Board, County of Santa Cruz
Implementing Agency

Date

Corey Aldridge
CEO/General Manager, Santa Cruz Metro
Implementing Agency

Date



Watsonville-Santa Cruz Multimodal Corridor Program (WSC-MCP) Cycle 4 Project



PROJECT DESCRIPTION

The Watsonville-Santa Cruz Multimodal Corridor Program Cycle 4 Project (Project) improves three proximate and parallel routes: the Highway 1 freeway, the local cross-county bus routes primarily on Soquel Drive, and the Coastal Rail Trail. Due to local topographical constraints, they all come together in the central business district of the town of Aptos in mid-Santa Cruz County.

The Project improvements include the construction of bus-on-shoulder improvements on Highway 1 at three interchanges, two sets of auxiliary lanes, 1.25 miles of Class I path, four bicycle and pedestrian bridges, 3.2 miles of buffered and protected bike lanes, pavement rehabilitation, transit signal priority at 60 intersections, and enhanced rapid bus stops that will include in-lane bus boarding platforms at 23 locations and shelters, and real-time displays at 57 locations to implement rapid bus service between Watsonville and Santa Cruz local and regional routes. The improvements will work together to reduce congestion, improve travel times, improve air quality, and support the mobility needs of low-income communities.



Highway 1 Bus on Shoulder & Auxiliary Lanes

Segment 12 Coastal Rail Trail

Regional Rapid/Express Routes

Soquel Drive Multimodal

PROJECT GOALS AND BENEFITS



Provide high quality transportation choices to reduce countywide VMT



Eliminate barriers to mobility created by the Highway 1 to reconnect the community



Reduce travel times and vehicle hours of delay along the Highway 1 corridor



Reduce mobile source emissions and improve air quality and public health



Increase transit frequency and on-time performance at 57 locations to implement rapid bus service between Watsonville and Santa Cruz



Advance equity through competitive, low-cost transportation alternatives serving disadvantaged communities, including more frequent bus service and improvements to complete streets facilities



Enhance safety and mobility for vehicles, transit, bicycles, and pedestrians



Watsonville-Santa Cruz Multimodal Corridor Program (WSC-MCP) Cycle 4 Project



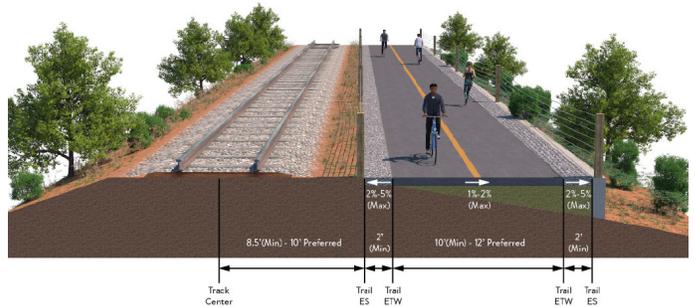
CONTRACT 1 - HIGHWAY 1 + RAIL TRAIL

- Add Bus on Shoulder (BOS) hybrid facility between the State Park and Freedom interchanges
- Add two sets of auxiliary lanes (State Park to Rio Del Mar, Rio Del Mar to Freedom)
- Widening of the Highway 1 bridge over Aptos Creek and Spreckles Drive
- Install soundwalls and retaining walls
- Add two bicycle and pedestrian bridges over SR 1



CONTRACT 2 - RAIL TRAIL

- Add two bicycle and pedestrian bridges over local roadways and creeks
- Add 1.25 miles of Coastal Rail Trail along RTC-owned Santa Cruz Branch Rail Line (SCBRL)



CONTRACT 3 - SOQUEL DRIVE

- Install 3.2 miles buffered and protected bike lanes. Stripe green bike boxes and green conflict markings at 4 intersections
- Add 4,745 feet of sidewalk gap closures and upgrades, connections to Aptos schools
- Install 16 ADA curb ramps and 8 curb extensions at intersections
- Upgrade crosswalk visibility at 3 intersections

SCHEDULE

SCHEDULE	2022	2023	2024	2025	2026	2027	2028	2029
CONTRACT 1		Env		Design & ROW			Con	
CONTRACT 2		Env		Design & ROW			Con	
CONTRACT 3				Env	Design & ROW		Con	
CONTRACT 4				Env	Design & ROW		Con	

CONTRACT 4 - TRANSIT

- Install in-lane boarding platforms or bus bulbs at 23 stops
- Install shelters and real-time arrival displays at 57 locations
- Relocate and consolidate 80 bus stops
- Add transit signal priority at 60 intersections and queue jumps at 7 locations
- Transit only lanes accessing Santa Cruz Transit Center
- Add crosswalk improvements at 8 locations

COST

COST (in millions)	SCPP/LPP/TCEP		SCPP/LPP		TOTAL
	HWY 1 + CONTRACT 1	COASTAL RAIL TRAIL CONTRACT 2	SOQUEL DRIVE CONTRACT 3	TRANSIT CONTRACT 4	
Pre-Construction Local Match	-	-	\$5,627	-	\$5,627
Construction Local Match	\$122,400	\$49,300	-	\$10,043	\$181,743
Construction SB 1 Request	\$20,600	\$9,000	\$21,290	\$13,836	\$64,726
Total	\$143,000	\$58,300	\$26,917	\$23,879	\$252,096

TO: Regional Transportation Commission (RTC)
FROM: Italo Jimenez, Budget and Finance Officer
RE: Status report on FY 2025-26 Transportation Development Act Revenues from January 2026

BACKGROUND:

Transportation Development Act revenues are received monthly from the State of California Tax and Fee Administration. Attachment 1 provides the Commission with the status of cumulative revenue receipts for January 2026 and compares the total to the same period in fiscal year (FY) 2024-25 in dollars and as a percentage.

Included in the attachment are the FY 2025-26 Transportation Development Act revenues. January FY 2025-26 revenues were 5.57% higher than January FY 2024-25. Actual revenues for January FY 2025-26 were 5.63% 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 2025-26 Cash Receipts

Transportation Development Act FY 2025-26 budgeted revenues are projected to increase by \$295,229 (+0.57%) , from an estimated \$12,322,348 in FY 2024-25 to \$12,617,577 in FY 2025-26.. FY 2024-25 revenues came in lower than the estimated \$12,322,348 therefore, increasing the estimated growth projection for FY 2025-26 to \$313,852 (+3%). FY 2025-26 Transportation Development Act cash receipts for January 2026 are \$48,919 (5.57%) higher at \$927,429

compared to \$878,510 in January 2025. January 2026 cash receipts represent November 2025 sales tax revenues as shown in Attachment 1.

<u>Actual Cash Receipts January 2025</u>			
<u>FY 2024-25</u>	<u>FY 2025-26</u>	<u>Increase / (-) Decrease</u>	
878,510	927,429	5.57%	48,919

<u>Budgeted to Actuals January 2025</u>			
<u>Budgeted</u>	<u>Actual</u>	<u>Increase / (-) Decrease</u>	
877,975	927,429	5.63%	49,454

For seasonal comparison, we compare the current and prior fiscal years at the end of each quarter on an accrual basis. Q1 represents July 2025 through September 2025 revenues received from September 2025 through November 2025.

The January 2026 revenue distributions are considered an advance for November 2025 revenues. The table below provides revenue comparisons by quarter on an accrual basis between FY 2024-25 and FY 2025-26 revenues. On an accrual basis revenues are \$310,717 (10%) higher in FY 2025-26 than in FY 2024-25 for the same period. Quarter 2 is still in progress; therefore, there are no comparison available yet.

FY 2025-26 Year TDA Revenues - Quarterly Comparison to FY 2024-25 Accrual Basis

	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>Fiscal YTD</u>
	(July-Sep)	(Oct - Dec)	(Jan-Mar)	(Apr - June)	
FY 2024-25	3,016,503				3,016,503
FY 2025-26	3,327,220				3,327,220
\$ Difference	310,717				310,717
% Difference	10%				10%

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 January 2026

**SCRTC
TRANSPORTATION DEVELOPMENT ACT (TDA)
SUMMARY OF REVENUE RECEIPTS BY MONTH
FY2026 ENDING JUNE 30, 2026**

ATTACHMENT 1

MONTH	FY2024-25 ACTUAL REVENUE	FY2025-26 BUDGETED REVENUE	FY2025-26		DIFFERENCE AS % OF PROJECTION	CUMMULATIVE % OF ACTUAL TO PROJECTION	ACTUAL FY 2025-26 COMPARED TO ACTUAL FY 2024-25	
			ACTUAL REVENUE	DIFFERENCE			\$ Increase (+) /Decrease (-)	% Increase (+) /Decrease (-)
							FY2025 to FY2026	FY2025 to FY2026
JULY	1,012,225	1,331,358	1,111,944	(219,414)	-16.48%	83.52%	99,719	9.85%
AUGUST	1,239,451	1,258,043	1,127,676	(130,367)	-10.36%	86.49%	(111,775)	-9.02%
SEPTEMBER	994,204	1,009,117	1,044,944	35,827	3.55%	91.28%	50,741	5.10%
OCTOBER	901,646	915,171	1,082,956	167,785	18.33%	96.76%	181,309	20.11%
NOVEMBER	1,120,653	1,137,463	1,199,320	61,857	5.44%	98.51%	78,667	7.02%
DECEMBER	1,018,473	1,033,750	1,009,591	(24,159)	-2.34%	98.38%	(8,883)	-0.87%
JANUARY	878,510	877,975	927,429	49,454	5.63%	99.22%	48,920	5.57%
FEBRUARY	1,292,658	1,319,500	-					
MARCH	881,767	893,200	-					
APRIL	775,261	827,225	-					
MAY	1,297,651	1,065,750	-					
JUNE	1,037,186	949,025	-					
TOTAL	12,449,684	12,617,577	7,503,860	(59,017)	-0.47%	59.47%	338,698	2.72%
July 2025 through January 2026	7,165,162	7,562,877	7,503,860	(59,017)	-0.78% Cash		338,698	4.73%
September 2025 through January 2026	4,913,486	4,973,476	5,264,240	290,764	5.85% Accrual		350,754	7.14%

I:\FISCAL\7.TDA\MonthlyReceipts\FY2026\07. January 2026\[January FY2026 TDA Receipts.xlsx]Summary

AGENDA: March 5, 2026

TO: Regional Transportation Commission (RTC)

FROM: Italo Jimenez, Budget and Finance Officer

RE: Measure D Revenues from January 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 2025 through January 2026 and compares the total to the same period in fiscal year (FY) 2024-25 in dollars and as a percentage.

Included in the attachment is the January 2026 Measure D revenue report, cash receipts are 2,095,565, (6.77%) higher than the receipts from January of 2025. Staff will continue to monitor revenues and provide updates monthly.

DISCUSSION:

Measure D FY2025-26 budgeted revenues were projected to decrease by \$20,706 (.0007%) from \$27,687,507 in FY2024-25 to \$27,666,801 in FY2025-26, effectively no change in the projection.

FY 2025-26 Cash Receipts

FY 25-26 Measure D cash receipts for January 2026 are \$132,816 (6.77%) higher at \$2,095,565 compared to \$1,962,749 in the same period in FY 2024-25. January 2026 cash receipts represent November 2025 sales tax revenues.

Nov. 2024	Nov. 2025	Increase / (-) Decrease
1,962,749	2,095,565	6.77% 132,816

FY 2025-26 Quarterly Sales Tax Revenues

The January 2026 distribution from the California Department of Tax and Fee Administration represents January 2026 sales tax revenues.

For seasonal comparison, we compare the current and prior fiscal years at the end of each quarter on an accrual basis. Q1 represents July 2025 through September 2025 revenues received from September 2025 through November 2025.

The table below reflects the April 2025 Measure D projection from Hinderliter de Llamas for FY 2024-25 quarter 1.

	Q1 (July-Sep)	Q2 (Oct-Dec)	Q3 (Jan-Feb)	Q4 (Mar - June)	Fiscal YTD
FY 2024-25	6,821,605	-			6,821,605
FY 2025-26	7,096,085				7,096,085
\$ Difference	274,480				274,480
% Difference	4.02%				4.02%

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

	Q1 Projected (July-Sep)	Q2 Projected (Oct-Dec)	Q3 Projected (Jan-Mar)	Q4 Projected (Apr-Jun)	Fiscal YTD
FY 2024-25	6,865,876				6,865,876
FY 2025-26	7,025,727				7,025,727
\$ Difference	159,851	-		-	159,851
% Difference	2.33%				2.33%

Quarter 1 FY 2026 receipts were \$274,480 (4.02%) higher compared to the same quarter in FY 2025. There is no data comparison for Quarter 2 FY 2026 because quarter 2 ends February 28, 2026

As the administrator of Measure D, RTC allocates, administers, and oversees the expenditure of all Measure D revenues which are not directly allocated by formula annually to other agencies, consistent with the Expenditure Plan. Measure D revenues are collected by the California Department of Tax and Fee Administration and distributed to the RTC each month by wire transfer to the Santa Cruz County treasury into the Measure D general fund and 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 January 2026.

**SCCRTC
TRANSPORTATION TAX REGIONAL TRANSPORTATION FUND (TRTF) - MEASURE D
SUMMARY OF REVENUE ALLOCATION BY MONTH
FY 2026 ENDING JUNE 30, 2026**

	RATE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FY 2026 TOTAL	FY 2025 TOTAL	% Increase (+) /Decrease (-) FY 2025 to FY 2026	\$ Increase (+) /Decrease (-) FY 2025 to FY 2026
GROSS		2,379,185.25	2,591,120.94	2,299,835.82	2,371,098.28	2,485,561.44	2,264,652.36	2,095,565.45	16,487,019.54	16,025,430.16		
BOE FEES		-	(60,410.00)	-	-	(60,410.00)	-	-	(120,820.00)	(88,540.00)		
NET		2,379,185.25	2,530,710.94	2,299,835.82	2,371,098.28	2,425,151.44	2,264,652.36	2,095,565.45	16,366,199.54	15,936,890.16	2.69%	429,309.38
ADMINISTRATION & IMPLEMENTATION - 729100/75381												
ADMINISTRATION - SALARIES & BENEFITS	1%	23,791.85	25,307.11	22,998.36	23,710.98	24,251.51	22,646.52	71,817.65	214,524.00	159,368.90	34.61%	55,155.09
O/H ADMIN		25,153.46	26,755.44	24,314.55	25,067.96	25,639.43	23,942.58	11,784.46	162,657.88	120,121.12	35.41%	42,536.76
SALARIES & O/H IMPLMNT & OVERSIGHT		11,786.90	11,786.90	11,786.90	11,786.90	11,786.90	11,786.90	7,227.47	77,948.87	70,139.55	11.13%	7,809.31
SERVICES & SUPPLIES		11,177.42	11,177.42	11,177.42	11,177.42	11,177.42	11,177.42	12,469.08	79,533.58	28,291.67	181.12%	51,241.92
Subtotal		71,909.63	75,026.86	70,277.23	71,743.26	72,855.26	69,553.42	103,298.66	534,664.33	377,921.24	41.48%	156,743.08
TO DISTRIBUTE TO INVESTMENT CATEGORIES		2,307,275.62	2,455,684.08	2,229,558.59	2,299,355.02	2,352,296.18	2,195,098.94	1,992,266.79	15,831,535.21	15,558,968.92	1.75%	272,566.30
1. NEIGHBORHOOD - 729200/75382	30%	692,182.69	736,705.22	668,867.58	689,806.51	705,688.85	658,529.68	597,680.04	4,749,460.56	4,667,690.67	1.75%	81,769.89
SLV SR9	Fixed \$	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	194,444.44	194,444.44	0.00%	-
HWY 17 Wildlife	Fixed \$	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	97,222.22	97,222.22	0.00%	-
		41,666.67	291,666.67	291,666.67	0.00%	-						
City of Capitola - V41597	4.80%	31,680.13	33,848.37	30,544.68	31,564.41	32,337.88	30,041.23	23,773.12	213,789.81	211,629.29	1.02%	2,160.53
City of Santa Cruz - V110467	22.33%	145,761.99	155,738.21	140,537.74	145,229.56	148,788.34	138,221.32	121,078.66	995,355.82	989,336.20	0.61%	6,019.61
City of Scotts Valley - V102713	4.93%	31,698.12	33,867.60	30,562.03	31,582.34	32,356.25	30,058.29	29,711.86	219,836.48	219,498.94	0.15%	337.54
City of Watsonville - V111928	16.02%	104,137.64	111,265.02	100,405.25	103,757.25	106,299.77	98,750.31	89,482.29	714,097.52	681,327.26	4.81%	32,770.26
County of Santa Cruz	51.93%	337,238.14	360,319.35	325,151.21	336,006.29	344,239.96	319,791.87	291,967.45	2,314,714.26	2,274,232.32	1.78%	40,481.95
	100%	650,516.02	695,038.56	627,200.91	648,139.84	664,022.19	616,863.01	556,013.37	4,457,793.90	4,376,024.01	1.87%	81,769.89
2. HWY Corridors - 729300/75383	25%	576,818.91	613,921.02	557,389.65	574,838.75	588,074.05	548,774.73	498,066.70	3,957,883.80	3,889,742.23	1.75%	68,141.57
3. TRANSIT/PARATRANSIT - 729400/75384	20%	461,455.12	491,136.82	445,911.72	459,871.00	470,459.24	439,019.79	398,453.36	3,166,307.04	3,111,793.78	1.75%	54,513.26
Santa Cruz Metro (SCMTD) 16%	80%	369,164.10	392,909.45	356,729.37	367,896.80	376,367.39	351,215.83	318,762.69	2,533,045.63	2,489,435.03	1.75%	43,610.61
Community Bridges - V127587 - 4%	20%	92,291.02	98,227.36	89,182.34	91,974.20	94,091.85	87,803.96	79,690.67	633,261.41	622,358.76	1.75%	10,902.65
4. ACTIVE TRANSPORTATION - 729500/75385	17%	392,236.86	417,466.29	379,024.96	390,890.35	399,890.35	373,166.82	338,685.35	2,691,360.99	2,645,024.72	1.75%	46,336.27
5. RAIL CORRIDOR - 729600/75386	8%	184,582.05	196,454.73	178,364.69	183,948.40	188,183.69	175,607.91	159,381.34	1,266,522.82	1,244,717.51	1.75%	21,805.30
DISTRIBUTED TO INVESTMENT CATEGORIES	100%	2,307,275.62	2,455,684.08	2,229,558.59	2,299,355.02	2,352,296.18	2,195,098.94	1,992,266.79	15,831,535.21	15,558,968.92	1.75%	272,566.30
TOTAL ADMIN & IMPLM AND INVESTMENT CATEGORIES		2,379,185.25	2,530,710.94	2,299,835.82	2,371,098.28	2,425,151.44	2,264,652.36	2,095,565.45	16,366,199.54	15,936,890.16	2.69%	429,309.38

I:\FISCAL\6.Measure D\2Distribution To Investment Category\FY2026\FY2026 07 January 2026 Measure D Distribution with YTD comparison-aduited&adjusted by Italo J.xlsx\Summary

TO: Regional Transportation Commission

FROM: Nisha Singh, Director of Internal Services

RE: Authorize the Executive Director to negotiate and enter into Contract No. TP2601 for legal and special counsel services with Redwood Public Law for a three-year term, and a total not-to-exceed amount of \$1,700,000 for a three year term with the option to extend the contract for up to two additional years.

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) adopt the attached resolution ([Attachment 1](#)) authorizing the Executive Director to enter into a contract with Redwood Public Law for general and special counsel legal services for a three-year term, and a total not-to-exceed amount of \$1,700,000, with the option to extend the contract for up to two additional years.

BACKGROUND

The RTC has historically contracted for legal services to provide general counsel and special counsel support for governance, compliance, transportation project delivery, and related matters. Since August 2019, RTC has received legal services under agreements with Meyers Nave and subsequently Redwood Public Law, LLP following the transition of the legal team in 2024.

The current agreement with Redwood Public Law, LLP was extended through March 31, 2026 to maintain continuity while the RTC concurrently initiates the re-procurement process for a new legal services contract to ensure a seamless transition. It is RTC's practice to re-procure contracts for ongoing services to ensure the highest quality and most competitive services are retained to optimize RTC operations.

DISCUSSION

Staff issued Request for Proposals (RFP) No. 2601 to competitively procure legal services. The selection committee was made up of staff and Commissioners DeSerpa and Clark, and Commission Alternate Schiffirin. Proposals were evaluated based on qualifications, experience, cost, and approach. Following interviews and reference checks, the selection committee recommended Redwood Public Law as

the most qualified firm.

The proposed contract with Redwood Public Law will provide comprehensive general and special counsel services for a three-year term at an hourly rate outlined in rate sheet, with a total not-to-exceed amount of \$1,700,000 billed at hourly rates included in the contract, ensuring fiscal control and compliance with RTC procurement policies. The contract value was estimated based on past and future legal counsel service needs and will be funded by each of RTC's programs and project programming and budgets. Awarding this contract will ensure continuity of legal services and access to specialized expertise in transportation law, public agency governance, and related areas.

Staff recommends approving the attached Resolution (Attachment 1) and draft contract (Exhibit A) authorizing the Executive Director to enter into Contract No. 2601 with Redwood Public Law for general and special counsel legal services for a three-year term at an hourly rate outlined in the included rate sheet, with a total not-to-exceed amount of \$1,700,000.

FISCAL IMPACT

The RTC's FY 2025-26 budget includes funds for legal services under administration, planning, and specific projects and programs, and costs for subsequent years will be included in future budgets.

SUMMARY

Staff recommend entering into agreement with Redwood Public Law for general and special counsel legal services. The agreement will be for a three-year term at an hourly rate outlined in rate sheet, with a total not-to-exceed amount of \$1,700,000.

Attachments:

1. Resolution
 - a. Contract TP2601 with Redwood Public Law

RESOLUTION NO.

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

**A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND
ENTER INTO AGREEMENT WITH REDWOOD PUBLIC LAW FOR
GENERAL COUNSEL AND SPECIAL COUNSEL SERVICES**

WHEREAS, the Santa Cruz County Regional Transportation Commission issued Request for Proposals (RFP) No. 2601 to competitively procure legal services to support governance, compliance, contract administration, transportation project delivery, and related matters; and

WHEREAS, the SCCRTC received proposals, conducted evaluations in accordance with Commission policies and applicable law, and determined that Redwood Public Law is the most qualified firm based on experience, expertise, and cost; and

WHEREAS, after reviewing proposals, interviews and reference checks, the Evaluation and Selection committee recommend hiring the firm Redwood Public Law for a term of three (3) years at an hourly rate as outlined in rate sheet, subject to annual budget appropriations and compliance with all applicable requirements, with the option to extend the agreement for up to two (2) additional years based on satisfactory performance and mutual agreement;

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

The Executive Director is authorized to negotiate and enter into a comprehensive legal and special counsel services agreement No. 2601 with the firm Redwood Public Law for a three-year term at an hourly rate as outlined in rate sheet, with a total not-to-exceed amount of \$1,700,000.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibit:

A. Contract TP2601 with Redwood Public Law

Distribution: Contract Manager

Contract No. TP2601**PROFESSIONAL SERVICES**
INDEPENDENT CONSULTANT CONTRACT

THIS CONTRACT is made and entered into on _____, by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION, hereinafter called COMMISSION, and REDWOOD PUBLIC LAW, LLP, hereinafter called CONSULTANT. The parties agree as follows:

1. DUTIES.

- A. CONSULTANT will provide legal services to the COMMISSION. Services are described in Scope of Services (Exhibit A), which by this reference is incorporated herein.
- B. CONSULTANT shall provide the personnel listed below to perform the above-specified services, which persons are hereby designated as key personnel under this CONTRACT.

Name	Title	Role
Steven Mattas	Partner	General Counsel
Lindsay D'Andrea	Partner	Chief Assistant General Counsel
Ali Wolf	Senior Associate	Assistant General Counsel
Stacy Lee	Associate	Assistant General Counsel
Jesse Lad	Senior Of Counsel	Labor and Employment
Carolina Ugalde	Associate	Labor and Employment
Ed Grutzmacher	Senior Of Counsel	Litigation
Steve Ngo	Senior Of Counsel	Litigation
Aysha Pal	Associate	Litigation
Marjan Abubo	Associate	Litigation

- C. No person named in paragraph B of this Article or in the Fee Schedule (Exhibit B), or their successor, shall be removed or replaced by CONSULTANT, nor shall their agreed-upon function hereunder be changed, without the prior written

consent of the COMMISSION Contract Manager. Such consent shall not be unreasonably withheld.

- 2. COMPENSATION.** In consideration for CONSULTANT accomplishing work to be performed under this CONTRACT as described in Scope of Services (Exhibit A), COMMISSION shall compensate CONSULTANT in accordance with the approved Fee Schedule, attached hereto (Exhibit B) and incorporated by reference. Total payment shall not exceed \$1,700,000, on a time and materials basis at the rates and conditions set out in Exhibit B. If there is any conflict between the approved Fee Schedule (Exhibit B) and this CONTRACT, this CONTRACT shall take precedence.
- A. Hourly billing rates will be reimbursable annually on July 1, if the new hourly rate is within the range identified in the approved Fee Schedule (Exhibit B).
 - B. Reimbursement for transportation and subsistence costs shall not exceed the per diem rates authorized to be paid rank and file State employees under current State Department of Personnel Administration (Cal HR).
 - C. Reimbursable expenses will be billed and processed for payment upon approval of the Contract Manager.
 - D. Progress payments will be made no more than monthly in arrears based on satisfactory services provided and allowable incurred costs.
 - E. No payment will be made prior to approval of any work by the COMMISSION's Contract Manager, nor for any work performed prior to approval of this CONTRACT.
 - F. The CONSULTANT will be reimbursed after receipt by the COMMISSION's Contract Manager of itemized invoices. Invoices shall be sent to the COMMISSION's Contract Manager:

Santa Cruz County Regional Transportation Commission
Attn: Sarah Christensen, Executive Director
schristensen@scrtc.org and accountspayable@scrtc.org
- The invoices must include the following information:
- 1. This CONTRACT number and project title;
 - 2. Description of services performed;
 - 3. Labor (staff name, hours charged, hourly billing rate, current charges and cumulative charges) performed during the billing period by task;
 - 4. Itemized expenses incurred during the billing period;

5. Total invoice/payment requested; and
6. Total amount previously paid under this CONTRACT.

3. TERM.

- A. The CONTRACT shall end on June 30, 2029, unless earlier terminated or extended by contract amendment.
- B. The CONSULTANT is advised that this CONTRACT is not binding and enforceable until it is fully executed.

4. TERMINATION.

- A. This CONTRACT may be terminated by COMMISSION, for cause or without cause provided that COMMISSION gives not less than ten (10) calendar days written notice of its intent to terminate and in the event of termination for cause, provides the reasons for termination stated in the notice.
- B. COMMISSION may temporarily suspend this CONTRACT, at no additional cost to COMMISSION provided that CONSULTANT is given written notice of temporary suspension. If COMMISSION gives such notice of temporary suspension, CONSULTANT shall immediately suspend its activities under this CONTRACT. A temporary suspension may be issued concurrent with the notice of termination.
- C. Notwithstanding any provisions of this CONTRACT, CONSULTANT shall not be relieved of liability to the COMMISSION by termination of this CONTRACT for damages sustained by COMMISSION by virtue of any breach of this CONTRACT by CONSULTANT, and COMMISSION may withhold any payments due to CONSULTANT until such time as the exact amount of damages, if any, due to COMMISSION from CONSULTANT is determined.
- D. If COMMISSION terminates this CONTRACT with CONSULTANT, COMMISSION shall pay CONSULTANT the sum due to CONSULTANT under this CONTRACT for services satisfactorily performed prior to termination, unless the cost of completion to COMMISSION exceeds the funds remaining in the CONTRACT in which case the overage shall be deducted from any sum due CONSULTANT under this CONTRACT and the balance, if any, shall be paid to CONSULTANT upon demand.
- E. Upon termination, COMMISSION shall be entitled to all CONSULTANT'S work produced under this CONTRACT, including, but not limited to, reports, investigations,

appraisals, inventories, studies, analysis, drawing and data estimates performed to that date, whether or not complete.

- F. COMMISSION may terminate this CONTRACT for CONSULTANT'S default if a federal or State proceeding for the relief of debtors is undertaken by or against CONSULTANT, or CONSULTANT'S principal, or if CONSULTANT or CONSULTANT'S principal makes an assignment for the benefit of creditors.
- G. CONSULTANT may terminate this CONTRACT by giving the COMMISSION at least one hundred and twenty (120) days advance written notice. CONSULTANT shall be liable for any and all reasonable costs incurred by COMMISSION as a result of such early termination, default, including but not limited to re-procurement costs of the same or similar services defaulted or not provided by CONSULTANT under this CONTRACT.

5. INDEMNIFICATION FOR DAMAGES, TAXES AND CONTRIBUTIONS.

- To the fullest extent permitted by law, CONSULTANT shall exonerate, indemnify, defend, protect, and hold harmless the COMMISSION, its governing body, officers, officials, agents, employees and volunteers from and against:
- A. Any and all claims, demands, costs, damages, losses, expenses, or liability arising from or connected with the services provided under this CONTRACT due to the recklessness, willful misconduct or negligent acts, errors, or omissions of the CONSULTANT, its officers, employees, volunteers, or agents. The CONSULTANT will reimburse COMMISSION for any expenditure, including reasonable attorney's fees, incurred by COMMISSION in defending against claims ultimately determined to be due to recklessness, willful misconduct or to negligent acts, errors, or omissions of the CONSULTANT, its officers, employees, volunteers, or agents.
 - B. Any and all federal, State and local taxes, charges, fees, penalties, or contributions required to be paid with respect to CONSULTANT and CONSULTANT'S officers, employees, volunteers, and agents engaged in the performance of this CONTRACT (including, without limitation, unemployment insurance, social security, and payroll tax withholding).
 - C. In the event that CONSULTANT or any employee, agent, or of CONSULTANT providing services under this CONTRACT is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of

COMMISSION, CONSULTANT shall indemnify, defend, and hold harmless COMMISSION for the payment of any employee and/or employer contributions for PERS benefits on behalf of CONSULTANT or its employees, agents, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of COMMISSION.

D. The provisions of this section shall survive expiration, termination, or suspension of this CONTRACT.

6. INSURANCE. CONSULTANT, at its sole cost and expense, for the full term of this CONTRACT, and any extensions thereof, shall obtain and maintain at minimum compliance with all of the following insurance coverage(s) and requirements. Such insurance coverage shall be primary coverage as respects COMMISSION and any insurance or self-insurance maintained by COMMISSION shall be excess of CONSULTANT'S insurance coverage and shall not contribute to it. Insurance is to be placed with insurers reasonably acceptable to COMMISSION.

A. Types of Insurance and Minimum Limits

1. Workers' Compensation in the minimum statutorily required coverage amounts. This insurance coverage shall not be required if the CONSULTANT has no employees and certifies to this fact by initialing here: ____ / ____.
2. Automobile Liability Insurance for each of CONSULTANT'S vehicles used in the performance of this CONTRACT, including owned, non-owned (e.g., owned by CONSULTANT'S employees), leased or hired vehicles, in the minimum amount of \$1,000,000 combined single limit per occurrence for bodily injury and property damage.
3. Comprehensive or Commercial General Liability Insurance coverage at least as broad as ISO form CG 00 01, with a minimum limit of two million dollars (\$2,000,000) per occurrence, and \$4,000,000 in the aggregate, including coverage for: (a) products and completed operations, (b) bodily and personal injury, (c) broad form property damage, (d) contractual liability, and (e) cross-liability.
4. Professional Liability Insurance in the minimum amount of one million dollars (\$1,000,000) combined single limit, if, and only if, this Subparagraph is initialed by CONSULTANT and COMMISSION here: ____ / ____.

If CONSULTANT normally carries insurance in an amount greater than the minimum amount required by the COMMISSION for this CONTRACT, that greater amount shall become the minimum

required amount of insurance for purposes of this CONTRACT. Therefore, CONSULTANT hereby acknowledges and agrees that any and all insurances carried by it shall be deemed liability coverage for any and all actions it performs in connection with this CONTRACT.

B. Other Insurance Provisions

1. If any insurance coverage required in this CONTRACT is provided on a "Claims Made" rather than "Occurrence" form, CONSULTANT agrees that the retroactive date thereof shall be no later than the effective date of this CONTRACT, and that it shall maintain the required coverage for a period of three (3) years after the expiration of this CONTRACT (hereinafter "POST CONTRACT COVERAGE") and any extensions thereof. CONSULTANT may maintain the required POST CONTRACT COVERAGE by renewal or purchase of prior acts or tail coverage. The COMMISSION will not be responsible for any premiums or assessments on the policy.
2. All policies of Commercial General Liability Insurance shall be endorsed to cover the Santa Cruz County Regional Transportation Commission, its officials, employees, agents and volunteers, as additional insureds with respect to liability arising out of the work or operations and activities performed by or on behalf of, the CONSULTANT, including materials, parts or equipment furnished in connection with such work or operations. Endorsements shall be at least as broad as ISO Form CG 20 10 11 85 or both CG 20 10 10 01 and CG 20 37 10 01, covering ongoing operations and products and completed operations.
3. CONSULTANT agrees to provide its insurance broker(s) with a full copy of these insurance provisions and provide COMMISSION on or before the effective date of this CONTRACT with Certificates of Insurance and endorsements for all required coverages. The Certificates of Insurance must note whether the policy does or does not include any self-insured retention and also must disclose the deductible. The certificates shall require the carrier to notify COMMISSION in writing of any material change, cancellation, termination or non-renewal of the coverage at least thirty days (30) days in advance of the effective date of such cancellation, or material change, or non-renewal. Insurance shall not be canceled until after ten (10) days prior written notice in the event of nonpayment of premium. Failure to obtain the required documents prior to the work beginning shall not waive the CONSULTANT's obligation to provide them. All Certificates of

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Insurance and endorsements shall be delivered or sent via email to:

contracts@sccrtc.org

4. If any insurance policy of CONSULTANT required by this CONTRACT includes language conditioning the insurer's legal obligation to defend or indemnify COMMISSION on the performance of any act(s) by the named insured, then said insurance policy, by endorsement, shall also name the COMMISSION as a named insured. Notwithstanding the foregoing, both the CONSULTANT and its insurers agree that by naming the COMMISSION as a named insured, the COMMISSION may at its sole direction, but is not obligated to, perform any act required by the named insured under said insurance policies.
 5. CONSULTANT shall do all things required to be performed by it pursuant to its insurance policies including but not limited to paying within five (5) workdays, all deductibles and self-insured retentions (SIR) required to be paid under any insurance policy that may provide defense or indemnity coverage to COMMISSION or any additional insured. If CONSULTANT'S insurance policy includes a self-insured retention that must be paid by a named insured as a precondition of the insurer's liability, or which has the effect of providing that payments of the self-insured retention by others, including additional insureds or insurers do not serve to satisfy the self-insured retention, such provisions must be modified by special endorsement so as to not apply to the additional insured coverage required by this CONTRACT so as to not prevent any of the parties to this CONTRACT from satisfying or paying the self-insured retention required to be paid as a precondition to the insurer's liability.
 6. CONSULTANT hereby grants to COMMISSION a waiver of any right of subrogation which any insurer of said CONSULTANT may acquire against the COMMISSION by virtue of the payment of any loss under such insurance. CONSULTANT agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the COMMISSION has received a waiver of subrogation endorsement from the insurer.
- 7. FEDERAL, STATE AND LOCAL LAWS.**
- A. CONSULTANT warrants that in the performance of this CONTRACT, it shall exercise usual and customary professional care in its efforts to comply with all applicable federal, state

and local laws, statutes and ordinances and all lawful orders, rules and regulations promulgated thereunder. In the event of a conflict between the laws and lawful regulations of any government entities having jurisdiction over the project, the CONSULTANT shall notify COMMISSION of the nature and impact of such conflict. The COMMISSION agrees to cooperate and work with the CONSULTANT in an effort to resolve any conflict.

- B. Those laws, statutes, ordinances, rules, regulations and procedural requirements that are imposed on COMMISSION as a recipient of federal or state funds are imposed on CONSULTANT.

8. NON-DISCRIMINATION AND COMPLIANCE PROVISIONS.

During and in relation to the performance of this CONTRACT, CONSULTANT agrees to the following:

- A. The CONSULTANT shall not unlawfully discriminate, harass, or allow discrimination or harassment against any employee, applicant for employment, or subconsultant in any manner prohibited by Federal, State and local laws, including but not limited to race, color, sex, gender, religious creed, national origin, ancestry, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), marital status, sexual orientation, age (over 40), veteran status, or combination of protected categories denial of family and medical care leave and denial of pregnancy disability leave, or any other non-merit factor unrelated to job duties.
- B. CONSULTANT shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. CONSULTANT and subconsultants shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 8113 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this CONTRACT by reference and made a part hereof as if set forth in full. CONSULTANT and its subconsultants shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other CONTRACT.
- C. Such action shall include, but not be limited to, the following: recruitment; advertising, layoff or termination; rates of pay or

other forms of compensation; and selection for training (including apprenticeship), employment, upgrading, demotion, or transfer. The CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notice setting forth the provisions of this non-discrimination clause.

- D. CONSULTANT shall comply fully with all federal, State and local laws and regulations which prohibit discrimination. The CONSULTANT's signature affixed herein, and dated, shall constitute a certification under penalty of perjury under the laws of the State of California that the CONSULTANT has, unless exempt, complied with, the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Administrative Code, Section 8103.
- E. Consultant shall permit access to all records of employment, employment advertisements, application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission or any other agency of the State of California designated by STATE to investigate compliance with this Article.
- F. In the event of CONSULTANT'S non-compliance with the non-discrimination clauses of this CONTRACT or with any of the said rules, regulations or orders the COMMISSION may cancel, terminate or suspend the CONTRACT in whole or in part. CONSULTANT may also be declared ineligible for further contracts with the COMMISSION.

9. HARASSMENT. The COMMISSION maintains a strict policy prohibiting unlawful harassment, including sexual harassment, in any form, including verbal, physical and visual harassment by any employee, supervisor, manager, officer or board member, or agent of the employer. Vendors, contractors, and consultants shall not engage in conduct that has an effect of unreasonably interfering with a COMMISSION employee's work performance or creates an intimidating, hostile or offensive work environment.

10. CONFLICT OF INTEREST.

- A. CONSULTANT shall disclose any financial, business, or other relationship with COMMISSION that may have an impact upon the outcome of this CONTRACT, or any ensuing COMMISSION construction project. CONSULTANT shall also list current clients who may have a financial interest in the outcome of this CONTRACT, or any ensuing COMMISSION construction project, which will follow.

B. CONSULTANT hereby certifies that it does not now have, nor shall it acquire any financial or business interest that would conflict with the performance of services under this contract.

11. LICENSES. If a license of any kind is required of CONSULTANT, its employees, agents, or subconsultants by Federal or State law, CONSULTANT warrants that such license has been obtained, is valid and in good standing, that CONSULTANT shall keep it in effect at all times during the terms of this CONTRACT, and that any applicable bond has been posted in accordance with all applicable laws and regulations.

12. INDEPENDENT CONSULTANT STATUS.

CONSULTANT and COMMISSION have reviewed and considered the principal test and secondary factors herein and agree that CONSULTANT is an independent CONSULTANT and not an employee of COMMISSION. CONSULTANT is responsible for all insurance (workers compensation, unemployment, etc.) and all payroll related taxes. CONSULTANT is not entitled to any employee benefits. COMMISSION agrees that CONSULTANT shall have the right to control the manner and means of accomplishing the result contracted for herein.

1. PRINCIPAL TEST: The CONSULTANT rather than COMMISSION has the right to control the manner and means of accomplishing the result contracted for.
2. SECONDARY FACTORS: (a) The extent of control which, by CONTRACT, COMMISSION may exercise over the details of the work is slight rather than substantial; (b) CONSULTANT is engaged in a distinct occupation or business; (c) In the locality, the work to be done by CONSULTANT is usually done by a specialist without supervision, rather than under the direction of an employer; (d) The skill required in the particular occupation is substantial rather than slight; (e) The CONSULTANT rather than the COMMISSION supplies the instrumentalities, tools and work place; (f) The length of time for which CONSULTANT is engaged is of limited duration rather than indefinite; (g) The method of payment of CONSULTANT is by the job rather than by the time; (h) The work is part of a special or permissive activity, program, or project, rather than part of the regular business of COMMISSION; (i) CONSULTANT and COMMISSION believe they are creating an independent CONSULTANT relationship rather than an employer-employee relationship; and (j) The COMMISSION conducts public business.

It is recognized that it is not necessary that all secondary factors support creation of an independent CONSULTANT relationship, but rather that overall there are significant secondary factors which indicate that CONSULTANT is an independent CONSULTANT.

By their signatures to this CONTRACT, each of the undersigned certifies that it is their considered judgment that the CONSULTANT engaged under this CONTRACT is in fact an independent CONSULTANT.

13. RETENTION OF RECORDS/AUDIT.

- A. For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable and other matters connected with the performance of the contract pursuant to Government Code 8546.7; CONSULTANT and COMMISSION shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of the contract, including but not limited to, the costs of administering the contract. All parties shall make such materials available at their respective offices at all reasonable times during the contract period and for four years from the date of final payment under the contract. The state, State Auditor, COMMISSION, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of CONSULTANT and its certified public accountants (CPA) work papers that are pertinent to the contract and indirect cost rates (ICR) for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested. If any action has occurred relative to the records, the records must be retained until completion of the action and resolution of all issues that arise from it.
- B. CONSULTANT shall establish and maintain, an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support Requests for Reimbursement which segregate and accumulate the costs of work elements by line item (i.e direct labor, other direct costs, etc.) and enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

14. INSPECTION OF WORK. The CONSULTANT shall permit the COMMISSION or the State, to review and inspect the project

activities and files at all reasonable times during the term of this CONTRACT including review and inspection on a daily basis.

15. ACKNOWLEDGMENT. CONSULTANT shall acknowledge in all reports and literature that the material is prepared for and on behalf of the COMMISSION.

16. CONFIDENTIALITY OF DATA.

- A. All financial, statistical, personal, technical, or other data and information relative to COMMISSION's operations, which are designated confidential by COMMISSION and made available to CONSULTANT in order to carry out this contract, shall be protected by CONSULTANT from unauthorized use and disclosure.
- B. Permission to disclose information on one occasion, or public hearing held by COMMISSION relating to the contract, shall not authorize CONSULTANT to further disclose such information, or disseminate the same on any other occasion.
- C. CONSULTANT shall not comment publicly to the press or any other media regarding the CONTRACT or COMMISSION's actions on the same, except to COMMISSION's staff, CONSULTANT's own personnel involved in the performance of this contract, at public hearings or in response to questions from a Legislative committee.
- D. CONSULTANT shall not issue any news release or public relations item of any nature, whatsoever, regarding work performed or to be performed under this CONTRACT without prior review of the contents thereof by COMMISSION, and receipt of COMMISSION'S written permission.

17. AUDIT REVIEW PROCEDURES.

- A. Any dispute concerning a question of fact arising under an interim or post-completion audit of this CONTRACT that is not disposed of by CONTRACT, shall be reviewed by the COMMISSION'S Contract Manager.
- B. Not later than 30 days after issuance of the final audit report, the CONSULTANT may request a review by the COMMISSION'S Executive Director of unresolved audit issues. The request for review will be submitted in writing. The Executive Director's determination regarding such dispute shall be final unless the Executive Director determines, in its sole discretion, that the dispute shall be determined by the COMMISSION.
- C. Neither the pendency of a dispute nor its consideration by the COMMISSION will excuse the CONSULTANT from full and

timely performance, in accordance with the terms of this contract.

18. SUBCONTRACTING.

- A. Nothing contained in this CONTRACT or otherwise, shall create any contractual relation between COMMISSION and any subconsultant(s), and no subcontract shall relieve CONSULTANT of its responsibilities and obligations hereunder. CONSULTANT agrees to be as fully responsible to COMMISSION for the acts and omissions of its subconsultant(s) and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by CONSULTANT. CONSULTANT's obligation to pay its subconsultant(s) is an independent obligation from COMMISSION'S obligation to make payments to the CONSULTANT.
- B. The CONSULTANT shall perform the work contemplated with resources available within its own organization; and no portion of the work pertinent to this CONTRACT shall be subcontracted without prior written authorization by the COMMISSION'S Contract Manager, except that, which is expressly identified in the approved Fee Schedule (Exhibit B).
- C. CONSULTANT shall pay its subconsultants within seven (7) calendar days from receipt of each payment made to CONSULTANT by COMMISSION.
- D. All subcontracts entered into as a result of this CONTRACT shall contain all the provisions stipulated in this CONTRACT to be applicable to subconsultants.
- E. Any substitution of subconsultants must be approved in writing by the COMMISSION's Contract Manager prior to the start of work by the subconsultant.
- F. Any subcontract in excess of \$25,000 entered into as a result of this CONTRACT, shall contain all the provisions required by this CONTRACT to be applicable to those subconsultants.

19. REBATES, KICKBACKS OR OTHER UNLAWFUL

CONSIDERATION. The CONSULTANT warrants that this CONTRACT was not obtained or secured through rebates, kickbacks, or other unlawful consideration, either promised or paid to any COMMISSION employee. For breach or violation of this warranty, COMMISSION shall have the right in its discretion; to terminate the CONTRACT without liability; to pay only for the value of the work actually performed; or to deduct from the contract price; or otherwise recover the full amount of such rebate, kickback or other unlawful consideration.

20. BROKERAGE OR OTHER FEES. CONSULTANT warrants that s/he has not employed or retained any company or person, other than a bona fide employee working for the Consultant, to solicit or secure this CONTRACT, and that s/he has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or formation of this CONTRACT. For breach or violation of this warranty, the COMMISSION shall have the right to annul this CONTRACT without liability, or at its discretion to deduct from the CONTRACT price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee."

21. FORCE MAJEURE. Neither COMMISSION nor CONSULTANT will be liable for any breach or failure to perform under this CONTRACT or any other documents incorporated by reference herein if such breach or failure to perform is due to acts beyond the reasonable control of such party, which include by way of illustration, but not limitation, acts of God or public enemy, acts of federal, state, or local government, either in its sovereign or contractual capacity, fire, floods, epidemics, pandemics, and quarantines, civil disobedience, strikes, lock-outs, freight embargoes, or severe weather provided, however, that party which has been so affected will promptly give written notice to the other of the fact that it is unable to so perform and the cause(s) therefore. The party claiming force majeure shall promptly notify the other party of the termination of the event and shall resume its performance under this CONTRACT immediately upon the cessation of such cause(s). During the period that the performance by one of the parties of its obligations under this CONTRACT has been suspended because of an event of force majeure, the other party may likewise suspend the performance of its obligations under this CONTRACT to the extent that the suspension is reasonable.

22. COMPLETE CONTRACT.

A. CONTRACT: The two parties to this CONTRACT, who are the before named CONSULTANT and the before named COMMISSION, hereby agree that this CONTRACT constitutes the entire CONTRACT which is made and concluded between the two parties. Both of these parties for and in consideration of the payments to be made, conditions mentioned, and work to be performed; each agree to diligently perform in accordance with the terms and conditions of this CONTRACT as evidenced by the signatures below.

- B. COMMISSION DESIGNEE: The Executive Director of COMMISSION, or their designee, shall have the authority to act for and exercise any of the rights of COMMISSION as set forth in this CONTRACT subsequent to, and in accordance with the authorization granted by the COMMISSION.
- C. COMPLETE CONTRACT, INCLUDING ATTACHMENTS. This CONTRACT includes all exhibits, attachments, and documents incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the terms and conditions of the CONTRACT between COMMISSION and CONSULTANT, and supersedes all prior representations, understandings and communications. The invalidity in whole or in part of any term or condition of this CONTRACT shall not affect the validity of other terms or conditions. The COMMISSION's waiver of CONSULTANT's performance of any term(s) or condition(s) of this CONTRACT shall not be construed as a waiver for any future performance of such term(s) or conditions.

Attachments are:

- Exhibit A: Scope of Services
- Exhibit B: Fee Schedule
- Exhibit C: Levine Act Statement

The undersigned represents and warrants that they are duly authorized to execute and deliver this CONTRACT and that such execution is binding upon the entity for which they are executing this document.

SIGNATURE PAGE

CONTRACT No. TP2601

1. CONSULTANT:

**2. SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION:**

By _____
Steve Mattas
Partner

By _____
Sarah Christensen
Executive Director

Date _____

Date _____

Redwood Public Law, LLP
300 Frank H. Ogawa Plaza, Suite 430
Oakland, CA 94612
(510) 282-7033
steve.mattas@redwoodpubliclaw.com

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

3. APPROVED AS TO INSURANCE:

By _____
Yesenia Parra
RTC Administrative Services Officer

Date _____

Distribution:

RTC Contract Manager, RTC Contracts, CONSULTANT

EXHIBIT A

Scope of Work Santa Cruz County Regional Transportation Commission (RTC) General Counsel Legal Services

Scope of Services

All attorneys performing services for the Santa Cruz County Regional Transportation Commission (RTC) on behalf of the selected firm must:

- Be admitted to practice law in the State of California; and
- Be members in good standing with the State Bar of California.

The selected firm shall declare that it will represent the RTC to the exclusion of all other clients whose interests conflict with those of the RTC. At a minimum, the General Counsel firm is expected to provide the following services:

1. Services Provided Under a Fixed Annual Fee

The prevailing firm shall designate a **Lead Counsel** and provide access to an in-house bench of attorneys with expertise across various areas of law to perform routine, day-to-day legal services, including, but not limited to:

Core Services

- a. Serve as legal counsel to the RTC agency and Board.
- b. Provide legal advice to the RTC Board regarding the Executive Director's employment contract.
- c. Ensure that matters considered and acted upon by the RTC Board comply with all applicable state, federal, and local laws, rules, and regulations, including but not limited to the Ralph M. Brown Act, the Mills-Alquist-Deddeh Act (Transportation Development Act), and the Local Transportation Authority and Improvement Act.
- d. Provide legal advice to the RTC Board, Executive Director, and authorized staff.
- e. Provide legal advice regarding Board meeting and committee meeting agendas, before and after posting, as necessary.
- f. Provide for and attend regular monthly RTC Board meetings, special meetings, standing committee meetings, and ad hoc committee meetings, as required.
- g. Review and recommend corrections to RTC contracts with consultants, contractors, and vendors.
- h. Draft review, and adopt legal opinions, contracts, memoranda, resolutions, closed-session minute orders, ordinances, bylaws, rules, regulations, correspondence, and policies, etc. as requested.
- i. Maintain knowledge of RTC issues and advise the Executive Director and executive staff on transportation planning, project delivery, and property ownership and management (including branch rail line facilities).
- j. Be available in person, by phone, or by virtual meeting to participate in executive staff discussions, as requested.
- k. Provide legal advice regarding state and federal grants, agreements, and compliance.
- l. Provide counsel regarding labor and employment matters, including

- employee relations, labor law, and conflict resolution.
- m. Review and approve contract language to ensure compliance with federal, state, and local requirements.
 - n. Provide legal guidance on labor relations and represent RTC in mediation, arbitration, or litigation.
 - o. Serves as lead negotiator in collective bargaining, as requested.
 - p. Represent RTC, its officers, and employees in hearings and meetings before federal, state, and local agencies.
 - q. Provide legal support for interagency coordination, including drafting and reviewing MOUs, JPAs, and shared-use agreements.
 - r. Provide legal support for addressing encroachments, trespass, and unauthorized use of RTC-owned property.
 - s. Advise on utility and telecom easements, fiber optic leases, and co-location agreements along RTC rights-of-way.
 - t. Provide legal guidance on land use and zoning issues related to transit-oriented development and corridor reuse.

Note: If the prevailing firm's in-house expertise is insufficient, Lead Counsel shall assist RTC in contracting with outside firms and will supervise all special counsel retained.

Specialized Legal Services

- a. Real property
- b. Construction management
- c. Litigation related to construction, construction management, and program management
- d. Environmental law
- e. Railroad law, including Surface Transportation Board (STB) jurisdiction; Administration, Coordination & License (ACL) agreement; applicable Federal Railroad Administration (FRA), Federal Transit Administration, and California Public Utilities regulations; trackage rights; abandonment; and reversionary property rights
- f. Land use and zoning law related to transit-oriented development and corridor reuse

Investigations

- a. Personnel or human resources investigations
- b. Harassment and discrimination complaint investigations

Employee Claims

- a. Advise, defend, and litigate claims in which an employee has obtained outside legal representation.
- b. Provide cost-effective legal resolutions and/or outcomes expeditiously, based on the circumstances of each claim.

1.2 Required Knowledge and Experience

- a. The firm must demonstrate knowledge of and experience in:
Government laws and regulations applicable to public agency meetings,

including:

- Political Reform Act of 1974
 - Ralph M. Brown Act
 - California Public Records Act (2004)
 - Conflict of Interest Ethics Policy (2004)
 - Government Claims Act
 - b. California laws governing public transportation agencies, including the Government Code, Public Utilities Code, Public Contract Code, and the Transportation Development Act of 1971.
 - c. Federal transportation agreements and laws, including:
 - Infrastructure Investment & Jobs Act (IIJA)
 - Fixing America’s Surface Transportation Act (FAST Act)
 - Moving Ahead for Progress in the 21st Century Act (MAP-21)
 - Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) and related amendments
 - d. Litigation laws, including liens and torts.
 - e. Employment and civil rights laws, including FMLA, ADA, EEO, DBE, and related statutes.
 - f. Public agency labor relations.
 - g. Surface Transportation Board (STB), Federal Railroad Administration (FRA), and California Public Utilities Commission (CPUC) regulations.
-

1.3 Desirable Knowledge and Expertise

The firm should possess desirable knowledge and experience in the following areas:

a. Procurement:

- Required: State contracting laws, including California Public Contract Code.
- Desirable: General contract law; contracting related to transportation planning, construction projects, and service delivery.
- Familiarity with federal procurement rules, the Copeland Anti-Kickback Act, and federal Buy America provisions.

b. Transportation Funding and Finance:

- Knowledge of state and federal transportation funding sources, including SB1, TDA, Measure D, and federal grant regulations.
- Familiarity with bonding using transportation funding sources.
- Understanding of innovative finance tools such as value capture, tax increment financing, and public-private partnerships.

c. Real Estate and Environmental Law:

- Knowledge of California real estate and environmental laws, including CEQA, NEPA, eminent domain, land use, zoning, permitting, and federal/state requirements for agencies using public funds.
- Understanding of railroad right-of-way ownership, management, and regulation by the Surface Transportation Board.
- Experience with encroachment enforcement, adverse possession claims, and corridor preservation strategies.

d. Constitutional Law:

- Knowledge in constitutional matters, including civil rights, discrimination, due process, First Amendment, privacy, takings, and equal protection issues.

e. Technology and Innovation:

- Advising on data privacy, cybersecurity, and technology procurement.

Fees and Costs

Redwood proposes to charge for its services through a combination of hourly rates and set rate for each Commission meeting attended. Hourly rates will differ depending on the attorney providing the services and the complexity of the matter.

Time is billed in minimum increments of one-tenth (0.1) of an hour. Redwood will bill time on a monthly basis. Redwood will send monthly statements showing attorney fees and costs incurred and their bases. If no attorney fees or costs are incurred for a particular month, or if they are minimal, the statement may be held and combined with that for the following month unless you request a statement. We request that any balance be paid in full within 30 days after the statement is sent.

If SCCRTC ever has any questions regarding payment or billing, we encourage you to promptly bring those questions to our attention, so we can respond promptly. Our proposed rates increase on an annual basis. Our proposal includes maintaining our current hourly rates (which have not increased since March 19, 2024) for Partner, Of Counsel, Associate and Paralegal through July 1, 2026, and then increasing those rates annually on July 1, of each succeeding year of the contract. We have also added proposed rates for Senior of Counsel and Senior Associate attorney categories.

Attorney Title	Hourly Rates 2/1/26 through 6/30/26	Hourly Rates 7/1/26 through 6/30/27	Hourly Rates 7/1/27 through 6/30/28	Hourly Rates 7/1/28 through 6/30/29
Partner	\$478	\$497	\$517	\$538
Senior Of Counsel	\$390	\$406	\$422	\$439
Of Counsel	\$366	\$381	\$396	\$412
Senior Associate	\$350	\$364	\$379	\$394
Associate	\$332	\$345	\$359	\$373
Paralegal	\$186	\$193	\$201	\$209
Fixed Fee Per Commission Meeting; No charge for Travel	\$1,182	\$1,229	\$1,278	\$1,330

Expenses

The firm will be reimbursed for all outside services incurred while providing legal services to our client(s). Outside services will include, but are not limited to, all third-party expenses, delivery charges, travel expenses, outside research services, filing fees, expert witness and expert consultant fees.

California Levine Act Statement

California Government Code § 84308, commonly referred to as the "Levine Act," precludes an officer of a local government agency from participating in the award of a contract if he or she receives any political contributions totaling more than \$250 in the twelve months preceding the pendency of the contract award, and for three months following the final decision, from the person or company awarded the contract. This prohibition applies to contributions to the officer, or received by the officer on behalf of any other officer, or on behalf of any candidate for office or on behalf of any committee.

A list of the Santa Cruz County Regional Transportation Commissions's (RTC) Commissioners and their Alternates is available on the RTC website <https://sccrtc.org/about/commission-members/> and is incorporated herein as if attached. Proposers/bidders are responsible for accessing this link to review the names prior to answering the following questions:

- 1. Have you or your company, or any agent on behalf of you or your company, made any political contributions of more than \$250 to any RTC commissioner in the 12 months preceding the date of the issuance of this request for qualifications?

YES NO

If yes, please identify the commissioner: _____

- 2. Do you or your company, or any agency on behalf of you or your company, anticipate or plan to make any political contributions of more than \$250 to any RTC commissioners in the three months following the award of the contract?

YES NO

If yes, please identify the commissioner: _____

Answering yes to either of the two questions above does not preclude RTC from awarding a contract to your firm. It does, however, preclude the identified commissioner(s) from participating in the contract award process for this contract.

February 9, 2026

Date

Redwood Public Law, LLP

Company Name

Steve Mattas Digitally signed by Steve Mattas
Date: 2026.02.09 08:06:33 -08'00'

(signature of authorized official)

Steve Mattas, Partner

(type or write appropriate name, title)



TO: Regional Transportation Commission

FROM: Nisha Singh, Director of Internal Services

RE: Approval to enter into Contract No. TP2602 for Bond and Disclosure Counsel Services for Measure D borrowing with Stradling Yocca Carlson & Rauth LLP, for an amount not to exceed \$220,000 for a three-year term.

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission adopt the attached resolution ([Attachment 1](#)):

1. Authorizing the Executive Director to enter into Contract No. TP2602 with Stradling Yocca Carlson & Rauth LLP for Bond and Disclosure counsel services for Measure D borrowing with a not to exceed contract value of \$220,000 (including contingency) for a three-year term; and
 2. Amend the Measure D 5-Year Plans to reflect allocations of \$120,000 (72% from Measure D-Highway and 28% from Measure D-Active Transportation) in FY 2027 and \$100,000 (100% from Measure D-Highway) in FY 2029 for bond and disclosure counsel fees.
-

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) prepared a Measure D strategic implementation plan in 2020 and again in 2023 that identified the need to borrow against future revenues of Measure D in order to deliver its program of capital projects on their current project schedules, because expenditures programmed for the local match exceed revenues. RTC has contracted with KNN Public Finance to assess the financial status of Measure D and update Measure D financing options. Staff continues to updated cost estimates on projects and provided estimated expenditure timing, based on current and expected commitments.

Although Measure D provides significant funding for delivering the Regional investments identified in the Expenditure Plan, it is not intended or

necessary to fully fund all investments. To maximize delivery of the Expenditure Plan, it is important that Measure D funds continue to be used strategically to help leverage significant additional Federal, State, and local funds to maximize the buying power of Measure D. In September of 2025, staff presented the step by step process to borrow against Measure D revenues which starts with securing bond and disclosure counsel services and trustee services. Bond counsel prepares the documents necessary to ensure RTC is legally authorized to pledge the Measure D sales tax revenues to secure a borrowing, can borrow on a tax exempt basis, has in place the necessary agreements with the California Department of Tax and Fee Administration (CDTFA) that facilitate the mechanics of pledging Measure D sales tax revenues, and proposed agreements with a potential lending bank have legal review.

DISCUSSION

The SCCRTC's RFP for Bond Counsel and Disclosure Counsel Services outlines critical responsibilities that will ensure the legal and financial integrity of upcoming bond issuances. Bond Counsel will play a key role in drafting and reviewing all bond-related documents, confirming compliance with state and federal laws, and providing tax advice to maintain the bonds' tax-exempt status. Disclosure Counsel will focus on preparing official statements, continuing disclosure agreements, and advising on compliance with SEC regulations to protect the agency from disclosure-related risks.

Staff issued RFP 2602 seeking qualified firms to provide Bond Counsel and Disclosure Counsel Services. These services are essential for ensuring compliance with federal and state laws related to bond issuance and disclosure obligations. SCCRTC anticipates issuing bonds to finance transportation projects under its voter-approved measure D and needs expert legal guidance to structure transactions, prepare documentation, and maintain transparency.

The RFP emphasizes the need for firms with extensive experience in public agency financing, particularly within California's transportation sector. Proposals were evaluated based on qualifications, relevant experience, cost-effectiveness, and responsiveness to the RFP requirements. Timely submission was critical, as the RFP specified firm deadlines for proposals and anticipated awarding the contract shortly thereafter to support SCCRTC's financing schedule. Based on this evaluation process, STRADLING YOCCA CARLSON & RAUTH LLP has been selected through the RFP process.

Staff recommends approval of the attached resolution (Attachment 1) authorizing execution of contract TP2602 (Exhibit A) for Bond and

Disclosure Counsel Services with STRADLING YOCCA CARLSON & RAUTH LLP, in an amount not to exceed \$220,000, for a three-year term. This recommendation is based on STRADLING YOCCA CARLSON & RAUTH LLP's demonstrated expertise, competitive pricing, and ability to meet SCCRTC's legal and disclosure needs effectively. Staff further recommends directing staff to amend the Measure D-5 Year Plans to reflect allocation of \$120,000 (72% from Measure D-Highway and 28% from Measure D-Active Transportation) in FY 2027 and \$100,000 (100% from Measure D-Highway) in FY2029 for these services.

FISCAL IMPACT

Measure D bond proceeds designated for highway and active transportation projects will be used to pay bond counsel and disclosure counsel fees, including a contingency allowance, as part of the cost of issuance. These fees total \$220,000, with \$120,000 allocated in FY 2027 and \$100,000 in FY 2029. Staff recommend updating the Measure D 5-Year Plan to incorporate these allocations.

SUMMARY

Staff recommend entering into contract for Bond and Disclosure counsel services with STRADLING YOCCA CARLSON & RAUTH LLP for an amount not to exceed \$220,000 for a three-year term.

Attachments:

1. Resolution
 - a. Contract TP2602 with STRADLING YOCCA CARLSON & RAUTH LLP

[https://rtcsc.sharepoint.com/RTC Staff Reports/RTC2026/03/Consent/Bond and Disclosure Counsel/Bond and Disclosure Agenda.docx](https://rtcsc.sharepoint.com/RTC%20Staff%20Reports/RTC2026/03/Consent/Bond%20and%20Disclosure%20Counsel/Bond%20and%20Disclosure%20Agenda.docx)

RESOLUTION NO.

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

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO AGREEMENT WITH STRADLING YOCCA CARLSON & RAUTH LLP FOR BOND AND DISCLOSURE COUNSEL SERVICES FOR MEASURE D BORROWING AND DIRECTING STAFF TO AMEND THE MEASURE D-5 YEAR PLAN TO REFLECT ALLOCATION OF \$120,000 IN FY2027 AND \$100,000 IN FY2029 FOR THESE SERVICES.

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) issued a Request for Proposals No. 2602 to solicit qualified firms to provide Bond Counsel and Disclosure Counsel services in connection with the issuance of sales tax revenue bonds;

WHEREAS, the scope of Bond Counsel services includes preparing all legal documents for the authorization, issuance, and sale of bonds; attending working group and due diligence meetings; providing legal opinions on valid authorization and tax-exempt status; advising on actions to maintain tax-exempt status; consulting on borrowing authority and legal structure; assisting with agreements for transfer of sales tax revenues; reviewing project eligibility for tax-exempt financing; and preparing tax regulatory agreements to ensure compliance with post-issuance requirements;

WHEREAS, the scope of Disclosure Counsel services includes consulting with RTC staff and advisors to develop disclosure documents; preparing the Preliminary and Final Official Statements and continuing disclosure certificates; providing guidance on issuer obligations; attending meetings as requested; reviewing investor presentations; rendering disclosure opinions; and advising on ongoing continuing disclosure obligations;

WHEREAS, proposals were received and evaluated in accordance with RTC procurement policies and the criteria outlined in the RFP;

WHEREAS, Stradling Yocca Carlson & Rauth LLP was selected as the top-ranked proposer based on qualifications, relevant experience, and demonstrated understanding of RTC's legal and disclosure needs; and

WHEREAS, Stradling Yocca Carlson & Rauth LLP meets all minimum qualification and regulatory requirements outlined in the RFP and has

submitted a responsive proposal with a not-to-exceed fee of \$220,000 for the initial contract term;

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

The Executive Director is authorized to:

1. Enter into Contract No. TP2602 with Stradling Yocca Carlson & Rauth LLP for Bond and Disclosure counsel services for Measure D borrowing with a not to exceed contract value of \$220,000(including contingency) for a three-year term; and
2. Amend the Measure D 5-Year Plans to reflect allocations of \$120,000 (72% from Measure D-Highway and 28% from Measure D-Active Transportation) in FY 2027 and \$100,000 (100% from Measure D-Highway) in FY 2029 for bond and disclosure counsel fees.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibit:

A. Contract TP2602 with Stradling Yocca Carlson & Rauth LLP

Distribution: Contract Manager

Contract No. TP2602**PROFESSIONAL SERVICES
INDEPENDENT CONSULTANT CONTRACT**

THIS CONTRACT made and entered into on _____, by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION, hereinafter called COMMISSION, and STRADLING YOCCA CARLSON & RAUTH LLP, hereinafter called CONSULTANT. The parties agree as follows:

1. DUTIES.

- A. CONSULTANT will provide legal services to the COMMISSION. Services are described in Scope of Services (Exhibit A), which by this reference is incorporated herein.
- B. CONSULTANT shall provide the personnel listed below to perform the above-specified services, which persons are hereby designated as key personnel under this CONTRACT.

Name	Title	Role
Brian Forbath	Partner	Engagement Lead
Jonathan Guz	Partner	Engagement Lead
Carol Lew	Partner	Tax Attorney

- C. No person named in paragraph B of this Article or in the Fee Schedule (Exhibit B), or their successor, shall be removed or replaced by CONSULTANT, nor shall their agreed-upon function hereunder be changed, without the prior written consent of the COMMISSION Contract Manager. Such consent shall not be unreasonably withheld.

2. COMPENSATION. In consideration for CONSULTANT accomplishing work to be performed under this CONTRACT as described in Scope of Services (Exhibit A) plus the negotiated additional two trainings, COMMISSION shall compensate CONSULTANT in accordance with the approved Fee Schedule, attached hereto (Exhibit B) and incorporated by reference.

- A. Total payment shall not exceed \$220,000, inclusive of a contingency allowance of up to ten percent (10%) for work outside the Scope of Services, and shall be paid at the rates and conditions set forth in Exhibit B. If there is any conflict between the approved Fee Schedule (Exhibit B) and this CONTRACT, this CONTRACT shall take precedence. No additional compensation will be paid to CONSULTANT, unless there is a change in the scope of the work or the scope of the project approved by the COMMISSION. In the instance of a change in the scope of work or scope of the project, adjustment to the total compensation will be negotiated between CONSULTANT and

COMMISSION and will be subject to approval by the COMMISSION in its sole discretion. Adjustment in the total lump sum compensation will not be effective until authorized by CONTRACT amendment.

- B. The fixed fees for bond, disclosure and combined bond and disclosure counsel services (*Initial Series of Measure D Bonds and Subsequent Series of Measure D Bonds*) shall be compensated according to the Fee Schedule (Exhibit B) as requested by the Contract Manager and includes compensation for all work and deliverables, including travel, up to 2 training sessions of COMMISSION staff, and all expenses described in the Scope of Services (Exhibit A) and Fee Schedule (Exhibit B). Fixed fees shall be payable only upon successful closing of the financing, as outlined in Exhibit B.
- C. Special services, if required, and subject to approval by COMMISSION Contract Manager, shall be compensated at hourly rates stipulated in the Fee Schedule (Exhibit B).
- D. Costs for book binding of transcripts and newspaper publication of legal notices, if any, are excluded from the fixed fees and shall be billed separately upon prior written approval by the COMMISSION.
- E. Reimbursement for transportation and subsistence costs shall not exceed the per diem rates authorized to be paid rank and file State employees under current State Department of Personnel Administration (Cal HR).
- F. Progress payments will be made no more than monthly in arrears based on satisfactory services provided and allowable incurred costs.
- G. No payment will be made prior to approval of any work by the COMMISSION'S Contract Manager, nor for any work performed prior to approval of this CONTRACT.
- H. This CONTRACT is valid and enforceable only, if sufficient funds are made available to COMMISSION for the purpose of this CONTRACT. It is mutually agreed that if sufficient funds are not appropriated, this CONTRACT may be amended to reflect any reduction in funds.
- I. The CONSULTANT will be reimbursed after receipt by the COMMISSION's Contract Manager of invoices. Invoices shall be sent to the COMMISSION's Contract Manager:

Santa Cruz County Regional Transportation Commission
Attn: Nisha Singh, Director of Internal Services
nsingh@scrtc.org and accountspayable@scrtc.org

The invoices must include the following information:

1. This CONTRACT number and project title;
2. Description of services performed and the dates;

3. Fee schedule (initial or subsequent *Series of Measure D Bonds*)
4. Labor (staff name, hours charged, hourly billing rate, current charges and cumulative charges) performed during the billing period by task;
5. Itemized expenses incurred during the billing period, if any;
6. Total invoice/payment requested; and
7. Total amount previously paid under this CONTRACT.

3. TERM.

- A. The CONTRACT shall end on June 30, 2029, unless earlier terminated or extended by contract amendment.
- B. The CONSULTANT is advised that this CONTRACT is not binding and enforceable until it is fully executed.

4. TERMINATION.

- A. This CONTRACT may be terminated by COMMISSION, for cause or without cause provided that COMMISSION gives not less than ten (10) calendar days written notice of its intent to terminate and in the event of termination for cause, provides the reasons for termination stated in the notice.
- B. COMMISSION may temporarily suspend this CONTRACT, at no additional cost to COMMISSION provided that CONSULTANT is given written notice of temporary suspension. If COMMISSION gives such notice of temporary suspension, CONSULTANT shall immediately suspend its activities under this CONTRACT. A temporary suspension may be issued concurrent with the notice of termination.
- C. Notwithstanding any provisions of this CONTRACT, CONSULTANT shall not be relieved of liability to the COMMISSION by termination of this CONTRACT for damages sustained by COMMISSION by virtue of any breach of this CONTRACT by CONSULTANT, and COMMISSION may withhold any payments due to CONSULTANT until such time as the exact amount of damages, if any, due to COMMISSION from CONSULTANT is determined.
- D. If COMMISSION terminates this CONTRACT with CONSULTANT, COMMISSION shall pay CONSULTANT the sum due to CONSULTANT under this CONTRACT for services satisfactorily performed prior to termination, unless the cost of completion to COMMISSION exceeds the funds remaining in the CONTRACT in which case the overage shall be deducted from any sum due CONSULTANT under this

CONTRACT and the balance, if any, shall be paid to CONSULTANT upon demand.

- E. Upon termination, COMMISSION shall be entitled to all CONSULTANT'S work produced under this CONTRACT, including, but not limited to, reports, investigations, appraisals, inventories, studies, analysis, drawing and data estimates performed to that date, whether or not complete.
- F. COMMISSION may terminate this CONTRACT for CONSULTANT'S default if a federal or State proceeding for the relief of debtors is undertaken by or against CONSULTANT, or CONSULTANT'S principal, or if CONSULTANT or CONSULTANT'S principal makes an assignment for the benefit of creditors.
- G. CONSULTANT may terminate this CONTRACT by giving the COMMISSION at least one hundred and twenty (120) days advance written notice. CONSULTANT shall be liable for any and all reasonable costs incurred by COMMISSION as a result of such early termination, default, including but not limited to re-procurement costs of the same or similar services defaulted or not provided by CONSULTANT under this CONTRACT.

5. INDEMNIFICATION FOR DAMAGES, TAXES AND CONTRIBUTIONS.

To the fullest extent permitted by law, CONSULTANT shall exonerate, indemnify, defend, protect, and hold harmless the COMMISSION, its governing body, officers, officials, agents, employees and volunteers from and against:

- A. Any and all claims, demands, costs, damages, losses, expenses, or liability arising from or connected with the services provided under this CONTRACT due to the recklessness, willful misconduct or negligent acts, errors, or omissions of the CONSULTANT, its officers, employees, volunteers, or agents. The CONSULTANT will reimburse COMMISSION for any expenditure, including reasonable attorney's fees, incurred by COMMISSION in defending against claims ultimately determined to be due to recklessness, willful misconduct or to negligent acts, errors, or omissions of the CONSULTANT, its officers, employees, volunteers, or agents.
- B. Any and all federal, State and local taxes, charges, fees, penalties, or contributions required to be paid with respect to CONSULTANT and CONSULTANT'S officers, employees, volunteers, and agents engaged in the performance of this CONTRACT (including, without limitation, unemployment insurance, social security, and payroll tax withholding).

- C. In the event that CONSULTANT or any employee, agent, or of CONSULTANT providing services under this CONTRACT is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of COMMISSION, CONSULTANT shall indemnify, defend, and hold harmless COMMISSION for the payment of any employee and/or employer contributions for PERS benefits on behalf of CONSULTANT or its employees, agents, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of COMMISSION.
- D. The provisions of this section shall survive expiration, termination, or suspension of this CONTRACT.

6. INSURANCE. CONSULTANT, at its sole cost and expense, for the full term of this CONTRACT, and any extensions thereof, shall obtain and maintain at minimum compliance with all of the following insurance coverage(s) and requirements. Such insurance coverage shall be primary coverage as respects COMMISSION and any insurance or self-insurance maintained by COMMISSION shall be excess of CONSULTANT'S insurance coverage and shall not contribute to it. Insurance is to be placed with insurers reasonably acceptable to COMMISSION.

A. Types of Insurance and Minimum Limits

1. Workers' Compensation in the minimum statutorily required coverage amounts. This insurance coverage shall not be required if the CONSULTANT has no employees and certifies to this fact by initialing here: ____ / ____.
2. Automobile Liability Insurance for vehicles used in the performance of this CONTRACT, including non-owned (e.g., owned by CONSULTANT'S employees) and leased or hired vehicles, in the minimum amount of one million dollars (\$1,000,000) combined single limit per occurrence for bodily injury and property damage.
3. Comprehensive or Commercial General Liability Insurance coverage at least as broad as ISO form CG 00 01, with a minimum limit of two million dollars (\$2,000,000) per occurrence, and two million dollars (\$4,000,000) in the aggregate, including coverage for: (a) products and completed operations, (b) bodily and personal injury, (c) broad form property damage, (d) contractual liability, and (e) cross-liability.
4. Professional Liability Insurance in the minimum amount of one million dollars (\$1,000,000) combined single limit, if, and only if, this Subparagraph is initialed by CONSULTANT and COMMISSION here: ____ / ____.

If CONSULTANT normally carries insurance in an amount greater than the minimum amount required by the COMMISSION for this CONTRACT, that greater amount shall become the minimum required amount of insurance for purposes of this CONTRACT. Therefore, CONSULTANT hereby acknowledges and agrees that any and all insurances carried by it shall be deemed liability coverage for any and all actions it performs in connection with this CONTRACT.

B. Other Insurance Provisions

1. If any insurance coverage required in this CONTRACT is provided on a "Claims Made" rather than "Occurrence" form, CONSULTANT agrees that the retroactive date thereof shall be no later than the effective date of this CONTRACT, and that it shall maintain the required coverage for a period of three (3) years after the expiration of this CONTRACT (hereinafter "POST CONTRACT COVERAGE") and any extensions thereof. CONSULTANT may maintain the required POST CONTRACT COVERAGE by renewal or purchase of prior acts or tail coverage. The COMMISSION will not be responsible for any premiums or assessments on the policy.
2. All policies of Commercial General Liability Insurance shall be endorsed to cover the Santa Cruz County Regional Transportation Commission, its officials, employees, agents and volunteers, as additional insureds with respect to liability arising out of the work or operations and activities performed by or on behalf of, the CONSULTANT, including materials, parts or equipment furnished in connection with such work or operations. Endorsements shall be at least as broad as ISO Form CG 20 10 11 85 or both CG 20 10 10 01 and CG 20 37 10 01, covering ongoing operations and products and completed operations.
3. CONSULTANT agrees to provide its insurance broker(s) with a full copy of these insurance provisions and provide COMMISSION on or before the effective date of this CONTRACT with Certificates of Insurance and endorsements for all required coverages. The Certificates of Insurance must note whether the policy does or does not include any self-insured retention and also must disclose the deductible. The certificates shall require the carrier to notify COMMISSION in writing of any material change, cancellation, termination or non-renewal of the coverage at least thirty days (30) days in advance of the effective date of such cancellation, or material change, or non-renewal. Insurance shall not be canceled until after ten (10) days prior written notice in the event of nonpayment of premium. Failure to obtain the required documents prior to the work beginning shall not waive the CONSULTANT's

obligation to provide them. All Certificates of Insurance and endorsements shall be delivered or sent via email to:

contracts@sccrtc.org

4. If any insurance policy of CONSULTANT required by this CONTRACT includes language conditioning the insurer's legal obligation to defend or indemnify COMMISSION on the performance of any act(s) by the named insured, then said insurance policy, by endorsement, shall also name the COMMISSION as a named insured. Notwithstanding the foregoing, both the CONSULTANT and its insurers agree that by naming the COMMISSION as a named insured, the COMMISSION may at its sole direction, but is not obligated to, perform any act required by the named insured under said insurance policies.
5. CONSULTANT shall do all things required to be performed by it pursuant to its insurance policies including but not limited to paying within five (5) workdays, all deductibles and self-insured retentions (SIR) required to be paid under any insurance policy that may provide defense or indemnity coverage to COMMISSION or any additional insured. If CONSULTANT'S insurance policy includes a self-insured retention that must be paid by a named insured as a precondition of the insurer's liability, or which has the effect of providing that payments of the self-insured retention by others, including additional insureds or insurers do not serve to satisfy the self-insured retention, such provisions must be modified by special endorsement so as to not apply to the additional insured coverage required by this CONTRACT so as to not prevent any of the parties to this CONTRACT from satisfying or paying the self-insured retention required to be paid as a precondition to the insurer's liability.
6. CONSULTANT hereby grants to COMMISSION a waiver of any right of subrogation which any insurer of said CONSULTANT may acquire against the COMMISSION by virtue of the payment of any loss under such insurance. CONSULTANT agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the COMMISSION has received a waiver of subrogation endorsement from the insurer.

7. FEDERAL, STATE AND LOCAL LAWS.

- A. CONSULTANT warrants that in the performance of this CONTRACT, it shall exercise usual and customary professional care in its efforts to comply with all applicable federal, state and local laws, statutes and ordinances and all lawful orders, rules and regulations promulgated thereunder. In the event of a conflict between the laws and lawful regulations of any government entities having jurisdiction over the project, the CONSULTANT shall notify COMMISSION of the nature and

impact of such conflict. The COMMISSION agrees to cooperate and work with the CONSULTANT in an effort to resolve any conflict.

- B. Those laws, statutes, ordinances, rules, regulations and procedural requirements that are imposed on COMMISSION as a recipient of federal or state funds are imposed on CONSULTANT.

8. NON-DISCRIMINATION AND COMPLIANCE PROVISIONS. During and in relation to the performance of this CONTRACT, CONSULTANT agrees to the following:

- A. The CONSULTANT shall not unlawfully discriminate, harass, or allow discrimination or harassment against any employee, applicant for employment, or subconsultant in any manner prohibited by Federal, State and local laws, including but not limited to race, color, sex, gender, religious creed, national origin, ancestry, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), marital status, sexual orientation, age (over 40), veteran status, or combination of protected categories denial of family and medical care leave and denial of pregnancy disability leave, or any other non-merit factor unrelated to job duties.
- B. CONSULTANT shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. CONSULTANT and subconsultants shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 8113 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this CONTRACT by reference and made a part hereof as if set forth in full. CONSULTANT and its subconsultants shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other CONTRACT.
- C. Such action shall include, but not be limited to, the following: recruitment; advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training (including apprenticeship), employment, upgrading, demotion, or transfer. The CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notice setting forth the provisions of this non-discrimination clause.
- D. CONSULTANT shall comply fully with all federal, State and local laws and regulations which prohibit discrimination. The CONSULTANT's signature affixed herein, and dated, shall constitute a certification under penalty of perjury under the laws of the State of California that

the CONSULTANT has, unless exempt, complied with, the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Administrative Code, Section 8103.

- E. Consultant shall permit access to all records of employment, employment advertisements, application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission or any other agency of the State of California designated by STATE to investigate compliance with this Article.
- F. In the event of CONSULTANT'S non-compliance with the non-discrimination clauses of this CONTRACT or with any of the said rules, regulations or orders the COMMISSION may cancel, terminate or suspend the CONTRACT in whole or in part. CONSULTANT may also be declared ineligible for further contracts with the COMMISSION.

9. HARASSMENT. The COMMISSION maintains a strict policy prohibiting unlawful harassment, including sexual harassment, in any form, including verbal, physical and visual harassment by any employee, supervisor, manager, officer or board member, or agent of the employer. Vendors, contractors, and consultants shall not engage in conduct that has an effect of unreasonably interfering with a COMMISSION employee's work performance or creates an intimidating, hostile or offensive work environment.

10. CONFLICT OF INTEREST.

- A. CONSULTANT shall disclose any financial, business, or other relationship with COMMISSION that may have an impact upon the outcome of this CONTRACT, or any ensuing COMMISSION construction project. CONSULTANT shall also list current clients who may have a financial interest in the outcome of this CONTRACT, or any ensuing COMMISSION construction project, which will follow.
- B. CONSULTANT hereby certifies that it does not now have, nor shall it acquire any financial or business interest that would conflict with the performance of services under this contract.

11. LICENSES. If a license of any kind is required of CONSULTANT, its employees, agents, or subconsultants by Federal or State law, CONSULTANT warrants that such license has been obtained, is valid and in good standing, that CONSULTANT shall keep it in effect at all times during the terms of this CONTRACT, and that any applicable bond has been posted in accordance with all applicable laws and regulations.

12. INDEPENDENT CONSULTANT STATUS.

CONSULTANT and COMMISSION have reviewed and considered the principal test and secondary factors herein and agree that CONSULTANT is an independent CONSULTANT and not an employee of COMMISSION.

CONSULTANT is responsible for all insurance (workers compensation, unemployment, etc.) and all payroll related taxes. CONSULTANT is not entitled to any employee benefits. COMMISSION agrees that CONSULTANT shall have the right to control the manner and means of accomplishing the result contracted for herein.

1. PRINCIPAL TEST: The CONSULTANT rather than COMMISSION has the right to control the manner and means of accomplishing the result contracted for.
2. SECONDARY FACTORS: (a) The extent of control which, by CONTRACT, COMMISSION may exercise over the details of the work is slight rather than substantial; (b) CONSULTANT is engaged in a distinct occupation or business; (c) In the locality, the work to be done by CONSULTANT is usually done by a specialist without supervision, rather than under the direction of an employer; (d) The skill required in the particular occupation is substantial rather than slight; (e) The CONSULTANT rather than the COMMISSION supplies the instrumentalities, tools and work place; (f) The length of time for which CONSULTANT is engaged is of limited duration rather than indefinite; (g) The method of payment of CONSULTANT is by the job rather than by the time; (h) The work is part of a special or permissive activity, program, or project, rather than part of the regular business of COMMISSION; (i) CONSULTANT and COMMISSION believe they are creating an independent CONSULTANT relationship rather than an employer-employee relationship; and (j) The COMMISSION conducts public business.

It is recognized that it is not necessary that all secondary factors support creation of an independent CONSULTANT relationship, but rather that overall there are significant secondary factors which indicate that CONSULTANT is an independent CONSULTANT.

By their signatures to this CONTRACT, each of the undersigned certifies that it is their considered judgment that the CONSULTANT engaged under this CONTRACT is in fact an independent CONSULTANT.

13. RETENTION OF RECORDS/AUDIT.

- A. For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable and other matters connected with the performance of the contract pursuant to Government Code 8546.7; CONSULTANT and COMMISSION shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of the contract, including but not limited to, the costs of

administering the contract. All parties shall make such materials available at their respective offices at all reasonable times during the contract period and for four years from the date of final payment under the contract. The state, State Auditor, COMMISSION, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of CONSULTANT and its certified public accountants (CPA) work papers that are pertinent to the contract and indirect cost rates (ICR) for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested. If any action has occurred relative to the records, the records must be retained until completion of the action and resolution of all issues that arise from it.

- B. CONSULTANT shall establish and maintain, an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support Requests for Reimbursement which segregate and accumulate the costs of work elements by line item (i.e direct labor, other direct costs, etc.) and enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

14. INSPECTION OF WORK. The CONSULTANT shall permit the COMMISSION or the State, to review and inspect the project activities and files at all reasonable times during the term of this CONTRACT including review and inspection on a daily basis.

15. ACKNOWLEDGMENT. CONSULTANT shall acknowledge in all reports and literature that the material is prepared for and on behalf of the COMMISSION.

16. CONFIDENTIALITY OF DATA.

- A. All financial, statistical, personal, technical, or other data and information relative to COMMISSION's operations, which are designated confidential by COMMISSION and made available to CONSULTANT in order to carry out this contract, shall be protected by CONSULTANT from unauthorized use and disclosure.
- B. Permission to disclose information on one occasion, or public hearing held by COMMISSION relating to the contract, shall not authorize CONSULTANT to further disclose such information, or disseminate the same on any other occasion.
- C. CONSULTANT shall not comment publicly to the press or any other media regarding the CONTRACT or COMMISSION's actions on the same, except to COMMISSION's staff, CONSULTANT's own personnel involved in the performance of this contract, at public hearings or in response to questions from a Legislative committee.

D. CONSULTANT shall not issue any news release or public relations item of any nature, whatsoever, regarding work performed or to be performed under this CONTRACT without prior review of the contents thereof by COMMISSION, and receipt of COMMISSION'S written permission.

17. AUDIT REVIEW PROCEDURES.

- A. Any dispute concerning a question of fact arising under an interim or post-completion audit of this CONTRACT that is not disposed of by CONTRACT, shall be reviewed by the COMMISSION'S Contract Manager.
- B. Not later than 30 days after issuance of the final audit report, the CONSULTANT may request a review by the COMMISSION'S Executive Director of unresolved audit issues. The request for review will be submitted in writing. The Executive Director's determination regarding such dispute shall be final unless the Executive Director determines, in its sole discretion, that the dispute shall be determined by the COMMISSION.
- C. Neither the pendency of a dispute nor its consideration by the COMMISSION will excuse the CONSULTANT from full and timely performance, in accordance with the terms of this contract.

18. SUBCONTRACTING.

- A. Nothing contained in this CONTRACT or otherwise, shall create any contractual relation between COMMISSION and any subconsultant(s), and no subcontract shall relieve CONSULTANT of its responsibilities and obligations hereunder. CONSULTANT agrees to be as fully responsible to COMMISSION for the acts and omissions of its subconsultant(s) and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by CONSULTANT. CONSULTANT's obligation to pay its subconsultant(s) is an independent obligation from COMMISSION'S obligation to make payments to the CONSULTANT.
- B. The CONSULTANT shall perform the work contemplated with resources available within its own organization; and no portion of the work pertinent to this CONTRACT shall be subcontracted without prior written authorization by the COMMISSION'S Contract Manager, except that, which is expressly identified in the approved Fee Schedule (Exhibit B).
- C. CONSULTANT shall pay its subconsultants within fifteen (15) calendar days from receipt of each payment made to CONSULTANT by COMMISSION.

- D. All subcontracts entered into as a result of this CONTRACT shall contain all the provisions stipulated in this CONTRACT to be applicable to subconsultants.
- E. Any substitution of subconsultants must be approved in writing by the COMMISSION's Contract Manager prior to the start of work by the subconsultant.
- F. Any subcontract in excess of \$25,000 entered into as a result of this CONTRACT, shall contain all the provisions required by this CONTRACT to be applicable to those subconsultants.

19. REBATES, KICKBACKS OR OTHER UNLAWFUL CONSIDERATION.

The CONSULTANT warrants that this CONTRACT was not obtained or secured through rebates, kickbacks, or other unlawful consideration, either promised or paid to any COMMISSION employee. For breach or violation of this warranty, COMMISSION shall have the right in its discretion; to terminate the CONTRACT without liability; to pay only for the value of the work actually performed; or to deduct from the contract price; or otherwise recover the full amount of such rebate, kickback or other unlawful consideration.

20. BROKERAGE OR OTHER FEES. CONSULTANT warrants that s/he has not employed or retained any company or person, other than a bona fide employee working for the CONSULTANT, to solicit or secure this CONTRACT, and that s/he has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or formation of this CONTRACT. For breach or violation of this warranty, the COMMISSION shall have the right to annul this CONTRACT without liability, or at its discretion to deduct from the CONTRACT price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee."

21. FORCE MAJEURE. Neither COMMISSION nor CONSULTANT will be liable for any breach or failure to perform under this CONTRACT or any other documents incorporated by reference herein if such breach or failure to perform is due to acts beyond the reasonable control of such party, which include by way of illustration, but not limitation, acts of God or public enemy, acts of federal, state, or local government, either in its sovereign or contractual capacity, fire, floods, epidemics, pandemics, and quarantines, civil disobedience, strikes, lock-outs, freight embargoes, or severe weather provided, however, that party which has been so affected will promptly give written notice to the other of the fact that it is unable to so perform and the cause(s) therefore. The party claiming force majeure shall promptly notify the other party of the termination of the event and shall resume its performance under this

CONTRACT immediately upon the cessation of such cause(s). During the period that the performance by one of the parties of its obligations under this CONTRACT has been suspended because of an event of force majeure, the other party may likewise suspend the performance of its obligations under this CONTRACT to the extent that the suspension is reasonable.

22. COMPLETE CONTRACT.

- A. CONTRACT: The two parties to this CONTRACT, who are the before named CONSULTANT and the before named COMMISSION, hereby agree that this CONTRACT constitutes the entire CONTRACT which is made and concluded between the two parties. Both of these parties for and in consideration of the payments to be made, conditions mentioned, and work to be performed; each agree to diligently perform in accordance with the terms and conditions of this CONTRACT as evidenced by the signatures below.
- B. COMMISSION DESIGNEE: The Executive Director of COMMISSION, or their designee, shall have the authority to act for and exercise any of the rights of COMMISSION as set forth in this CONTRACT subsequent to, and in accordance with the authorization granted by the COMMISSION.
- C. COMPLETE CONTRACT, INCLUDING ATTACHMENTS. This CONTRACT includes all exhibits, attachments, and documents incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the terms and conditions of the CONTRACT between COMMISSION and CONSULTANT, and supersedes all prior representations, understandings and communications. The invalidity in whole or in part of any term or condition of this CONTRACT shall not affect the validity of other terms or conditions. The COMMISSION's waiver of CONSULTANT's performance of any term(s) or condition(s) of this CONTRACT shall not be construed as a waiver for any future performance of such term(s) or conditions.

Attachments are:

- Exhibit A: Scope of Services
- Exhibit B: Fee Schedule
- Exhibit C: Levine Act Statement

The undersigned represents and warrants that they are duly authorized to execute and deliver this CONTRACT and that such execution is binding upon the entity for which they are executing this document.

SIGNATURE PAGE

CONTRACT No. TP2602

1. CONSULTANT:

**2. SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION:**

By _____
Brian P. Forbath
President/Partner

By _____
Sarah Christensen
Executive Director

Date _____

Date _____

Stradling Yocca Carlson & Rauth LLP
660 Newport Center Drive, Suite
1600
Newport Beach, CA 92660-6422
949-725-4193
bforbath@stradlinglaw.com

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

3. APPROVED AS TO FORM:

4. APPROVED AS TO INSURANCE:

By _____
Steve Mattas
RTC Counsel

By _____
Yesenia Parra
RTC Administrative Services Officer

Date _____

Date _____

Distribution:

RTC Contract Manager, RTC Contracts, CONSULTANT

EXHIBIT A

STRADLING YOCCA CARLSON & RAUTH LLP – FEE AND RATE SCHEDULES

FEES

Set forth below are schedules setting forth the Firm’s fees as Bond Counsel, Disclosure Counsel and both Bond and Disclosure Counsel. We noted that the fees for Bond Counsel services for the initial series of bonds reflects the work that will need to be performed to structure the master indenture for SCCRTC’s Measure D bond program. Similarly, the fee for Disclosure Counsel services on the initial series of bonds reflects the preparation of SCCRTC’s first offering document. Fees for fixed rate bonds and variable rate bonds differ due to the additional work that will be required in connection with a variable rate bonds financing due to the negotiation of the supporting liquidity facility.

The fixed fees are inclusive of typical costs and expenses incurred in our role as Bond Counsel and Disclosure Counsel, but excludes costs of “book binding” transcripts and newspaper publication of legal notices, if any. The fees below would apply to both a negotiated or competitive sale. The following fees would be contingent upon the successful closing of the financing.

FIXED FEES FOR BOND, DISCLOSURE AND COMBINED BOND AND DISCLOSURE COUNSEL SERVICES

<i>Initial Series of Measure D Bonds-</i>				
<i>Bond Counsel Fee Only (Fixed Rate Bonds)</i>	<i>Bond Counsel Fee Only (Variable Rate Bonds)</i>	<i>Disclosure Counsel Fee Only</i>	<i>Combined Bond and Disclosure Counsel Fee (Fixed Rate Bonds)</i>	<i>Combined Bond and Disclosure Counsel Fee (Variable Rate Bonds)</i>
\$75,000	\$85,000	\$40,000	\$100,000	\$110,000

<i>Subsequent Series of Measure D Bonds-</i>				
<i>Bond Counsel Fee Only (Fixed Rate Bonds)</i>	<i>Bond Counsel Fee Only (Variable Rate Bonds)</i>	<i>Disclosure Counsel Fee Only</i>	<i>Combined Bond and Disclosure Counsel Fee (Fixed Rate Bonds)</i>	<i>Combined Bond and Disclosure Counsel Fee (Variable Rate Bonds)</i>
\$55,000	\$65,000	\$35,000	\$80,000	\$90,000

HOURLY RATES

In the event the Firm is requested to perform special services outside the scope of normal bond counsel services or services following the issuance of Bonds, we would propose to be compensated at the hourly rate of \$690 for Brian Forbath and Carol Lew, \$630 for Jonathan Guz, \$550 for Nicolas Yeager, \$350-475 for associates based on experience, and \$195 for paralegals. These rates are significant reductions from the Firm's "Design Rates" and are only offered to our public entity clients. Time is charged in increments of one-tenth of an hour. Such fees would be billed monthly.

Our services in connection with any TIFIA financings would also be billed at the Firm's discounted hourly rates described above.

In addition to the fees set forth above, we would propose to be reimbursed for the actual cost of any out of-pocket expenses reasonably incurred by the Firm in the course of its employment, such as document delivery and messenger fees, photocopying, electronic research and travel at your direction (at the then current IRS rate), and similar items of expense.

EXHIBIT B

Scope of Work Santa Cruz County Regional Transportation Commission (RTC) Bond Counsel and Disclosure Counsel

Santa Cruz County Regional Transportation Commission (SCCRTC) is seeking proposals for Bond Counsel and Disclosure Counsel services. Firms may submit a response to serve in one or both roles. SCCRTC may appoint separate Bond Counsel and Disclosure Counsel firms or may procure a single firm to serve in both roles.

A. Bond Counsel Services

Serve as SCCRTC's legal counsel in connection with its sales tax revenue bond borrowings. The selected Bond Counsel firm will be required to perform the following upon request of the SCCRTC, as appropriate:

1. Prepare all legal documents for the authorization, issuance, and sale of the bonds, including closing documents and transcripts.
2. Attend working group and due diligence meeting/conference calls as necessary, or when specifically requested by SCCRTC to attend. Attend SCCRTC Commission meetings as necessary and requested.
3. Participate, when requested, in activities associated with rating agency meeting/calls.
4. Provide an objective legal opinion with respect to the valid authorization and issuance of the SCCRTC's bonds and whether the interest paid is tax-exempt under federal and/or state laws and regulations (and other opinions customary for the SCCRTC's issuance of sales tax revenue bonds).
5. Provide continuing advice regarding any necessary actions required of the SCCRTC to ensure that interest will continue to be tax-exempt.
6. Provide any and all legal consultations requested by the SCCRTC concerning the proposed offering at any time after their delivery.
7. Provide guidance to SCCRTC staff, legal counsel, and Municipal Advisor on borrowing authority, legal requirements, and the formulation of the legal structure for sales tax revenue bond issuance.

8. Assist with establishing an agreement between SCCRTC and the California Department of Tax and Fee Administration (CDTFA) regarding the transfer of sales tax revenues to the bond trustee.
9. Review the proposed project list and advise on eligibility for tax-exempt financing under IRS rules, including guidance on spend-down requirements, private use limitations, and other federal tax law considerations.
10. Assist in the preparation of tax regulatory agreements and provide legal support to ensure compliance with post-issuance tax requirements and IRS reporting obligations.

B. Disclosure Counsel Services

Serve as SCCRTC's counsel in connection with the development of its disclosure for the sale and issuance of sales tax revenue bonds. The selected Disclosure Counsel firm will be required to perform the following upon request of the SCCRTC, as appropriate:

1. Consult and work with SCCRTC staff, Municipal Advisor, underwriter(s), and other consultants, to assist in the development of sales tax revenue bond disclosure documents.
2. Provide SCCRTC staff and the SCCRTC Commission guidance on issuer obligations and requirements, as requested. Conduct disclosure training to staff and Commission members as may be requested.
3. Prepare the Preliminary Official Statement and Final Official Statement, the continuing disclosure certificate and other disclosure documents in connection with a public offering.
4. Confer and consult with staff on all matters relating to the Preliminary Official Statement and Final Official Statement.
5. Attend working group and due diligence meeting/conference calls as necessary, or when specifically requested by the SCCRTC to attend. As requested, attend and present at SCCRTC Commission meetings.
6. Review and comment on any investor presentation prepared by the SCCRTC and the underwriter, as needed.
7. Render a disclosure opinion to the SCCRTC and to the underwriter.

8. Provide any and all disclosure consultations requested by the SCCRTC concerning the public offering at any time after their delivery, including disclosure training to the SCCRTC staff and Commission.
9. Provide advice regarding ongoing continuing disclosure and SCCRTC's obligations.

EXHIBIT C

California Levine Act Statement

California Government Code § 84308, commonly referred to as the "Levine Act," precludes an officer of a local government agency from participating in the award of a contract if he or she receives any political contributions totaling more than \$250 in the twelve months preceding the pendency of the contract award, and for three months following the final decision, from the person or company awarded the contract. This prohibition applies to contributions to the officer, or received by the officer on behalf of any other officer, or on behalf of any candidate for office or on behalf of any committee.

A list of the Santa Cruz County Regional Transportation Commission's (RTC) Commissioners and their Alternates is available on the RTC website <https://sccrtc.org/about/commission-members/> and is incorporated herein as if attached. Proposers/bidders are responsible for accessing this link to review the names prior to answering the following questions:

1. Have you or your company, or any agent on behalf of you or your company, made any political contributions of more than \$250 to any RTC commissioner in the 12 months preceding the date of the issuance of this request for qualifications?

YES NO

If yes, please identify the commissioner: _____

2. Do you or your company, or any agency on behalf of you or your company, anticipate or plan to make any political contributions of more than \$250 to any RTC commissioners in the three months following the award of the contract?

YES NO

If yes, please identify the commissioner: _____

Answering yes to either of the two questions above does not preclude RTC from awarding a contract to your firm. It does, however, preclude the identified commissioner(s) from participating in the contract award process for this contract.

2/17/26

Date

(signature of authorized official)

Stradling Yocca Carlson & Runk

Company Name

Brian Forbath, Partner/President

(type or write appropriate name, title)



TO: Santa Cruz County Regional Transportation Commission
FROM: Krista Corwin, Administrative Assistant
RE: Commissioner Travel Expenses

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) authorize the Executive Director to approve expenditures not to exceed \$15,000 incurred by Commissioners travelling on official RTC business in 2026, with preapproval from the Executive Director for such travel.

BACKGROUND

RTC Commissioners have the opportunity to travel on occasion to conduct official business for the Commission. It is the policy of the RTC that any claims by a Commissioner for purchases or travel expenses must be preapproved by the full Commission.

According to RTC policy, Commissioners will be reimbursed for reasonable and necessary transportation-related expenses incurred in the performance of their official duties. This includes traveling to and from authorized meetings, seminars, training sessions, official business-related luncheons, conferences, forum legislative lobbying, and other business-related events, as approved by the Executive Director or his/her designee.

DISCUSSION

It is expected that RTC Commissioners will travel to conduct official RTC business, to conferences and trainings in 2026. Anticipated travel includes the California Counsel of Governments annual conference, the Self Help County Coalition annual conference, the Coast Rail Coordinating Counsel quarterly policy meetings, Legislative Day, and California Transportation Committee meetings. To expedite reimbursement of expenditures, **staff recommends that the Regional Transportation Commission (RTC) authorize the Executive Director to approve expenditures not to exceed \$15,000 incurred by Commissioners travelling on official RTC**

business in 2026, with preapproval from the Executive Director for such travel.

FISCAL IMPACT

Funding for travel expenditures for staff and Commissioners has been included and approved for FY2025-26 and will also be included in the FY2026-27 budget request that will be before the Commission this spring as part of the budget adoption.

SUMMARY

Commissioners are authorized to travel on behalf of the RTC on official business. Policies require pre-approval of Commissioners' travel expenses by the full Commission. Staff recommends that the Commission authorize the Executive Director to approve expenditures for Commissioner travel not-to-exceed \$15,000 for calendar year 2026.

TO: Santa Cruz County Regional Transportation Commission
FROM: Tommy Travers, Transportation Planner
RE: Measure D Taxpayer Oversight Committee Appointments

RECOMMENDATIONS

Staff recommend that the Regional Transportation Commission approve the following appointments to the Measure D Taxpayer Oversight Committee:

1. Appoint new committee member Antonio Rivas representing County supervisory District 4 to the Measure D Taxpayer Oversight Committee; and
 2. Re-appoint the current committee member Mark Johannessen representing County supervisory District 2 to a second two-year term.
-

BACKGROUND

Measure D, the “Santa Cruz County Transportation Improvement Plan Measure,” passed by more than a 2/3 majority of Santa Cruz County voters on November 8, 2016, includes a number of safeguards, audits, and accountability provisions to protect Santa Cruz County taxpayers’ investment. Pursuant to Section 32C of the voter approved measure, the Regional Transportation Commission (RTC), as the directors of the Measure D Authority, is responsible for forming an oversight committee tasked with the following responsibilities:

- Reviewing expenditures by Measure D funding recipients on an annual basis to ensure they conform to the Ordinance and its Expenditure Plan.
- Reviewing the annual audits and reports prepared by independent auditors, describing how funds were spent by each of the Measure D funding recipients.
- Produce a publicly available Annual Report of oversight activities.

In August 2017, the RTC revised its rules and regulations to incorporate the Measure D Taxpayer Oversight Committee in the bylaws for RTC committees consistent with the voter-approved tax measure. In September 2018, the

RTC appointed five members to the newly-formed committee for a term of two years. Each year since, the committee has met two or three times during the first half of the calendar year to review the previous fiscal year's expenditure reports and independent audits from all of the Measure D funding recipients and produce its own annual report.

The first terms of the original five members of the Measure D Taxpayer Oversight Committee expired in September 2020. Since then, new committee members have been appointed as vacancies opened. The committee currently has a vacancy for the seat representing District 4. The committee member from District 2 is seeking reappointment to a second two-year term. The Committee members from Districts 1, 3, and 5 are in the middle of two-year terms.

DISCUSSION

The Measure D Taxpayer Oversight Committee's bylaws state: "Members will serve for a term of two (2) years and may be reappointed up to three (3) times. Members will not serve more than two (2) consecutive terms, if there are other eligible applicants for the position."

RTC staff solicited applications from community members to fill the vacant position from January 13, 2026, to February 11, 2026. During this timeframe, staff heavily promoted the application period through existing RTC channels of communication, including the RTC website, eNews, Facebook, Twitter, Nextdoor, newspaper ads, and targeted emails to community groups.

In total, four applications were received for District 4. RTC staff reviewed the submitted applications and worked with District 4 Commissioner/Supervisor Felipe Hernandez on choosing the candidate to recommend to the Commission for approval to fill the vacant seat on the committee. The recommended applicant's application as well as the recommended reappointment committee member's application are available as Attachment 1.

RTC staff recommends that the RTC appoint to the Measure D Taxpayer Oversight Committee new committee member Antonio Rivas representing County supervisory District 4 and re-appoint the current committee member Mark Johannessen representing County supervisory District 2 to a second two-year term.

FISCAL IMPACT

There are no new fiscal impacts associated with appointing members to the RTC's Measure D Taxpayer Oversight Committee.

SUMMARY

The Measure D Taxpayer Oversight Committee functions best when all committee membership positions are filled. The committee currently has a vacancy for the committee member from Districts 4. The committee member from District 2 is seeking reappointment to a second two-year term. In total, four applications were received by applicants interested in the vacancy. RTC staff reviewed the applications and consulted with the corresponding County Supervisor/Commissioner for the district.

Attachments:

1. Nominated Committee Member Applications

[https://rtcsc.sharepoint.com/RTC Staff Reports/RTC2026/03/Consent/TOC appointment/Staff Report_MD TOC Appointment_2026.docx](https://rtcsc.sharepoint.com/RTC%20Staff%20Reports/RTC2026/03/Consent/TOC%20appointment/Staff%20Report_MD%20TOC%20Appointment_2026.docx)

Date: January 13, 2026 at 9:47:17 PM MST
Subject: New TOC Application Submission

Name
Antonio Rivas
Home Address
-redacted-
Email
-redacted-
Phone
-redacted-
Statement of Interest
To provide input and make sure the funds are distribute fairly to the needed communities.. Former Mayor of Watsonville and presently Member of California Senior Legislative..
Committee Experience
Former Mayor of Watsonville, Santa Cruz Senior Commissioner, Santa Cruz County Behavioral Advisory Board, California Senior Legislative Board Member
Demographics
I'm bilingual and bicultural,, Resident of Watsonville over 40 years,,
Certification

✓ I certify that the information provided in the application is true and complete to the best of my knowledge, that I live in Santa Cruz County, that I am neither an elected official of any government agency nor an employee of any agency or organization that either oversees or implements projects funded from the proceeds of the Measure D sales tax

Application for the Santa Cruz County Measure D Taxpayer Oversight Committee



The Santa Cruz County Regional Transportation Commission (SCCRTC) invites residents of Santa Cruz County to serve on the **Measure D Taxpayer Oversight Committee (TOC)**. The Oversight Committee is responsible for the following (as set forth in the voter-approved Measure D Ordinance):

- A. Review Expenditure Plan expenditures on an annual basis to ensure that they conform to the Ordinance.
- B. Review the annual audit and report prepared by an independent auditor, describing how funds were spent.
- C. Produce a publicly available Annual Report of Oversight Activities issued to the Regional Transportation Commission with findings regarding compliance with the requirements of Measure D and its Expenditure Plan.

Meetings: Maximum of four (4) per year **Term:** Two (2) years with option for reappointment

Name: Mark Johannessen

Home Address: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

Please provide responses to the following sections (either in this document or on a separate attachment).

1. **Statement of Interest:** Provide a brief statement indicating why you are interested in serving on the Measure D Taxpayer Oversight Committee.
2. **Experience:** Describe any relevant work or volunteer experience that would make you qualified for this appointment, including if you have an accounting or fiscal management background.
3. **Committee Experience:** Describe any experience you have had serving on commissions, boards, or committees, including if you are currently a member of any commissions, boards, or committees.
4. **Demographics:** The voter-approved Measure D Ordinance states that the Oversight Committee will fairly represent the "social, cultural, and economic diversity of Santa Cruz County to ensure maximum benefit for transportation users." **Describe how you are representative of Santa Cruz County residents and taxpayers.** This may include information about ethnicity, race, where you were born, first language or languages spoken at home, age, gender, if you have a disability, occupation, household income and household size, where you live (e.g. neighborhood, urban, rural, suburban, if you rent or own your home or if you are unhoused or have been in the past), etc. *(Note- you are not required to*

provide information on these demographics, but it will help the RTC measure how well committees reflect the community and meet the requirements of the Ordinance.)

Members of the Measure D Oversight Committee must be Santa Cruz County residents who are neither elected officials of any government, nor employees from any agency or organization* that either oversees or implements projects funded from the proceeds of the Measure D sales tax.

Certification: I certify that the information provided in the application is true and complete to the best of my knowledge, that I live in Santa Cruz County, that I am neither an elected official of any government agency nor an employee of any agency or organization that either oversees or implements projects funded from the proceeds of the Measure D sales tax:

Signature: 

Date: 1/18/24

Return completed to:
Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060,
or email to samuz@scrtc.org

Measure D Information:
www.scrtc.org/move

**Entities that oversee or implement projects funded from the proceeds of the Measure D sales tax include city or county public works departments in Santa Cruz County, Santa Cruz METRO, Lift Line, the Santa Cruz County Regional Transportation Commission (SCRTC), Caltrans.*

Santa Cruz Measure D Taxpayer Oversight Committee
Application Attachment
Mark Johannessen

1. Statement of interest: It is incredibly important that limited taxpayer funds are effectively and efficiently used for the stated purposes for which the public has authorized, in this case Measure D, and for transparency with the public on the use of the funds, presented in an understandable manner. I would like to be involved with this process to help strengthen the trust between the public and elected officials on the SCCRTC.

2. Experience: I am an attorney and a CPA and have had experience on panels such as this as an elected official (city council and vice-mayor of the City of West Sacramento), and in a non-elected capacity on a citizens' bond oversight committee. As a councilmember I have had experience in budgeting, monitoring use of funds, and reporting on local sale tax measures.

3. Committee experience: The following are committees, boards, and commissions on which I currently or have served:

Current Commissioner – Santa Cruz County Commission on Aging

Current member of the Santa Cruz-San Benito County Area Agency on Aging

Past president Santa Cruz County Bar Association

Chair of the California Senate Advisory Commission on Cost Control in State Government

Member of the West Sacramento City Council (2006-2018)

Commissioner on the Port of West Sacramento governing board.

Vice-chair of the Yolo Housing Authority

Commissioner with the Yolo-Solano Air Quality Management District

Member of the Yolo County 10-Year Plan to End Homelessness Executive Commission

Judge Pro Tem, Santa Cruz County Superior Court

AGENDA: March 5, 2026

TO: Santa Cruz County Regional Transportation Commission
FROM: Krista Corwin, Administrative Assistant II
RE: Monthly Meeting Schedule

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

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

Attachments:

1. Three Month Meeting Schedule

Three Month Meeting Schedulewww.sccrtc.org**March 5, 2026 RTC Meeting**

March 2026-May 2026

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

Date	Day	Meeting Body	Time	Place
03/05/26	Thu	Regional Transportation Commission	9:00am	Scotts Valley
03/12/26	Thu	Budget & Admin/Personnel Committee	1:30pm	RTC Office
03/18/26	Wed	Safe on 17 Taskforce	10:00am	RTC Office
03/19/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
<hr/>				
04/02/26	Thu	Regional Transportation Commission	9:00am	Watsonville
04/13/26	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
04/14/26	Tue	Elderly & Disabled Transportation Advisory Committee	1:30pm	Aptos Library
04/16/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
<hr/>				
05/07/26	Thu	Regional Transportation Commission	9:00am	Watsonville
05/11/26	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
05/15/26	Tue	Elderly & Disabled Transportation Advisory Committee	1:30pm	RTC Office
05/21/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office

- *Aptos Library – 7695 Soquel Drive, Aptos, CA*
- *RTC Office – 1101 Pacific Avenue, Suite 250A, Santa Cruz, CA*
- *Scotts Valley – 1 Civic Center Drive, Scotts Valley, CA*
- *Watsonville – 275 Main Street, Watsonville, CA*

AGENDA: March 5, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Krista Corwin, Administrative Assistant II

RE: Correspondence Log

The Correspondence Log is included in the meeting packet to inform the Commission of correspondence from members of the public on matters within its jurisdiction and from members of the Commission and its staff to other agencies. The correspondence log and the accompanying Full Comments (linked in the upper right-hand corner of the first page of the log) demonstrate the value the Commission places on transparency and responsiveness.

Attachments:

1. Correspondence Log

Correspondence Log (01/26/2026-02/23/2026)

RTC March 5, 2026

TO							From			Link to Full Comments
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
01/15/26	Email	Incoming	RTC Staff 2.18.2026	Amanda	Marino	SCCRTC	Michael	Pisano	E&DTAC	Suggestion to add a mobile charger to the Highway 17 Freeway Service Patrol (FSP) Program
01/26/26	Email	Incoming	RTC Staff 1.26.2026	Grace	Blakeslee	SCCRTC	Kevin	Maguire	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
01/26/26	Email	Incoming	RTC Staff 1.26.2026	Grace	Blakeslee	SCCRTC	Jack	Brown	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
01/26/26	Email	Incoming	RTC Staff 1.26.2026	Tommy	Travers	SCCRTC	Blake	Holiday	Ben Lomond Village Alliance	Comments on the RTP-2050 Draft plan
01/26/26	Email	Incoming	RTC Staff 1.29.2026	Tommy	Travers	SCCRTC	Jeff	Maxwell	Zayante Fire Protection District	Comments on the RTP-2050 Draft plan
01/26/26	Email	Incoming	RTC Staff 1.29.2026	RTC		SCCRTC	Don	Lauritson	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
01/26/26	Email	Incoming	RTC Staff 1.29.2026	RTC		SCCRTC	Catherine	Bavaree	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
01/26/26	Email	Incoming	RTC Staff 1.29.2026	RTC		SCCRTC	Peter	Stanger	Resident	Comments on Feb 5, 2026 RTC Agenda Item 20 re: Coastal Rail Trail
01/26/26	Email	Incoming	RTC Staff 1.29.2026	RTC		SCCRTC	Tom	Brady	Resident	Comments on Feb 5, 2026 RTC Agenda Item 20 re: Coastal Rail Trail
01/26/26	Email	Incoming	RTC Staff 1.29.2026	RTC		SCCRTC	Dwayne	Dawson	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail

Correspondence Log (01/26/2026-02/23/2026)

RTC March 5, 2026

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
01/26/26	Email	Incoming	RTC Staff 1.29.2026	RTC		SCCRTC	Brian	Peoples	Trail Now	Comments on Feb 5, 2026 RTC Agenda Item 20 re: Coastal Rail Trail
01/26/26	Email	Incoming	RTC Staff 1.29.2026	RTC		SCCRTC	Doug	Huskey	Resident	Comments on Feb 5, 2026 RTC Agenda Item 20 re: Coastal Rail Trail
01/28/26	Email	Incoming	n/a	Tommy	Travers	SCCRTC	Sonja	Brunner	City Council Santa Cruz	Comments on communication re: "Applications being accepted for Measure D Oversight Committee"
01/28/26	Email	Incoming	B.Goodman 2.24.2026	Brianna	Goodman	SCCRTC	Andy	Dashwood	Resident	Comments on San Vicente-Waddell Creek Coastal Resiliency Community Workshop
01/29/26	Email	Incoming	RTC Staff 1.29.2026	Max	Friedman	SCCRTC	Jack	Brown	Resident	Comments on Feb 5, 2026 RTC Agenda Item 8 re: State and Federal Legislative Program
01/29/26	Email	Incoming	RTC Staff 1.29.2026	RTC		SCCRTC	Kevin	Maguire	Bike Santa Cruz County	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
01/29/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Corrina	McFarlane	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
01/29/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Laura	Livingston	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
01/29/26	Email	Incoming	RTC Staff 2.2.2026	Tommy	Travers	SCCRTC	Mark	Bingham	Boulder Creek Fire Protection District	Comments on the RTP-2050 Draft plan
01/29/26	Email	Incoming	RTC Staff 2.2.2026	Tommy	Travers	SCCRTC	Brett	Garrett	Santa Cruz PRT	Comments on the RTP-2050 Draft plan

Correspondence Log (01/26/2026-02/23/2026)

RTC March 5, 2026

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
01/29/26	Email	Incoming	RTC Staff 2.2.2026	Tommy	Travers	SCCRTC	Brett	Garrett	Resident	Additional/personal comments on the RTP-2050 Draft plan
01/29/26	Email	Incoming	RTC Staff 2.2.2026	Tommy	Travers	SCCRTC	Ryan	-	Resident	Comments on the RTP-2050 Draft plan
01/30/26	Email	Incoming	T.Travers 1.30.2026	Tommy	Travers	SCCRTC	Brandy	Rider	Caltrans District 5	Comments on the RTP-2050 Draft plan
01/30/26	Email	Incoming	RTC Staff 2.2.2026	Tommy	Travers	SCCRTC	James	Helmer	Resident	Comments on the RTP-2050 Draft plan
01/30/26	Email	Incoming	RTC Staff 2.2.2026	Tommy	Travers	SCCRTC			Santa Cruz YIMBY	Comments on the RTP-2050 Draft plan
01/30/26	Email	Incoming	RTC Staff 2.2.2026	Tommy	Travers	SCCRTC	Matt	Farrell	Friends of the Rail and Trail	Comments on the RTP-2050 Draft plan
01/30/26	Email	Incoming	RTC Staff 2.2.2026	Tommy	Travers	SCCRTC	James	Helmer	Resident	Comments on the RTP-2050 Draft plan (Additional)
01/30/26	Email	Incoming	G.Blakeslee 2.24.2026	Grace	Blakeslee	SCCRTC	Tim	Miller	Resident	Question Re: fencing along the trail corridor on the North Coast
01/30/26	Email	Incoming	RTC Staff 2.2.2026	Brianna	Goodman	SCCRTC	Chrissie	Klinkowski	Resident	Rural Highways Safety Plan Comment
01/30/26	Email	Incoming	RTC Staff 2.2.2026	Tommy	Travers	SCCRTC	Rosemary	Sarka	Roaring Camp	Comments on the RTP-2050 Draft plan

Correspondence Log (01/26/2026-02/23/2026)

RTC March 5, 2026

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
01/30/26	Email	Incoming	RTC Staff 2.2.2026	Tommy	Travers	SCCRTC	Dianne	Dryer	Resident	Comments on the RTP-2050 Draft plan
01/30/26	Certified Mail	Outgoing	n/a	Andrea	Dobbelmann	Progressive Rail	Sarah	Christensen	SCCRTC	Re: January 22, 2026, SP&P Response to January 16, 2026, Notice of Default and Termination of Administration Coordination and License (ACL) Agreement
01/31/26	Email	Incoming	RTC Staff 2.2.2026	Brianna	Goodman	SCCRTC	Steve & Vivian	Leib	Resident	Rural Highways Safety Plan Comment
01/31/26	Email	Incoming	RTC Staff 2.2.2026	Max	Friedman	SCCRTC	Nadene	Thorne	Resident	Comments on Feb 5, 2026 RTC Agenda Item 8 re: State and Federal Legislative Program
01/31/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Bruce	Sawhill	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
01/31/26	Email	Incoming	S.Topp 2.20.2026	Sierra	Topp	SCCRTC	Mark	Hucklebridge	Resident	Inquiry regarding e-bike safety education
01/31/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Doug	Mann	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/01/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Keiji	Muramoto	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/01/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Eva	Brunner	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/01/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Genevieve	Heth	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail

Correspondence Log (01/26/2026-02/23/2026)

RTC March 5, 2026

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/01/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Brian	Peoples	Trail Now	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/01/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Deanna	Seagraves	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/01/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	David	Giannini	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/01/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Patrick	Evans	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/01/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Kenneth	Koenig	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/01/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	West	Anderson	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/01/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Dianne	Dryer	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/01/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Joan & Dan	Steele	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/01/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Phil	Purdy	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email & Letter	Incoming	S.Mattas 2.2.2026	RTC		SCCRTC	Jason	Bezis	Law Offices of Jason A. Bezis	Ralph M. Brown Act Demand Letter from TRANSDEF (Government Code Sections 54960.1 and 54960.2)

Correspondence Log (01/26/2026-02/23/2026)

RTC March 5, 2026

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/20/26	Letter	Outgoing	n/a	Jason A.	Bezis	Law Offices of Jason A. Bezis	Eduardo	Montesino	SCCRTC	Re: Unconditional Commitment Pursuant to Government Code section 54960.2
02/02/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Woutje	Swets	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Steve	Lustgarden	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Carl	Bacon	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Contact us form	Incoming	RTC Staff 2.2.2026	RTC		SCCRTC	Cass	Bryce	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	James	Weller	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Drew	Antes	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Glenn	Wall	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Herb	Jellinek	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Ksenia	Crow	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Joe	Rosenquist	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Sara	Sagui Henson	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Coleen	Douglas	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Charles	Hicks	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Colin	Miller	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Robert	Lamar	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Contact us form	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Lee	McLaughlin	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Molly	Bauer	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Jerred	K	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Marlena	Luhr	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Raymond	Mendoza	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail

Correspondence Log (01/26/2026-02/23/2026)

RTC March 5, 2026

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Cassandra	Hegyeges	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Cynthia	Ripley	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/02/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Andrew	Hurchalla	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Jim	Montoya	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Meilin	Obinata	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Bob	Morgan	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Simon	Ebelhar	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Shelly	D'Amour	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Graham	Freeman	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Tina	Andreatta	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail

Correspondence Log (01/26/2026-02/23/2026)

RTC March 5, 2026

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Natalie	Goff	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Kimberly	Salisbury	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Michael	Vickers	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Pauline	Seales	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Frank	Barron	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Jim	MacKenzie	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Chris	Amsden	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Nadene	Thorne	Resident	Comments on South Carolina Swamp Rabbit Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	Brianna	Goodman	SCCRTC	Anthony	Valdivia	St. Francis High School	Rural Highways Safety Plan Comment
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Mathilde	Rand	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Joan	Speckert	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Hil	Hamm	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Jennie	Dusheck	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Len & Antonina	Beyea	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Andrew	Hurchalla	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Sean	Shrum	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Michael	Setty	Train Riders Association of California	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Nick	Adams	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Will	Mayall	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Andrew	Trapani	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Mary	Talpas	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail

Correspondence Log (01/26/2026-02/23/2026)

RTC March 5, 2026

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Karen	Kaplan	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Aidan	Hosler	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Paula	Bradley	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Johanna	Lighthill	Resident	Questions regarding Item 9 - permanent easement acquisitions for Segment 12
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Beth	Braun	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.3.2026	RTC		SCCRTC	Matthew	Karp	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Gabe	Harris	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Dan	Dion	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Thomas	Motter	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Bob	Correa	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Jason	Roy	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail

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RTC March 5, 2026

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Marcus	Sporleder	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Lisa	Ekstrom	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Samantha	Motz	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Zach	White	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	John	Splawn	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Dieter	Siegmund	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	David	Van Brink	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Alex	Barber	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Delayne	Auerbach	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Matt	Farrell	Santa Cruz County Friends of the Rail and Trail	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail (Notice of Termination of ACL)

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Christy	Carico	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Matt	Farrell	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail (Cooperative Agreements)
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Joe	Rigney	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Joanna	McVay	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Mimi	Ahern	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Brendan	Quirk	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Makena	Macambridge	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Debora	Fudge	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Chris	Amsden	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Gerry	Hooper	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail

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TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Genevieve	Bellavance	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Martin	Espinoza	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/03/26	Email	Incoming	B.Kressman 2.11.2026	Bella	Kressman	SCCRTC	Christopher	Glantz	Pacific Gas and Electric	Request for copies of mapping or record documents that define the RTC rights for the tracks along Walker Street
02/04/26	Contact us form	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Denise	Hall	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/04/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Johanna	Lighthill	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/04/26	Email	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Lani	Faulkner	Equity Transit	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/04/26	Contact us form	Incoming	RTC Staff 2.4.2026	RTC		SCCRTC	Tim	Rice	Resident	Comments on Feb 5, 2026 RTC Agenda Item re: Coastal Rail Trail
02/04/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Alton	Smith	Resident	Comments on rail/trail
02/04/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Frank	Rimicci	Resident	Comments on rail/trail
02/04/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Steve	Schieffer	Resident	Comments on rail/trail
02/04/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Jon	Kot	Resident	Comments on rail/trail

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/04/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Jack	Nelson	Resident	Comments on rail/trail
02/04/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Miller	Rasmussen	Resident	Comments on rail/trail
02/04/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Eric	Foote	Resident	Comments on rail/trail
02/04/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Sabrina	Carillo	Resident	Comments on rail/trail
02/04/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Bud	Colligan	Resident	Comments on TRANSDEF Letter
02/04/26	Contact us form	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Robert	deFreitas	Resident	Comments on rail/trail
02/04/26	Contact us form	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Chris	Blanchard	Resident	Comments on rail/trail
02/04/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Sacha	Defoy	Resident	Comments on rail/trail
02/04/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Ezra	Tapia	Resident	Comments on rail/trail
02/04/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Stephanie	Auld	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	Brianna	Goodman	SCCRTC	Rick	Hyman	Resident	Comments on the Rural Highways Safety Plan

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Richard	Gallo	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Christine	Morgan	Resident	Comments on rail/trail
02/05/26	Contact us form	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Shannon	Bradley	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Benjamin	Short	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Russell	Weisz	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Walter	Coleman	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Filo	Capps	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Rebecca	Mueller-Wille	Resident	Comments on rail/trail
02/05/26	Contact us form	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Mark	Wegrich	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Curt	Coleman	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Alan	Sinclair	Resident	Comments on rail/trail

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Lizann	Keyes	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Peter	Zivanovich	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	Felipe	Hernandez	SCCRTC	Jack	Brown	Resident	Request to reconsider RTC Alternate Appointment of Lowell Hurst
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Laurie	Leonard	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Cathie	Gamble	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Gavin	Roth	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Heddi	Craft	Resident	Comments on rail/trail
02/05/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Catherine	Milazzo	Resident	Comments on rail/trail
02/06/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Linda	Garfield	Resident	Comments on rail/trail
02/07/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Amanda	Hernandez	Resident	Comments on rail/trail
02/07/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Tiffany	Nguyen	Resident	Comments on rail/trail

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RTC March 5, 2026

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/07/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Susan	Thomas	Resident	Comments on rail/trail
02/07/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Felix	Vayssieres	Resident	Comments on rail/trail
02/08/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	John	Benito	Resident	Comments on rail/trail
02/09/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Frank	Rimicci	Resident	Comments on rail/trail
02/09/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Grace	Pariante	Resident	Comments on rail/trail
02/10/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Bryant	Jew	Resident	Comments on rail/trail
02/10/26	Email	Incoming	RTC Staff 2.11.2026	RTC		SCCRTC	Celia	Hursey	Resident	Comments on rail/trail
02/11/26	Email	Incoming	RTC Staff 2.11.2026	Brianna	Goodman	SCCRTC	Jim	Starr	Resident	Comments on the Rural Highways Safety Plan
02/11/26	Email	Incoming	S.Munz 2.12.2026	Shannon	Munz	SCCRTC	Kathleen	Bortolussi	Resident	Question about Highway 1 ramp closure schedule of SB State Park exit
02/11/26	Email	Incoming	K.Corwin 2.11.2026	RTC		SCCRTC	Terre	Thomas	Resident	Suggestion to add 'closed ramp' signage to Highway 1 re: State Park Ave ramp closure
02/11/26	Email	Incoming	R.Gerbrandt 2.12.2026	Riley	Gerbrandt	SCCRTC	Alex	Kirkpatrick	Resident	Request for information related to Capitola Cliff jump destruction

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/11/26	Email	Incoming	RTC Staff 2.12.2026	Brianna	Goodman	SCCRTC	Adriana	Goericke	Resident	Comments on the Rural Highways Safety Plan
02/11/26	Contact us form	Incoming	S.Munz 2.17.2026	Shannon	Munz	SCCRTC	Robert	Solick	Resident	Questions/Concerns about McGregor Drive closure
02/12/26	Email	Incoming	S.Munz 2.17.2026	Shannon	Munz	SCCRTC	Dylan	Morrish	Resident	Questions/Concerns about McGregor Drive closure
02/12/26	Email	Incoming	S.Munz 2.17.2026	Shannon	Munz	SCCRTC	Paula	Bradley	Resident	Questions/Concerns about McGregor Drive closure
02/12/26	Email	Incoming	n/a	RTC		SCCRTC	Donald	Schwartz	Resident	Comment on the Ribbon Cutting Ceremony for the Capitola Ave Overcrossing
02/13/26	Letter/Claim	Incoming	pending	Yesenia	Parra	SCCRTC	Adam	Brightwell	Claimaint	Government Claim for Damages pursuant to California Government Code Sec. 905 and 910
02/13/26	Certified Mail & Email	Outgoing	n/a	Andrea	Dobbelmann	St. Paul & Pacific Railroad Company /Progressive Rail	Sarah	Christensen	SCCRTC	Re: Formal Termination of Administration Coordination and License (ACL) Agreement
02/14/26	Email	Incoming	RTC Staff 2.17.2026	Brianna	Goodman	SCCRTC	Carla	Periat	Resident	Comments on the Rural Highways Safety Plan
02/13/26	Email	Incoming	RTC Staff 2.17.2026	Brianna	Goodman	SCCRTC	Blake	Holiday	Ben Lomond Village Alliance	Comments on the Rural Highways Safety Plan
02/13/26	Contact us form	Incoming	pending	Bella	Kressman	SCCRTC	Natalie	Falls	Civil Grid	Inquiry re: operation of utilities in railroad right-of-way at the Santa Cruz Municipal Wharf

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
02/14/26	Email	Incoming	RTC Staff 2.17.2026	Andy	Schiffrin	SCCRTC	Brian	Peoples	Trail Now	Comment re: Putting Watsonville and South County First in Coastal Trail Investment
02/15/26	Email	Incoming	RTC Staff 2.17.2026	RTC		SCCRTC	Joan DJ	Timpany	Resident	Comments on rail/trail
02/16/26	Contact us form	Incoming	pending	Bella	Kressman	SCCRTC	Sarah	Sellars	Civil Grid	Inquiry re: operation of utilities in railroad right-of-way around 347 Rodriguez St in Watsonville
02/16/26	Email	Incoming	J.Thompson 2.18.2026	Jason	Thompson	SCCRTC	Cindy	Pierce	Resident	Question re: hazard report system
02/17/26	Email	Incoming	B.Goodman 2.17.2026	Brianna	Goodman	SCCRTC	Mike	Eaton	Davenport North Coast Association	Comments on the Rural Highways Safety Plan
02/17/26	Email	Incoming	RTC Staff 2.17.2026	RTC		SCCRTC	Paul	Statchen	Resident	Comments on rail/trail
02/18/26	Email	Incoming	RTC Staff 2.19.2026	RTC		SCCRTC	Paul	Statchen	Resident	Comments on rail/trail
02/17/26	Email	Incoming	RTC Staff 2.18.2027	RTC		SCCRTC	Paul	Statchen	Resident	Comments on rail/trail
02/17/26	Email	Incoming	pending	Shannon	Munz	SCCRTC	Ruth	Ingram	Resident	Questions/Concerns about McGregor Drive closure
02/18/26	Email	Incoming	A.AbuAmara 2.18.2026	Amin	AbuAmara	SCCRTC	Drew	Usher	Dodge Construction Network	Question regarding RFP for Construction Management Services for the Coastal Rail Trail Segment 12
02/18/26	Email	Incoming	RTC Staff 2.18.2026	Tommy	Travers	SCCRTC	Emeline	Ross	Resident	Request to explore a direct public transit route between Santa Cruz County and Monterey County

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 March 5, 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 February 23, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **March 5, 2026**

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

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

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

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

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

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

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

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 February 23, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **March 5, 2026**

Projects in CONSTRUCTION

Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C1 Drainage Improvements 1K640	State Route: 1 PM: MON SR-1 PM 101.53 to SCR County Line / SCR PM 0 to R7.7 From 0.5 miles south of the Santa Cruz / Monterey County Line to 0.2 miles north of Larkin Valley Rd	Culvert repairs, improved lighting, new traffic monitoring systems, and construct maintenance vehicle pullouts.	February 2025 – April 2026	Construction Capital: \$5.9 million Total: \$12 million SHOPP- Drainage	Ryan Caldera	Granite Construction	Construction in progress. Please watch for Caltrans News Releases and social media posts regarding specific construction updates. Due to procurement issues, construction completion has been pushed to March, with construction contract acceptance anticipated in early April.
C2 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.
C3 Aux Lanes & BOS 41 st to Soquel Ave 0C732	State Route: 1 PM: 13.4 to 14.9	Construct auxiliary Lanes, Bus-on-shoulder elements, & bicycle/pedestrian overcrossing near Chanticleer Avenue.	November 2022 – March 2026	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 Spring 2026.



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Prepared and finalized February 23, 2026 for the Santa Cruz County Regional Transportation Commission (SCRTC)'s Board Meeting on: **March 5, 2026**

Projects in CONSTRUCTION

Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C4 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 – August 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 underway and estimated to be complete in late summer 2026. Construction activities focused on the Davenport Beach parking lot has begun, with the area now closed to informal parking while crews work.
	C5 Felton Safety Improvements 1M400	State Route: 9 PM: 6.3 to 7.2 From Kirby St To the San Lorenzo Valley High School signaled intersection	Construct a continuous sidewalk and a bikeable shoulder on the west/southbound side of Highway 9 from Graham Hill Rd to the SLV Schools Complex.	November 2025 – August 2027	Construction Capital: \$5.8 million Total: \$17.6 million 010 Safety Funds	Kelli Hill	Granite Rock Company



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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
C6 Upper Drainage & Erosion Control Improvements 1G950	State Route: 9 PM: 8.5 to 25.5 In Boulder Creek from Holiday Ln, just south of Ben Lomond, to 4.7 miles north of the SR 236/9 Junction	Upgrade drainage and erosion control at 17 spot locations along Highway 9	July 2025 – August 2027	Construction Capital: \$11.1 million Total: \$19.5 million SHOPP- Sustainability / Climate Change	Kelli Hill	Gordon N. Ball	Please watch for Caltrans News Releases and social media posts for specific construction updates. This project features several full and partial closures both at night and during the day. This project will feature a temporary signal for reversing traffic between Brookdale & Boulder Creek, which is anticipated to begin around April.
C7 Prospect Ave Retaining Wall (Emergency Project) 1S360	State Route: 9 PM: 12.14 Between Prospect Ave and Lorenzo Ave, just south of Boulder Creek	Replacement of a fractured culvert system, failing retaining wall, and long-term restoration of the structural integrity of the roadway.	January 2025 – February 2025	Construction Capital: \$4.7 million Total: \$6.25 million SHOPP- Emergency Restoration	Victor Devens	Granite Construction	This emergency project is using a temporary signal for reversing traffic. Please watch for Caltrans News Releases for additional project information as it becomes available. Construction is on track to be completed by the end of February with the temporary signal removed shortly after. This project will be removed from this list after the March publication.



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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	Replace two bridges on State Route 9	September 2025 – May 2028	Construction Capital: \$14.7 million Total: \$25.9 million SHOPP- Bridge	Kelli Hill	Gordon N. Ball	This project has approved a construction contract & will mobilize crews in 2026. This project will feature temporary signals for reversing traffic at each bridge location, targeted to begin around April 2026.
C9 Semitruck Spillage Repair (Emergency Project) 1T390	State Route: 17 PM: 8.4 South of Sugarloaf Rd, Scotts Valley. Southbound lanes.	Grind and replace damaged pavement. Repair retaining wall. Reconstruct guardrail	October 2025 – February 2026	Construction Capital: \$1.18 million Total: \$1.48 million SHOPP- Emergency Restoration Director's Order	Victor Devens	Granite Construction	Following a semitruck turning over, this project repairs damage caused. Please watch for Caltrans News Releases for notification of overnight lane closures. Construction activities are targeted to be wrapped up by the end of February. This project will be removed from this list after the April publication.



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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
C10 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 – June 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, with work activities targeted to begin in Spring 2026. Please watch for Caltrans News Releases for construction updates. This project focuses on Highway 129's pavement but also features activities on Highway 152.
C11 Struve Slough Sidewalk Repair 1S380	State Route: 152 PM: T1.35 to T1.59 Along SR-152 westbound	Repair the sidewalk and supporting embankment located along Highway 152 westbound at Struve Slough.	October 2025 – July 2026	Construction Capital: \$5.17M Total: \$6.395M SHOPP- Permanent Restoration Director's Order	Madilyn Jacobsen	Granite Rock Company	As a project responding to the failure of the existing sidewalk, this project is on an accelerated timeline under a Director's Order. This project will look to address the near-term conditions necessary to reopen the sidewalk. Construction began after the contract was awarded to Granite Rock. Please watch for Caltrans News Releases and social media posts for specific construction updates.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Please continue to the next page for Projects in Development



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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D1	SR-17 Pavement Maintenance Treatment 1R450	State Route: 1, 17, 152 PM: SR-17 0.15 to 0.55 NB lanes; SR-1 fish hook; SR-152 east of Carlton Rd	Install Non-Rubberized Open Grade Friction Coarse pavement for enhanced vehicle to roadway grip at 4 locations in Santa Cruz County	Summer 2027 – Summer 2028	Construction Capital: \$2.1M Total: \$2.1 million Minor A Program	Kristen Langager	PA&ED	This project just completed PA&ED and will begin PS&E in the next month.
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 in early 2026.



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Projects in DEVELOPMENT								
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D3	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 2028	Construction Capital: \$10.54 million Total: \$15.8 million Active Transportation Program Funds Oversight Project: Caltrans completing PS&E and RW on behalf of City of Watsonville.	Madilyn Jacobsen	PS&E/RW	City of Watsonville and Caltrans have completed Design plans. The CTC allocated Construction Phase funds on March 21, 2025. The City advertised the project on February 4th and expects to open bids on March 11th. Efforts continue to complete the final utility relocation prior to beginning Construction activities. Note: This project is part of the City's ATP Project called the "Safer Access to Pajaro Valley High School and Beyond".
D4	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	Spring 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. Efforts continue to split and finalize the Design plans.



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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	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 2028	Construction Capital: \$9 million Total: \$12 million SHOPP- Drainage	Mark Leichtfuss	PS&E/RW	Due to the State budget's funding constraints, this project's construction schedule is being pushed out.
D6	SR 1/9 Junction Lighting Project 1Q250	State Route: 1 PM: 17.46 to 17.66	Construct continuous lighting approaching the junction of SR 1 with SR 9 to improve intersection illuminance and uniformity and to enhance motorist and pedestrian safety.	Summer 2026 – Spring 2027	Construction Capital: \$1.6 million Total: \$3.5 million 010 Safety Funds	Aaron Wolfram	PS&E/RW	The project reached milestone "Ready to List" in early January 2026 and will now prepare to seek and award a construction contract.



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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	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. Final design continues.
D8	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.



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Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D9	Scott Creek Coastal Resiliency Project 1M720	State Route: 1 PM: 31.3 to 32	Replace the existing Scott Creek Bridge with an 800-foot 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. This project held a multi-agency stakeholder meeting on February 19.
D10	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 SCRTC'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.



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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
D11	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, TMS, ADA, Sign Panel replacement and Stormwater Mitigation elements in Santa Cruz County on Route 9.	Spring 2028 – Spring 2030	Construction Capital: \$14.7 million Total: \$25 million SHOPP-Pavement Local Contribution pending coop agreement with SCCRTC	Kelli Hill	PS&E/RW	The project met the Design milestone "60% Plans" in January and continues to create and refine designs details, specifications, and estimates. This project will continue in close partnership with the SCCRTC to deliver additional complete streets scope.
D12	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	Oversight Project: SCCRTC Project. SCCRTC leading PA&ED phase	Kelli Hill	PA&ED	Following the completion of the RTC-funded Project Initiation Document by Caltrans in 2022, RTC has opened & funded the PA&ED phase for the segment of Hwy 9 through Boulder Creek. RTC will conduct the primary PA&ED work. Caltrans will be the CEQA and NEPA lead-agency. A draft environmental document is anticipated to be available to the public in Winter 2026-27.



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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
D13	Boulder Creek Pedestrian Safety Enhancement Project 1T340	State Route: 9 PM: 12.78 to 12.92 On Hwy 9 in Boulder Creek between Mountain St and Forest St	This project proposes to construct: a sidewalk on the southbound side of Hwy 9 from the Lomond St bus stop to Mountain St; mid-block crossing & RRFB between Mountain St and Lomond St; curb extensions across Hwy 9 on the north side of the Lomond St intersection; curb extensions on the north & south side of Forest St intersection	Spring 2029 – Fall 2029	Construction Capital: \$3.25 million Total: To be estimated during the PID phase 010 Safety Funds	Kelli Hill	PID	This is a Reactive Safety project. A traffic safety investigation was conducted resulting in the project's scope being recommended and approved as a method to enhance pedestrian safety in the area. This project is coordinating with SCCRTC's 1M555 Boulder Creek Complete Streets project.
D14	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 27-28 – Winter 28-29	Construction Capital: \$7.5 million Total: \$13.15 million SHOPP-Pavement	Kelli Hill	PS&E/RW	The project has submitted 100% plans to the Office Engineer for final review. However, due to the State budget's funding constraints, this project's construction period has been pushed out.



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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	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 26-27 – 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	This project is progressing its Design in tandem with “parent” project 1K900. Although this project’s “parent” (1K900) is being pushed out due to funding constraints, this culvert to bridge component will continue to target construction beginning in the 2026-27 fiscal year to remain in alignment with outside funding components.
D16	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.	Winter 28-29 – Winter 29-30	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 late winter / early Spring 2029.
D17	SR-17 Replace Culverts 1R980	State Route: 17 PM: 7.31 & 11.96	Replace 2 drainage systems currently in poor condition.	Winter 27-28 – Summer 2028	Construction Capital: \$1.25 million Minor A Program	Aaron Wolfram	PA&ED	The Project is on schedule for an approved Project Report and Environmental Document in Summer 2026.



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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	PID	This is a new Reactive Safety project responding to the determination that the location has a Traffic Safety Index of greater than 230. A traffic safety investigation was conducted resulting in the project's scope being recommended and approved as a method to improve the project area's statistics.
D19	Highway 129 Pavement Preservation Project 1R340	State Route: 129 PM: 0.56 to 9.998 (County line)	Pavement preservation (CAPM)- grind and repave pavement, refresh striping. Replace degraded culverts.	Spring 2034 – Summer 2035	Construction Capital: \$16 million Total: \$21.3 million SHOPP-Pavement	Aaron Wolfram	PID Completed (Candidate for Programing)	This project completed its Project Initiation Document (PID) in June 2025 and is now a candidate project to be funded to begin its environmental (PA&ED) phase. Due to the State budget's funding constraints, this project's schedule is being pushed out.



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Projects in DEVELOPMENT								
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D20	SR-152 Rehabilitation Project 1P110	State Route: 152 PM: T0.31 to 4.14 In and near Watsonville, from the SR-1/152 junction to 0.5 miles east of Carlton Rd	Preserve pavement, rehabilitate or replace Salsipuedes Creek culvert/bridge, replace culverts, rehabilitate traffic signals, upgrade curb ramps, reconstruct guardrail, replace sign panels, and complete streets elements including road diet, bike lanes, and curb extensions in various locations	Long-lead: Spring 2031 – Winter 2033-34	Construction Capital: \$28.3 million Total: \$44.7 million SHOPP- Complete Streets; Pavement	Madilyn Jacobsen	PA&ED	The Project team began the Project Approval & Environmental Document (Environmental) phase in July 2024. This phase will conduct project-level studies evaluating the impact and feasibility of proposed scope. A draft environmental document is targeted to be ready in late Winter 2026-27 . The Final Environmental Document and the Project Report are anticipated to be completed by Fall 2027.
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 2026-27 – Summer 2029	Construction Capital: \$4.6 million Total: \$10.1 million 010 Safety Fund	Madilyn Jacobsen	PS&E/RW	Design work reached the 95% Design milestone on October 29, 2025 and has submitted plans to the Office Engineer for final review. The project continues toward the Ready to List milestone, estimated in early June 2026.



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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
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. Members of the project team have met with City of Watsonville's Public Works and Planning representatives to discuss concepts and configurations to ensure that the City supports the early progress and options under consideration. The project team solicited concept feedback from Watsonville's Traffic Advisory Committee on January 27.
D23	Scour Mitigation (Bridge No. 36-0006) 1P240	State Route: 236 PM: 4.27 to 4.27 On Hwy 236 over Boulder Creek at Branson Ranch Rd	Place a reinforced concrete curtain wall along the footing of one abutment; patching "spalls and rock pockets" to prevent scour from undermining the bridge structure.	Summer 2027 – Fall 2027	Construction Capital: \$1.1 million Total: \$3.3 million SHOPP Minor A	Linda Baker	PS&E/RW	PS&E package has been submitted to the Office Engineer for review. The milestone Ready to List (RTL) is anticipated to be reached in June 2026 .



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Active Caltrans “Sustainable Transportation Planning Grant Program” Projects

Awardee	Sub-Awardee(s)	Grant Project Title	Grant Expiration	Grant Category
SCCRTC		Santa Cruz County Transportation Equity Action Plan	Dec 31, 2025 This project is in Closeout and will be removed after the March publication of this report.	Strategic Partnerships, FTA 5304
SCCRTC		Santa Cruz County Rural Highways Safety Plan	Jun 30, 2026	Strategic Partnerships, FHWA SPR Part 1
SCCRTC		Santa Cruz County North Coast Transportation Demand Management Plan	Jun 30, 2026	Strategic Partnerships, FHWA SPR Part 1
SCCRTC	Resource Conservation District of Santa Cruz County (RCD)	Planning for Coastal Resilience along the Highway 1 Corridor at Waddell and San Vicente Creeks	Jun 30, 2027	Climate Adaptation Planning, SHA-CAP
SCCRTC		Planning for Climate Resilience of the Zero Emission Passenger Rail and Trail Corridor	Jun 30, 2027	Climate Adaptation Planning, SHA-CAP
City of Santa Cruz	Ecology Action	City of Santa Cruz Active Transportation Plan Update	Apr 30, 2026	Sustainable Communities, RMRA
City of Watsonville	Ecology Action	City of Watsonville Vision Zero Corridor Study	Apr 30, 2026	Sustainable Communities, RMRA
City of Capitola	Ecology Action	Capitola Active Transportation Plan	Jun 30, 2028	Sustainable Communities, RMRA
Santa Cruz METRO		Santa Cruz METRO Bus Stop Master Plan	Jun 30, 2028	Strategic Partnerships, FTA 5304



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ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disabilities Act
CC	Coastal Commission
CCA	Construction Contract Acceptance (formal end of Construction activities)
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CTC	California Transportation Commission
DOE	District Office Engineer (conducts review of final design plan packages for completion)
ED	Environmental Document
EIR	Environmental Impact Report
HFST	High Friction Surface Treatment
Hwy	Highway
ISOAP	Intersection Safety & Operational Assessment Process
MBSST	Monterey Bay Sanctuary Scenic Trail
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
SB1	Senate Bill 1, the Road Repair and Accountability Act of 2017
SCCP	Solutions for Congested Corridors [grant program]
SCL	Santa Clara (County)
SCR	Santa Cruz (City or County)
SHOPP	State Highway Operation and Protection Program
SR	State Route
STIP	State Transportation Improvement Program
TMS	Traffic Management System
VMT	Vehicle Miles Travelled

Project Phases

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



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized February 23, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **March 5, 2026**

-Resources-

COMMUNICATIONS:

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

Public Information Office, District 5

Info-d5@dot.ca.gov

General Phone: (805) 549-3318

For Project Specific Questions or Partnering Opportunities:

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

REQUESTS:

Customer Service Requests:

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

Examples of Customer Service Requests:

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

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

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



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized February 23, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **March 5, 2026**

Public Records Requests:

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

[https://caltrans.mycusthelp.com/WEBAPP/rs/\(S\(4iui15cbqujv3ppvenimgvx1\)\)/supporthome.aspx](https://caltrans.mycusthelp.com/WEBAPP/rs/(S(4iui15cbqujv3ppvenimgvx1))/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/iframecam.htm>

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

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

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

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



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized February 23, 2026 for the Santa Cruz County Regional Transportation Commission (SCRTC)'s Board Meeting on: **March 5, 2026**

Caltrans District 5 serves the locale of San Benito, Santa Cruz, Monterey, San Luis Obispo, and Santa Barbara Counties



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-  CaltransD5



TO: Regional Transportation Commission (RTC)

FROM: Max Friedman and Marshall Ballard, Transportation Planners

RE: Request for State and Federal Earmarks to Fund the Environmental Component of the Zero Emissions Passenger Rail and Trail Project

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission:

1. Authorize staff to pursue federal Community Project Funding requests (also known as Congressionally Directed Spending or Federal Earmarks) to support the environmental component of the Zero Emission Passenger Rail and Trail Project;
 2. Authorize staff to pursue Consolidated Rail Infrastructure and Safety Improvements Program competitive funds, to support pre-construction activities for the Zero Emission Passenger Rail and Trail Project; and
 3. Authorize staff to pursue funds from Senator Laird to be included in the state budget to support the environmental component of the Zero Emission Passenger Rail and Trail Project.
-

BACKGROUND

The Commission accepted the Zero Emission Passenger Rail & Trail (ZEPRT) Final Project Concept Report at its December 2025 meeting. The next phase of the ZEPRT Project is the completion of preliminary engineering and environmental analysis of the Project. In November of 2025 staff requested regional discretionary funds to continue development of the ZEPRT project at the November 6, 2025 meeting. The Commission committed \$1 million in future 2028 State Transportation Improvement Program shares toward this effort.

A \$15 million funding gap remains, and the remaining preliminary engineering and environmental analysis work is on hold until additional funds are secured. The ZEPRT project schedule is included as [Figure 1](#). To address the funding gap, staff continues to seek full funding to complete this

phase of work, however there are very few available competitive grant programs at the state and federal level for pre-construction components of capital projects.

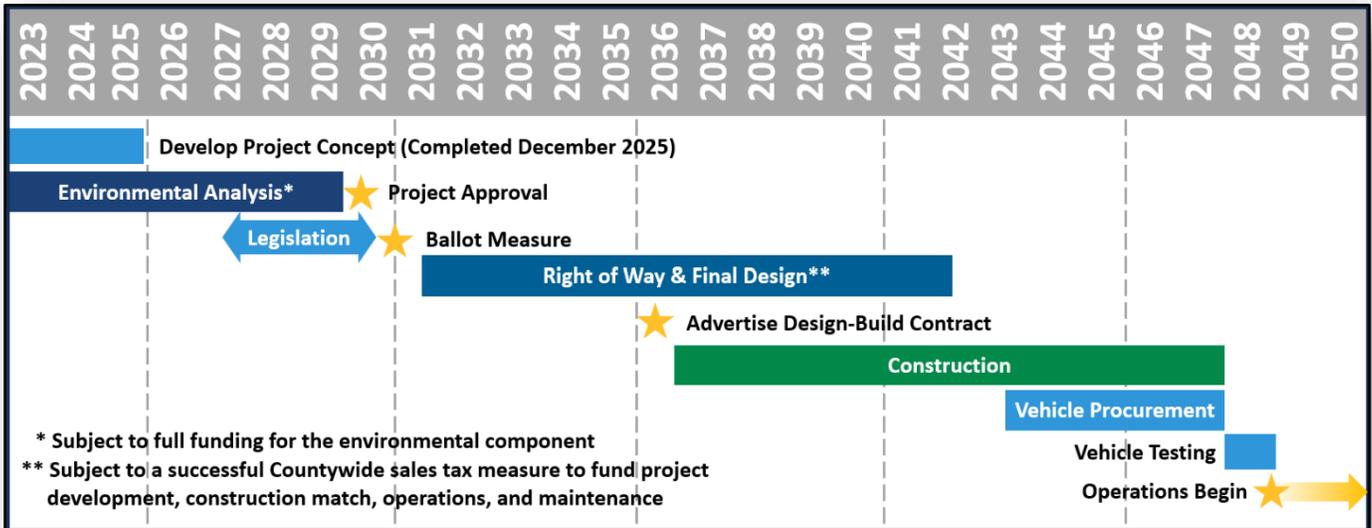


Figure 1 - Project Schedule for Zero Emission Passenger Rail & Trail Project

At the December 2025 meeting, the Commission directed staff to continue seeking funding for the ZEPRT project and return to the Commission to seek approval prior to submitting grant applications to competitive state or federal programs that would fund the project.

DISCUSSION

Since there are so few available competitive grant programs at the state and federal level for pre-construction components of capital projects, **staff recommends seeking special earmark opportunities at the state and federal level** as they arise to fill the \$15 million funding gap to complete the environmental component of the ZEPRT project.

Federal Earmarks, also known as “congressionally directed spending” or “community project funding,” allow legislators to allocate funding to a limited number of projects through the annual appropriations process. Broadly, these projects demonstrate clear benefit to the community and directly correspond to regular federal grant programs. Members of Congress may only submit fifteen requests for Community Project Funding (CPF).

Being that the project must align with and meet the objectives of an existing federal program, any CPF request for preconstruction and environmental

activities for ZEPRT must be tied to an eligible federal program. The request for environmental funding is consistent with the goals and eligible uses of the Federal Railroad Administration's (FRA) Corridor Identification and Development Program (CID) and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program which supports rail capital projects and project-specific planning and preconstruction activities that advance project delivery.

The Fiscal Year 2027 CPF process is currently underway. The deadlines for submitting requests for CPF funding are as follows:

- March 6, 2026 – Senator Schiff
- March 11, 2026 – Representative Panetta
- March 13, 2026 – Senator Padilla

Staff recommends pursuing federal CPF requests to support the environmental component of the Zero Emission Passenger Rail and Trail Project and requests approval to submit applications through Senators Schiff and Padilla, and Congressman Panetta's offices.

The Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program provides funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. Eligible projects include regional rail and corridor service development plans and environmental analyses. **Staff recommends pursuing CRISI competitive funds, to support the environmental component of the Zero Emission Passenger Rail and Trail Project.** This program is anticipated to release a Notice of Funding Opportunity in 2026.

Staff is in the process of exploring potential funding opportunities through the state budget process. Staff received a request from Commissioners Keeley & Cummings to formally request that the Commission seek funding in the 2026-27 California budget to fund the next steps for the ZEPRT project. It may be possible to be awarded such funds from the state budget for local assistance on crucial issues. California Senator John Laird, whose district covers Santa Cruz County, has been appointed as Chair of the Senate Budget and Fiscal Review Committee. The deadline to submit requests for an earmark in the upcoming state budget is March 6. **Staff recommends requesting a special allotment from Senator Laird to be included in the state budget to support the environmental component of the Zero Emission Passenger Rail and Trail Project.**

FISCAL IMPACT

There is no immediate fiscal impact associated with this action. If awarded, federal funds would support the environmental component of the ZEPRT Project and reduce the need for local or regional funding in the near-term to advance the project.

SUMMARY

Staff is seeking authorization to pursue federal earmark and grant funding opportunities, and funds from the state budget, to support the environmental component of the Zero Emission Passenger Rail & Trail Project.

TO: Regional Transportation Commission (RTC)
FROM: Brianna Goodman, Transportation Planner
RE: Rural Highways Safety Plan: Milestone 3 - Final Report

RECOMMENDATION

Staff recommend that the Regional Transportation Commission accept the [Rural Highways Safety Plan \(RHSP\) Final Report](#) including options for implementing priority improvements.

BACKGROUND

The Santa Cruz County Rural Highways Safety Action Plan (RHSP) is a Comprehensive Safety Action Plan focused on eliminating traffic related deaths and serious injuries and enhancing safety for all users of the County's six conventional highways, specifically: Highway 1 north of the City of Santa Cruz, Highway 9, Highway 236, Highway 35, and Highways 129 and 152 outside the City of Watsonville, which collectively function as main streets, intercommunity connectors, and rural highways.

The objective of the RHSP is to generate and prioritize a suite of transportation facility designs that are focused on reducing crashes on rural highways. The intent is to achieve zero traffic deaths and serious injuries on rural highways by 2050 through close partnerships with Caltrans and local partners.

Development of the RHSP was funded through a Caltrans Strategic Partnerships Planning Grant with an RTC funding match and was completed in collaboration with Caltrans District 5, as well as extensive input from local agencies, technical advisory committees, stakeholders, and the public. The RHSP is grounded in the Safe System Approach and aligns with state and federal transportation safety policy, including Vision Zero goals.

The RHSP was developed through three primary milestones:

1. Establishment of the RHSP vision, goals, objectives, and identification of community safety concerns;
2. Crash data analysis, development of crash profiles, and identification of emphasis areas and transportation safety strategies;
- o° Development and refinement of safety enhancement concepts and preparation of the Final RHSP.

DISCUSSION

[The Final RHSP](#) provides a data-driven and community-informed framework to guide future safety investments on rural state highways in Santa Cruz County. The RHSP is intended to function as a flexible implementation framework rather than a fixed project list.

Adoption of the Plan establishes a consistent foundation for prioritizing safety improvements while allowing implementation priorities to evolve based on updated data, community input, and agency priorities. The RHSP alongside the County's Safety Action Plan, meets the requirements of a Comprehensive Safety Action Plan and supports eligibility for several state and federal safety funding programs. Adoption of the Plan positions the RTC and its partners to pursue implementation funding by clearly documenting safety needs, emphasis areas, and recommended strategies consistent with the Safe System Approach.

Key elements of the Plan include:

- A Vision Zero commitment consistent with adopted state and federal safety policy;
- Analysis of historic crash patterns and contributing factors, with a focus on fatal and serious injury crashes;
- Development of crash profiles to represent systemic safety needs;
- Identification of ten emphasis area locations throughout the study highways that reflect common safety challenges across the project area;
- A menu of safety strategies and countermeasures aligned with the Safe System Approach;
- An implementation framework that supports advancement of safety strategies over time, informed by project readiness, funding availability, and coordination with Caltrans and local partners;
- Guidance to support project development and grant readiness for state

and federal safety funding programs, including SS4A, HSIP, and ATP; and

- A framework to advance safety improvements through both capital projects and complementary programmatic actions, consistent with available funding and agency priorities.

A key component of the RHSP includes safety enhancement concepts for select representative locations and emphasis areas based on crash profile analysis and community input. These concepts demonstrate how Safe System principles and recommended countermeasures can be applied to representative rural highway contexts and support transition from planning to implementation.

Feedback received from the TACs, focused stakeholder meetings, and the community was used to refine the concepts for inclusion in the Final RHSP.

Next Steps

Adoption of the [RHSP](#) supports implementation of safety improvements through coordinated, phased actions. Near-term activities anticipated following adoption include:

- Continued coordination with Caltrans District 5 to advance safety enhancement concepts and align design approaches with current Caltrans Safe System and Complete Streets policies
- Preparation for future safety funding opportunities, including federal Safe Streets for All (SS4A) implementation grant cycles, Highway Safety Improvement Program (HSIP), and Active Transportation Program (ATP) funding
- Incorporation of safety enhance concepts identified in the RHSP into State Highway Operation and Protection Program (SHOPP) projects sponsored by Caltrans, where applicable
- Identification of a Vision Zero Task Force to support advancing the RHSP and monitor RHSP progress towards vision zero goal

Staff recommend that the Regional Transportation Commission accept the Rural Highways Safety Plan (RHSP) Final Report including options for implementing priority improvements.

FISCAL IMPACTS

There are no fiscal impacts associated with adoption of the Rural Highways Safety Plan at this time. Adoption of the Plan does not commit the RTC to funding or implementing specific projects; future safety improvements identified in the RHSP would be subject to separate project development, funding availability, and Commission approval.

SUMMARY

The [Rural Highways Safety Plan](#) establishes a consistent, data-driven framework for improving safety on Santa Cruz County's rural state highways. Adoption of the RHSP formalizes the RTC's Vision Zero commitment, aligns with Caltrans and state safety policy, and supports future implementation and funding efforts. Staff recommend that the Commission receive and adopt the RHSP and provide any minor comments prior to finalization.

Note: The RHSP Final Report linked on the webpage will receive minor formatting updates on the 3/4/26 Handout Deadline.

ATTACHMENTS:

1. Executive Summary
2. Emphasis Area Safety Enhancement Concepts

Santa Cruz County

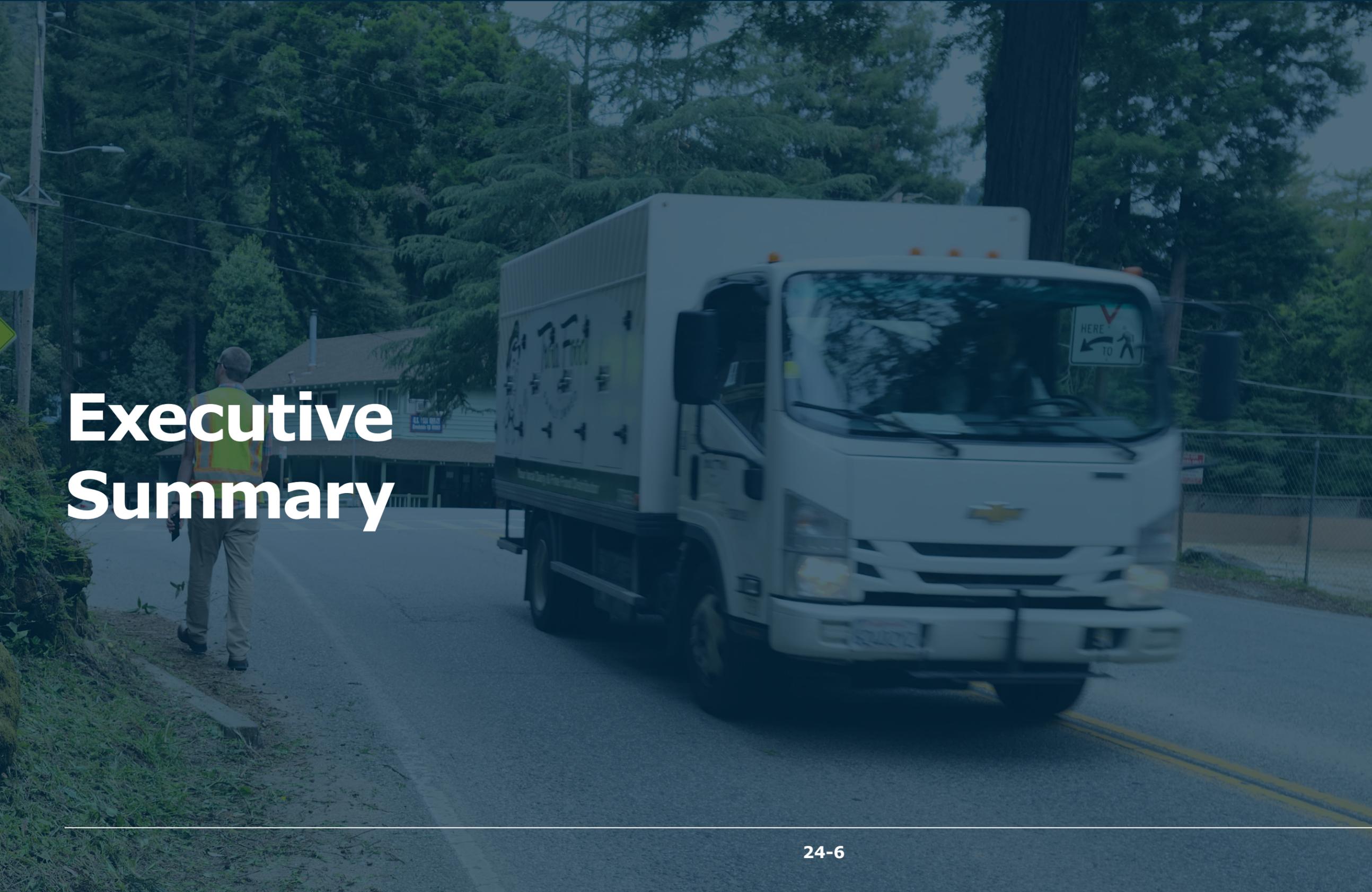
Rural Highways Safety Plan



Fehr & Peers

MARCH 2026

Executive Summary



The **Santa Cruz County Rural Highways Safety Plan (RHSP)** provides a comprehensive, data-driven framework with a goal to reduce and ultimately eliminate crashes where victims are killed or severely injured (KSIs) on rural state highways in unincorporated Santa Cruz County. The RHSP focuses on six undivided state highways that serve a wide range of functions, from rural main streets and community connectors to more mountainous or agricultural corridors. These highways play a critical role in daily travel, goods movement, and access to schools, jobs, recreation, and essential services. They also experience a high share of crashes resulting in KSI outcomes and have potential risk factors associated with severe and fatal injuries: exposure (number of people traveling), severity (speed and mass), and likelihood (road and intersection configuration).

The RHSP is grounded in the Safe System Approach and aligned with Vision Zero, which aims to eliminate all KSIs. Rather than reacting to crash history or changing individual behavior, the RHSP emphasizes proactively addressing the roadway conditions, operating conditions, and systemic factors that influence crash risk and severity. The RHSP is intended to guide coordinated safety investments, project development, and funding decisions by the Santa Cruz County Regional Transportation Commission (RTC), Caltrans, and local partners over time.

In addition to serving as a long-range safety roadmap, the RHSP, alongside Santa Cruz County's Safety Action Plan, helps the county meet key state and federal safety planning requirements and positions the RTC and its partners to pursue implementation funding. This includes addressing components identified for federal Safe Streets and Roads for All (SS4A) grant eligibility in previous cycles.

Study Area and Local Context

The RHSP focuses on six conventional, undivided state highways located in unincorporated Santa Cruz County: Highway 1 north of the City of Santa Cruz, Highway 9, Highway 35, Highway 236, and portions of Highways 129 and 152 outside the City of Watsonville as shown in **Figure ES-1**. These corridors are owned and operated by Caltrans and traverse a range of contexts, including town centers, transition areas, agricultural lands, coastal segments, and mountainous terrain.

While these highways are often designed for high-speed travel, many segments function as community streets filled with people walking, biking, and accessing transit, and connect local destinations and services. In rural and mountainous areas, roadway geometry, limited sight distance (visibility), lighting conditions, and high observed vehicle speeds further contribute to potential crash risk. The RHSP recognizes that safety challenges on these highways are shaped by a mix of functions and contexts and that a one-size-fits-all approach is not effective.

To better reflect local conditions, the RHSP applies Caltrans "place types" to categorize roadway segments as Rural Main Streets, Transitional Areas, and Undeveloped Areas, with further distinction between mountainous and non-mountainous segments. These place types are based on Caltrans Design Information Bulletin 94 ("DIB 94") - *Complete Streets: Contextual Design Guidance*¹, and provide a consistent framework for setting appropriate speed expectations, identifying safety challenges, and selecting context-appropriate strategies. Place types are described further in **Section 1.2.1**.

¹ Design Information Bulletins (DIBs) are guidance documents issued by Caltrans to clarify and supplement statewide design standards. As transportation planning and design practices evolve, DIBs allow Caltrans to put new policies or legislative requirements into practice until such time as they are formally incorporated into the Highway Design Manual (HDM) and other standards. DIB 94 is used by planners and engineers to apply Caltrans complete streets policies to specific roadway contexts.

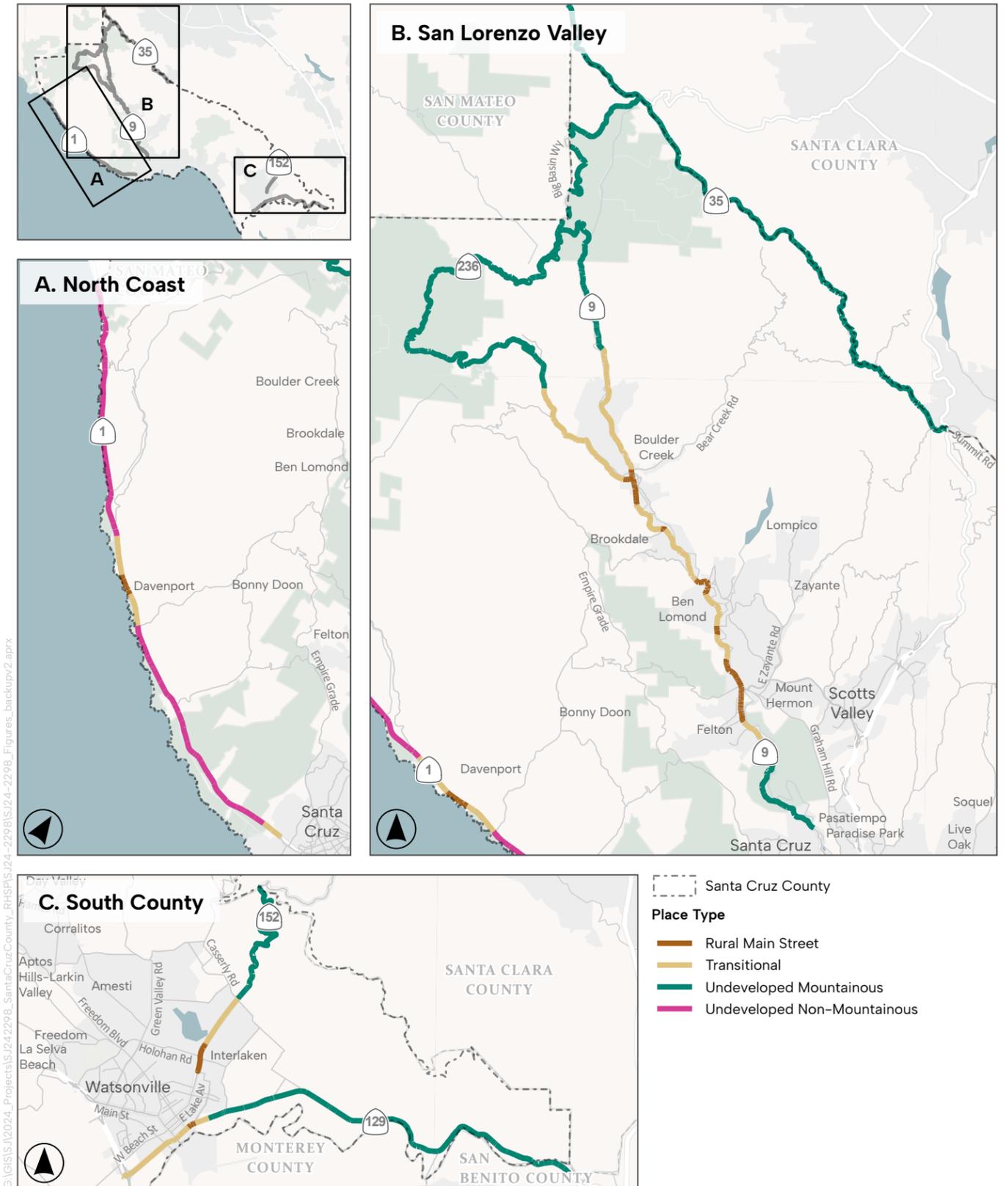


FIGURE ES-1
Study Highways and Place Types

Safe System Approach and Vision Zero

The RHSP is organized around the Safe System Approach², which has been adopted at the federal and state levels as the guiding framework for roadway safety. This approach is based on the understanding that people make mistakes and are physically vulnerable in crashes, and that the transportation system should be designed to reduce both the likelihood of crashes and the severity of outcomes when crashes occur.

Rather than focusing primarily on individual behavior, education, or enforcement, the Safe System Approach emphasizes managing kinetic energy, the force released in a crash that increases with vehicle speed and mass. Undesirable outcomes such as severe injuries and fatalities are generally caused by greater force in a crash. By lowering speeds, reducing exposure to risk, separating users in space and time, and building redundancy into the system, the Safe System Approach seeks to limit the amount of energy transferred in a crash and in turn reduce the risk of severe injury or fatality. The RHSP applies this framework through the “new Es” of energy, exposure, and equity, shifting attention from isolated crash events and individual fault toward the underlying roadway conditions and systemic factors that shape safety outcomes. The Safe System Approach is described in further detail in [Section 1.1](#).

Consistent with this approach, the RHSP establishes a Vision Zero goal of eliminating crashes that result in people being killed or severely injured (KSI) on the study highways by 2050. The RHSP vision and goals are described in detail in [Chapter 2](#) and [Appendix B](#).

² The Safe System Approach was adopted by the United States Department of Transportation (US DOT) in 2022. It is a new safety paradigm aimed at eliminating severe injuries and fatalities on U.S. roadways. This paradigm aligns with Vision Zero, a global road safety movement that establishes the goal that no loss of life on the transportation system is acceptable and reframes traffic-related fatalities and serious injuries as preventable rather than inevitable. The Safe System Approach provides the framework for achieving this goal, outlining how transportation systems can be designed to anticipate human error and minimize the severity of crashes when they occur.

“**RTC and Caltrans are committed to eliminating traffic fatalities and severe injuries on undivided State Highways in unincorporated Santa Cruz County by 2050 through the implementation of holistic Safe System Approach strategies.**”



Safety Landscape and Systemic Risk Analysis

To understand safety challenges along the study highways, the RHSP combines a review of ten years (2014-2023) of crash data with a proactive, systemic analysis of roadway conditions. Additional crash data analysis is included in [Section 3.2](#). While crash history provides important insight into past outcomes, it does not fully capture where KSI crashes are likely to occur in the future. The RHSP therefore evaluates potential risk using the kinetic energy factors: exposure, likelihood, and severity.

- **Exposure** reflects where, how, and how far people are traveling or likely to travel, particularly in areas with pedestrian activity, transit access, or limited alternatives to driving.
- **Likelihood** reflects roadway design and operating conditions that increase the chance of conflicts, such as narrow lanes, limited shoulders, frequent driveways, curves, and visibility constraints.
- **Severity** reflects factors such as vehicle speed, vehicle size, and the presence of people walking or biking, which influence how harmful a crash may be if it occurs.

Mapping these risk factors across the study highways reveals locations where multiple potential risk factors overlap, including rural main streets, transition zones near town centers, and mountainous segments with limited sight distance. These findings, described in more detail in [Section 3.1](#), help identify corridors and segments where safety investments may have the greatest impact in preventing injuries.

Safety Profiles

Building on the systemic risk analysis and crash history, the RHSP identifies a set of safety profiles that represent common patterns in KSI crashes and potential risk factors. This approach looks at groups of crashes that share similar characteristics, such as roadway context, vehicle speeds, time of day, or user type, rather than focusing solely on individual high-crash locations. This process and the crash profiles are described further in [Section 3.3](#) and [Appendix D](#).

These safety profiles provide a practical link between analysis and action. They help identify which types of safety strategies can match different settings and support a systemic approach to project development rather than isolated, location-by-location responses.

SAFETY PROFILES

- **Excessive speed:** observed speed is 10 miles per hour over target speed
- **Pedestrian crashes:** crashes involving pedestrians
- **Turns on Transitional streets:** mid-block vehicle-only crashes involving turns on Transitional streets
- **Weekend driving on Undeveloped Non-Mountainous roads:** vehicle crashes on weekends on Undeveloped Non-Mountainous roads
- **DUIs on Undeveloped Mountainous roads:** DUI related crashes on Undeveloped Mountainous roads
- **Bicyclists on narrow roads:** bike crashes on narrow roadway segments (<36 feet roadway)
- **Lane departures:** head-on or hit object vehicle crashes
- **Pedestrians at night:** pedestrian crashes when lighting conditions were noted as not daylight

Community Engagement

Community engagement was a central component of the RHSP and was conducted in three milestones aligned with key phases of technical analysis. The purpose of engagement was to understand how people experience safety along rural highways, identify location-specific concerns, and ensure that technical findings reflected local knowledge. Additional information about RHSP community engagement is included in Chapter 4 and Appendices E and F.

Milestone 1 engagement (Fall 2024) focused on existing conditions and perceived safety concerns. Activities included an online survey with an interactive mapping tool, a virtual community workshop, stakeholder meetings, and presentations to advisory committees. This phase helped identify recurring observed issues such as speeding, crossing challenges, visibility, and informal parking near destinations.

Milestone 2 engagement (Spring/Summer 2025) focused on reviewing crash profiles, potential countermeasures, and priority locations. Activities included additional surveys, in-person workshops in North and South County, targeted stakeholder meetings, and coordination with schools and community organizations. Feedback generally confirmed that the crash profiles aligned with lived

experience and helped refine countermeasure preferences, project priorities, and feasibility considerations. As part of Milestone 2, the project team also conducted supplemental targeted outreach; stakeholders reviewed and refined the safety enhancement concepts. Their input helped to confirm feasibility, align with concurrent planning efforts, and provide additional design considerations.

Milestone 3 engagement (Winter/Spring 2026) included public review of the draft RHSP and consideration by the RTC Board. The draft Plan was made available for public comments from January 30 through February 17, 2026, and was shared through the RTC email distribution list and posted on the RTC website. During this period, the RTC received helpful comments from stakeholders and members of the public, which were reviewed and incorporated as appropriate. The RHSP was presented to the RTC Board for consideration and adoption on March 5, 2026, providing an additional opportunity for public comment and Board input prior to final approval.

Community input across all three milestones complemented technical analysis by highlighting near-misses, daily travel challenges, and context-specific concerns that are not always captured in crash data.



Safety Strategies and Emphasis Area Safety Concepts

The RHSP translates analysis and engagement findings into a set of implementable safety strategies. These include a countermeasure toolbox (Section 5.1 and Appendix G) aligned with proven safety treatments, as well as broader Safe System strategies organized around demand management, speed management, and conflict management (Section 5.2).

The RHSP identified a list of specific projects with the greatest need for safety improvements informed by analysis and stakeholder and public input. Projects were identified based on multiple factors, including crash history, presence of systemic risk factors, alignment with crash profiles, community input, equity considerations, and overlapping opportunities for implementation. The resulting project list (Appendix H) reflects a mix of near-term, quick-build opportunities and longer-term capital improvements across different corridors and place types.

From the project list, the project team selected a sample of locations for further project development as shown in Figure ES-2. The selection and prioritization process is described in Chapter 6. These emphasis areas are designed to capture recurring patterns in roadway conditions and crash patterns that contribute to killed and severely injured (KSI) crashes and illustrate high impact interventions for consideration at both the identified locations as well as at other locations with similar place types, operating conditions, and crash characteristics.

For emphasis areas, the project team developed safety enhancement concepts that illustrate how safety strategies can be applied in representative locations. These concepts are intended to support future project development, coordination, and funding applications, and can also inform future designs for other areas with comparable existing conditions and crash patterns.



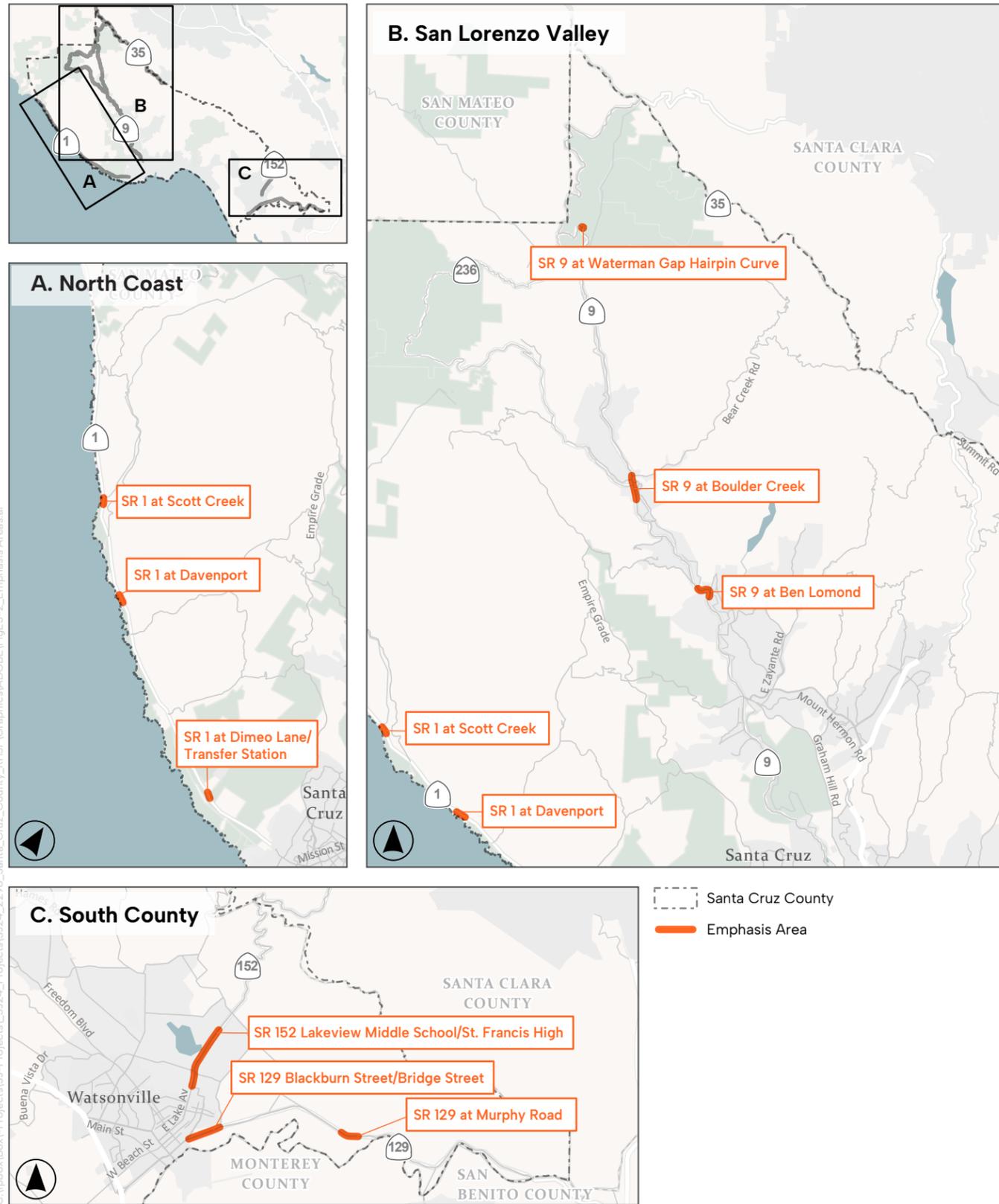
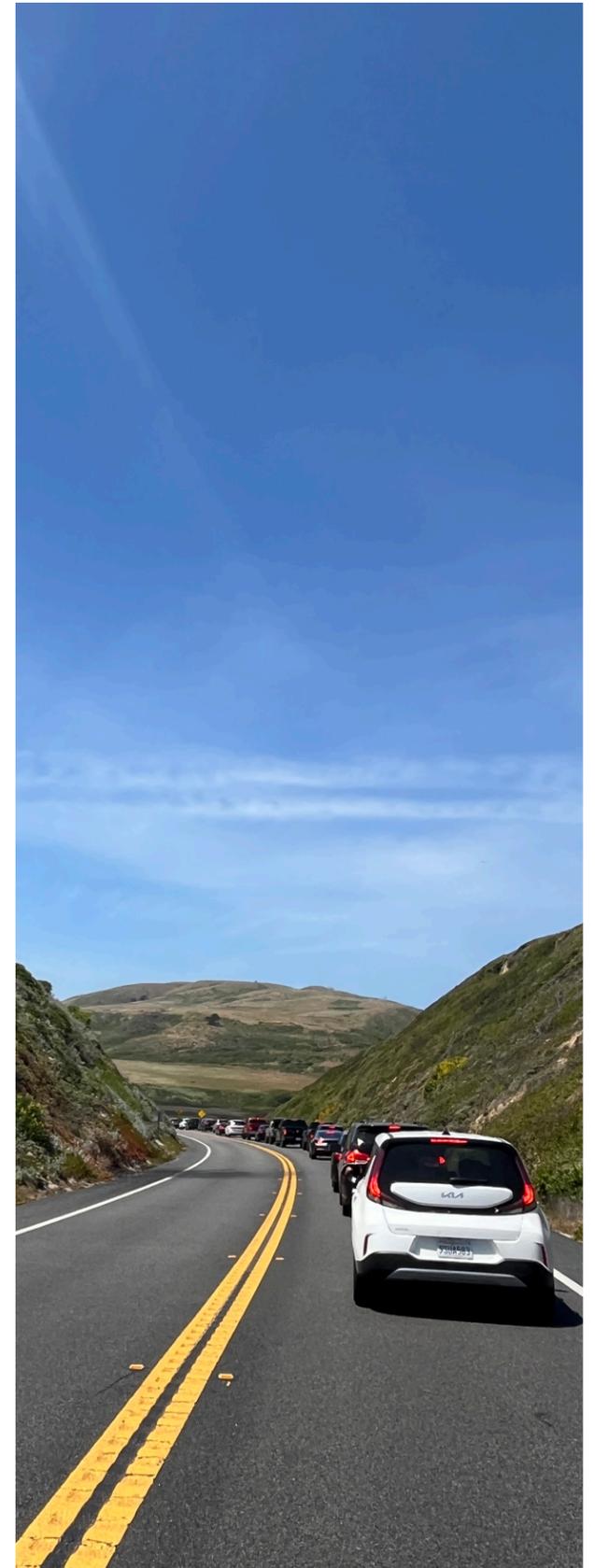


FIGURE ES-2
Emphasis Areas

Equity Considerations

Equity is integrated throughout the RHSP. The RHSP includes analysis of income, race, and ethnicity data, along with a review of state and federal equity mapping tools and the County’s adopted 2025 Transportation Equity Action Plan (Equity Plan). The Equity Plan establishes a regional definition of Transportation Equity Priority Communities based on adopted thresholds related to income, poverty, race and ethnicity, limited English proficiency, disability, age, and renter status. Within the RHSP study area, Transportation Equity Priority Communities overlap with segments of Highway 9 near Brookdale and portions of Highway 129 and 152 in and around Watsonville. Federal and state mapping tools, including the Safe Streets and Roads for All Underserved Communities Mapping Tool, similarly identify areas near Watsonville as underserved.

The RHSP uses these findings to inform prioritization and emphasizes directing safety investments to locations where they can improve outcomes for vulnerable communities. Additional equity findings and analysis are described in [Chapter 7](#) and [Appendix J](#).



Implementation, Funding, and Project Readiness

The RHSP establishes a clear implementation framework that emphasizes coordination, prioritization, and ongoing evaluation. While Caltrans retains authority over state highways, the RTC plays a critical role in regional coordination, funding strategy, and advancing safety projects in partnership with Caltrans, the County, and local agencies. Advancing the goals of the RHSP and ultimately achieving zero traffic deaths and severe injuries is a shared responsibility.

Adoption of the RHSP positions Santa Cruz County to pursue state and federal safety funding. The RHSP meets key requirements for SS4A eligibility and supports applications for other programs such as HSIP, ATP, STIP, and rural transportation grants. By clearly identifying priority projects, systemic strategies, and an implementation roadmap, the RHSP strengthens the region’s ability to compete for funding and to integrate safety improvements into both near-term and long-range investments. Additional information about implementation is included in [Chapter 8](#).

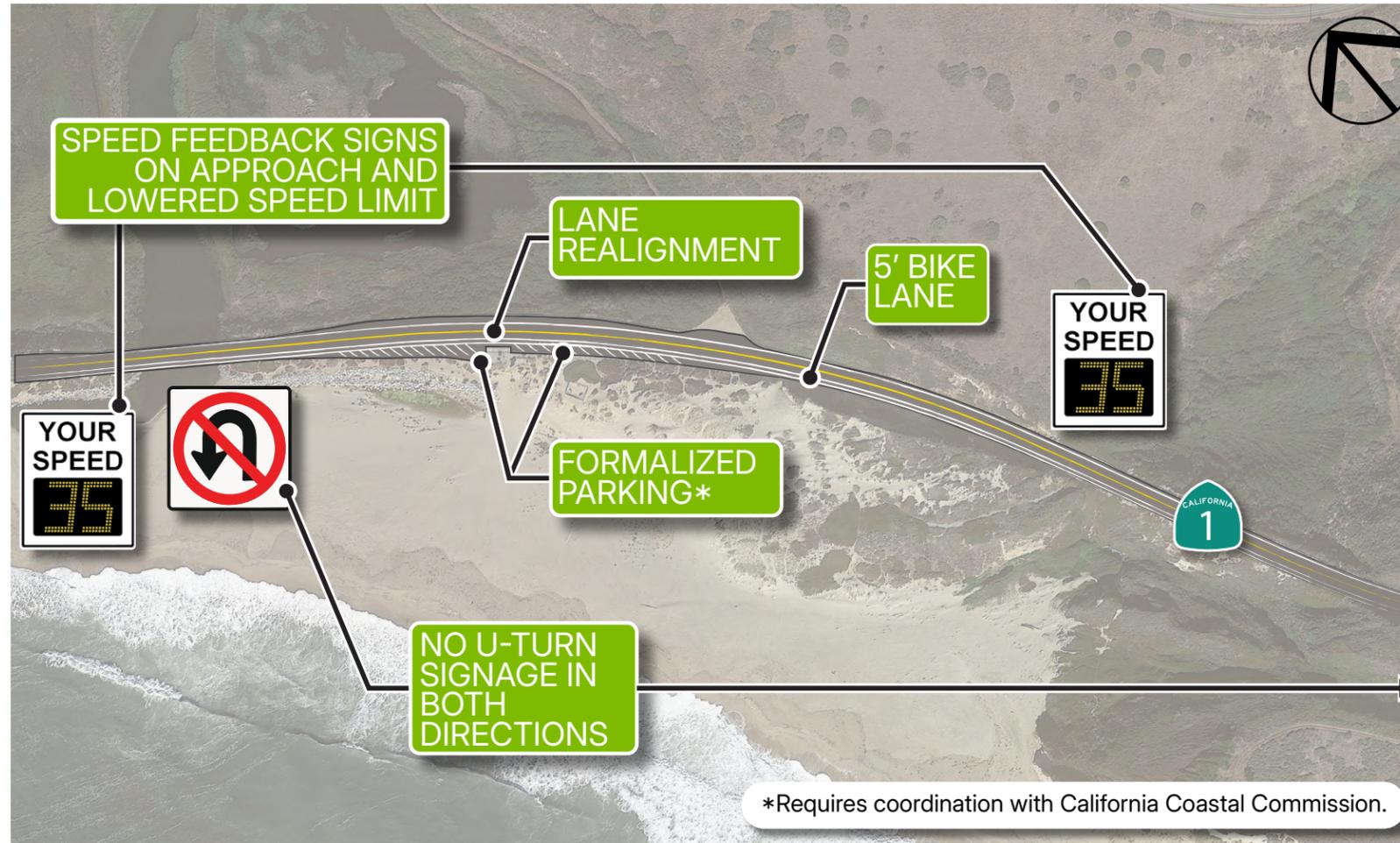
RTC Roles	Local Agency Partner Roles	Caltrans Roles
<p>Accessing funding opportunities to design and construct projects</p> <p>Establishing innovative regional policies that prioritize safety</p> <p>Facilitating collaboration between Caltrans and local communities</p> <p>Providing technical support on safety analysis and implementation</p> <p>Monitoring implementation efficacy</p>	<p>Leveraging the tools provided by RTC to prioritize and implement safety solutions</p> <p>Supporting implementation and development by participating in the planning and design process</p>	<p>Designing and constructing projects</p> <p>Collaborating with project partners on identification of suitable design standards across different contexts</p> <p>Integrating safety enhancements into highway maintenance programs and development review</p> <p>Monitoring implementation efficacy</p>



FIGURE 24

Highway 1: Scott Creek | Managing turning and parking at visitor destinations

Highway 1 at Scott Creek is designated as an Undeveloped Non-Mountainous place type and serves as a key access point to coastal parking areas. Like many other locations on Highway 1 in within the study limits, the parking areas are informal and can make it challenging to maneuver. The corridor experiences many crashes related to weekend driving that are associated with high volumes of recreational users driving, biking, and walking.



PLANNING-LEVEL COST ESTIMATE (2026 DOLLARS)

\$ Scott Creek **\$345,000**

KEY ENHANCEMENTS

- Potentially formalize parking on the west side of Highway 1 with striping and an access lane
- Install speed feedback signs
- Realign vehicle through lanes to the east
- Remove informal parking on the east side to reduce pedestrians crossing the highway

PLACE TYPE

Rural Non-Mountainous

SEGMENT LENGTH

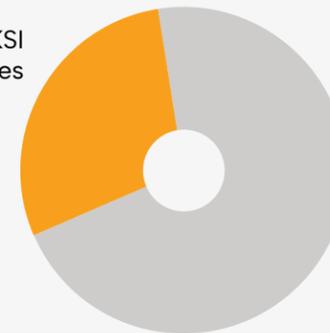
1,000 Feet

PROFILES ADDRESSED

Weekend Driving on Undeveloped Non Mountainous Roads

CRASH OUTCOMES

2 KSI Crashes



5 Non-KSI Crashes

CRASH BY MODE

 Pedestrian Crashes **0**

 Bicycle Crashes **3**

FIGURE 25

Highway 1: Davenport | Incorporating pedestrian/bicycle facilities and crossing improvements along Main Streets

Highway 1 in Davenport is characterized as a Main Street place type with high pedestrian and vehicle volumes. Highway 1 in Davenport is characterized as a Main Street place type with high pedestrian and vehicle volumes. This section serves as a main access point to Davenport shops and restaurants, elementary school, and beaches with frequent crossings across Highway 1. The corridor experiences many excessive speeding and lane departure crashes.



PLANNING-LEVEL COST ESTIMATE (2026 DOLLARS)

\$ Davenport **\$3,567,000**

KEY ENHANCEMENTS

- Provide gateway improvements and traffic calming measures
- Install rolled curbs with sidewalks to delineate pedestrian space
- Improve pedestrian crossing at Highway 1 and Ocean Street to increase visibility
- Enhance transit stops to support existing and future transit service
- Create connections for pedestrians and bicyclists through Davenport

PLACE TYPE

Main Street

SEGMENT LENGTH

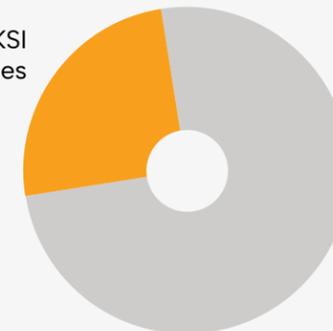
1,500 Feet

PROFILES ADDRESSED

Excessive Speed, Lane Departure

CRASH OUTCOMES

2 KSI Crashes



6 Non-KSI Crashes

CRASH BY MODE

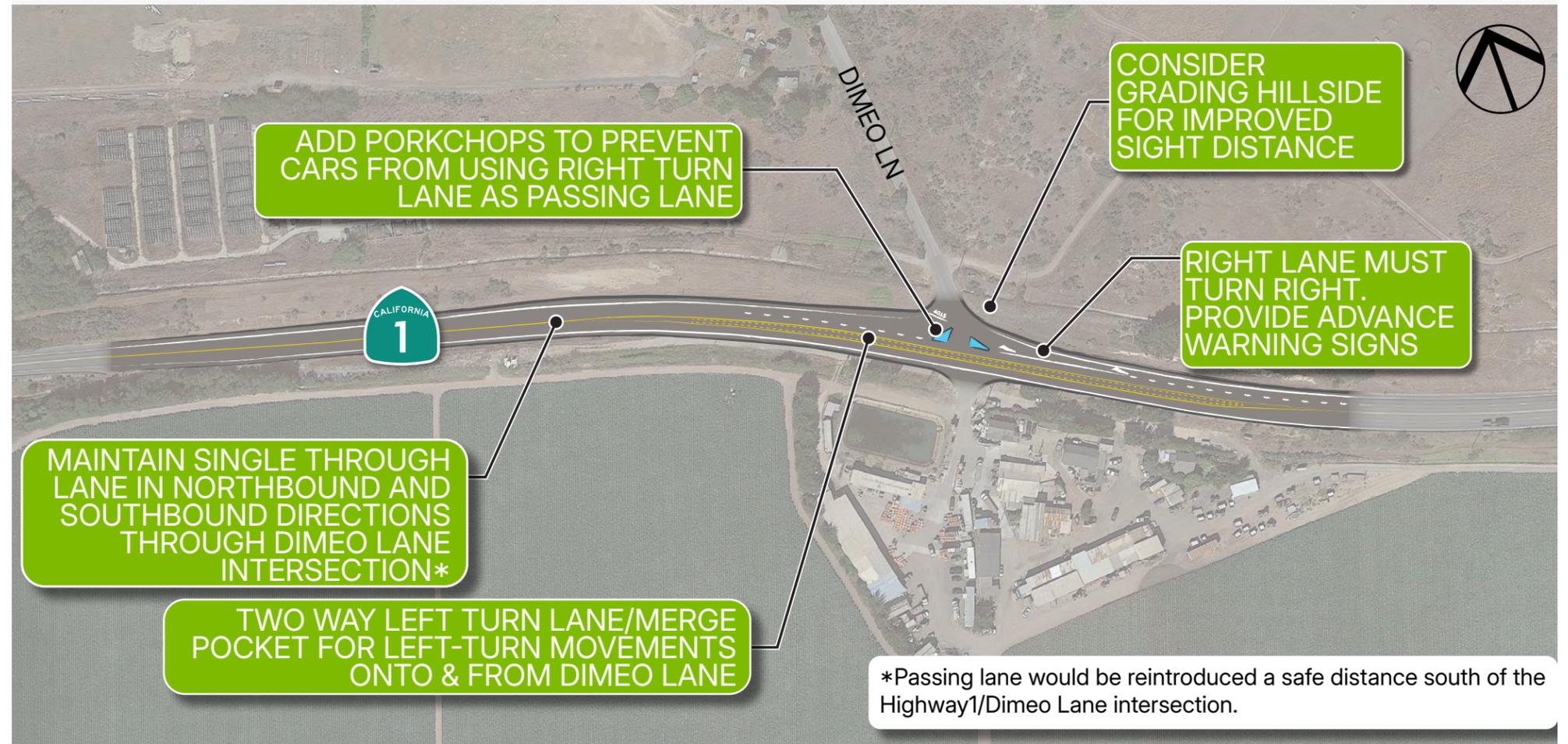
 Pedestrian Crashes **1**

 Bicycle Crashes **1**

FIGURE 26

Highway 1: Dimeo Lane/Transfer Station | Managing turns at locations with high truck and heavy vehicle volumes

Highway 1 at Dimeo Lane is designated as an Undeveloped Non-Mountainous place type and is primarily affected by excessive vehicle speeds and heavy vehicles traveling to/from the City of Santa Cruz Resource Recovery Facility. The intersection geometry of this location is representative of other areas on Highway 1 with visibility challenges and high vehicle and truck volumes. Intersection improvements should be designed to accommodate all turning movements for vehicle types including semi-trucks.



PLANNING-LEVEL COST ESTIMATE (2026 DOLLARS)

\$ Dimeo Lane & Transfer Station \$1,066,000

KEY ENHANCEMENTS

- Restripe turn lanes and passing lanes to discourage passing at the intersection and address sight distance concerns
- Add pork chop islands to help facilitate turn movements and improve visibility
- Narrow vehicle lanes
- Maintain shoulders for bike access

PLACE TYPE

Undeveloped Non-Mountainous

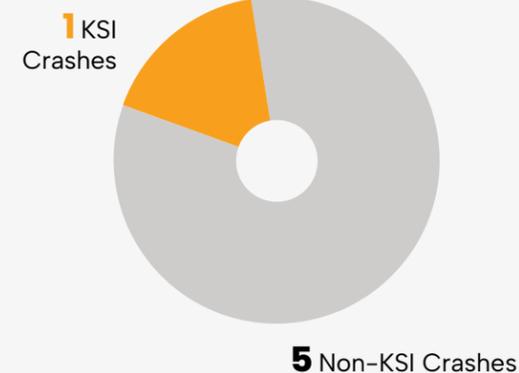
SEGMENT LENGTH

1,000 Feet

PROFILES ADDRESSED

Excessive Speed

CRASH OUTCOMES



CRASH BY MODE

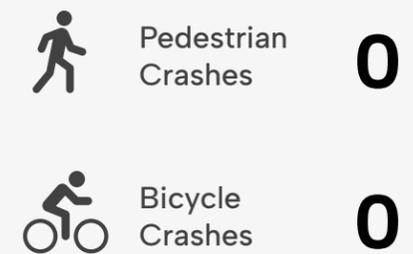
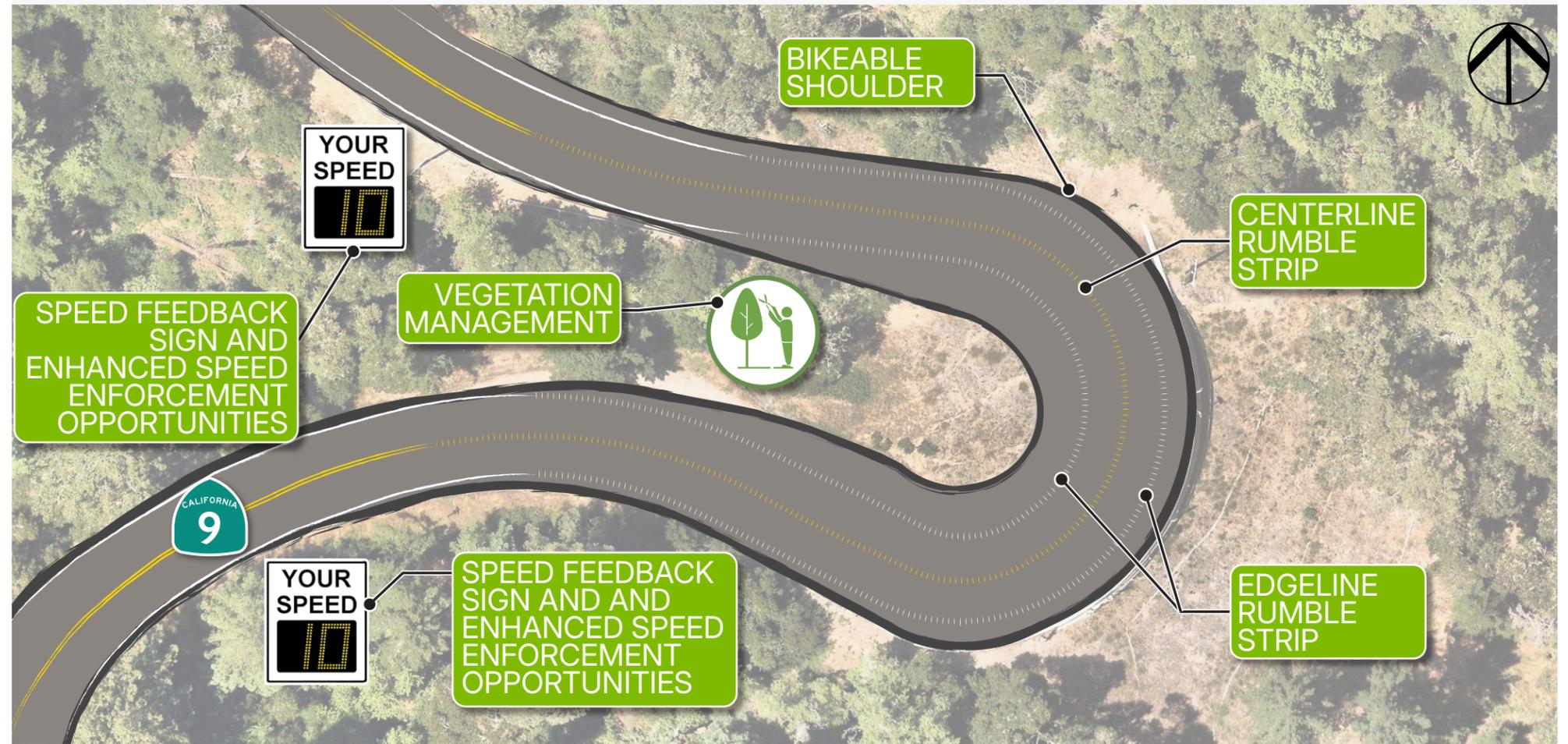


FIGURE 27

Highway 9: Waterman Gap Hairpin Curve | Reducing vehicle speeds on narrow, curved, and mountainous locations

This segment of Highway 9, located at a hairpin turn south of the intersection with SR 236 and north of Saratoga Toll Road, is classified as Undeveloped Mountainous. The road is narrow with horizontal and vertical curves that present challenges related to sight distance, especially navigating tight or compounding curves. Anecdotal reports of speeding and racing on this portion of Highway 9 were shared in the community feedback. Although observed speed data shows average speeds of approximately 30 MPH, the corridor has a history of lane departure and DUI-related crashes.



PLANNING-LEVEL COST ESTIMATE (2026 DOLLARS)

\$ Waterman Gap Hairpin Curve **\$211,000**

KEY ENHANCEMENTS

- Install centerline rumble strips
- Manage vegetation to maintain visibility
- Install speed feedback signs to encourage slower travel speeds
- Enhance speed enforcement opportunities

PLACE TYPE

Undeveloped Mountainous

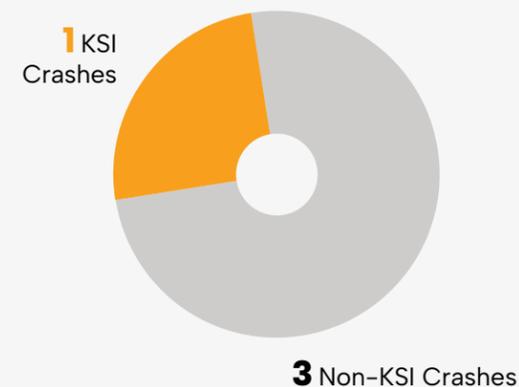
SEGMENT LENGTH

500 Feet

PROFILES ADDRESSED

Lane Departures, DUIs on Undeveloped Mountainous Roads

CRASH OUTCOMES



CRASH BY MODE

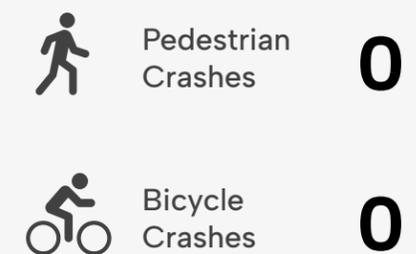


FIGURE 28

Highway 9: Boulder Creek | Accommodating all road users within town centers

Highway 9 through Boulder Creek, from Bear Creek Road to Mountain Street, is characterized as a Main Street place type with a mix of narrow roads approaching downtown Boulder Creek and a more generous right-of-way with on-street parking within downtown. The area generally has limited sight distances and high levels of pedestrian activity. The corridor experiences many crashes falling into the excessive speeding and pedestrian crashes at night crash profiles.

KEY ENHANCEMENTS

- Provide gateway treatments such as medians, landscaping, and signage
- Install speed feedback signs to encourage slower travel speeds
- Enhance intersection and pedestrian crossings with Rectangular Rapid Flashing Beacons (RRFBs) and high-visibility crosswalks
- Improve transit stops by adding waiting areas and signage/furniture
- Build sidewalk connections to close gaps
- Include dedicated bike facilities or bikeable shoulders according to context where feasible

PLACE TYPE

Main Street

SEGMENT LENGTH

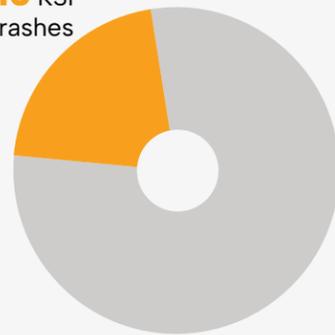
2,500 Feet

PROFILES ADDRESSED

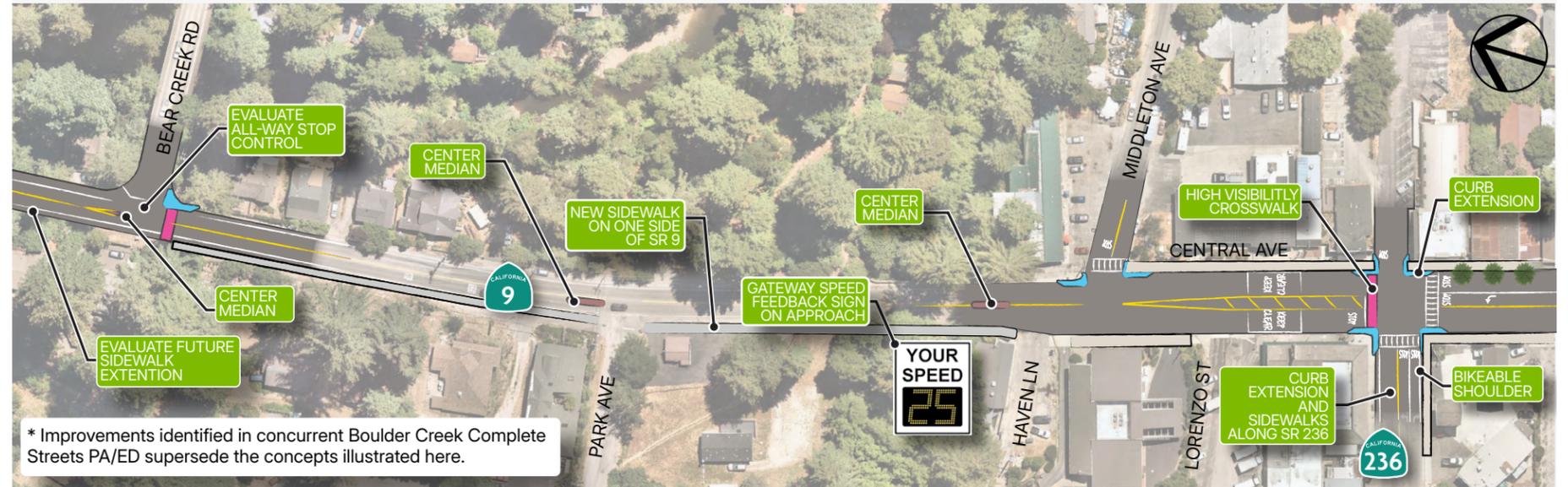
Excessive Speed,
Pedestrian Crashes,
Pedestrians at Night

CRASH OUTCOMES

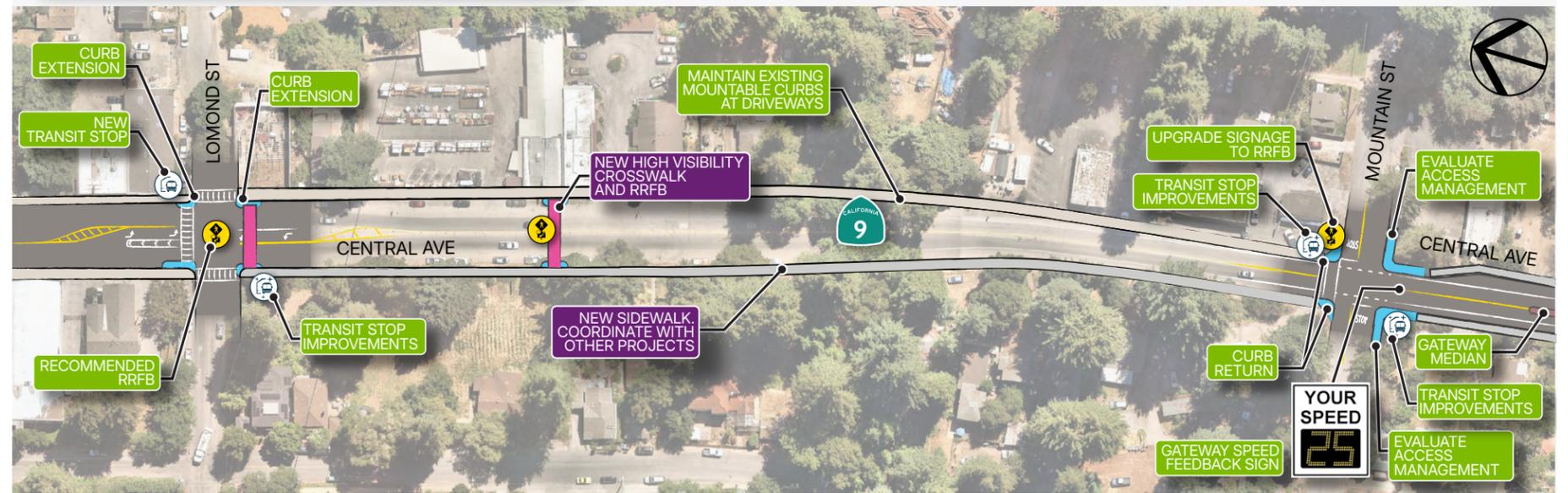
10 KSI Crashes



37 Non-KSI Crashes



* Improvements identified in concurrent Boulder Creek Complete Streets PA/ED supersede the concepts illustrated here.



PLANNING-LEVEL COST ESTIMATE (2026 DOLLARS)

\$ Boulder Creek \$4,978,000

CRASH BY MODE

Pedestrian Crashes 16

Bicycle Crashes 44

FIGURE 29

Highway 9: Ben Lomond (1 of 2) | Managing vehicle and pedestrian access through town centers

The Highway 9 segment through downtown Ben Lomond is a Main Street corridor with narrow curves, limited sight distance, and high pedestrian volumes. The area is affected by excessive speeds and frequent lane departure crashes. Enhancements will build on previous planning and design work done in the area including the San Lorenzo Valley (SLV) Complete Streets Plan and the Complete Streets Safety Assessment in Ben Lomond.

KEY ENHANCEMENTS

- Support existing crossing demand by right-sizing intersections and adding high visibility crosswalks, RRFBs, and curb extensions
- Provide gateway treatments including median islands, landscaping, and signage
- Improve transit stops by adding waiting areas and signage / furniture
- Narrow vehicle lanes
- Build sidewalk connections to close gaps

PLACE TYPE

Main Street

SEGMENT LENGTH

2,500 Feet

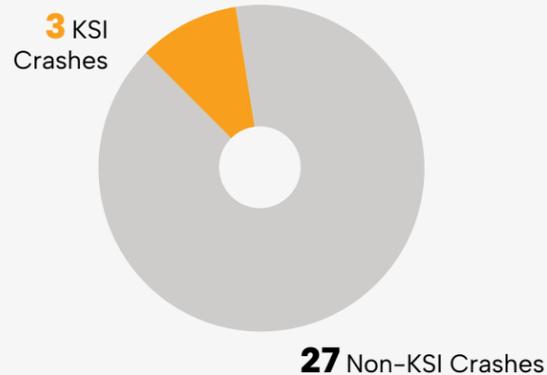
PROFILES ADDRESSED

Excessive Speed, Lane Departure

PLANNING-LEVEL COST ESTIMATE (2026 DOLLARS)

\$ Ben Lomond \$4,309,000

CRASH OUTCOMES



CRASH BY MODE

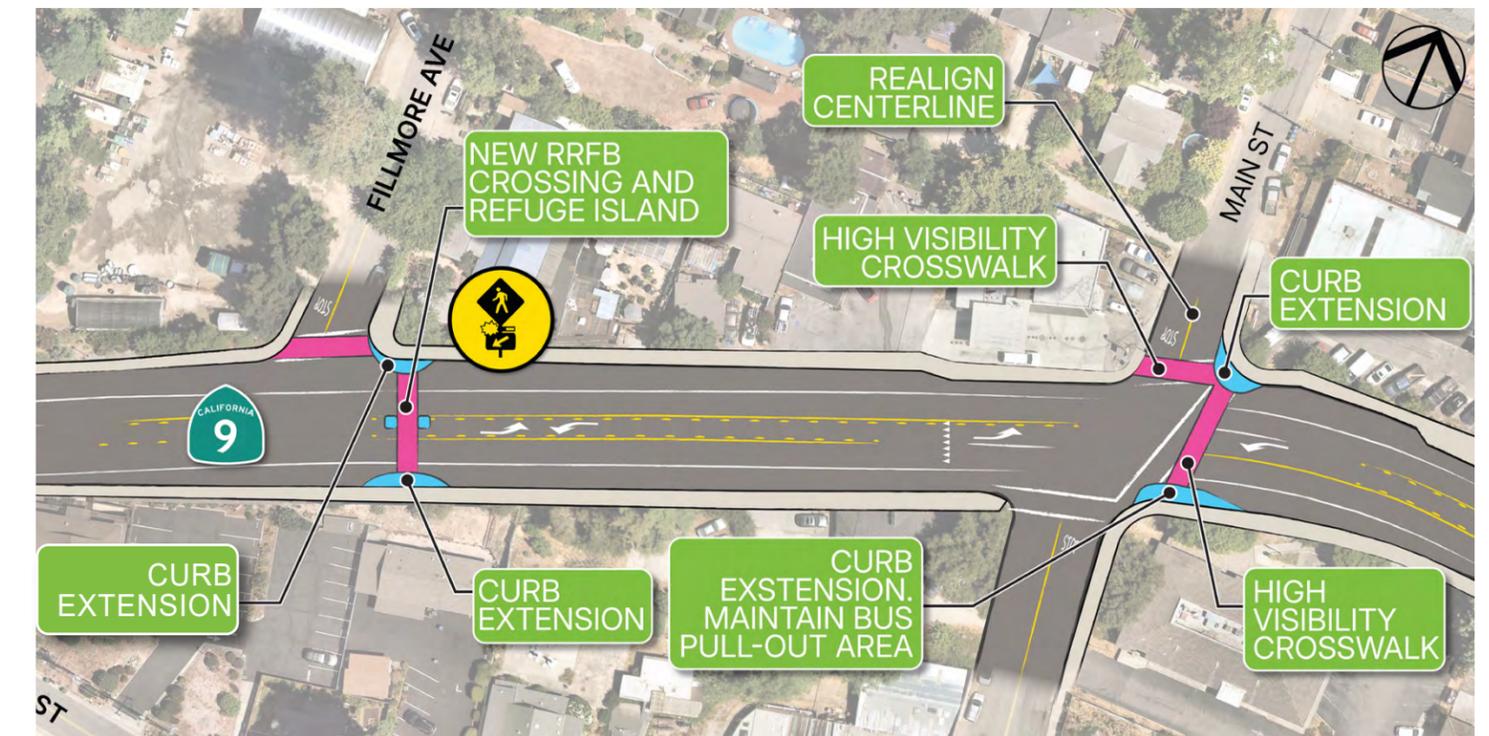
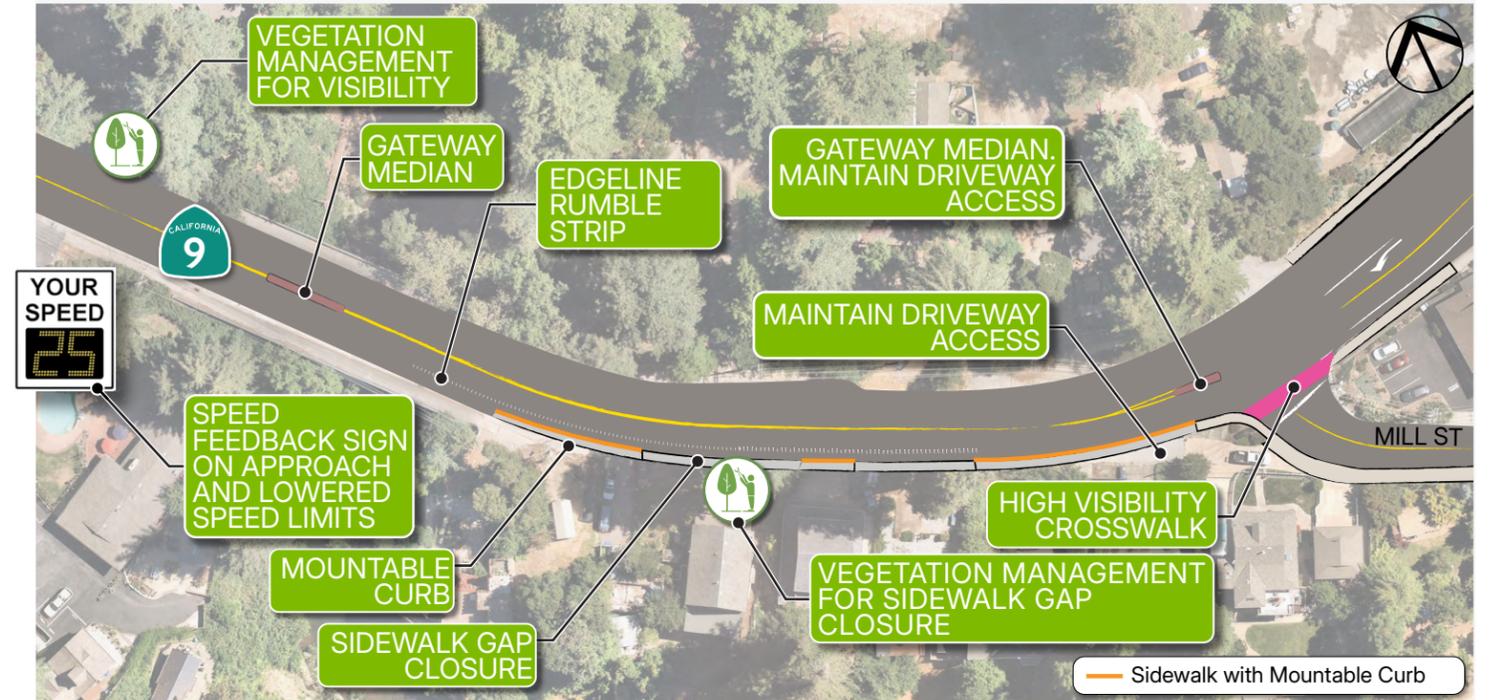
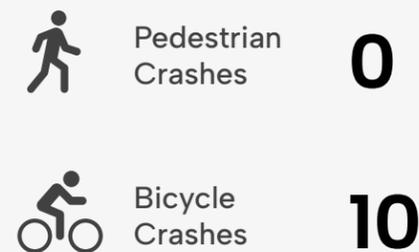


FIGURE 30
Highway 9: Ben Lomond (2 of 2) | Managing vehicle and pedestrian access through town centers

The Highway 9 segment through downtown Ben Lomond is a Main Street corridor with narrow curves, limited sight distance, and high pedestrian volumes. The area is affected by excessive speeds and frequent lane departure crashes. Enhancements will build on previous planning and design work done in the area including the San Lorenzo Valley (SLV) Complete Streets Plan and the Complete Streets Safety Assessment in Ben Lomond.

KEY ENHANCEMENTS

- Support existing crossing demand by right-sizing intersections and adding high visibility crosswalks, RRFBs, and curb extensions
- Provide gateway treatments including median islands, landscaping, and signage
- Improve transit stops by adding waiting areas and signage / furniture
- Narrow vehicle lanes
- Build sidewalk connections to close gaps

PLACE TYPE

Main Street

SEGMENT ENNGTH

2,500 Feet

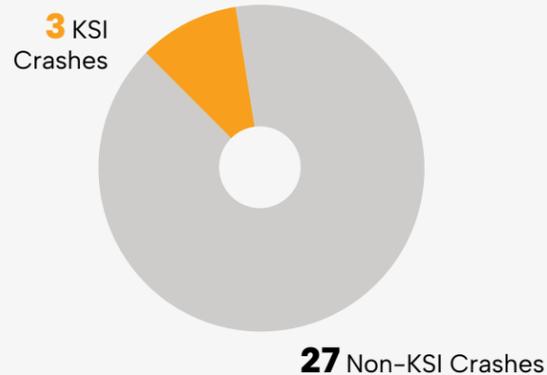
PROFILES ADDRESSED

Excessive Speed, Lane Departure

PLANNING-LEVEL COST ESTIMATE
 (2026 DOLLARS)

\$ Ben Lomond \$4,309,000

CRASH OUTCOMES



CRASH BY MODE

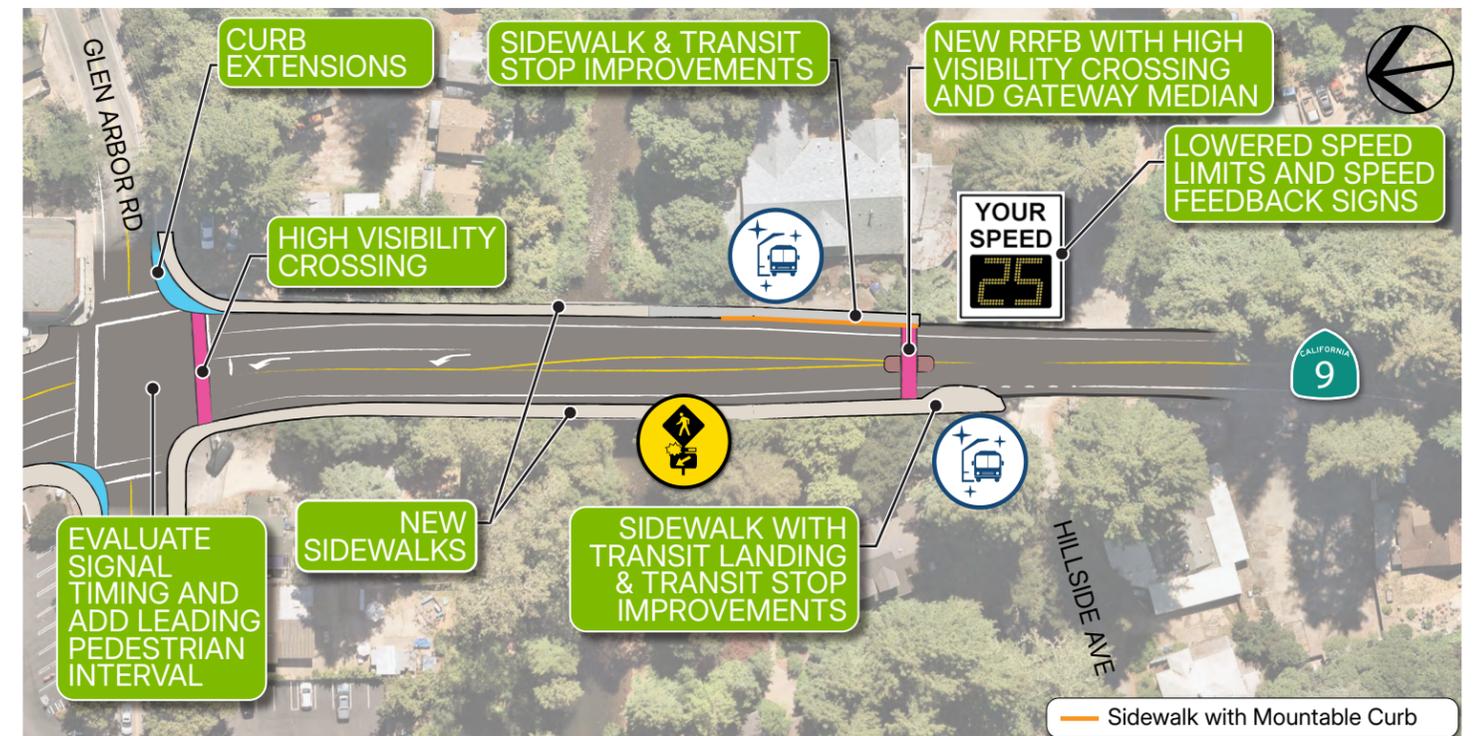
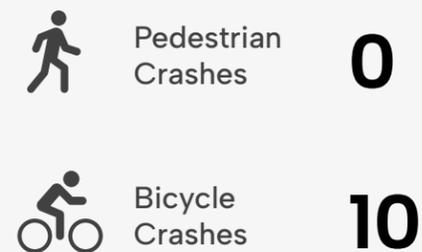
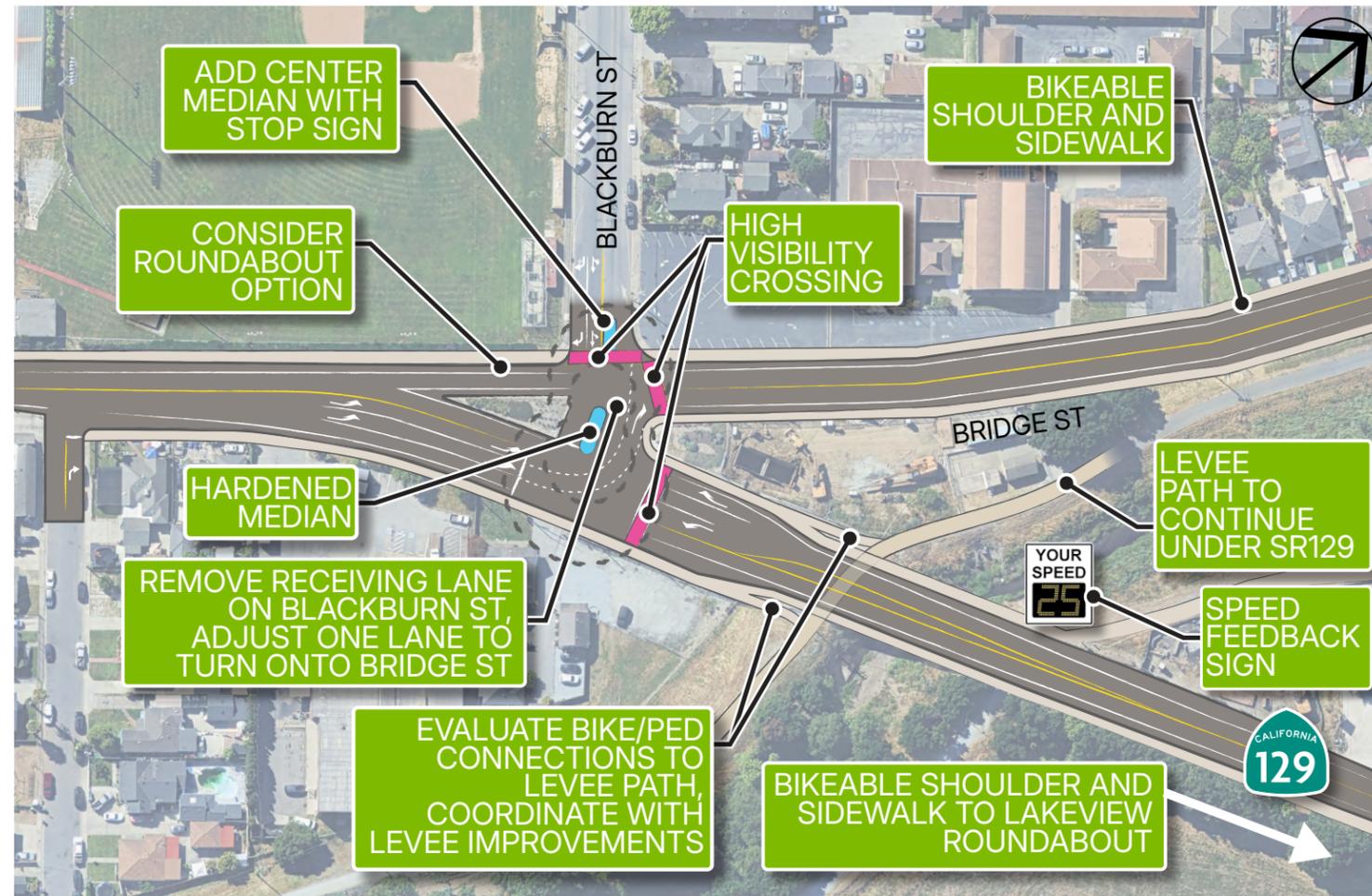


FIGURE 31

Highway 129: Blackburn Street/Bridge Street | Reducing conflicts at complex intersections in Transitional areas

Highway 129 near the eastern edge of the City of Watsonville is a Transitional place type and designated truck route with a diverse vehicle mix. While the project location is within the City of Watsonville, intersection treatments here can help to systemically manage speeds throughout the corridor, particularly in the segment just east of the City limits between this intersection and the Highway 129/Lakeview Road intersection. This segment provides access to agriculture lands and sees higher than typical heavy vehicle volumes, including trucks and farm equipment. Pedestrians and bicyclists on the corridor are typically a mix of people traveling to employment sites or participating in recreational activities. There is a history of excessive speeding and pedestrian-involved crashes.



PLANNING-LEVEL COST ESTIMATE (2026 DOLLARS)

\$ Blackburn & Bridge \$24,084,000

KEY ENHANCEMENTS

- Provide bikeable shoulders
- Build sidewalk connections to close gaps
- Install center medians
- Add high-visibility crosswalks to help improve pedestrian visibility
- Consider a roundabout to address speeds and conflict severity; potentially build additional roundabouts at other locations along Highway 129 with the goal of systemically managing speeds

PLACE TYPE

Transitional

SEGMENT LENGTH

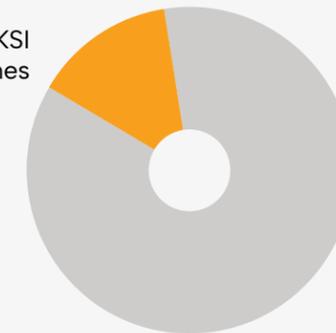
5,000 Feet

PROFILES ADDRESSED

Excessive Speed, Lane Departures

CRASH OUTCOMES

4 KSI Crashes



24 Non-KSI Crashes

CRASH BY MODE

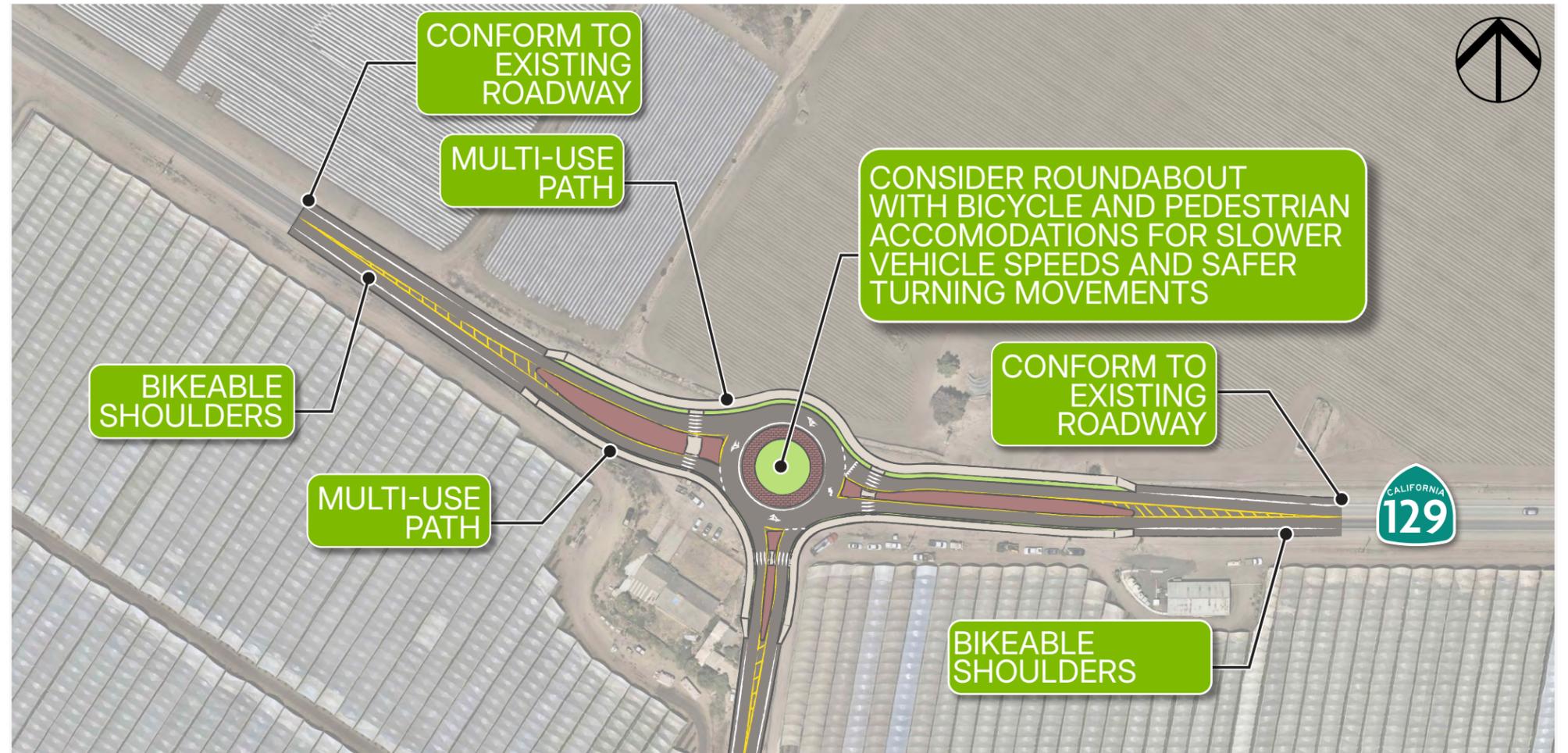
 Pedestrian Crashes **7**

 Bicycle Crashes **21**

FIGURE 32

Highway 129: Murphy Road | Reducing speeds on roads near agricultural uses

Near Murphy Road, Highway 129 is characterized as an Undeveloped Mountainous place type with agricultural rural characteristics. At the intersection, historical realignments of Highway 129 have created excess pavement that is no longer required as part of the traveled way but is not suitably delineated or separate to discourage use. Feedback indicated that the large paved areas near the intersection can lead to higher travel speeds, especially for turns. The corridor is affected by excessive speeds and lane departure crashes.



PLANNING-LEVEL COST ESTIMATE (2026 DOLLARS)

\$ Murphy Rd	\$7,298,000
--------------	-------------

KEY ENHANCEMENTS

- Delineate or remove pavement outside the desired traveled way
- Install bike lane marking
- Consider a roundabout to address speeds and conflict severity; potentially build additional roundabouts at other locations along Highway 129 with the goal of systemically managing speeds

PLACE TYPE

Undeveloped Mountainous

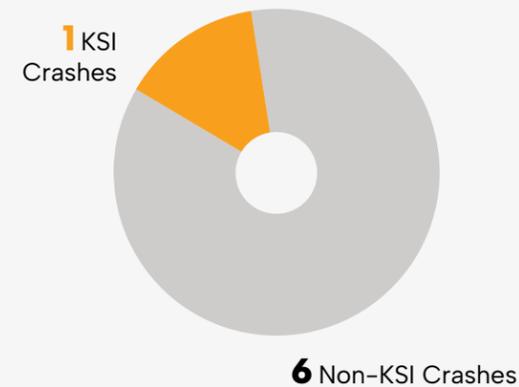
SEGMENT LENGTH

1,500 Feet

PROFILES ADDRESSED

Excessive Speed, Lane Departure

CRASH OUTCOMES



CRASH BY MODE

	Pedestrian Crashes	0
	Bicycle Crashes	0

FIGURE 33

Highway 152: Lakeview Middle School/St. Francis High/Fairgrounds Access | Designing for safe pedestrian and bicycle access near schools or other key destinations

Highway 152 northeast of Watsonville includes two key segments with distinct safety concerns. The Holohan Road segment, from the edge of the City to St. Francis High School, is a Main Street corridor that experiences unpredictable driveway movements and lane departure crashes. This segment includes both a middle school and high school that generate high vehicle and pedestrian volumes. There are many pedestrians crossing midblock to access the school and the church.

The Fairgrounds segment is a Transitional corridor with concerns related to long queues and high vehicle volumes during Fairgrounds events. Enhancements and improvements are focused on ingress and egress for all modes, including enhanced active transportation access that may reduce demand for vehicular travel during events.

KEY ENHANCEMENTS

- Build a Class I multi-use path parallel to Highway 152 along the segment
- Add traffic control such as a Pedestrian Hybrid Beacon (PHB) or traffic signal with high visibility crosswalks at the driveway to St. Francis High School
- Enhance School Zone signage to notify drivers of multiple school locations and pedestrian activity
- Complete sidewalk gap closures, including Class I trail connections
- Consolidate driveways where feasible

PLACE TYPE

Main Street, Transitional

SEGMENT LENGTH

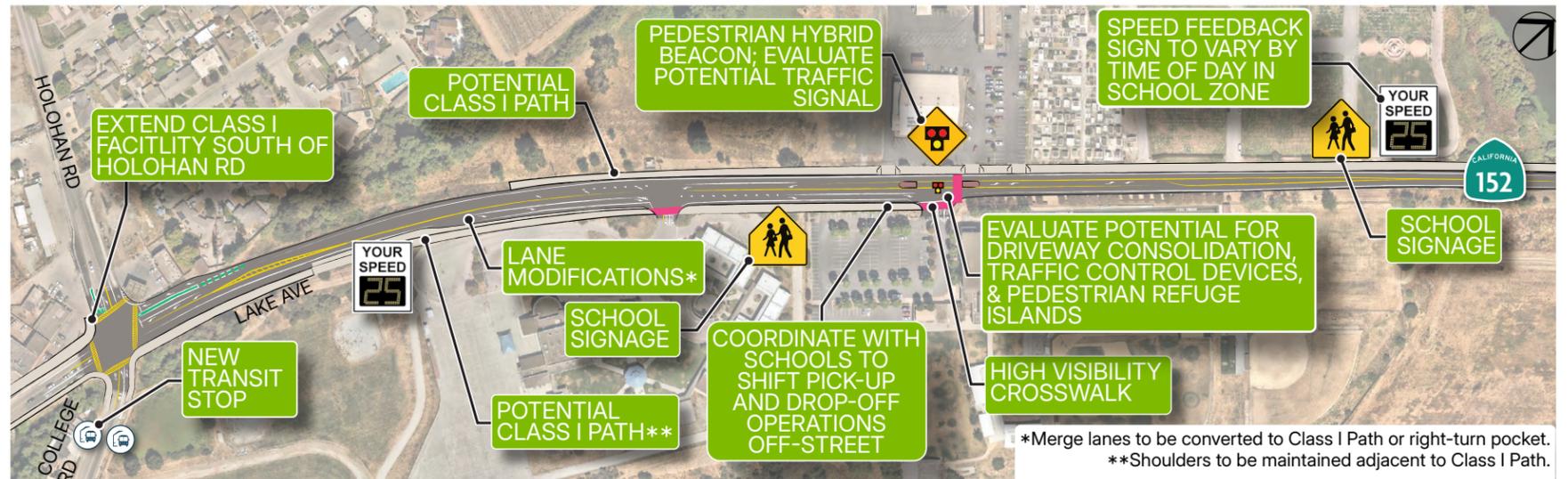
6,600 Feet

PROFILES ADDRESSED

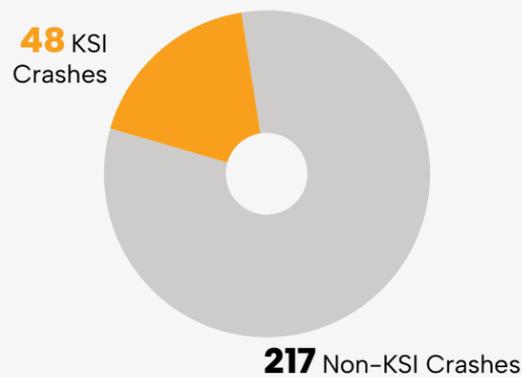
Excessive Speed, Lane Departures, Bicyclists on Narrow Roads, Turns on Transitional Roads

PLANNING-LEVEL COST ESTIMATE (2026 DOLLARS)

\$ Lakeview Middle School/St. Francis High **\$14,703,000**



CRASH OUTCOMES



CRASH BY MODE

