



ADOPTED SCCRTC BUDGET
FOR THE FISCAL YEAR ENDING
JUNE 30, 2024

APRIL 6, 2023

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Introduction

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

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

Funding and Apportionment

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

Transportation Development Act (TDA), STA, SGR, and LCTOP Revenues

GL Key 721950 / Fund 76630 and State Transit Assistance (STA) and State of Good Repair (SGR) Revenues
GL Key 721755 / Fund 76640

The RTC receives TDA, STA, and SGR revenues from the state on a monthly or quarterly basis. The funds are wired to the Santa Cruz County Treasury and deposited to the respective fiduciary fund and GL Key by funding source. Annually, the state apportions Low Carbon Transit Operations Program (LCTOP) funds for Santa Cruz County per STA formulas. RTC works with Santa Cruz METRO and Community Bridges to submit local transit projects to Caltrans for allocation of the funds.

Revenues for Apportionment		FY2022/23	FY2023/24	Difference	Note	% Diff
	Object	Approved 3/2/23	Approved 4/6/23			
1	Transportation Development Act (TDA) GL Key 721950:					
2	1/4 Cent Sales Tax	40172	12,511,540	12,252,659	(258,881)	Auditor Controller's estimate of January 2023 -2.1%
3	Prev FY Rev Carryover	40172	1,368,083		(1,368,083)	No carryover revenue anticipated for FY23/24
4	Interest	40430	10,000	10,000	-	
5	Total TDA		13,889,623	12,262,659	(1,626,964)	
6						
7	State Transit Assistance (STA) & State of Good Repair (SGR) GL Key 721755 Revenues:					
8	Interest	40430	250	250	-	
9	STA Sec 99313-RTC	40886	3,261,129	3,180,678	(80,451)	State Controller's estimate as of February 2023
10	STA Sec 99314-SCMTD	40886	2,935,847	2,863,421	(72,426)	
11	SGR Sec 99313-RTC	42384	411,602	427,268	15,666	
12	SGR Sec 99314-SCMTD	42384	370,546	384,650	14,104	
13	Total STA		6,979,374	6,856,267	(123,107)	
14						
15						
16	State Transit Assistance (STA) & State of Good Repair (SGR) GL Key 721755 Allocation:					
17	SCMTD-Sec 99313/99314	75302	6,705,189	6,161,572	(543,617)	91.6% of Sec 99313 STA and 100% of SGR 99314
18	Comm Bridges-Sec 99313	75365	273,935	267,177	(6,758)	8.4% of RTC's STA discretionary share
19	Unprogrammed SGR 99313 Funds			427,268	427,268	To be programmed per Caltrans requirements
20	Total STA & SGR		6,979,124	6,856,017	(123,107)	
21						
22	Low Carbon Transit Operations Program (LCTOP) GL Key 721756 Allocation:					
23						
24	Community Bridges	75365	285,985	285,985	-	Carryover of prior funds, FY22/23 and FY23/24 funds not yet programmed
25	Total		285,985	285,985	-	

TDA, STA, and SGR Apportionment

Eligible recipients of Transportation Development Act (TDA), State Transit Assistance (STA), and SB1-Transit State of Good Repair (SGR) funds submit claims to the Commission for approval. STA funds can be used for planning, public transit, and community transportation services. SGR funds can be used on transit and community transportation services maintenance, rehabilitation and capital projects. The RTC determines how much of population formula STA to distribute to public transit and community transportation service operators as part of the annual TDA claims process. The RTC is required to program SGR and LCTOP funds based on criteria set forth by Caltrans Division of Rail and Mass Transit. The LCTOP funds shown are the anticipated carryover of prior year funds programmed to Community Bridges. FY 2022/23 and FY 2023/24 funds will be programmed after the estimates and requirements are provided by Caltrans.

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

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4 Interest	40430	10,000	10,000	-		
5	Total TDA	13,889,623	12,262,659	(1,626,964)		
6						
7 <u>State Transit Assistance (STA) & State of Good Repair (SGR) GL Key 721755 Revenues:</u>						
8 Interest	40430	250	250	-	State Controller's estimate as of February 2023	
9 STA Sec 99313-RTC	40886	3,261,129	3,180,678	(80,451)		-2.5%
10 STA Sec 99314-SCMTD	40886	2,935,847	2,863,421	(72,426)		-2.5%
11 SGR Sec 99313-RTC	42384	411,602	427,268	15,666		3.8%
12 SGR Sec 99314-SCMTD	42384	370,546	384,650	14,104		3.8%
13	Total STA	6,979,374	6,856,267	(123,107)		
14						
15						
16 <u>State Transit Assistance (STA) & State of Good Repair (SGR) GL Key 721755 Allocation:</u>						
17 SCMTD-Sec 99313/99314	75302	6,705,189	6,161,572	(543,617)	91.6% of Sec 99313 STA and 100% of SGR 99314	
18 Comm Bridges-Sec 99313	75365	273,935	267,177	(6,758)	8.4% of RTC's STA discretionary share	
19 Unprogrammed SGR 99313 Funds			427,268	427,268	To be programmed per Caltrans requirements	
20	Total STA & SGR	6,979,124	6,856,017	(123,107)		
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22 <u>Low Carbon Transit Operations Program (LCTOP) GL Key 721756 Allocation:</u>						
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24 Community Bridges	75365	285,985	285,985	-	Carryover of prior funds, FY22/23 and FY23/24 funds not yet programmed	
25	Total	285,985	285,985	-		

FY2022-23 includes \$12,511,540 in estimated TDA revenues plus \$1,368,083 in carryover revenues from prior two fiscal years; this results in a 12.3% decrease for RTC and Metro in FY2023-24, when compared to FY2022-23.

RSTP Exchange Program

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

The following table is a list of projects that have been approved for RSTPX by the commission that have not yet been reimbursed for funds or otherwise are anticipated to have fund balances carried over into FY2023/24. The RTC is expected to program RSTPX unappropriated balances and estimated FY2023/24 revenues as part of adoption of the *2024 Regional Transportation Improvement Program (RTIP)* in fall 2023.

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

RSTPX Current FY Revenues and Unallocated		FY2022/23 Approved 3/2/23	FY2023/24 Approved 4/6/23	Difference	Note
1	RSTPX revenues programmed in prior FYs	9,505,760	8,247,607	(1,258,154)	
2	RSTP Exchange Funds Budgeted - Carryover	-	-	-	
3	Current Year Revenues:				
4	State RSTP Exchange Funds	4,186,323	4,186,323	-	
5	Interest	5,000	5,000	-	
6	Total RSTPX funding for projects	13,697,083	12,438,930	(1,258,154)	
7					
8	Approved RSTP Exchange - All Projects				
9	Allocations budgeted for disbursement in fiscal year:				
10	<u>City of Capitola</u>				
11	Clares Street Traffic Calming & Roadway Rehab	870,264	-	(870,264)	Project complete in FY2022/23
12	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park bus stop	200,000	200,000	-	
13	Kennedy Drive Sidewalk	197,000	197,000	-	
14	City of Capitola Total	1,267,264	397,000		
15	<u>City of Santa Cruz</u>				
16	Ocean Street Pavement Rehab and Safety Improvements	600,000	600,000	-	
17	<u>City of Scotts Valley</u>				
18	Bean Creek Road Rehab	429,769	429,769	-	
19	Granite Creek Rd Overcrossing	500,000	500,000	-	
20	City of Scotts Valley Total	929,769	929,769		
21	<u>City of Watsonville</u>				
22	Freedom Blvd Plan Line (Green Valley to Buena Vista)	70,322	70,322	-	
23	Road Rehab/Reconstruction (various locations)	1,129,518	1,129,518	-	
24	Complete Streets Downtown	352,000	352,000	-	
25	City of Watsonville Total	1,551,840	1,551,840		

26	County of Santa Cruz				
27	Aptos Village Plan Improvements	164,728	164,728	-	
28	Aptos Creek Road Traffic Signal	405,402	405,402	-	
29	Hwy 152/Holohan - College Intersection	1,277,243	1,277,243	-	
30	Hwy 1 Mar Vista Overcrossing (co-op)	32,899	32,899	-	
31	Hwy 17 to Soquel Corridor Resurfacing	335,356	335,356	-	
32	Pioneer-Varni Road Resurfacing	322,315	-	(322,315)	Funds moved from Pioneer-Varni to Airport
33	Airport Blvd/Green Valley Rd Reconstruction project	-	322,315	322,315	Blvd/ Green Valley Rd at 3/2/23 RTC Mtg
34	Emergency Routes Resurfacing: Alba & Jamison Creek Roads & Empire Grade	324,221	324,221	-	
35	Soquel Drive Buffered Bike Lanes & Congestion Mitigation	1,000,000	1,000,000	-	
36	San Andreas Road Resurfacing	5,000	5,000	-	
37	Holohan Road Resurfacing	440,000	440,000	-	
38	County of Santa Cruz Total	4,307,164	4,307,164		
39	SCCRTC				
40	MBSST - North Coast Phase 2 Environmental Review	230,000	19,756	(210,244)	Funds spent in FY22/23
41	Scotts Creek	4,255	-	(4,255)	
42	Bike Santa Cruz County	8,264	-	(8,264)	\$8,264 from BSCC added to Project
43	Project Paseo (Bike Santa Cruz County)	47,421	22,693	(24,728)	Paseo per RES 20-21 approved
44	Youth Safe Route to Schools Bike/Pedestrian Education	54,783	19,384	(35,399)	Funds spent in FY22/23
45	SLV Schools Complex Circulation and Access Study	105,000	-	(105,000)	Funds spent in FY22/23
46	Davenport - Highway 1 Crosswalk	125,000	125,000	-	
47	State Route 1-41st to Soq HOV EIR	250,000	250,000	-	
48	State Route 1-Freedom to State Park Aux Lanes, Bus in Shoulder, Coastal Rail Trail Segment 12	25,000	25,000	-	
49	SCCRTC Total	849,723	461,833		
50	Total All Projects	9,505,760	8,247,607	(1,258,154)	
51					
52	Funds not Programmed/Appropriated	4,191,323	4,191,323	-	

RSTPX Current FY Revenues and Unallocated GL Key 722000		FY2022/23 Approved 3/2/23	FY2023/24 Approved 4/6/23	Difference	Note
Total by Recipient	Object				
Interest	40430	5,000	5,000	-	
RSTP Exchange Funds	40894	4,186,323	4,186,323	-	
	Current FY Revenues	4,191,323	4,191,323		
SCCRTC	62856	849,723	461,833	(387,890)	Funds spent in FY22/23
City of Capitola	75203	1,267,264	397,000	(870,264)	Funds spent in FY22/23
City of Santa Cruz	75204	600,000	600,000	-	
City of Scotts Valley	75205	929,769	929,769	-	
City of Watsonville	75206	1,551,840	1,551,840	-	
County of Santa Cruz	75303	4,307,164	4,307,164	-	
	Total Programmed	9,505,760	8,247,607	(1,258,154)	
	To/(From) Fund Balance:	(5,314,437)	(4,056,284)	1,258,154	

Staffing

GL Key 721100/Fund 76620

The RTC's authorized staffing model is 22 full time equivalent (FTE) positions. The FY2023/24 budget includes salaries and benefits for 21.5 FTE positions. Staff utilize the payroll system to track and allocate labor costs when dedicating their time to a specific program or project as a direct cost.

Classification			Positions by Classification		FTE
	FTE Authorized Positions	FTE Budgeted Positions	Management		
Executive Director	1.00	1.00	Executive Director		1.00
Deputy Director	1.00	1.00	Deputy Director		1.00
Director of Finance & Budget	1.00	1.00	Director of Finance & Budget		1.00
Administrative Services Officer	1.00	1.00	Administrative Services Officer		1.00
Senior Transportation Engineer	1.00	1.00	Senior Transportation Engineer		1.00
Transportation Planner I-IV	8.00	7.00	Total Management		5.00
Transportation Engineer	2.00	2.00	Planning & Project Delivery		
Communications Specialist	1.00	1.00	Transportation Planner I-IV		7.00
Accountant I-III	1.00	1.00	Transportation Planning Tech		2.00
Accounting Technician	0.50	0.50	Transportation Engineer		2.00
Administrative Assistant I-III	2.00	2.00	*Paid Intern Planning		0.50
Transportation Planning Tech	2.00	2.00	*Paid Intern Engineering		0.50
Paid Intern	1.00	1.00	Total Planning & Project Delivery		12.00
Total Positions	22.50	21.50	Administration		
Note: FTE= full-time equivalent			Communications Specialist		1.00
*FY2023/24 Budget includes a request for an additional 0.50 intern, intern positions will be filled to support the planning and engineering work of the RTC.			Accountant I-III		1.00
			Accounting Technician		0.50
			Administrative Assistant I-III		2.00
			Total Administration		4.50
			Total Positions		21.50
			Note: FTE= full-time equivalent		

Staffing - Costs		FY2022/23	FY2023/24			
GL KEY 721100		Approved	Approved	Difference	Note	
	Object	3/2/23	4/6/23			
1	Regular Pay	51000	2,666,297	2,727,569	61,272	Step increases and COLA
2	Overtime Pay	51005	25,000	25,000	-	
3	Social Security and Medicare	52010	164,040	172,556	8,516	
4	<u>PERS Retirement</u>					
5	Employer Current Contributions	52015	229,819	254,151	24,332	Increase in wages and employer contribution rate
6	Unfund Acc Liab-UAL req'd pmt*	52015	135,295	105,363	(29,932)	
7	Unfund Acc Liab-UAL addt'l pmt**	52015	194,672	138,899	(55,773)	Lower amount due to funded ratio
8	Total Retirement		559,786	498,413	(61,373)	
9						
10	Employee Insur and Ben	53010	527,901	477,372	(50,529)	Lower due to plan premiums for recently hired staff
11	Unemployment Insurance	53015	17,550	17,550	-	
12	Workers Comp Insurance	54010	10,753	13,316	2,563	FY23/24 premium
13	Other -Compensation***	55021	35,754	41,494	5,740	
14	Temporary Contract Services	62395	10,000	10,000	-	
15	Unfund Acc Liab-UAL OPEB****	75273	81,972	137,745	55,773	
16	Retiree Health Contr to PERS	75273	97,439	102,298	4,859	
17			4,196,492	4,223,313	26,821	

* The required Unfunded Accrued Liability (UAL) payment is calculated using the fiscal year liability and amortization base schedule by asset and non-asset gains/losses (20-30 years).

** The most recent valuation for the RTC's Classic Plan UAL as of June 30, 2021, is \$449,490 and is 96.1% funded, this is up from 81.2% as of June 30, 2020. The most recent valuation for the RTC's PEPR Plan as of June 30, 2021, shows the plan is overfunded by \$48,232 due to the 21.3% returns for the period ending June 30, 2021. The budget includes Additional Discretionary Payment (ADP) toward the UAL is \$138,899 contribution to a Section 115 Trust to prefund the pension liability. The purpose for continuing to fund the Classic pension UAL is to account for the change in valuation methodology due to CalPERS most recent changes to their financial policies.

***Includes employer contribution to employee 457 deferred compensation plan as part of employment agreement and benefit in lieu of Social Security, auto allowance, cell phone and bike commute benefit.

****Other Post-Employment Benefit (OPEB) contribution to prefund the retiree health liability

Allocated Labor and Overhead

Agencies are required to recover full costs whenever goods or services are provided for others. The full cost of goods or services includes all costs attributable directly to the activity plus a fair share of indirect costs (administrative overhead), which can be ascribed reasonably to the goods or services provided. Administrative personnel are included in the indirect cost calculation which is referred to as the Indirect Cost Allocation Plan (ICAP). Each year RTC staff prepares an ICAP and submits it to Caltrans for review and approval. Each program budget includes allocated labor (direct cost) and allocated overhead (indirect costs) based on the Caltrans-approved Indirect Cost Allocation Plan (ICAP) rate.

Allocated labor and allocated overhead are used for budgeting and requesting reimbursement from other government agencies, not to represent actual current year overhead costs. The true actual costs of employees' salaries and benefits are budgeted in Staffing. Staffing and Administration expenses that are not allocated to a program or budget are generally included in the agency overhead calculation unless they are unallowed.

Salaries, benefits and overhead in each program or project general ledger (GL) key include allocated labor composed of direct costs and overhead which is the indirect costs that are applied as a percentage multiplier of the direct costs.

Allocated Salaries/Benefits (Direct) & Overhead (Indirect) by Program

		FY2022/23	FY2023/24	
		Approved	Approved	Difference
		3/2/23	4/6/23	
1	Cruz 511	93,499	93,499	-
2	FSP	37,852	37,852	-
3	SAFE	58,638	58,638	-
4	Rail	275,687	389,463	113,776
5	Hwy	185,979	207,859	21,880
6	MBSST	394,276	376,772	(17,504)
7	Planning	565,230	561,061	(4,169)
8	Admin	449,196	450,821	1,625
9	Hwy 9 - SLV	21,770	-	(21,770)
10	Total Labor	2,082,128	2,175,965	93,837
11	Allocated Overhead (agency wide indirect costs)			
12	Cruz 511	120,164	120,164	-
13	FSP	48,648	48,648	-
14	SAFE	75,362	75,362	-
15	Rail	354,313	500,537	146,224
16	Hwy	239,021	267,141	28,120
17	MBSST	506,724	484,228	(22,496)
18	Planning	726,433	721,075	(5,358)
19	Admin	567,847	569,936	2,088
20	Hwy 9 - SLV	27,979	-	(27,979)
21	Total Overhead	2,666,491	2,787,091	120,600
22				
23	Total Alloc Labor & Overhead	4,748,618	4,963,056	214,437
24	FY2023 ICAP Rate approved is	128.52%		

Indirect Cost Allocation Plan (ICAP) - State policy requires departments to recover full costs whenever goods or services are provided for others. The full cost of goods or services includes all costs attributable directly to the activity plus a fair share of indirect costs, which can be ascribed reasonably to the goods or services provided. Indirect cost rates are applied to the direct labor costs of work performed. All ICAP rates are submitted to the Department of Finance and the Federal Highway Administration for review and approval each fiscal year.

Administration

GL Key 721750 / Fund 76620

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

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

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

			FY2022/23	FY2023/24		
			Approved	Approved	Difference	Note
	Object		3/2/2023	4/6/2023		
1	Meas D Admin & Implementation	51070	344,173	345,798	1,625	
2	Meas D Admin Overhead	62354	432,871	434,959	2,088	
3	Total Salaries, Benefits & Overhead		777,044	780,757	3,713	
4						
5	Meas D Services & Supplies					
6	Materials and supplies	62856	5,000	5,000	-	
7	Accounting & Audit Services	62856	1,000	1,000	-	
8	Consultant Services	62856	40,000	40,000	-	
9	Advertisement/Publication	62856	2,500	2,500	-	
10						
11	Total Measure D Administration		825,544	829,257	3,713	

Administration RTC and Measure D		FY2023/24 Approved 3/2/2023	FY2023/24 Approved 4/6/2023	Difference	Note	
	Object					
1	TDA Revenue	40172	858,287	752,360	(105,927)	FY2023/24 County Auditor January 2023 estimate
2	Measure D	40186	825,544	829,257	3,713	
3	Total Revenues	1,683,831	1,581,616	(102,214)		
4	<u>Salaries, Benefits & Overhead</u>					
5	<u>TDA Administration</u>					
6	Allocated Labor Costs	51070	105,024	105,024	-	
7	Allocated Overhead	62354	134,976	134,976	-	
8	Meas D Admin Labor	51070	344,173	345,798	1,625	From Measure D Budget for Administration and Implementation
9	Meas D Admin Overhead	62354	432,871	434,959	2,088	
10	Total Salaries, Benefits & Overhead	1,017,044	1,020,757	3,713		
11	<u>Services & Supplies</u>					
12	Telephone & Mobile Device	61221	10,000	10,000	-	
13	Office Equipment	61312	5,000	5,000	-	
14	Liability Insurance	61535	80,061	110,000	29,939	FY23/24 premium increase
15	Office Equip Repair/Maint	61725	7,500	7,500	-	
16	Repairs & Maintenance	61845	14,900	16,000	1,100	
17	Membership	62020	25,000	25,000	-	
18	Duplicating	62214	3,000	3,000	-	
19	Computer Software	62219	86,200	86,200	-	
20	Postage	62221	3,000	3,000	-	
21	General Supplies & Expenses	62223	12,000	12,000	-	
22	Accounting & Audit	62301	40,500	40,500	-	
23	County Mainframe/Intranet	62325	6,000	6,000	-	
24	Commissioners' Stipend	62327	10,000	10,000	-	
25	Legal Fees	62359	50,000	50,000	-	
26	Professional & Special Serv	62381	239,840	239,840	-	IT services, HR and Admin consultants
27	Office Rent	62610	135,184	139,239	4,055	Annual increase
28	Adv & Promo Materials	62801	6,000	6,000	-	
29	Contingency/Special Exp	62856	78,500	68,500	(10,000)	Measure D Admin & Imp (see table above)
30	Transp/Travel/Educ	62914	70,000	70,000	-	
31	Vehicle Maint, Rentals & Serv	62920	4,000	4,000	-	
32	Utilities	63070	1,000	500	(500)	
34	Mobile Equipment	86209	75,000	75,000	-	Purchase of one vehicle (\$75k) expected in FY23/24
35	Office Equipment	86210	40,000	40,000	-	Purchase (\$40k) expected in FY23/24
36	Total Services & Supplies	1,002,685	1,027,279	24,594		
37						
38	Total Expenditures	2,019,729	2,048,036	28,307		
39						
40	To/(From) reserves:	(335,898)	(466,420)	(130,522)		

Regional Planning Projects

GL Key 721750 / Fund 76620

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

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

Planning projects included in the planning budget:

Regional Transportation Plan (RTP)

The RTC works in partnership with project sponsors, the Association of Monterey Bay Area Governments (AMBAG), and Caltrans to update the state-mandated Regional Transportation Plan (RTP). The plan identifies transportation needs in Santa Cruz County over the next twenty-plus years. It estimates the amount of funding that will be available over this time frame and identifies and evaluates priority projects. The 2045 RTP was approved in June 2022. For FY 2023/24, the RTC will implement the 2045 RTP as it participates with local partners on a variety of planning efforts and will initiate the work for the next update of the RTP to be completed in 2026, including updates to goals, policies, and performance metrics and targets; revenue

forecasts; project list updates and evaluation, taking into consideration equity, greenhouse gas reductions, and other RTP, state and federal goals; and addressing new state and federal guidelines for regional plans.

Scotts Creek

The Scotts Creek project will continue critical work to develop a replacement bridge design for Highway 1 over Scotts Creek that includes a 21st-century transportation corridor and restoration of the ecological condition and dynamism of the Scotts Creek lagoon, marsh, and dune system, while also planning for climate change. Grant funds secured from the California Department of Fish and Wildlife by the RTC and partner agencies provided for the development of the Caltrans Project Initiation Document for the Scotts Creek project, which was completed in FY2022/23. Caltrans, RTC and the Resource Conservation District are seeking funding for project implementation and will continue to serve on the project team in FY23/24, providing input to Caltrans during the environmental phase.

Regional Conservation Investment Strategy (RCIS)

A conservation planning document to identify key conservation opportunities and habitat enhancement actions within the RCIS area. Once finalized, the Santa Cruz County RCIS may help expedite delivery of transportation projects by facilitating regional advance mitigation planning: a process in which the environmental mitigation for impacts from multiple projects can be pooled and conducted in advance, resulting in larger conservation projects that have greater benefits, and potential mitigation for transportation projects is identified in advance of final project design. In coordination with the RCIS, an analysis of potential future mitigation needs for transportation projects within Santa Cruz County will be completed. The Draft RCIS was released in May 2022 and will be considered for approval by California Department of Fish and Wildlife in FY2023/24.

Equity Action Plan

Prepare an action plan that includes a data-based effort to identify and address current and past inequities; an equity analysis of the existing transportation network, transportation projects and services, plans, and RTC policies and procedures; a public outreach toolkit to proactively engage community members that have been historically underrepresented or disadvantaged by transportation decisions; establish an equity-focused advisory group; and staff, board, and partner trainings related to diversity, equity, and inclusion.

Climate Adaptation Plan

In partnership with the County of Santa Cruz, the RTC will produce a Climate Adaptation Vulnerability Assessment and Transportation Priorities Report for roads in the unincorporated sections of the county and for the Santa Cruz Branch Rail Line. The vulnerability assessment will identify transportation infrastructure that would be impacted by climate change and extreme weather events. Projects will then be prioritized to enhance resilience based on a set of metrics. A consultant will be secured in FY 2022/23 to initiate the work and it will continue through FY 2023/24.

Planning		FY2022/23 Proposed 3/2/23	FY2023/24 Approved 4/6/23	Difference	Note
	Object				
1	<u>Revenues</u>				
2	TDA Planning	40172	966,155	875,054	(91,101) Lower TDA revenue estimate for FY 23/24
3	Measure D	40186	4,066,802	-	(4,066,802) Highway 17 Wildlife Crossing expected be completed
4	RSTP Exchange	40761	88,016	83,761	(4,255)
5	STIP for Planning (PPM)	40770	123,000	123,000	-
6	Rural Planning Assistance (RPA)	40786	357,181	337,000	(20,181) FY 22/23 include prior year carryover
7	Sustainable Communities - FTA 5304	40786	338,000	318,000	(20,000) Some work done in FY 22/23
8	Sustainable Communities - RMRA	40786	448,800	386,800	(62,000) Some work done in FY 22/23
9	Sust Transp Planning Grant WCB	40786	55,725	40,000	(15,725) Some work done in FY 22/23
10	State TNC Access Fee Funds	40786	134,239	134,239	-
11	Land Trust Grant	42384	-	-	-
12	Total Revenues		6,577,918	2,297,854	(4,280,064)
13					
14	<u>Salaries, Benefits & Overhead by Program</u>				
15	Regional Planning Coordination		155,000	155,000	-
16	Work Program		45,000	45,000	-
17	Public Information		60,000	60,000	-
18	Bicycle/Pedestrian Planning		75,000	75,000	-
19	Specialized Transportation		80,000	80,000	-
20	Regional Transp Plan for MTP		260,000	260,000	-
21	Transp Improv Program (TIP)		215,000	215,000	-
22	Highway & Roadway Planning		100,000	100,000	-
23	Highway 17 Wildlife Crossing		25,000	10,000	(15,000) Most work to be completed in FY 22/23
24	Scotts Creek Marsh Restoration		25,000	25,000	-
25	TNC Access for All		20,136	20,136	-
26	Equity Action Plan Grant		90,000	100,000	10,000 More work anticipated in FY 23/24
27	Climate Adaptation-Vulnerability Assessment		110,000	120,000	10,000 More work anticipated in FY 23/24
28	Reg Conserv Invest Strategy (RCIS)		31,527	17,000	(14,527) Some work done in FY 22/23
29	Allocated Labor Costs	51070	565,230	561,061	(4,169)
30	Allocated Overhead (indirect costs)	62354	726,433	721,075	(5,358)
31	Subtotal Staff and Overhead		1,291,663	1,282,136	(9,527)

Planning Continued		FY2022/23	FY2023/24	Difference	Note
	Object	Proposed 3/2/23	Approved 4/6/23		
32	<u>Services & Supplies</u>				
33	Passthrough Programs				
34	Bike To Work Prog (Ecology Action)	62856 72,000	72,000	-	
35	Bike & Ped Safety (CTSC)	62856 156,000	156,000	-	
36	Ecology Action - Bike Challenge +	62856 31,503		(31,503)	Carryover will be determined at the end of fiscal year
37	Project Paseo (Bike SC County)	62856 52,258		(52,258)	Carryover will be determined at the end of fiscal year
38	<u>Professional Services (contracts)</u>			-	
39	Legislative Assistant	62381 44,600	44,600	-	
40	Eng and Other Tech Consultants	62381 21,750	21,750	-	
41	AMBAG for RTP/MTP	75230 30,000	30,000	-	
43	RCIS Consultant	62381 30,000	30,000	-	Carryover will be determined at the end of fiscal year
44	Transportation Equity Action Plan	62381 150,000	150,000	-	Carryover will be determined at the end of fiscal year
45	Climate Adaption-Vulnerability Assessment	62381 150,000	130,000	(20,000)	Some work done in FY 22/23
46	TNC Access for All	62381 114,103	114,103	-	
47	<u>RTC Work Element Related Items</u>				
48	Traffic Monitoring services	62381 20,000	20,000	-	
49	Printing Documents and Pub Info Materials	62381 12,500	12,500	-	
50	Grant funds reserved for future FY	62856 491,800	371,800	(120,000)	Grant funds budgeted for staff time
51	Transfer to Rail/Trail Authority	75233 110,000	110,000	-	
52	Subtotal Services & Supplies	1,486,514	1,262,753	(223,761)	
53	<u>Other</u>				
54	Highway 17 Wildlife Crossing Construction to Caltrans	4,051,000	-	(4,051,000)	Expected to be completed in FY 22/23
55					
56	Total Expenditures	6,829,177	2,544,889	(4,284,288)	
57					
58	To/(From) Reserves:	(251,259)	(247,035)	4,224	

Highway 9 Improvements

GL Key 721740 / Fund 76620

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

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

Recent, current and near-term expenditures in the program include funding a Caltrans Complete Streets Project Initiation Document (PID) for the San Lorenzo Valley and collaborating with Caltrans on two additional Caltrans funded projects for complete streets in Felton. Expenditures also include collaborating with SLVUSD on a circulation study for the SLV Schools Campus and County Public Works to implement project components identified in the plan. Expenditures may include research and pursuit of grant opportunities. Some of the funds programmed and budgeted for FY 2022/23 will carry over to FY 2023/24 and will be included in a future budget amendment.

Highway 9 Improvements			FY2022/23	FY2023/24	Difference	Note
	Object		Approved 3/2/23	Approved 4/6/23		
1	Measure D	40186	1,162,449	255,000	(907,449)	Carryover at end of fiscal year
2	RSTP Exchange/STBG	40761	105,000	-	(105,000)	Funds spent in FY22/23
3	Contr from Other Agencies	41150	90,000	-	(90,000)	Funds spent in FY22/23
4	Total Revenues		1,357,449	255,000	(1,102,449)	
5						
6	Salaries, Benefits & Overhead					
7	Allocated Labor Costs	51070	21,770	-	(21,770)	Carryover at end of fiscal year
8	Allocated Overhead	62354	27,979	-	(27,979)	
9	Total Salaries, Benefits & Overhead		49,749	-	(49,749)	
10						
11	Services & Supplies					
12	Legal Fees	62359	2,000	-	(2,000)	
13	Professional & Special Serv	62381	279,700	30,000	(249,700)	SLV Schools Study expected to be completed
14	Contingency/Special Exp	62856	1,026,000	225,000	(801,000)	Carryover at end of fiscal year
15	Contribution to Other Agenc	75230	-	-	-	
16	Total Services & Supplies		1,307,700	255,000	(1,052,700)	
17						
18	Total Expenditures:		<u>1,357,449</u>	<u>255,000</u>	<u>(1,102,449)</u>	
19						
20	Excess of Revenues over Expenditures:		-	-	-	

Cruz 511 Traveler Information Rideshare

GL Key 721410 / Fund 76621

Cruz511 is the traveler information transportation demand management (TDM) program administered by the RTC. Cruz511 provides resources for travel options around the county including a trip planner, carpool and vanpool match services, bicycle maps, accessible travel options, and an interactive traffic map with real-time information on construction, incidents and travel speeds. Knowledgeable travel counselors are also available to help people understand their options for getting around. In partnership with the City of Santa Cruz, Ecology Action, UCSC and other local jurisdictions, the RTC launched "Go Santa Cruz County," a robust demand management program, including an online commute manager and rewards platform with dynamic ride matching and trip planning. The platform is also being used for Santa Cruz METRO's "One Ride at a Time" program to increase transit ridership by promoting environmental causes. In FY2023/24, the RTC will continue work to provide traffic safety messaging and active transportation mapping resources to community members throughout the county.

Cruz 511 Rideshare		FY2022/23	FY2023/24	Difference	Note
	Object	Approved 3/2/23	Approved 4/6/23		
1	Measure D	40186	200,000	210,000	10,000
2	Interest	40430	4,000	4,000	-
3	RSTP Exchange/STBG	40761	68,663	68,663	-
4	Contr from Other Funds	42367	50,000	50,000	-
5	Total Revenues	322,663	332,663	10,000	
6					
7	Salaries, Benefits & Overhead				
8	Allocated Labor Costs	51070	93,499	93,499	-
9	Allocated Overhead	62354	120,164	120,164	-
10	Total Salaries, Benefits & Overhead	213,663	213,663	-	
11					
12	Services & Supplies				
13	Telephone & Mobile Device	61221	500	500	-
14	Membership	62020	600	600	-
15	Postage	62221	1,000	1,000	-
16	General Supplies & Expenses	62223	2,000	2,000	-
17	Professional & Special Serv	62381	128,000	128,000	-
18	Adv & Promo Materials	62801	50,000	50,000	-
19	Contingency/Special Exp	62856	20,000	20,000	-
20	Subscriptions	62890	2,000	2,000	-
21	Transp/Travel/Educ	62914	2,000	2,000	-
22	Total Services & Supplies	206,100	206,100	-	
23					
24	Total Expenditures:	419,763	419,763	-	
25					
26	To/(From) Reserves:	(97,100)	(87,100)		

Service Authority for Freeway Emergencies (SAFE)

GL Key 721825 / Fund 76625

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

Call boxes are connected to an answering service and require regular maintenance and utilities including electricity for lighting and telephone service.

The FY2023/24 SAFE difference of \$180,500 will come from SAFE reserves for the contribution to Cruz511 and the callbox upgrade project. At this time, SAFE could continue funding the contribution to Cruz 511 for approximately 6-8 years.

	Service Authority for Freeway (SAFE)		FY2022/23 Approved 3/2/23	FY2023/24 Approved 4/6/23	Difference	Note
		Object				
1	Measure D	40186	50,000	50,000	-	
2	Local Assistance (MTC)	40384	50,000	50,000	-	
3	Interest	40430	1,000	1,000	-	
4	DMV Fees	40754	257,750	257,750	-	
5	Total Revenues		358,750	358,750	-	
6						
7	Salaries, Benefits & Overhead					
8	Allocated Labor Costs	51070	58,638	58,638	-	
9	Allocated Overhead	62354	75,362	75,362	-	
10	Total Salaries, Benefits & Overhead		134,000	134,000	-	
11						
12	Services & Supplies					
13	Telephone & Mobile Device	61221	10,200	10,200	-	
14	Liability Insurance	61535	5,250	5,250	-	
15	Other Equip Repair/Maint	61730	30,000	30,000	-	
16	General Supplies & Expenses	62223	2,000	2,000	-	
17	Legal Fees	62359	1,000	1,000	-	
18	Professional & Special Serv	62381	3,000	3,000	-	
19	Contingency/Special Exp	62856	150,000	150,000	-	
20	Transp/Travel/Educ	62914	2,000	2,000	-	
21	Utilities	63070	1,200	1,200	-	
22	Transfer to Other Funds	75233	50,000	50,000	-	
23	CHP Operations	75280	150,600	150,600	-	
24	Total Services & Supplies		405,250	405,250	-	
25						
26	Total Expenditures:		539,250	539,250	-	
27						
28	To/(From) reserves:		(180,500)	(180,500)		

Freeway Service Patrol

GL Key 721827 / Fund 76627

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

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

Freeway Service Patrol (FSP)		FY2022/23	FY2023/24	Difference	Note
		Approved	Approved		
	Object	3/2/23	4/6/23		
1	Measure D	40186	183,124	190,000	6,876
2	SB 1	40465	145,683	145,683	-
3	Caltrans FSP	40884	168,888	168,888	-
4	Total Revenues	497,695	504,571	6,876	
5					
6	<u>Salaries, Benefits & Overhead</u>				
7	Allocated Labor Costs	51070	37,852	37,852	-
8	Allocated Overhead	62354	48,648	48,648	-
9	Total Salaries, Benefits & Overhead	86,500	86,500	-	
10					
11	<u>Services & Supplies</u>				
12	Telephone & Mobile Device	61221	2,000	2,000	-
14	Liability Insurance	61535	4,200	4,200	-
15	General Supplies & Expenses	62223	4,000	4,000	-
16	Legal Fees	62359	1,000	1,000	-
17	Contingency/Special Exp	62856	5,000	5,000	-
18	Towing	62893	357,726	357,726	-
19	Transp/Travel/Educ	62914	1,000	1,000	-
20	Total Services & Supplies	374,926	374,926	-	
21					
22	Total Expenditures:	461,426	461,426	-	
23					
24	To/(From) reserves:	36,269	43,145	6,876	

Santa Cruz Branch Rail Line

GL Key 722100 / Fund 76623

The RTC is the owner of the Santa Cruz Branch Rail Line, which is an active freight railroad and that the RTC purchased for the purpose of preserving and expanding transportation uses in the corridor, such as a trail and passenger rail. The RTC contracts with a short line railroad operator, Saint Paul & Pacific Railroad, through an Administration, Coordination, and License (ACL) agreement for freight uses. The ACL agreement was executed in 2018 and requires that the RTC make initial repairs to the infrastructure, which include storm damage repairs, bridge repairs, and track repairs. The RTC performs regular inspections and repairs to preserve and maintain the railroad infrastructure for future use, including potential zero emission rail transit and the Coastal Rail Trail. The trail portion of the project is funded by Measure D Active Transportation category.

Real Property Management

Santa Cruz Branch Rail Line property management work includes processing and issuing right of entry agreements; reviewing, cataloguing, and updating of utility agreements; and updating and pursuing lease agreements in accordance with the RTC's policies for Leases, Licenses, Encroachments and Rights of Entry, and for Capital Projects implemented by Others along the SCBRL.

Santa Cruz Branch Rail Line GL Key 722100		FY2022/23 Approved	FY2023/24 Approved	Difference	Note
Real Property	Object	3/2/2023	4/6/2023		
Revenues					
1 Leases, Licenses & Other Revenue	40440	83,772	83,772	-	
2 Transfer from TC Funds	42367	110,000	110,000	-	
3	Total Revenues	193,772	193,772	-	
Expenditures					
5 Allocated Labor Costs	51070	48,136	48,136	-	
6 Allocated Overhead (indirect costs)	62354	61,864	61,864	-	
7	Total Salaries, benefits, & overhead	110,000	110,000	-	
8 Liability Insurance	61535	30,023	32,425	2,402	
9 Telephone	61221	480	480	-	
10 Office Expense	62223	500	500	-	
11 Legal Counsel	62359	5,000	5,000	-	
12 Professional Services	62381	54,520	54,520	-	
13	Total Services, Supplies & Other	90,523	92,925	2,402	
14					
15	Total Expenditures	200,523	202,925	2,402	
16					
17	To/(From) Reserves Real Property:	(6,751)	(9,153)	(2,402)	

Santa Cruz Branch Rail Line Capital Projects

Zero Emission Rail Transit

In December 2022, the RTC approved Measure D funds for the first 12-months of development of the Zero Emission Rail Transit & Trail Project, which includes preparation of a project concept report. The project proposes new high-capacity passenger rail service and stations along approximately 22-miles of the SCBRL from Watsonville/Pajaro to Santa Cruz. Staff is actively pursuing competitive grants to fully fund the project through environmental clearance. The trail portion of the project is funded by Measure D Active Transportation category.

Infrastructure Inspections and Repairs

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

repairs for FY2023/24 include the Pajaro River Bridge Rehabilitation, which is funded by a Short Line Railroad Improvement Program (SLRIP) grant from the California Transportation Commission (CTC), with a local match (Measure D) and private match (Leases, Licenses and other revenues). The RTC is planning to start construction of coastal erosion repairs near Manresa Beach in FY2023/24. It also includes storm damage repairs, for which the RTC will seek public assistance from the Federal Emergency Management Agency (FEMA) and the California Office of Emergency Services (CalOES).

Santa Cruz Branch Rail Line GL Key 722100 Capital Projects		FY2022/23 Approved 3/2/2023	FY2023/24 Approved 4/6/2023	Difference	Note
Object					
Revenues					
1 Measure D	40186	2,725,000	3,302,000	577,000	Electric Transit & Trail
2 Measure D Active Transportation	40186	350,000	-	(350,000)	Elec Transit & Trail - Carryover at end of fiscal year
3 Short-Line RR Improvement Program	40894	285,000	-	(285,000)	Carryover at end of fiscal year
4	Total Revenues	3,360,000	3,302,000	(58,000)	
Expenditures					
6 Allocated Labor Costs	51070	227,551	341,327	113,776	
7 Allocated Overhead (indirect costs)	62354	292,449	438,673	146,224	
8	Total Salaries, benefits, & overhead	520,000	780,000	260,000	Electric Transit & Trail
9 Legal Counsel	62359	25,000	25,000	-	
10 Professional Services	62381	2,015,000	1,712,000	(303,000)	Carryover at end of fiscal year
11 Contingency-General	62856	100,000	100,000	-	
12 Contingency-Construction	62856	20,000	-	(20,000)	Carryover at end of fiscal year
13 Construction	86110	850,000	685,000	(165,000)	Carryover at end of fiscal year
14	Total Services, Supplies & Other	3,010,000	2,522,000	(488,000)	
15					
16	Total Expenditures	3,530,000	3,302,000	(228,000)	
17					
18	To/(From) Reserves Capital Projects:	(170,000)	-	170,000	
	Total To/(From) Reserves Rail Fund:	(176,751)	(9,153)	167,598	

Highway 1 Corridor Investment Program

The Highway 1 Corridor Investment Program was developed to provide multimodal solutions to congestion and improve safety and access to/from Highway 1 through Santa Cruz County.

GL Key 72260

The program of projects includes auxiliary lanes, bus on shoulder improvements, and bicycle and pedestrian overcrossings. Future potential projects within the program include interchange modifications, ramp metering, and High Occupancy Vehicle (HOV) lanes. The RTC serves as the implementing agency for environmental, final design, and right of way components of the projects, with Caltrans serving as the implementing agency for construction.

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

GL Key 72261

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

Highway 1 Corridor GL Key 722261 41st Avenue to Soquel Drive		FY2022/23 Approved 3/2/2023	FY2023/24 Approved 4/6/2023	Difference	Note
1	Revenues	Object			
2	Measure D	40186	969,775	1,924,993	955,218
3	SB1 SCCP 41st/Soquel	40465	200,000	200,000	-
4	Total Revenues		1,169,775	2,124,993	955,218
5	Expenditures				
6	Allocated Labor Costs	51070	43,760	65,640	21,880
7	Allocated Overhead (indirect costs)	62354	56,240	84,360	28,120
8	Total Salaries, benefits, & overhead		100,000	150,000	50,000
9	Legal Fees	62359	1,000	-	(1,000)
10	Project Management Consultant	62381	50,000	50,000	-
11	Pub Info, materials, & meetings	62381	20,000	5,000	(15,000)
12	Right of Way Capital and Support	62856	196,000	295,324	99,324
13	Construction Capital	62856	582,775	1,165,550	582,775
14	Contingency	62856	20,000	259,119	239,119
15	Total Services & Supplies		869,775	1,774,993	905,218
16					
17	Total Expenditures		969,775	1,924,993	955,218
18					
19	To/(From) Reserves:		200,000	200,000	-

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

GL Key 722262

The project will construct northbound and southbound auxiliary lanes between the Bay Avenue/Porter Street and State Park Drive interchanges, bus on shoulder improvements, replace the existing Capitola Avenue local roadway overcrossing, and construct a Bicycle and Pedestrian Overcrossing at Mar Vista Drive. The Highway 1 Mar Vista Bicycle and Pedestrian Overcrossing will provide a safe link between schools, the beach, residential neighborhoods, and retail centers on each side of Highway 1. In FY2022/23 the RTC completed final design and right-of-way acquisition. Construction is scheduled to start in 2023. State Transportation Improvement Program (STIP), Solutions for Congested Corridors Program (SCCP) and Local Partnership Program (LPP) funds programmed for construction capital in FY2022/23 have been allocated by the CTC to Caltrans and will not flow through the RTC budget.

Highway 1 Corridor		FY2022/23	FY2023/24	Difference	Note
GL Key 722262		Approved	Approved		
Bay/Porter to State Park Drive		3/2/2023	4/6/2023		
1	Revenues	Object			
2	Measure D	40186	1,592,958	6,853,552	5,260,594
3	STIP	40770	800,000	-	(800,000) Funds expended in FY 22/23
4	Total Revenues		2,392,958	6,853,552	4,460,594
5	Expenditures				
6	Allocated Labor Costs	51070	54,700	54,700	-
7	Allocated Overhead (indirect costs)	62354	70,300	70,300	-
8	Total Salaries, benefits, & overhead		125,000	125,000	-
9	PS&E Consultant	62340	397,958	-	(397,958) Phase complete
10	Legal Fees	62359	10,000	10,000	-
11	Project Management Consultant	62381	110,000	100,000	(10,000)
12	Pub Info, materials, & meetings	62381	10,000	10,000	-
13	Right of Way Capital and Support	62856	800,000	-	(800,000) Phase complete
14	Construction Capital	62856	840,000	5,000,000	4,160,000 Construction to begin in FY23/24
15	Contingency	62856	100,000	1,608,552	1,508,552 Construction contingency
16	Total Services & Supplies		2,267,958	6,728,552	4,460,594
17					
18	Total Expenditures		2,392,958	6,853,552	
19					
20	To/(From) Reserves:		-	-	-

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

The project will construct northbound and southbound auxiliary lanes, bus on shoulder improvements, widen the Highway 1 bridge over Aptos Creek/Spreckles Drive, and construct a 1.25 mile section of Segment 12 of the Coastal Rail Trail/Monterey Bay Sanctuary Scenic Trail Network (MBSST), including new bridges over Highway 1 (2) and Soquel Drive (2). The environmental component of the project is underway and the right-of-way and final design components will continue in FY2023/24; the project is expected to be construction-ready in 2025. This project will reduce congestion, improve coastal access, and improve connectivity for walkers and bikers to adjacent neighborhoods, schools, and Aptos Village.

Highway 1 Corridor		FY2022/23	FY2023/24	Total	Note
GL Key 722263		Approved	Approved		
State Park Drive to Freedom Boulevard		3/2/2023	4/6/2023		
1	Revenues	Object			
2	Measure D - Highway	40186	4,897,040	6,158,117	1,261,077 Carryover at the end of fiscal year
3	Measure D - Active Transportation	40186	3,200,000	456,000	(2,744,000) Carryover at the end of fiscal year
4	RSTPX	40761	25,000	25,000	- Funds expended in FY 22/23
5	STIP	40770	300,000	-	(300,000)
6	Total Revenues		8,422,040	6,639,117	(1,782,923)
7	Expenditures			-	
8	Allocated Labor Costs	51070	87,520	87,520	-
9	Allocated Overhead (indirect costs)	62354	112,480	112,480	-
10	Total Salaries, benefits, & overhead		200,000	200,000	-
11	PA/ED Consultants	62381	1,304,802	25,000	(1,279,802) Work anticipated to be completed in FY22/23
12	PS&E Consultant	62340	3,161,538	4,615,385	1,453,847 Work to continue in FY23/24
13	Legal Fees	62359	50,000	20,000	(30,000)
14	Project Management Consultant	62381	80,000	80,000	-
15	Pub Info, materials, & meetings	62381	20,000	19,932	(68)
16	Right of Way Capital and Support	62856	305,700	1,678,800	1,373,100 Work to continue in FY23/24
17	Construction Capital	62856	3,200,000	-	(3,200,000) Construction scheduled in FY24/25
18	Contingency	62856	100,000	-	(100,000) Carryover at the end of fiscal year
19	Total Services & Supplies		8,222,040	6,439,117	(1,782,923)
20				-	
21	Total Expenditures		8,422,040	6,639,117	(1,782,923)
22					
23	To/(From) Reserves:		-	-	-

Active Transportation

Fund 76628

MBSST Network Implementation

GL Key 722280

The Monterey Bay Sanctuary Scenic Trail Network (MBSST) is a proposed 50-mile bicycle and pedestrian trail project within Santa Cruz County, divided into 20 segments. The spine of the trail network will be the 32-mile Coastal Rail Trail from Davenport to Watsonville, to be built within or adjacent to the Regional Transportation Commission-owned rail right-of-way (Segments 5-20). The FY2023/24 budget includes funds for ongoing maintenance of the trail corridor, property management, as well as RTC oversight, coordination, and technical assistance during project implementation.

Maintenance and property management for the trail corridor includes vegetation control; tree maintenance; trash and dumping abatement; encampments; drainage maintenance and repairs; storm debris cleanup, identifying and addressing encroachments onto ROW property; supporting capital projects and lease updates by clarifying real property rights, conducting appraisals, and acquiring additional rights, if needed. FY2023/24 also includes RTC work to secure environmental permits to support maintenance activities.

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

MBSST Coastal Rail Trail		FY2022/23	FY2023/24	Difference	Note
GL Key 722280		Approved	Approved		
General Network and Maintenance	Object	3/2/2023	4/6/2023		
Revenues					
1 Measure D	40186	1,741,600	1,735,300	(6,300)	
2	Total Revenues	1,741,600	1,735,300	(6,300)	
Expenditures					
4 Allocated Labor Costs	51070	271,311	271,311	-	
5 Allocated Overhead (indirect costs)	62354	348,689	348,689	-	
6	Total Salaries, benefits, & overhead	620,000	620,000	-	
7 Maintenance	61845	776,600	1,035,300	258,700	Carryover will be determined at the end of fiscal year
8 Professional Services	62381	345,000	80,000	(265,000)	
9	Total Services, Supplies & Other	1,121,600	1,115,300	(6,300)	
10					
11	Total Expenditures	1,741,600	1,735,300	(6,300)	
12					
13	To/(From) Reserves:	-	-	-	

North Coast

GL Key 722281

Segment 5 proposes to construct 7.5 miles of the MBSST's rail trail spine between Wilder Ranch and Davenport along the rail right-of-way. Segment 5 will be a new multi-use paved path and parking improvements along the scenic North Coast in Santa Cruz County. Phase I of the North Coast Rail Trail spans 5.4 miles from Wilder Ranch to Panther/Yellowbank Beach. Phase II spans 2.1 miles from Panther/Yellowbank Beach to Davenport and includes improved parking lots and connections to the trail at Davenport and Panther/Yellowbank Beach, access improvements from the Bonny Doon Beach parking lot to the trail, and a pedestrian crosswalk in Davenport.

Work on preconstruction activities, including environmental, design, right-of-way and permitting, is expected to be completed in FY2022/23. The project is funded by the Federal Land Access Program (FLAP) and Measure D in Federal FY2024/25. RTC expects to request an early allocation of these funds to begin construction in FY2023/24.

MBSST Coastal Rail Trail			FY2022/23	FY2023/24		
GL Key 722281			Approved	Approved	Difference	Note
North Coast			Object	3/2/2023	4/6/2023	
<hr/>						
Revenues						
1	Measure D	40186	505,013	225,000	(280,013)	
2	RSTPX	40761	425,000	125,000	(300,000)	
3		Total Revenues	930,013	350,000	(580,013)	
<hr/>						
Expenditures						
5	Allocated Labor Costs	51070	65,640	43,760	(21,880)	
6	Allocated Overhead (indirect costs)	62354	84,360	56,240	(28,120)	
7	Total Salaries, benefits, & overhead		150,000	100,000	(50,000)	Carryover will be determined at the end of fiscal year
8	Legal Fees	62359	40,000	-	(40,000)	
9	Davenport Crosswalk	62381	639,346	250,000	(389,346)	
10	Acquisitions	62856	100,667	-	(100,667)	
11		Total Services, Supplies & Other	780,013	250,000	(530,013)	
<hr/>						
13		Total Expenditures	930,013	350,000	(580,013)	
<hr/>						
To/(From) Reserves: - - -						

GL Key 722282 City of Santa Cruz

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

The City of Santa Cruz, in partnership with the County of Santa Cruz, is completing preliminary design and environmental review of Segments 8 & 9 of the Coastal Rail Trail between Pacific Avenue and 17th Avenue (2.5 miles) in FY2022/23, which is funded by state and private funds. The city secured an Active Transportation Program (ATP) and other grants, using Measure D funds as match, to fully fund design, right-of-way, and construction. Construction is scheduled to begin in 2026.

MBSST Coastal Rail Trail		FY2022/23	FY2023/24	Difference	Note
GL Key 722282		Approved	Approved		
City of Santa Cruz		Object	3/2/2023	4/6/2023	
Revenues					
1	Measure D	40186	2,630,000	109,000	(2,521,000)
2	Total Revenues		2,630,000	109,000	(2,521,000)
Expenditures					
4	Allocated Labor Costs	51070	28,444	28,444	-
5	Allocated Overhead (indirect costs)	62354	36,556	36,556	-
6	Total Salaries, benefits, & overhead		65,000	65,000	-
7	Professional Services	62381	25,000	10,000	(15,000)
8	City of Santa Cruz Maintenance	75204	20,000	34,000	14,000
9	City of Santa Cruz Project Sponsor	75204	2,520,000	-	(2,520,000)
10	Total Services & Supplies		2,565,000	44,000	(2,521,000)
11					
12	Total Expenditures		2,630,000	109,000	(2,521,000)
13					Carryover at the end of fiscal year
14	To/(From) Reserves:		-	-	-

City of Watsonville

GL Key 722283

Segment 18 includes 2 miles of trail from Lee Road to Walker Street in the City of Watsonville connecting the city to the existing trail network in the Watsonville Slough Wetlands. Phase 1 has been completed and the FY2023/24 budget includes some funds for maintenance of the rail trail in Watsonville. Future phases of the trail through Watsonville are proposed to be included in the Zero Emission Rail Transit & Trail Project.

	MBSST Coastal Rail Trail		FY2022/23	FY2023/24		
	GL Key 722283		Approved	Approved	Difference	Note
	City of Watsonville	Object	3/2/2023	4/6/2023		
	Revenues					
1	Measure D	40186	21,200	23,350	2,150	
2	Total Revenues		21,200	23,350	2,150	
3	Expenditures					
4	Allocated Labor Costs	51070	4,376	8,752	4,376	
5	Allocated Overhead (indirect costs)	62354	5,624	11,248	5,624	RTC Oversight
6	Total Salaries, benefits, & overhead		10,000	20,000	10,000	
7	City of Watsonville	75206	11,200	3,350	(7,850)	Funds programmed to City
8	Total Services, Supplies & Other		11,200	3,350	(7,850)	
9						
10	Total Expenditures		21,200	23,350	2,150	
11						
12	To/(From) Reserves:		-	-	-	

City of Capitola

GL Key 722284

City of Capitola is designing a walkway from the city hall parking lot to Monterey Avenue, parallel to the rail corridor, using previously programmed RTSPX funds. Measure D funds are being used to provide RTC staff and technical support.

	MBSST Coastal Rail Trail	FY2022/23	FY2023/24		
	GL Key 722284	Approved	Approved	Difference	Note
	City of Capitola	3/2/2023	4/6/2023		
	Object				
	Revenues				
1	Measure D	1,000	1,000	-	
2	Total Revenues	1,000	1,000	-	
3	Expenditures				
4	Allocated Labor Costs	438	438	-	
5	Allocated Overhead (indirect costs)	562	562	-	
6	Total Salaries, benefits, & overhead	1,000	1,000	-	
7					
8	Total Expenditures	1,000	1,000	-	
9					
10	To/(From) Reserves:	-	-	-	

County of Santa Cruz

GL Key 722285

Segments 10 & 11 will construct 4.7 miles between 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak through Jade Street Park in the City of Capitola, then up to State Park Drive in Aptos in unincorporated Santa Cruz County. The County of Santa Cruz in partnership with the City of Capitola, will continue technical studies in FY2023/24 to support preliminary environmental review and preliminary design of Segments 10 & 11 of the trail from 17th Ave to State Park Drive (4.7 miles). The county secured an Active Transportation Program (ATP) grant for design, right-of-way and construction, using Measure D as a match. Construction is scheduled to begin in 2026.

MBSST Coastal Rail Trail		FY2022/23	FY2023/24	Difference	Note
GL Key 722285		Approved	Approved		
County of Santa Cruz	Object	3/2/2023	4/6/2023		
<u>Revenues</u>					
1 Measure D	40186	2,944,528	853,000	(2,091,528)	
2	Total Revenues	2,944,528	853,000	(2,091,528)	
<u>Expenditures</u>					
4 Allocated Labor Costs	51070	24,068	24,068	-	
5 Allocated Overhead (indirect costs)	62354	30,932	30,932	-	RTC Oversight
6 Total Salaries, benefits, & overhead		55,000	55,000	-	
7 Professional Services	62381	15,000	798,000	783,000	Encroachment work
8 County of Santa Cruz Seg 10-11	75303	2,874,528	-	(2,874,528)	Funds programmed to County
9 Total Services, Supplies & Other		2,889,528	798,000	(2,091,528)	
10					
11	Total Expenditures	2,944,528	853,000	(2,091,528)	Carryover at the end of fiscal year
12					
13	To/(From) Reserves:	-	-	-	

RTC Summary and Fund Balances

Object	Cruz 511	SAFE	FSP	Rail	Hwy	MBSST	Planning	Hwy 9-SLV	Admin	Total
40172	-	-	-	-	-	-	875,054	-	752,360	1,627,414
40186	210,000	50,000	190,000	3,302,000	14,936,662	2,946,650	-	255,000	829,257	22,719,569
40384	-	50,000	-	-	-	-	-	-	-	50,000
40430	4,000	1,000	-	-	-	-	-	-	-	5,000
40440	-	-	-	83,772	-	-	-	-	-	83,772
40465	-	-	145,683	-	200,000	-	-	-	-	345,683
40754	-	257,750	-	-	-	-	-	-	-	257,750
40761	68,663	-	-	-	25,000	125,000	83,761	-	-	302,424
40770	-	-	-	-	-	-	123,000	-	-	123,000
40786	-	-	-	-	-	-	337,000	-	-	337,000
40786	-	-	-	-	-	-	521,039	-	-	521,039
40884	-	-	168,888	-	-	-	-	-	-	168,888
40894	-	-	-	-	-	-	40,000	-	-	40,000
40962	-	-	-	-	-	-	318,000	-	-	318,000
42367	50,000	-	-	110,000	-	-	-	-	-	160,000
Subtotal Revenues	332,663	358,750	504,571	3,495,772	15,161,662	3,071,650	2,297,854	255,000	1,581,616	27,059,538
51070	93,499	58,638	37,852	389,463	207,859	376,772	561,061	-	450,821	2,175,965
62354	120,164	75,362	48,648	500,537	267,141	484,228	721,075	-	569,936	2,787,091
Subtotal & Overhead	213,663	134,000	86,500	890,000	475,000	861,000	1,282,136	-	1,020,757	4,963,056
61221	500	10,200	2,000	480	-	-	-	-	10,000	23,180
61312	-	-	-	-	-	-	-	-	5,000	5,000
61535	-	5,250	4,200	32,425	-	-	-	-	110,000	151,875
61725	-	-	-	-	-	-	-	-	7,500	7,500
61730	-	30,000	-	-	-	-	-	-	-	30,000
61845	-	-	-	-	-	1,035,300	-	-	16,000	1,051,300
62020	600	-	-	-	-	-	-	-	25,000	25,600
62214	-	-	-	-	-	-	-	-	3,000	3,000
62219	-	-	-	-	-	-	-	-	86,200	86,200
62221	1,000	-	-	-	-	-	-	-	3,000	4,000
62223	2,000	2,000	4,000	500	-	-	-	-	12,000	20,500
62301	-	-	-	-	-	-	-	-	40,500	40,500
62325	-	-	-	-	-	-	-	-	6,000	6,000
62327	-	-	-	-	-	-	-	-	10,000	10,000
62340	-	-	-	-	4,615,385	-	-	-	-	4,615,385
62359	-	1,000	1,000	30,000	30,000	-	-	-	50,000	112,000
62381	128,000	3,000	-	1,766,520	289,932	1,138,000	750,953	30,000	239,840	4,346,245
62610	-	-	-	-	-	-	-	-	139,239	139,239
62801	50,000	-	-	-	-	-	-	-	6,000	56,000
62856	20,000	150,000	5,000	100,000	10,007,345	-	371,800	225,000	68,500	10,947,645
62890	2,000	-	-	-	-	-	-	-	-	2,000
62893	-	-	357,726	-	-	-	-	-	-	357,726
62914	2,000	2,000	1,000	-	-	-	-	-	70,000	75,000
62920	-	-	-	-	-	-	-	-	4,000	4,000
63070	-	1,200	-	-	-	-	-	-	500	1,700
75204	-	-	-	-	-	-	-	-	-	-
75230	-	-	-	-	-</					

64 * Does not include operating reserve and cash flow reserve targets, see fund balances and reserve table

Approved April 6, 2023

Fund Balances and Reserves for RTC Programs & Projects

Description	RTC FUND (1)	RIDESHARE FUND (2)	RAIL/TRAIL AUTHORITY FUND (4)	SAFE OPERATING FUND (2)	FSP FUND (2)	MBSST ACTIVE TRANSPORTATION	HWY 1 PA/ED & ENG FUND (4)	TOTAL ALL FUNDS
1 Beginning Fund Balance (estimate):	2,452,719	506,782	604,834	607,779	178,146	2,013	154,904	4,507,176
2 FY 2023/24 Revenues budgeted	-	-	-	-	-	-	-	-
3 Reserve carried over	(960,690)	(125,929)	-	(161,775)	-	-	-	(1,248,394)
4 FY 2023/24 Excess Revenues over Expenditures	(713,455)	(87,100)	(9,153)	(180,500)	43,145	-	(256,000)	(1,203,063)
5 Subtotal Fund Balance	778,574	293,753	595,681	265,504	221,291	2,013	(101,096)	2,055,719
6 To Cashflow Reserve	-	-	-	-	-	-	-	-
7 To Restricted Reserve Fund	-	-	-	-	-	-	-	-
8 Total Fund Balance	778,574	293,753	595,681	265,504	221,291	2,013	(101,096)	2,055,719
9								
10								
11 Reserve Funds								
12 Reserve Target (30%)	914,661	125,929	-	161,775	-	-	-	1,202,364
13								
14 Cashflow Reserve (8%)	243,909	125,929	-	161,775	-	-	-	531,613
15 Restricted Reserve (22%)	670,751	-	-	-	-	-	-	670,751
16 Total Reserve Funds	914,661	125,929	-	161,775	-	-	-	1,202,364
17								
18 Reserve Fund Difference from Target	-	-	-	-	-	-	-	-

20 Notes:

21 Numbers in parentheses are negative numbers. All other numbers are positive numbers.

22 Funds within each category (column) are restricted for use on projects/programs within that category.

23 Fund Balance = Balances of Funds not used at the end of prior fiscal year.

24 Budgeted Carryover = Portion of Fund Balance used in current fiscal year budget.

25

26 (1) 3.6 month (or 30%) operating reserve target established in RTC Rules and Regulations for the RTC Fund ; months (or %) available in this proposed budget

27 (2) 3.6 month (or 30%) operating reserve target approved for the SAFE Fund to cover SAFE, FSP and Cruz511 operations

28 (3) Reserve funds not proposed for capital project funds

Approved April 6, 2023

Fund Balances and Reserves for Special Revenue Funds

Description	TDA FUND (1)	RSTP EXCHANGE FUND (2)	STA FUND (3)	LCTOP Fund (3)	TOTAL ALL FUNDS
Beginning Fund Balance (estimate):	2,842,053	3,751,634	376	295,469	6,889,531
FY 2023/24 Revenues budgeted	12,262,659	4,191,323	-		16,453,982
FEMA Reimbursement for 2017 Storm Damage		3,587,805	-	-	3,587,805
Restricted Reserve carried over	(768,413)	-	-	-	(768,413)
Funds Not Yet Programmed	-	-	-	-	-
Funds programmed - Prior FY	(2,072,840)	(9,452,301)			(11,525,141)
Funds programmed - Current FY	(12,050,859)	1,204,694	-	(285,985)	(11,132,150)
Subtotal Fund Balance	212,600	3,283,155	376	9,484	3,505,614
To Restricted Reserve Fund	(211,800)				(211,800)
Total Fund Balance	800	3,283,155	376	9,484	3,293,814
Reserve Funds					
Reserve Target (8% target for TDA fund; 30% target for others)	980,213	-	-	-	980,213
Restricted Reserve Carryover from prior FY (8% target for TDA fund)	768,413				768,413
Restricted Reserve Budgeted in Current FY (8% target for TDA fund)	211,800	-	-	-	211,800
Total Reserve Funds	980,213	-	-	-	980,213
Reserve Fund Difference from Target	-	-	-	-	-

Notes:

Numbers in parentheses are negative numbers. All other numbers are positive numbers.

Funds within each category (column) are restricted for use on projects/programs within that category.

Fund Balance = Balances of Funds not used at the end of prior fiscal year.

Budgeted Carryover = Portion of Fund Balance used in current fiscal year budget.

(1) 8% reserve established in RTC Rules and Regulations for the TDA Fund; % available in this proposed budget

(2) Reserve funds not proposed for capital project funds

(3) This is a pass-through fund, all receipts are paid to Santa Cruz Metro or other transit providers

Budget Glossary and Acronym Guide

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

Amendment: A proposed or adopted change to the budget.

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

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

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

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

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

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

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

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

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

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

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

COLA: see Cost of Living Adjustment

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

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

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

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

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

FY: see Fiscal Year.

ICAP: see Indirect Cost Allocation Plan

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

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

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

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

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

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

Programming, Planning, and Project Glossary and Acronym Guide

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

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

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

AMBAG: see Association of Monterey Bay Area Governments

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

ATP: see Active Transportation Program

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

B2W: Bike to Work

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

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

Bus Rapid Transit (BRT): A broad term that, through improvements to infrastructure, vehicles and scheduling, 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.

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

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

Caltrans: see California Department of Transportation

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

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

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

CHP: California Highway Patrol

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

CNG: see Compressed Natural Gas

Collector Streets: Streets that collect traffic.

COMMISSION: see Santa Cruz County Regional Transportation Commission

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CT: see California Department of Transportation

CTC: see California Transportation Commission

CTP: see California Transportation Plan

CTSA: see Consolidated Transportation Services Agency

CTSC: see Community Traffic Safety Coalition

DAC: see Disadvantaged Community

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

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

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

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

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

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

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

DMV: CA Department of Motor Vehicles

DOT: see Department of Transportation

ED: see Environmental Document

EIR: see Environmental Impact Report

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

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

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

Excise Tax: Excise taxes are taxes paid when purchases are made on a specific good, such as fuel. Excise taxes are often included in the price of the product.

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

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

FHWA: see Federal Highway Administration

Freeway Service Patrol (FSP): Roving tow truck service that 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

FTA Section 5307: Federal Transit Administration (FTA) Urbanized Area Formula Program for public transit.

FTA Section 5310: Competitive funding to increase the mobility of seniors and persons with disabilities. The former New Freedom Program (SECT 5317) was folded into this program.

FTA Section 5311: Federal funding provided for rural public transportation programs.

Gas Tax: The tax applied to each gallon of fuel sold. In California this is also call the Motor Vehicle Fuel Tax or Highway Users Tax Account (HUTA).

General Plan: A policy document required of California cities and counties by state law that describes a jurisdiction's future development in general terms and includes policy statements and maps. Land use decisions must be derived from the document, which includes seven mandatory elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety.

GHG: see Greenhouse Gas

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

Grants: Typically used to describe amounts of money received by an organization for a specific purpose but with no obligation to repay.

Greenhouse Gas (GHG): Any of the atmospheric gases that contribute to the greenhouse effect by absorbing infrared radiation produced by solar warming of the Earth's surface. 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 Safety Improvement Program (HSIP): Formerly the Hazard Elimination and Safety Program (HES). Federal funding program administered by Caltrans for improving safety.

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

HIP: Highway Infrastructure Program (HIP) federal funding program.

HOT: see High Occupancy Toll Lanes

HOV: see High Occupancy Vehicle Lanes

HQ: Headquarters

HSIP: see Highway Safety Improvement Program

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

IIJA: see Infrastructure Investment and Jobs Act

Infrastructure Investment and Jobs Act: The Infrastructure Investment and Jobs Act of 2021 (IIJA, P.L. 117-58) is a federal bill that includes the federal Surface Transportation Reauthorization Act and Surface Transportation Investment Act. Sometimes also referred to as the Bipartisan Infrastructure Law (BIL), it includes provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the U.S. Department of Transportation (U.S. DOT). Overall, the bill includes \$1.2 trillion in investments over five years, from Federal Fiscal Year (FFY) 2022 through FY 2026, including \$550 billion in new spending on transportation, water and power infrastructure, and pollution cleanup, in addition to regular annual spending on infrastructure projects.

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

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

Interagency Technical Advisory Committee (ITAC): An RTC committee consisting of representatives from planning and public works departments, transit, UCSC and Cabrillo College, transportation management associations, the Air District, and other entities who review and make recommendations about regional plans, projects, and funding.

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

IS: see Initial Study

ITAC: see Interagency Technical Advisory Committee

Jobs/Housing Balance: The interrelationship between the location and type of housing versus the location and type of jobs in a region. This interrelationship has implications for transportation demand.

Key Destinations: Eleven locations of employment and commercial centers identified throughout Santa Cruz County for use in target analysis.

LCP: see Local Coastal Program

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

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

LNG: see Liquefied Natural Gas

Local Coastal Program (LCP): Local Coastal Programs are basic planning tools used by local governments to guide development in the coastal zone, in partnership with the Coastal Commission.

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

Local Transportation Commission (LTC): Established under SB 325 to allocate Transportation Development Act (TDA) revenues and designated under AB 69 as the regional transportation planning agency (RTPA). The Santa Cruz County Regional Transportation Commission is the LTC for Santa Cruz County.

LOS: see Level of Service/Level of Service Standard

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

LTC: see Local Transportation Commission

LTF: Local Transportation Funds. See Transportation Development Act

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

MBSST Network: see Monterey Bay Sanctuary Scenic Trail Network

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

Metro: see Santa Cruz Metropolitan Transit District

Metropolitan Planning Organization (MPO): A federally designated agency responsible for monitoring and planning associated with regional employment, residential and transportation. AMBAG is the MPO for Santa Cruz County as part of the three-county Monterey Bay region.

Metropolitan Transportation Plan (MTP): The federally mandated transportation plan for the tri-county Monterey Bay region, composed of transportation projects from the transportation plans from Santa Cruz, Monterey and San Benito counties prepared by AMBAG. With SB375, also includes the regional Sustainable Communities Strategy (SCS).

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

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

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

Mixed Use: Combining 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.

MPO: see Metropolitan Planning Organization

MTD: see Santa Cruz Metropolitan Transit District

MTIS: see Major Transportation Investment Study

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

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

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

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

NB: Northbound

ND: see Negative Declaration

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

NEPA: see National Environmental Policy Act

NHS: see National Highway System

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

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

Off-Peak Period: The time of day when the lowest concentration of 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.

Pavement Condition Index (PCI): A numerical index between 0 and 100 used to indicate the general condition of a pavement with 0 representing the worst possible condition and 100 representing the best possible condition.

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

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

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

PID: see Project Initiation Document

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

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

PM: see Post Mile

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

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

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

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

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

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

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

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

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

Proposition 1A: Bond measure passed by voters in November 2008 authorizing \$9.95 billion to the California High-Speed Rail Authority to construct the core segments of the rail line from San Francisco to the Los Angeles area.

Proposition 1B: Bond measure passed by voters in November 2006 authorizing \$27 billion in bonds distributed to highway, local road, and transit projects through a combination of competitive and formula programs.

Proposition 116: Bond measure passed by voters in June 1990 providing \$1.9 billion in funds primarily for rail projects, but also included funds for paratransit vehicles, bicycle facilities, and ferries. \$11 million was earmarked for Santa Cruz County rail projects.

PS&E: see Plans, Specifications and Estimates

PSR: see Project Study Report

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

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

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

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

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

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

Regional Transportation Planning Agency (RTPA): Agencies designated by the State of California to provide regional transportation planning and make funding decisions, including preparation of the Regional Transportation

Plan and the Regional Transportation Improvement Program. The Santa Cruz County Regional Transportation Commission is the designated RTPA for Santa Cruz County.

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

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

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

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

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

ROE: Right of Entry

ROW: see Right-of-Way

RPA: see Rural Planning Assistance

RSTP: see Regional Surface Transportation Program

RSTPX: see Regional Surface Transportation Program Exchange

RTC: see Santa Cruz County Regional Transportation Commission

RTDM: see Regional Travel Demand Model

RTIP: see Regional Transportation Improvement Program

RTP: see Regional Transportation Plan

RTPA: see Regional Transportation Planning Agency

Rural Planning Assistance (RPA): Funds awarded by the California Department of Transportation (Caltrans) annually for use by the Regional Transportation Planning Agency.

Safe Routes to Schools: Initiatives, such as education, encouragement campaigns, and infrastructure improvements, that make it easier and safer for children to walk and bicycle to school.

SAFE: see Service Authority for Freeway Emergencies

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

Santa Cruz METRO: see Santa Cruz Metropolitan Transit District

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

SB: Southbound

Council of San Benito County Governments (SBCOG or San Benito COG): The Council of Governments is San Benito County's regional transportation planning agency.

SB 375 (2008): Established to implement the state's greenhouse gas (GHG) emission-reduction goals, as set forth by AB 32, in the sector of cars and light trucks. Requires California's Air Resources Board (CARB) to develop regional reduction targets for greenhouse gas emissions (GHG) and requires MPO's to develop "Sustainable Community Strategies" (SCS) to reduce emissions from vehicle use through integrated land use and transportation planning.

SBCOG: see Council of San Benito County Governments

SCCRTC: see Santa Cruz County Regional Transportation Commission

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

SCMTD: see Santa Cruz Metropolitan Transit District

SCS: see Sustainable Communities Strategy

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

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

SHOPP: see State Highway Operations and Protection Program

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

SIP: see Strategic Implementation Plan for Measure D

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

Specialized Transportation: Often used synonymously with "paratransit," refers to 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.

STA: see State Transit Assistance

State Highway Operation and Protection Program (SHOPP): State plan and funding program to maintain the operational integrity and safety of the state highway system. It includes primarily rehabilitation, safety, and operational improvement projects.

State Transit Assistance (STA): State funding program for mass transit operations and capital projects. As of March 2010, funds derived from statewide sales tax on diesel fuel, distributed based on population.

State Transportation Improvement Program (STIP): A multi-year program of transportation projects to be funded with various state and federal revenues. Adopted biennially by the California Transportation Commission (CTC), based on projects proposed in RTIPs and from Caltrans (ITIP). Funds distributed to regions based 75% on population and 25% on highway miles.

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

STIP: see State Transportation Improvement Program

STP: see Surface Transportation Program

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

Surface Transportation Block Grant Program (STBG): A flexible federal funding program initially established by ISTEA and distributed to regions based on population formula to fund local streets and roads, bicycle, pedestrian, highway, and transit projects. Previously known as the Regional Surface Transportation Program (RSTP).

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

Sustainable Community Strategies (SCS): An element of the MTP, as required by SB 375, that demonstrates how development patterns and the transportation network, policies, and programs can work together to achieve the state's targets for reducing regional greenhouse gas (GHG) emissions from cars and light trucks in a region.

System Preservation: The maintenance of the existing transportation system.

TAMC: see Transportation Agency for Monterey County

TCRP: Transportation Congestion Relief Program

TDA: see Transportation Development Act

TDM: see Transportation Demand Management

Telecommute (or Telework): Conducting some or all of daily work activities from a location other than the normal worksite, usually from home or remote site, and often with the assistance of telecommunications equipment. Employees sometimes referred to as teleworkers or e-workers.

TIA: see Transportation Improvement Area

TIP: Transportation Improvement Program

TCAA: Transportation Corridor Alternatives Analysis

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

TOD: see Transit-Oriented Development

TOS: see Traffic Operations System

TPP: see Transit Priority Project

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

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

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

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

Transportation Agency for Monterey County: The Transportation Agency for Monterey County (TAMC) serves as Monterey County's regional transportation planning agency and is a state designated agency responsible for planning and financial programming of transportation projects.

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

Transportation Development Act (TDA): State law enacted in 1971. Local TDA funds (or Local Transportation Funds – LTF) are generated from a one-quarter of one percent state sales tax. Revenues are allocated annually to support transportation planning and administration, transit, transportation for the elderly/disabled, bikeway and pedestrian projects, based on state law and RTC rules and regulations.

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

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

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

TSP: see Transit Signal Priority

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

UCS/UCIS: Unified Corridors Investment Study

UCSC: University of California, Santa Cruz

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

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

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

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

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

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

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

ZEV: Zero Emission Vehicle

VMT: see Vehicle Miles Traveled

Walkability: A measure of how friendly an area is to 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