RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission on the date of May 7, 2020 on the motion of Commissioner duly seconded by Commissioner

A RESOLUTION AMENDING THE FY 2019-20 BUDGET AND WORK PROGRAM FOR THE REGIONAL TRANSPORTATION COMMISSION AND MEASURE D 5 YEAR PLAN FOR THE RAIL AND RAIL TRAIL PROGRAMS

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

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

1. The FY 2019-20 Budget and Work Program for the Santa Cruz County Regional Transportation Commission (RTC) are hereby amended as shown in Exhibit A;

2. The Measure D 5 year Program of Projects for the Rail category is hereby amended, as shown in Exhibit B.

3. The Measure D 5 year Program of Projects for the Rail Trail category is hereby amended, as shown in Exhibit C.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

____________________________
Bruce McPherson, Chair

ATTEST:

____________________________
Guy Preston, Secretary
Attachments:

Exhibit A - SCCRTC FY 2019-20 Budget and Work Program as amended

Exhibit B – Measure D 5 year program of projects for Rail Category as amended

Exhibit C – Measure D 5 year program of projects for Active Transportation Category as amended

Distribution: RTC Fiscal
### Apportionment Schedule

<table>
<thead>
<tr>
<th>FY2019/20 Budget</th>
<th>2019-20</th>
<th>2019-20</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved</td>
<td>11/7/19</td>
<td>5/7/20</td>
<td></td>
</tr>
</tbody>
</table>

Low Carbon Transit Operations Program (LCTOP)

<table>
<thead>
<tr>
<th></th>
<th>Approved</th>
<th>Proposed</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>292,605</td>
<td>292,605</td>
</tr>
</tbody>
</table>

Allocation approved at the March 2019 RTC Meeting

Total

|                | -        | 292,605  | 292,605    |

### Active Transportation

<table>
<thead>
<tr>
<th>FY2019/20 Budget</th>
<th>2019-20</th>
<th>2019-20</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved</td>
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<td></td>
</tr>
</tbody>
</table>

Revenues

| Measure D        | 1,169,250 | 1,186,250 | 17,000     |
|-----------------------------------------------------|
| Total Revenues | 1,169,250 | 1,186,250 | 17,000     |

Expenditures

<table>
<thead>
<tr>
<th>Allocated Labor Costs</th>
<th>242,925</th>
<th>258,019</th>
<th>15,094</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allocated Overhead</td>
<td>272,075</td>
<td>288,981</td>
<td>16,906</td>
</tr>
<tr>
<td>Total Salaries, Benefits &amp; Overhead</td>
<td>515,000</td>
<td>547,000</td>
<td>32,000</td>
</tr>
</tbody>
</table>

*Additional staff time $25k for maintenance + $7k for Seg 18. Included in staffing budget below.*

### Services and Supplies

#### MBSS Network

| General Technical Assistance | 65,000 | 40,000 | (25,000) |
| Corridor encroachment & maint | 189,250 | 189,250 | -         |
| Environmental Permits | 240,000 | 240,000 | -         |
| Total Services & Supplies | 654,250 | 639,250 | (15,000) |

### Santa Cruz Branch Rail Line

<table>
<thead>
<tr>
<th>Rail Trail Authority</th>
<th>2019-20</th>
<th>2019-20</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved</td>
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<td>5/7/20</td>
<td></td>
</tr>
</tbody>
</table>

Revenues

| Measure D | 1,550,000 | 1,557,500 | 7,500     |
| Interest  | 6,000     | 6,000     | -         |
| Leases, Licenses & Other Rev | 70,000 | 70,000 | - |
| State-Other | 510,631 | 510,631 | -        |
| FEMA      | 2,300,000 | 2,300,000 | -        |
| Contr from Other Funds | 110,000 | 110,000 | -        |
| Total Revenues | 4,546,631 | 4,554,131 | 7,500 |

Expenditures

| Allocated Labor Costs | 111,557 | 158,726 | 47,170     |
| Allocated Overhead    | 124,943 | 177,774 | 52,830     |
| Total Salaries, Benefits & Overhead | 236,500 | 336,500 | 100,000 |

*Additional staff costs for 2017 Storm Damage. Included in staffing budget below.*

### Staffing Budget

<table>
<thead>
<tr>
<th>Direct and Indirect Cost to Program</th>
<th>2019-20</th>
<th>2019-20</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved</td>
<td>11/7/19</td>
<td>5/7/20</td>
<td></td>
</tr>
</tbody>
</table>

**From MBSS Budget above**

| Rail                                | 236,500 | 336,500 | 100,000    |
|                                     |         |         | (122,000) |
| Hwy                                 | 1,201,832 | 1,069,832 | (132,000) |
| Bike Signage                        | 20,000  | 20,000  | -         |
| MBSS                                | 515,000 | 547,000 | 32,000    |
| Planning                            | 1,368,329 | 1,368,329 | -         |
| Admin                               | 821,732 | 821,732 | -         |
| Hwy 9 - SLV                         | 30,000  | 30,000  | -         |
| Total                               | 4,193,393 | 4,193,393 | -         |

Reduction of staff time, no other changes

*From Rail Budget above*

Reallocation of staff time due to work trends

Staffing cost is calculated by adding salaries and benefits and multiplying times the Indirect Cost Allocation Plan (ICAP) factor of 112% to account for indirect costs.

Example cost is calculation

Salaries + benefits = $100, staff cost calculation for reimbursement purposes combines direct and indirect costs.

$100 (salaries + benefits) + $112 (indirect overhead) = $212 allocated to program.