



MEASURE D BUDGET  
FOR THE FISCAL YEAR ENDING JUNE 30, 2024  
ADOPTED APRIL 6, 2023

## Contents

Measure D Budget .....	2
Measure D Fiduciary Fund .....	4
Measure D Administration and Implementation.....	5
Measure D Neighborhood– Direct Allocations .....	7
Measure D Transit – Direct Allocations .....	9
Measure D Regional Projects .....	10
Measure D Highway Corridors .....	10
Measure D Active Transportation.....	14
Measure D Rail Corridor.....	18
Measure D San Lorenzo Valley Highway 9 Corridor Improvements.....	20
Measure D Highway 17 Wildlife Crossing .....	22
Measure D Summary and Fund Balances .....	23
Budget Glossary and Acronym Guide .....	25
Programming, Planning, and Project Glossary and Acronym Guide.....	28

## Measure D Budget

### **Introduction**

Measure D is a 1/2 cent transaction and use tax measure passed in November 2016, to improve, operate and maintain Santa Cruz County's transportation network through an Expenditure Plan.

As the administrator of Measure D, the RTC allocates, administers, and oversees the expenditure of all Measure D revenues which are not directly allocated by formula annually to other agencies, consistent with the Expenditure Plan and five-year program of projects which are updated at least annually following a public hearing.

In accordance with the Ordinance, a separate fund for all Measure D revenues was established and an annual independent fiscal audit of the financial statements, including compliance with the requirements of the Expenditure Plan, is conducted. The Measure D Taxpayer Oversight Committee reviews audits and expenditures from the prior fiscal year for all recipient agencies and prepares an annual report.

The distribution and budgeting of the Expenditure Plan are accounted for in One Solution, the Santa Cruz County Auditor Controller's accounting program. General Ledgers are established to track revenues and expenditures separately and/or by fund purpose for each investment category, a specific project or program.

Expenditures for Measure D programs and projects are paid by RTC or other agencies and reimbursed from Measure D. These reimbursements are shown as revenue due to the rules of governmental accounting.

After allocating an amount to the RTC for the cost of administration and implementation of Measure D, funds are distributed by formulas set forth in the voter-approved Measure D Expenditure Plan to five investment categories as follows:

Direct Allocations

1. Neighborhood (cities and county, excluding \$500k/year allocated to Hwy 9 & Hwy 17 Wildlife Crossing) – 30%
2. Transit/Paratransit (SCMTD and Community Bridges)– 20%

Regional Projects

3. Highway Corridor – 25%
4. Active Transportation – 17%
5. Rail Corridor – 8%
6. San Lorenzo Valley Highway 9 Corridor Improvements (from Neighborhood Category) - \$10 Million (over 30 years)
7. Highway 17 Wildlife Corridor (from Neighborhood Category) - \$5 Million (over 30 years)

While the Measure D budget reflects anticipated distribution and expenditure of Measure D revenues, Measure D typically is used to fund a portion of the total project cost. Leveraged grants and other funds used to fund regional projects or phases of projects implemented by the RTC are reflected in the RTC Budget.

## Measure D Fiduciary Fund

GL Key 729000

Measure D revenues are collected by the California Department of Tax & Fee Administration (CDTFA) and distributed to the RTC each month by wire transfer to the Santa Cruz County treasury into the Measure D general fund and distributed to the separate fiduciary fund for each of the five investment categories.

Measure D Fiduciary Deposit		FY2022/23 Approved 3/2/23	FY2023/24 Approved 4/6/23	Difference	Difference %	Note
	Object					
<u>Revenues Received from CDTFA</u>						
Measure D	40186	27,561,191	27,723,683	162,492	0.59%	HdL estimate as of January 6, 2023
Interest	40430	250	250	-	0.00%	
Total Revenues		27,561,441	27,723,933	162,492	0.59%	
Admin and Impl Alloc	75381	825,544	829,257	3,713	0.45%	
<u>Distributions to Investment Categories per Ordinance</u>						
Neighborhood 30%*	75382	8,020,694	8,068,328	47,634	0.59%	
Highway Corridors 25%	75383	6,683,912	6,723,607	39,695	0.59%	
Transit/Paratransit 20%	75384	5,347,129	5,378,885	31,756	0.59%	
Active Transp 17%	75385	4,545,060	4,572,052	26,992	0.59%	
Rail Corridor 8%	75386	2,138,852	2,151,554	12,702	0.59%	
Total Distributions		26,735,647	26,894,426	158,779	0.59%	
To/(From Reserves):		250	250	-		
Ending Fund Balance (estimate):		250	250	-		

\*Includes Highways 9 & 17

Note: Revenues are net of CDTFA fees. We do not expect interest income to be earned in the general fund, all revenues will be distributed to investment categories as soon as practicable. There is a small discrepancy in the formula rounding reflected in the distributions to investment categories.

## Measure D Administration and Implementation

### GL Key 729100

Expenditures include allocated salaries, benefits, and overhead, materials and supplies and consultant services including sales and use tax forecast, auditing of tax receipts, fiscal audit, and financial advisory services for administration and overall implementation of the expenditure plan, as well as staffing and reports for the Taxpayer Oversight Committee.

The RTC's consultant regularly prepare near-term forecasts for Measure D funds, which staff uses to update long term projections and cash flow models, which were originally included in the Strategic Implementation Plan (SIP), first adopted by the RTC in February 2020. In FY2023/24 staff anticipates reevaluating project funding needs and updating the SIP, including the Measure D cash flow model. In future years, if the RTC decides to bond or use other financing tools to expedite implementation of the Expenditure Plan, that will be reflected in future budgets.

Measure D		FY2022/23	FY2023/24			
Administration & Implementation		Approved	Approved	Difference	Note	
GL Key 729100	Object	3/2/23	4/6/23			
1	Measure D	40186	825,544	829,257	3,713	Updated HdL Estimates
2	Interest	40430	5,000	1,000	(4,000)	Lower fund balance and rates
5	Total Revenues	830,544	830,257	(287)		
6						
7	<u>Salaries, Benefits &amp; Overhead</u>					
8	Admin Labor Costs	51070	275,612	277,237	1,625	
9	Impl Labor Costs	51070	68,561	68,561	-	
10	Overhead (indirect)	62354	432,871	434,959	2,088	
11	Total Salaries, Benefits & Overhead	777,044	780,757	3,713		
12						
13	<u>Services &amp; Supplies</u>					
16	General Supplies & Expenses	62223	5,000	5,000	-	
17	Accounting & Audit	62301	1,000	1,000	-	
20	Professional & Special Services	62381	40,000	40,000	-	
21	Adv & Promo Materials	62801	2,500	2,500	-	
37	Total Services & Supplies	48,500	48,500	-		
38						
39	Total Expenditures:	825,544	829,257	3,713		
40						
	To/(From) Reserves:	5,000	1,000	(4,000)		
	Beginning Fund Balance (estimate):	-	5,000	5,000		
	Ending Fund Balance (estimate):	5,000	6,000	1,000		

## Measure D Neighborhood– Direct Allocations

### GL Key 729200

Measure D revenues are transferred to the respective GL Key for disbursement directly to the recipient agency using the following GL Keys each month by Journal Entry, electronic funds transfer or check.

Neighborhood funds are first allocated to Highway 9 & 17, then by formula set forth in the Measure D Expenditure Plan to the cities and the County of Santa Cruz to address transportation needs on local roads and trails.

Highway 9/SLV Corridor GL Key 729202: Transportation projects to improve travel for residents of San Lorenzo Valley (page 64).

Highway 17 Wildlife Crossing GL Key 729203: Construction of a safe passage for wildlife to cross under Highway 17 (page 66).



Measure D Neighborhood Fund GL Key 729200			FY2022/23 Approved 3/2/23	FY2023/24 Approved 4/6/23	Difference	Note	
1	Measure D Funds	40186	8,020,694	8,068,328	47,634	Updated HdL Projections	
2	Interest	40430	500	500	-		
3	Total Revenues		8,021,194	8,068,828	47,634		
4							
10	Direct Allocations:					% updated every FY 2023/24 %'s	2022/23
11	Highway 9 Corr Improv	62856	333,333	333,333	-		
12	Highway 17 Wildlife Cross	62888	166,667	166,667	-		
13	City of Capitola	75203	365,055	360,042	(5,013)	4.76%	4.85%
14	City of Santa Cruz	75204	1,681,234	1,716,597	35,363	22.68%	22.35%
15	City of Scotts Valley	75205	361,125	371,411	10,287	4.91%	4.80%
16	City of Watsonville	75206	1,178,165	1,184,180	6,014	15.65%	15.67%
17	County of Santa Cruz	75303	3,935,116	3,936,098	982	52.01%	52.32%
18	Total Direct Allocations		8,020,694	8,068,328	47,634		
19						100%	100%
20	To/(From) Reserves:		500	500	-		

Note:

As stated in Measure D, funds will be distributed at least quarterly to cities and the County of Santa Cruz based on their proportional share of the countywide population (29%), lane miles of roadway (39%) and the site where the measure revenue from the transactions and use tax is generated (32%). Population, road mile and tax site generation will be updated each year based on the latest available data. Site of tax revenue generation is estimated from existing T&U taxes in the county. Each year after the RTC obtains the data specific to this T&U tax adjustments will be made based on actual data fo site of tax revenue generation.

## Measure D Transit – Direct Allocations

GL Key 729400

Measure D allocates 20% of the revenue to two (2) transit providers as a direct allocation to serve seniors and people with disabilities. 80% of the transit funds (16% of net Measure D revenues) are allocated to Santa Cruz METRO, and 20% (4% of net Measure D revenues) to Community Bridges Lift Line for paratransit and public transit for seniors and people with disabilities.

Meas D Transit GL Key 729400		FY2022/23 Approved 3/2/23	FY2023/24 Approved 4/6/23	Difference	Note	
	Object					
1	Measure D	40186	5,347,129	5,378,885	31,756	Updated HdL Projections
2	Interest	40430	200	200	-	
3	Total Revenues		5,347,329	5,379,085	31,756	
4						
5	<u>Direct Allocation to Service Providers:</u>					
6	Santa Cruz Metro	75302	4,277,704	4,303,108	25,405	
7	Community Bridges	75365	1,069,426	1,075,777	6,351	
8	Total Distributions		5,347,129	5,378,885	31,756	
9						
10	Unappropriated Revenues:		200	200	-	

## Measure D Regional Projects

The Regional Transportation Commission (RTC) is responsible for regional projects and programs funded by Measure D. Regional projects and programs include the Highway Corridor, Active Transportation/Trail Program, the Rail Corridor, the San Lorenzo Valley/Highway 9 Corridor (Neighborhood Project), and the Highway 17 Wildlife Crossing (Neighborhood Project). The RTC updates the Measure D 5-year program of projects (5-year Plan) for each regional program or project at least annually to program funds to specific projects. The budget reflects new funds for FY2023/24, as approved in the 5-year Plan, and anticipated carryover from prior years.

## Measure D Highway Corridors

GL Key 729300

Measure D allocates 25% of revenue to highway corridor programs to improve the safety and efficiency of major highway corridors in Santa Cruz County.

Highway Corridors funds programs and projects including:

- Cruz 511 county traveler information services
- Safe on 17
- Freeway Service Patrol
- Auxiliary lanes between exits and bus on shoulder facilities on Highway 1
- Bicycle and pedestrian bridges over Highway 1

The budget includes:

FSP towing: A slightly higher proportion of the FSP program cost is expected to be covered by Measure D due to rising costs for the towing operator.

Cruz511 TDM: Expenditures include continued implementation of Go Santa Cruz County/Ride Amigos rideshare platform.

41st-Soquel Aux Lane: Construction of auxiliary lanes and bus-on-shoulder facilities between 41st Avenue and Soquel Drive (Phase 1) and the bicycle and pedestrian overcrossing at Chanticleer Avenue started in 2023 and will continue through 2025

State Park to Bay/Porter: During FY2022/23 the RTC completed final design and right-of-way components, and construction of the Highway 1 auxiliary lanes and bus-on-shoulder project between the State Park Drive and Bay-Porter interchanges, including a new bicycle/pedestrian bridge over Highway 1 at Mar Vista Drive and replacement of the Capitola Avenue overcrossing, is scheduled to begin in FY2023/24.

Freedom-State Park: During FY2023/24 the RTC will continue final design and right-of-way for Highway 1 auxiliary lanes and bus-on-shoulder facilities between Freedom Boulevard and State Park Drive interchanges. The project also includes the 1.25 mile Segment 12 of the Coastal Rail Trail from State Park Drive to Rio Del Mar Boulevard along the SCBRL. Design is funded by a combination of STIP, RSTPX, and Measure D and the project is scheduled to be construction-ready in 2025.

Measure D Highway Corridor GL Key 729300	Object	FY2022/23 Approved 3/2/23	FY2023/24 Approved 4/6/23	Difference	Note	
1	Revenues					
2	Measure D	40186	6,683,912	6,723,607	39,695	
3	Interest	40430	50,000	50,000	-	
4	Loan Proceeds	42506		166,667	166,667	
5	Total Revenues		6,733,912	6,940,273	206,361	
6						
7	Program and Project Expenditures					
8	<u>Planning- Regional Conservation Investment Strategy</u>					
9	Allocated Labor Costs	51070	1,059	-	(1,059)	
10	Allocated Overhead (indirect costs)	62354	1,362	-	(1,362)	
11	Salaries, Benefits & Overhead		2,421	-	(2,421)	Carryover at the end of fiscal year
12	<u>Freeway Service Patrol (FSP)</u>					
13	Allocated Labor Costs	51070	7,220	7,220	-	
14	Allocated Overhead (indirect costs)	62354	9,280	9,280	-	
15	Salaries, Benefits & Overhead		16,500	16,500	-	
16	Supplies	62223	4,000	4,000	-	
17	Legal Fees	62359	1,000	1,000	-	
18	Contingency/Special Exp	62856	5,000	5,000	-	
19	Towing	62893	155,624	162,500	6,876	
20	Transportation/Travel/Education	62914	1,000	1,000	-	
21	Subtotal Services & Supplies		166,624	173,500	6,876	
22	<u>SAFE</u>					
23	CHP	75280	50,000	50,000	-	
24	Subtotal Services & Supplies		50,000	50,000	-	
25	<u>Cruz 511</u>					
26	Allocated Labor Costs	51070	48,573	52,949	4,376	
27	Allocated Overhead (indirect costs)	62354	62,427	68,051	5,624	
28	Salaries, Benefits & Overhead		111,000	121,000	10,000	
29	Subscriptions - Data Collecting	62222	2,000	2,000	-	
30	Website Maintenance and Tech Supp	62381	8,000	8,000	-	
31	Commute Manager	62381	29,000	29,000	-	
32	Transportation Demand Management	62381	50,000	50,000	-	
33	Subtotal Services & Supplies		89,000	89,000	-	
34	<u>41st to Soquel Aux Lanes &amp; Bike/Ped Xing:</u>		-			
35	Allocated Labor Costs	51070	43,760	65,640	21,880	
36	Allocated Overhead (indirect costs)	62354	56,240	84,360	28,120	
37	Salaries, Benefits & Overhead		100,000	150,000	50,000	
38	Legal Fees	62359	1,000	-	(1,000)	
39	Project Management Consultant	62381	50,000	50,000	-	
40	Right of Way	62381	-	-	-	
41	Pub Info, materials, & meetings	62381	20,000	5,000	(15,000)	
42	Right of Way Capital and Support	62856	196,000	295,324	99,324	
43	Construction & Contingency	62856	602,775	1,424,669	821,894	
44	Subtotal Services & Supplies		869,775	1,774,993	905,218	Meas D 5-Year Programming for Hwy projects

## Measure D Highway Corridor - Continued

		FY2022/23	FY2023/24		
		Approved	Approved	Difference	
	Object	3/2/23	4/6/23		
45	<u>State Park Dr to Bay Porter Aux Lanes and Mar Vista Overcrossing:</u>			-	
46	Allocated Labor Costs	51070	54,700	54,700	-
47	Allocated Overhead (indirect costs)	62354	70,300	70,300	-
48	Salaries, Benefits & Overhead		125,000	125,000	-
49	Legal Fees	62359	10,000	10,000	-
50	PS&E Consultant	62381	397,958	-	(397,958) Carryover at the end of fiscal year
51	Project Management Consultant	62381	110,000	100,000	(10,000)
52	Pub Info, materials, & meetings	62381	10,000	10,000	-
53	Right of Way Support	62381	-	-	-
54	Right of Way Capital	62856	-	-	-
55	Contingency & Supplies	62856	100,000	1,608,552	1,508,552 Construction contingency
56	Construction Capital	62856	840,000	5,000,000	4,160,000 Construction scheduled to begin
57	Subtotal Services & Supplies		1,467,958	6,728,552	5,260,594
58	<u>Freedom to State Park Dr Aux Lanes:</u>				-
59	Allocated Labor Costs	51070	87,520	87,520	-
60	Allocated Overhead (indirect costs)	62354	112,480	112,480	-
61	Salaries, Benefits & Overhead		200,000	200,000	-
62	Legal Fees	62359	50,000	20,000	(30,000)
63	PA/ED Consultant	62381	979,802	-	(979,802) Carryover at the end of fiscal year
64	PS&E Consultant	62381	3,161,538	4,615,385	1,453,847 Work anticipated to be completed
66	Project Management Consultant	62381	80,000	80,000	-
67	Pub Info, materials, & meetings	62381	20,000	19,932	(68)
68	ROW SUPPORT	62381	305,700	1,222,800	917,100
69	ROW Capital, Contingency & Supplies	62856	3,300,000	-	(3,300,000) Carryover at the end of fiscal year
70		62856	-	-	-
71	Subtotal Services & Supplies		7,897,040	5,958,117	(1,938,923)
72					
73	Interprogram loan to Highway 17	95046	3,023,420	-	(3,023,420)
74					
75	Total Salaries, Benefits & Overhead		554,921	612,500	57,579
76	Subtotal Services & Supplies		10,540,397	14,774,162	4,233,765
77					-
78	Total Expenditures:		14,118,738	15,386,662	1,267,924
79					
80	To/(From) Reserves:		(7,384,826)	(8,446,389)	(1,061,563)
81	Beginning Fund Balance (estimate):		20,462,268	13,077,442	(7,384,826)
82	Ending Fund Balance (estimate):		13,077,442	4,631,053	(8,446,389)

## Measure D Active Transportation

GL Key 729500

Measure D allocates 17% of revenue for Active Transportation by means of investing in the Monterey Bay Sanctuary Scenic Trail Network (MBSST), otherwise known as the Coastal Rail Trail, for people walking and bicycling along the coast in Santa Cruz County.

Projects for the Monterey Bay Scenic Sanctuary Trail include:

- Construction of bicycle and pedestrian trails
- New bike and pedestrian bridges
- Adding lighting and security features
- Keeping the trail safe and clean for active use
- Storm and drainage management
- Leveraging matching state and federal grants

Maintenance and property management for the future trail corridor, including vegetation control; tree maintenance; trash and dumping abatement; encampments; drainage maintenance and repairs; addressing encroachments; and lease management. RTC also initiated work to secure environmental permits to support maintenance activities.

RTC staff provide technical support and stakeholder coordination for development of the MBSST/Coastal Rail Trail projects. Consultants are hired for technical assistance when needed.

Significant changes from the prior fiscal year include:

Segment 5: Work on preconstruction activities, including environmental, design, right-of-way and permitting, continued in FY2022/23. The 5.4-mile section from Wilder Ranch to Panther/Yellowbank Beach is fully funded for construction by the Federal Land Access Program (FLAP). The 2.1-mile section from Panther/Yellowbank Beach to Davenport has also been awarded FLAP funding.

FLAP funding for construction of Phase 1, and Phase 2, is programmed in Federal FY2024/25. RTC expects to request an early allocation of these funds to begin construction of Phase I in FY2023/24. The FHWA Central Federal Lands Division will lead implement the project construction. Therefore, FLAP funds will not run through the RTC budget.

Segments 8 and 9: The City of Santa Cruz, in partnership with the County of Santa Cruz, is expected to complete preliminary design and environmental review of Segments 8 & 9 of the Coastal Rail Trail between the Santa Cruz Wharf and 17<sup>th</sup> Avenue (2.5 miles) in FY 2022/23. Preliminary design and environmental review is funded by state and private funds. Using Measure D funds as a match, the City of Santa Cruz secured nearly \$36 million in Active Transportation Program (ATP) funds from the state to fully fund construction.

Segments 10 and 11: The County of Santa Cruz in partnership with the City of Capitola, continues its work to complete preliminary design and environmental review of Segments 10 & 11 of the trail from 17<sup>th</sup> Ave to State Park Drive (4.7 miles). Using Measure D as matching funds, the County of Santa Cruz secured nearly \$68 million in Active Transportation Program (ATP) funds from the state to fund construction of the project.

Segment 12: Being implemented as part of the Highway 1 Freedom-State Park project, environmental and some of the initial design and right-of-way acquisition work done in FY2022/23 and will continue through FY2023/24.

Segment 18: Phase 2 of the trail, between Lee Road and Ohlone and between the Slough Trail and Walker Street, is now proposed to be included in the Zero Emission Rail Transit & Trail Project.



Measure D		FY2022/23	FY2023/24	Difference	Note
Active Transportation		Approved	Approved		
GL Key 729500	Object	3/2/23	4/6/23		
1	Revenues				
2	Measure D	40186	4,545,060	4,572,052	26,992 Updated HdL Projections
3	Interest	40430	10,000	10,000	-
4	Total Revenues		4,555,060	4,582,052	26,992
5	Expenditures				
6	MBSST Corridor, RCIS, and Electric Tranist & Trail RTC Oversight				
7	Allocated Labor Costs	51070	394,276	376,772	(17,504)
8	Allocated Overhead (indirect)	62354	506,724	484,228	(22,496)
9	Total Salaries, Benefits & Overhead		901,000	861,000	(40,000) Carryover at the end of fiscal year
10	Services and Supplies:				
11	Corridor encroach & maint	61845	776,600	1,035,300	258,700 Maintenance - 5-Year Plan
12	General Tech Assist	62381	20,000	20,000	-
13	Electric Rail Transit & Trail	62381	350,000	-	(350,000) Carryover at the end of fiscal year
14	Boundary Survey & Encroachments	62381	325,000	60,000	(265,000) Carryover at the end of fiscal year
15	Subtotal Services & Supplies		1,471,600	1,115,300	(356,300)
16	MBSST North Coast Segment 5 (RTC Oversight):				
17	Legal Fees	62359	40,000	-	(40,000) Carryover at the end of fiscal year
18	Maintenance	61845	-	-	-
19	Davenport Crosswalk	62381	-	125,000	125,000
20	Tech Asst (envl, surv, EHS, etc.)	62381	639,346	125,000	(639,346) Carryover at the end of fiscal year
21	Grant Match	62856	100,667	-	(100,667) Carryover at the end of fiscal year
22	Subtotal Services & Supplies		780,013	250,000	(530,013)
23	MBSST City of Santa Cruz:				
24	RTC Oversight Segments 8 & 9				
25	Legal Fees	62359			-
26	Tech Asst (envl, surv, EHS, etc.)	62381	25,000	10,000	(15,000) Carryover at the end of fiscal year
27	City of Santa Cruz Seg 7 Project Sponsor				
28	Seg 7 Phase 2 to SC City	75204	2,520,000	-	(2,520,000) Carryover at the end of fiscal year
29	Ongoing Maintenance	75204	20,000	34,000	14,000
30	Subtotal Services & Supplies		2,565,000	44,000	(2,521,000)

Measure D Active Transportation - Continued		FY2022/23	FY2023/24	Difference	Note
Active Transportation GL Key 729500	Object	Approved 3/2/23	Approved 4/6/23		
31	MBSST County of Santa Cruz:				
32	RTC Oversight Segment 12				
33	Prelim Eng & enviro clearance	62381	15,000	798,000	783,000
34	Right of Way Capital	62856	3,200,000	-	(3,200,000) Acquisition for Seg 12/Hwy 1 Freedom-State Park project
35	County of Santa Cruz Segments 10 & 11 Project Sponsor				
36	Env Review and Design to SCC	75303	2,874,528	-	(2,874,528)
37	Subtotal Services & Supplies	6,089,528	798,000	(5,291,528)	
38	MBSST City of Watsonville:				
39	RTC Oversight City of Watsonville				
40	Ongoing Maintenance	75206	11,200	3,350	(7,850) Carryover at the end of fiscal year
41	Subtotal Services & Supplies	11,200	3,350	(7,850)	
42					
43	Total Salaries, Benefits & Overhead	901,000	861,000	(40,000)	
44	Subtotal Services & Supplies	10,917,341	2,210,650	(8,706,691)	
45				-	
46	Total Expenditures:	11,818,341	3,071,650	(8,746,691)	
47					
48	To/(From) Reserve Funds	(7,263,281)	1,510,402	8,773,683	
49	Beginning Fund Balance (estimate):	10,633,354	3,370,073	(7,263,281)	
50	Ending Fund Balance (estimate):	3,370,073	4,880,476	1,510,402	

## Measure D Rail Corridor

GL Key 729600

Measure D allocates 8% of revenue for the Rail Corridor for infrastructure preservation and analysis of options and alternatives to driving, to plan for future mobility needs, preservation of rail corridor infrastructure, and management of rights of entry and utilities.

Significant changes from prior year budget:

RTC Labor: Construction projects on the rail line will continue and additional environmental permitting will require additional RTC staff time.

Services, supplies, and construction: Planned repairs for FY2023/24 include the Pajaro River Bridge Rehabilitation and the Manresa coastal erosion repair.

Zero Emission Rail Transit: The RTC programmed Measure D funds to initiate a project concept report for passenger rail transit and applied for state funds for preliminary design and environmental review.

Meas D Rail Corridor		FY2022/23	FY2023/24	Difference	Note	
	Object	Approved 3/2/23	Approved 4/6/23			
1	Measure D	40186	2,138,852	2,151,554	12,702	Updated HdL Projections
2	Other Revenue	42386	1,503,318	-	(1,503,318)	2017 Storms reimbursement
3	Total Revenues		3,642,170	2,151,554	(1,490,616)	
4						
5	<u>Salaries, Benefits &amp; Overhead</u>					
6	Allocated Labor Costs	51070	227,908	341,327	113,419	
7	Allocated Overhead	62354	292,908	438,673	145,765	
8	Total Salaries, Benefits & Overhead		520,816	780,000	259,184	Electric Transit & Trail
9	<u>Services &amp; Supplies</u>					
10	Legal Fees	62359	25,000	25,000	-	
11	Professional & Special Services	62381	1,665,000	1,712,000	47,000	
12	Towing	62893	120,000	100,000	(20,000)	
13	Construction	86110	395,000	685,000	290,000	Manresa and Infrastructure projects
14	Total Services & Supplies		2,205,000	2,522,000	317,000	
15						
16	Total Expenditures:		2,725,816	3,302,000	576,184	
17	To/(From) Reserve Funds					
18	Beginning Fund Balance (estimate):	(1,222,498)	(1,150,446)	72,052		
19	Ending Fund Balance (estimate):	3,794,448	2,571,950	(1,222,498)		
20		2,571,950	1,421,504	(1,150,446)		

## Measure D San Lorenzo Valley Highway 9 Corridor Improvements

GL Key 729202

The San Lorenzo Valley Highway 9 Corridor Investment program is allocated ten (\$10) million over 30 years to prepare and implement projects including:

- Safety projects for people walking, biking or driving.
- Projects that provide safe access to schools
- Intersection and signal improvements
- Bicycle lanes, paths and/or signage
- Accessible pedestrian crosswalks and sidewalks
- Improved access to bus stops and bus service

\$1 Million in Measure D funds have been programmed to leverage other funds, including SHOPP, for Complete Streets projects and are expected to be needed in FY 2023/24.

Measure D SLV SR9 Improvements		FY2022/23 Approved 3/2/23	FY2023/24 Approved 4/6/23	Difference	Note
	Object				
1	Measure D	40186	333,333	333,333	-
2	Interest	40430	5,000	5,000	-
3	Total Revenues	338,333	338,333	-	
4					
5	<u>Salaries, Benefits &amp; Overhead</u>				
6	Allocated Labor Costs	51070	21,770	-	(21,770)
7	Allocated Overhead	62354	27,979	-	(27,979)
8	Total Salaries, Benefits & Overhead	49,749	-	(49,749)	Carryover at the end of fiscal year
9					
10	<u>Services &amp; Supplies</u>				
11	Legal Fees	62359	2,000	-	(2,000)
12	Professional & Special Services	62381	84,700	30,000	(54,700)
13	Adv & Promo Materials	62801			-
14	Contingency/Special Exp	62856	125,000	225,000	100,000 Complete Streets Grant Match
15	Grant Match	75230	901,000	-	(901,000) Carryover at the end of fiscal year
16	Total Services & Supplies	1,112,700	255,000	(857,700)	
17					
18	Total Expenditures:	1,162,449	255,000	(907,449)	
19					
20	To/(From) Reserves:	(824,116)	83,333	907,449	
21	Beginning Fund Balance (estimate):	1,452,260	628,144	(824,116)	
22	Ending Fund Balance (estimate):	628,144	711,477	83,333	

## Measure D Highway 17 Wildlife Crossing

GL Key 729203

The Highway 17 Wildlife Crossing project will improve safety for both drivers and wildlife. Five (\$5) million is allocated for the construction of a safe passage for wildlife to cross under Highway 17. Caltrans began construction in 2022. The FY2023/24 budget includes repayment of an inter-program loan from Measure D-Highway Corridors used to expedite construction. Construction is expected to be completed in FY2022/23.

Measure D Highway 17 Wildlife Crossing		FY2022/23 Approved 3/2/23	FY2023/24 Approved 4/6/23	Difference	Note
		Object			
1	Measure D	40186	166,667	166,667	-
2	Interest	40430	2,000	2,000	-
3	Loan Proceeds	42506	3,023,420	-	(3,023,420)
5	Total Revenues	3,192,087	168,667	(3,023,420)	
6					
7	<u>Salaries, Benefits &amp; Overhead</u>				
8	Allocated Labor Costs	51070	4,376	-	(4,376)
9	Allocated Overhead	62354	5,624	-	(5,624)
10	Total Salaries, Benefits & Overhead	10,000	-	(10,000)	
11					
12	<u>Services &amp; Supplies</u>				
13	Princ & Int Trans Repayment	74244	-	166,667	166,667
14	Contribution to Other Agency	75230	4,051,000	-	(4,051,000)
15	Total Services & Supplies	4,051,000	166,667	(3,884,333)	Interprogram loan payment to Highway Project expected be completed in FY22-23
16					
17	Total Expenditures:	4,061,000	166,667	(3,894,333)	
18					
19	To/(From) Reserves:	(868,913)	2,000	870,913	
20	Beginning Fund Balance (estimate):	904,668	35,754	(868,913)	
21	Ending Fund Balance (estimate):	35,754	37,754	2,000	

## Measure D Summary and Fund Balances





Measure D Regional Funding Program and Project Budget Summary  
Administration and Implementation by RTC - Proposed Budget

Fiscal Year FY2023/24

Approved April 6, 2023

	Object	Admin & Impl	Hwy 9	Hwy 17 Wildlife Crossing	Highway Corridor	Active Transp	Rail Corridor	Total
Revenues								
1 Measure D	40186	829,257	333,333	166,667	6,723,607	4,572,052	2,151,554	14,776,470
2 Interest	40430	1,000	5,000	2,000	50,000	10,000	-	68,000
3 Other Revenue	42386	-	-	-	166,667	-	-	166,667
4	Total Revenues	830,257	338,333	168,667	6,940,273	4,582,052	2,151,554	15,011,136
5								
Salaries, Benefits & Overhead								
7 Allocated Labor Costs	51070	345,798	-	-	272,222	376,772	341,327	1,336,119
8 Allocated Overhead	62354	434,959	-	-	340,278	484,228	438,673	1,698,138
9	Total Salaries, Benefits & Overhead	780,757	-	-	612,500	861,000	780,000	3,034,257
10								
Services & Supplies								
12 Repairs & Maintenance	61845	-	-	-	-	1,035,300	-	1,035,300
13 Subscriptions	62222	-	-	-	2,000	-	-	2,000
14 General Supplies & Expenses	62223	5,000	-	-	4,000	-	-	9,000
15 Accounting & Audit	62301	1,000	-	-	-	-	-	1,000
16 Legal Fees	62359	-	-	-	31,000	-	25,000	56,000
17 Professional & Special Services	62381	40,000	30,000	-	6,190,117	1,138,000	1,712,000	9,110,117
18 Adv & Promo Materials	62801	2,500	-	-	-	-	-	2,500
19 Contingency/Special Exp	62856	-	225,000	-	8,333,545	-	100,000	8,658,545
20 Towing	62893	-	-	-	162,500	-	-	162,500
21 Transportation/Travel/Education	62914	-	-	-	1,000	-	-	1,000
22 Princ & Int Trans Repayment	74244	-	-	166,667	-	-	-	166,667
23 Funds to City of Scotts Valley	75205	-	-	-	-	34,000	-	34,000
24 Contribution to Other Agency	75230	-	-	-	-	3,350	-	3,350
25 CHP Operations	75280	-	-	-	50,000	-	-	50,000
26 Construction	86110	-	-	-	-	-	685,000	685,000
27	Total Services & Supplies	48,500	255,000	166,667	14,774,162	2,210,650	2,522,000	19,976,979
28								
29	Total Expenditures:	829,257	255,000	166,667	15,386,662	3,071,650	3,302,000	23,011,236
30								
31	Excess of Revenues over Expenditures:	1,000	83,333	2,000	(8,446,389)	1,510,402	(1,150,446)	(8,000,099)
32	Beginning Fund Balance (estimate):	5,000	628,144	35,754	13,077,442	3,370,073	2,571,950	19,688,363
33	Ending Fund Balance (estimate):	6,000	711,477	37,754	4,631,053	4,880,476	1,421,504	11,688,264

## Budget Glossary and Acronym Guide

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

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

**Amendment:** A proposed or adopted change to the budget.

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

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

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

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

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

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

perform specific functions.

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

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

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

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

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

**COLA: see** Cost of Living Adjustment

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

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

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

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

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

**FY:** see Fiscal Year.

**ICAP:** see Indirect Cost Allocation Plan

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

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

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

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

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

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

## Programming, Planning, and Project Glossary and Acronym Guide

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

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

**ATP:** see Active Transportation Program

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

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

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

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

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

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

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

**California Transportation Commission (CTC):** A board appointed by the governor and state legislature that sets spending priorities for highways and transit, reviews Regional Transportation Plans (RTPs) and Regional

Transportation Improvement Programs (RTIPs) and allocates funds to transportation projects from several funding programs.

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

**Caltrans:** see California Department of Transportation

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

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

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

**CHP:** California Highway Patrol

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

**CNG:** see Compressed Natural Gas

**Collector Streets:** Streets that collect traffic.

**COMMISSION:** see Santa Cruz County Regional Transportation Commission

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

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

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

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

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

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

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

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

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

**Constrained (Fiscal Constraint/Financially Constrained):** Denotes a funding scenario under which projects, programs, expenditures in a plan or programming document that can be implemented within the constraints of committed, available or reasonably available revenue sources. This document also identifies constrained projects as "Within Projected Funds."

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

**CT:** see California Department of Transportation

**CTC:** see California Transportation Commission

**CTP:** see California Transportation Plan

**CTSA:** see Consolidated Transportation Services Agency

**CTSC:** see Community Traffic Safety Coalition

**DAC:** see Disadvantaged Community

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

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

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

**Disadvantaged Community (DAC):** For Santa Cruz County, transportation disadvantaged communities are defined as census tracts where greater than 65% of the total population is non-white (minority areas) and/or greater than 33% of residing families earn less than 200% of the 2015 federal poverty level (low-income areas). Poverty areas are defined as census tracts where greater than 25% of households earned less than the 2015 federal poverty level.

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

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

**DMV:** CA Department of Motor Vehicles

**DOT:** see Department of Transportation

**ED:** see Environmental Document

**EIR:** see Environmental Impact Report

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



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

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

**Expressway:** A divided highway for high-speed traffic with at least partial control of access. In some areas, expressways are divided arterial roads with limits on the frequency of driveways and intersecting cross-streets. In other area, access to expressways is limited only to grade-separated interchanges, making them the full equivalent of freeways.

**Federal Highway Administration (FHWA):** The federal agency responsible for the approval of transportation projects related to the roadway system.

**FHWA:** see Federal Highway Administration

**Freeway Service Patrol (FSP):** Roving tow truck service that clear incidents on roadways during peak travel periods.

**Freeway:** A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is controlled and intersection grade separations are required.

**FSP:** see Freeway Service Patrol

**FTA:** see Federal Transit Administration

**GHG:** see Greenhouse Gas

**GIS - Geographic Information System:** Mapping software that links information about where things are with information about what things are like. GIS allows users to examine relationships between features distributed unevenly over space, seeking patterns that may not be apparent without using advanced techniques of query, selection, analysis, and display.

**Greenhouse Gas (GHG):** Any of the atmospheric gases that contribute to the greenhouse effect by absorbing infrared radiation produced by solar warming of the Earth's surface. Include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

**High Occupancy Toll (HOT) Lanes:** A lane on a multi-lane highway designated for use, primarily in the peak periods, free of charge by vehicles with two or more occupants or for single-occupant vehicles paying a toll.

**High Occupancy Vehicle (HOV) Lanes (or Diamond Lanes):** A lane on a multi-lane highway designated for use, primarily in the peak periods, only by vehicles with more than one (or sometimes two) occupants – such as carpools, vanpools, shuttles, and buses. In California, motorcycles, emergency vehicles, and certain low/zero emissions vehicles may also use HOV lanes.

**Highway Bridge Program (HBR):** Federal funding program administered by Caltrans for bridge replacement or rehabilitation on public roads.

**Highway:** A general term which includes roads, streets, and parkways and all their appurtenances. In this document “highway” typically refers only to roads on the State Route System however (e.g. Highway 17).

**HOV:** see High Occupancy Vehicle Lanes

**HQ:** Headquarters

**HSR - High Speed Rail:** Railroad passenger service that, as defined by California state law, operates at maximum speeds of more than 200 miles per hour. Because of the speed, high speed rail normally operates on intercity (longer) routes.

**Initial Study:** Under CEQA, a systematic review of a proposed project undertaken to determine whether there is substantial evidence that it may result in one or more significant impacts.

**In-Lieu Fee (ILF) Mitigation:** A permittee pays a fee to the operator of the ILF program instead of conducting project-specific mitigation. An ILF program typically combines fees collected from a number of permittee's projects to finance a mitigation project.

**Interagency Technical Advisory Committee (ITAC):** An RTC committee consisting of representatives from planning and public works departments, transit, UCSC and Cabrillo College, transportation management

associations, the Air District, and other entities who review and make recommendations about regional plans, projects, and funding.

**Inter-modal:** Using or addressing inter-connections between various transportation facilities or modes.

**IS:** see Initial Study

**ITAC:** see Interagency Technical Advisory Committee

**Level of Service (LOS):** A qualitative assessment of a facility's operating conditions. The extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of Service indicates the capacity per unit of demand for each public facility. For automobiles, LOS ratings typically range from LOS A, which represents free-flow conditions, to LOS F, which is characterized by heavy congestion, stop-and-go traffic, and long queues forming behind breakdown points.

**Light Rail:** A passenger transportation system of self-propelled vehicles that operate over steel rails located in the street, on an aerial structure, or on a separated right of way.

**LNG:** see Liquefied Natural Gas

**Local Streets:** Streets that provide direct access to adjacent residential areas, on which through traffic is generally discouraged.

**LOS:** see Level of Service/Level of Service Standard

**Low Emission Vehicles:** Vehicles using alternative fuel sources which emit little or no tailpipe exhaust, e.g., electric, hybrid electric, hydrogen, and fuel cell.

**Mass Transit:** A common carrier service provided for transporting passengers on established routes, with fixed schedules, published rates of fares. Includes buses and rail.

**MBSST Network:** see Monterey Bay Sanctuary Scenic Trail Network

**Measure D:** The 2016 transportation ballot measure approved by over two-thirds of Santa Cruz County voters in November 2016 which generates revenues from a half-percent transaction and use tax (sales tax).

**Metro:** see Santa Cruz Metropolitan Transit District

**Mitigation:** Project or program intended to offset impacts of a transportation project on an existing natural resource such as a stream, wetland, and/or endangered species.

**Mitigation Banking:** The preservation, enhancement, restoration or creation of a wetland, stream, or habitat conservation area which offsets, or compensates for, expected adverse impacts to similar nearby ecosystems.

**Mixed Flow Lane:** Travel lanes shared by autos, trucks, buses, and motorcycles (as compared to restricted lanes, such as HOV lanes).

**Mixed Use:** Combining of commercial, office, and/or residential land uses to reduce travel distances and facilitate walking. Examples include multi-story buildings containing businesses and retail stores on the lower floors, and homes on the upper floors.

**MMLOS:** see Multimodal Level of Service

**Mode Split or Mode Share:** The proportion of total travel in each travel mode.

**Mode:** Method of travel, e.g., private automobile, walking, bicycle, transit, airplane, bus, train.

**Monterey Bay Sanctuary Scenic Trail (MBSST) Network:** A planned recreation, transportation and interpretive pathway that links existing and new trail segments into a continuous coastal trail around the Monterey Bay, from Lover's Point in Monterey County to the San Mateo County line in Santa Cruz County.

**MTD:** see Santa Cruz Metropolitan Transit District

**MTIS:** see Major Transportation Investment Study

**Multimodal Level of Service (MMLOS):** *A way to measure the degree to which street design and operations meets the traveling needs of each user type – automobile, bus, pedestrian, bicycle, etc.*

**Multi-modal:** Using or addressing more than one transportation mode.

**National Environmental Policy Act (NEPA):** Federal law identifying environmental disclosure requirements. Required to be followed on projects using federal funds.

**National Highway System (NHS):** A federally established national road system. In Santa Cruz County, the NHS includes sections of Highway 1, Highway 17, Highway 129, Highway 152, 41<sup>st</sup> Avenue, Capitola Road, Freedom Boulevard, Graham Hill Road, Mt. Hermon Road, Ocean Street, Soquel Avenue and other major arterials.

**NB:** Northbound

**ND:** see Negative Declaration

**Negative Declaration (ND):** A determination based upon an initial study that there is no substantial evidence that a proposed project may result in a significant effect.

**NEPA:** see National Environmental Policy Act

**NHS:** see National Highway System

**O&M: Operations and Maintenance.** The range of activities and services provided by the transportation system and for the upkeep and preservation of the existing system.

**Obligate:** The act of securing commitment from Federal or State government (e.g., FHWA or Caltrans) to pay or reimburse entities for a project's eligible costs. Many funding programs require a project sponsor to obligate funds in a timely manner or lose the funds.

**Off-Peak Period:** The time of day when the lowest concentration of travels is using a transportation facility. These times are generally before 6 a.m., mid-day, and after evening commute hours.

**Open Space:** Generally understood as any area of land or water which is not developed for urbanized uses. In General Plans areas may be designated as Open Space for the purposes of the preservation or managed production of natural resources, outdoor recreation, or the promotion of public health and safety.

**Operations:** On-going activities necessary to manage and perform services for a system, such as labor costs. For transit, costs include fuel, salaries and replacement parts.

**Overall Work Program (OWP):** Budgetary document describing proposed activities for the upcoming fiscal year, including those required by federal and state law.

**OWP:** see Overall Work Program

**PA&ED:** see Project Approval and Environmental Document (PA&ED)

**Paratransit:** Term used to describe transportation services which operate on flexible routes and/or provide demand-responsive service and is most frequently used by elderly and disabled passengers unable to take fixed

route transit. Generally, vans, small buses, or taxis are used to provide this service. The ADA-mandated service in our region is ParaCruz and is provided by the METRO. Another main provider is Community Bridges Lift Line.

**Park-and-Ride Lot:** A facility where individuals can meet to utilize carpools, vanpools, and transit to continue traveling to their destinations.

**Parking Management:** Strategies which use parking supply or pricing as an incentive or disincentive to affect the demand for parking. Preferred parking for carpools is an example of a parking management incentive, and charging parking fees is an example of a disincentive.

**Passenger Miles:** The total number of passengers carried by a transit system, multiplied by the number of miles each passenger travels. Passenger miles are normally measured on a daily or annual basis.

**Peak Periods:** The hours during which the greatest traffic volumes or highest transit use occur.

**Performance Based Planning:** An approach that uses performance measures to support investment decisions to help achieve desired outcomes.

**Performance Measures (or Evaluation Measures or Targets):** Objective, quantifiable measures used to evaluate the performance of the transportation system, and to determine how well planned improvements to the system are achieving established objectives.

**PID:** see Project Initiation Document

**Plans, Specifications and Estimates (PS&E):** A phase or milestone in the life cycle of a project following PA&ED and preceding construction; includes the preparation of construction contract documents, the acquisition of right of way, and the securing of permits.

**“Planned” Projects:** Projects on the Constrained/within projected funds RTP list which have not previously been approved for funding by the RTC. Projects are expected to be funded through 2035.

**PM:** see Post Mile

**Post Mile:** The mileage measured in statute miles from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

**Primary Transportation Network:** Includes state highways, principal arterials and rail line in Santa Cruz County.

**Program:** *verb-* to assign funds to a project.

**Programs and Projects:** Activities of an organization grouped on the basis of common objectives. Programs and projects are comprised of elements, which can be further divided into components and tasks.

**Program Environmental Impact Report (PEIR):** Environmental review process used to evaluate the potential environmental effects of large-scale plans or programs.

**“Programmed” Projects:** Projects on the Constrained/within projected funds list for which funding has already been approved by the RTC. These projects will be initiated and/or completed by 2019.

**Project Approval and Environmental Document (PA&ED):** A major phase in the life cycle of a project following the Project Initiation Document and Programming but preceding PS&E.

**Project Initiation Document (PID):** an engineering document or technical report that documents the scope, cost, and schedule of a project.

**Project Study Report (PSR):** A preliminary engineering report that documents agreements on the scope, a set of reasonable and feasible alternatives, the schedule, and the estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP).

**PS&E:** see Plans, Specifications and Estimates

**PSR:** see Project Study Report

**Rail Transit:** Public transportation services provided on a fixed rail line, e.g., light rail.

**Ramp Metering:** Electronic traffic control devices located at freeway access points to meter the entry of vehicles onto the freeway. The goal is to help optimize the movement of persons and vehicles.

**Regional Surface Transportation Program (RSTP):** See Surface Transportation Block Grant Program (STBG).

**Regional Surface Transportation Program Exchange (RSTPX):** Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program funds (federal) exchanged for state funding.

**Regional Transportation Improvement Program (RTIP):** The state required multi-year capital improvement program for transportation projects using state and federal funds. The RTIP for Santa Cruz County is adopted by the SCCRTC and is submitted to the California Transportation Commission for inclusion in the State Transportation Improvement Program (STIP) and to AMBAG for inclusion in the FTIP.

**Regional Transportation Plan (RTP):** The state-mandated long-range plan that acts as a blueprint to guide transportation development. Developed by regional transportation planning agencies, it includes a policy, action, and financial elements. The SCCRTC prepares and adopts the RTP for Santa Cruz County. The RTP must be consistent with other local plans.

**Regional Transportation Planning Agency (RTPA):** Agencies designated by the State of California to provide regional transportation planning and make funding decisions, including preparation of the Regional Transportation Plan and the Regional Transportation Improvement Program. The Santa Cruz County Regional Transportation Commission is the designated RTPA for Santa Cruz County.

**Regional Travel Demand Model (RTDM):** A computer software program using demographic data to estimate the transportation impacts of population growth and land use decisions on the transportation system, and to assess the utility of transportation projects.

**Reverse Commute:** Travel in the direction opposite to the main flow of peak period commute traffic.

**Ridership:** The number of transit users, usually reported as a yearly total or as the average for a normal workday.

**Rideshare:** Alternatives to driving alone, including carpooling, vanpooling, taking the bus, bicycling, walking and telecommuting.

**Right-of-Way (ROW):** The area of property owned by a public or private entity used for transportation purposes.

**ROE:** Right of Entry

**ROW:** see Right-of-Way

**RPA:** see Rural Planning Assistance

**RSTP:** see Regional Surface Transportation Program

**RSTPX:** see Regional Surface Transportation Program Exchange



**RTC:** see Santa Cruz County Regional Transportation Commission

**RTDM:** see Regional Travel Demand Model

**RTIP:** see Regional Transportation Improvement Program

**RTP:** see Regional Transportation Plan

**RTPA:** see Regional Transportation Planning Agency

**SAFE:** see Service Authority for Freeway Emergencies

**Santa Cruz County Regional Transportation Commission (SCCRTC or RTC):** Transportation policy, planning and funding body designated as the Regional Transportation Planning Agency (RTPA), Local Transportation Commission (LTC), Rail/Trail Authority and Service Authority for Freeway Emergencies (SAFE) for Santa Cruz County.

**Santa Cruz METRO:** see Santa Cruz Metropolitan Transit District

**Santa Cruz Metropolitan Transit District (SCMTD or METRO):** The public transit operator for Santa Cruz County. Also known as Santa Cruz Metro.

**SB:** Southbound

**SCCRTC:** see Santa Cruz County Regional Transportation Commission

**Scenario Planning:** A decision making tool to help identify the projects that are prioritized in a transportation plan. Scenario planning allows a community to evaluate the likely outcomes of a number of scenarios to explore possible benefits and costs of alternative futures.

**SCMTD:** see Santa Cruz Metropolitan Transit District

**SCS:** see Sustainable Communities Strategy

**Self-Help Counties:** A term used to describe counties that have enacting local voter-approved funding mechanisms -- such as half-cent sales taxes -- to pay for transportation improvements.

**Service Authority for Freeway Emergencies (SAFE):** As the designated SAFE for Santa Cruz County, the SCCRTC owns and manages the call box system on local state highways and other motorist aid programs. Funded by \$1-per-year vehicle registration fee.

**Signal Preemption:** A system used for emergency and public transit vehicles to change signal phasing from red to green allowing for more rapid crosstown access.

**SIP:** see Strategic Implementation Plan for Measure D

**SOV - Single Occupant Vehicle:** Privately operated vehicle that contains only one driver or occupant.

**Specialized Transportation:** Often used synonymously with “paratransit,” refers to vehicle and programs operated primarily for the elderly and persons living with disabilities. Service is generally provided door-to-door in vans or automobiles on a semi-fixed route or demand- responsive basis.

**Statewide Integrated Traffic Records System (SWITRS):** Database of collisions managed by the California Highway Patrol.

**Strategic Implementation Plan for Measure D:** The SIP serves as the guiding policy and programming document for the implementation of Regional Measure D projects.

**Sustainability:** Sustainability is defined as balancing economic, environmental and equity interests. Sustainability creates and maintains the conditions under which humans and nature can exist in productive harmony, that permit fulfilling the social, economic and other requirements of present and future generations.

**System Preservation:** The maintenance of the existing transportation system.

**TDM:** see Transportation Demand Management

**TCAA:** Transportation Corridor Alternatives Analysis

**TMC:** Traffic Management Center. Monitors roadways using closed circuit cameras, loop detectors and information from the CHP and field staff. Posts and updates messages on traffic conditions on various systems, including the 511 telephone number, road signs, and websites.

**TOD:** see Transit-Oriented Development

**TOS:** see Traffic Operations System

**TPP:** see Transit Priority Project

**Traffic Operations System (TOS):** A system of highway communications equipment to monitor traffic conditions and relay traveler information in real time.

**Transit:** Travel by bus, rail, or other vehicle, either publicly or privately owned, that provides general or specialized service on a regular or continuing basis.

**Transit Dependent:** An individual who because of age, income, physical/mental condition, geographic location, or personal choice, does not have a private vehicle available and relies on transit for his/her transportation needs.

**Transit-Oriented Development (TOD):** Residential and employment growth that occurs near existing and planned public transit facilities.

**Transportation Demand Management (TDM):** Strategies to reduce demand by automobiles on the transportation system, by promoting telecommuting, flex-time, bicycling, walking, transit use, staggered work hours, and ridesharing.

**Transportation Disabled:** People who cannot use public transportation easily or at all because of physical, emotional, or mental limitations.

**Transportation Disadvantaged:** People who have significant unmet transportation needs. May include people experiencing poverty, people experiencing language barriers, people of color, older adults, youth and people with disabilities who experience a disproportionately small share of benefits from transportation investments, particularly because traditional transportation investments prioritize vehicles.

**Trip:** A one-way journey that proceeds from an origin to a destination by a single type of vehicular transportation.

**TSP:** see Transit Signal Priority

**U.S. DOT:** United States Department of Transportation. The federal agency responsible for highways, mass transit, aviation and ports and headed by the Secretary of Transportation. Includes the FHWA, FTA and FAA, among others.

**UCS/UCIS:** Unified Corridors Investment Study

**Unconstrained:** Denotes a funding scenario not constrained by existing funding assumptions. New funds, above and beyond existing or anticipated revenues, would be needed to fund "unconstrained" projects in this RTP.

**Unmet Transit Needs Findings:** TDA funds can be used for local streets and roads in smaller counties only if the RTPA in their jurisdiction makes a finding that public transit service and operations in the county have no unmet needs that are reasonable to meet. RTPAs must hold public hearings prior to making such a determination.

**Urbanized Area:** An area with a population of 50,000 or more as designated by the U.S. Census.

**Vanpool:** A group of seven to fifteen people traveling together to work or school in a van at set times. Many vans are leased from companies which include insurance, emergency services and maintenance in the monthly rental fees.

**Vehicle Miles Traveled (VMT):** The term used for the total number of miles traveled by motor vehicles within a specified region during a particular time period.

**Vehicle Occupancy Rate:** Also known as Average Vehicle Occupancy or Ridership; the number of persons per vehicle on a given road at a given time without distinguishing trip purpose.

**Vehicle Trip:** A single vehicle movement from the beginning of travel to its destination, in a vehicle that is motor-driven (e.g., automobiles, motorcycles, trucks, buses, and vans).

**ZEV:** Zero Emission Vehicle

**VMT:** see Vehicle Miles Traveled

**Walkability:** A measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others.

**WB:** Westbound