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

Tracy New
tnew@sccrtc.org
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.
<table>
<thead>
<tr>
<th>Object</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
<th>Difference</th>
<th>Note</th>
<th>% Diff</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Transportation Development Act (TDA) GL Key 721950:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>1/4 Cent Sales Tax 40172</td>
<td>12,511,540</td>
<td>12,252,659</td>
<td>(258,881)</td>
<td>Auditor Controller's estimate of January 2023</td>
</tr>
<tr>
<td>3</td>
<td>Prev FY Rev Carryover 40172</td>
<td>1,368,083</td>
<td>(1,368,083)</td>
<td>No carryover revenues anticipated for FY23/24</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Interest 40430</td>
<td>10,000</td>
<td>10,000</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Total TDA</td>
<td>13,889,623</td>
<td>12,262,659</td>
<td>(1,626,964)</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>State Transit Assistance (STA) &amp; State of Good Repair (SGR) GL Key 721755 Revenues:</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>7</td>
<td>Interest 40430</td>
<td>250</td>
<td>250</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>STA Sec 99313-RTC 40886</td>
<td>3,261,129</td>
<td>3,180,678</td>
<td>(80,451)</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>STA Sec 99314-SCMTD 40886</td>
<td>2,935,847</td>
<td>2,863,421</td>
<td>(72,426)</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>SGR Sec 99313-RTC 42384</td>
<td>411,602</td>
<td>427,268</td>
<td>15,666</td>
<td>3.8%</td>
</tr>
<tr>
<td>11</td>
<td>SGR Sec 99314-SCMTD 42384</td>
<td>370,546</td>
<td>384,650</td>
<td>14,104</td>
<td>3.8%</td>
</tr>
<tr>
<td>12</td>
<td>Total STA</td>
<td>6,979,374</td>
<td>6,856,267</td>
<td>(123,107)</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>State Transit Assistance (STA) &amp; State of Good Repair (SGR) GL Key 721755 Allocation:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>SCMTD-Sec 99313/99314 75302</td>
<td>6,705,189</td>
<td>6,161,572</td>
<td>(543,617)</td>
<td>91.6% of Sec 99313 STA and 100% of SGR 99314</td>
</tr>
<tr>
<td>15</td>
<td>Comm Bridges-Sec 99313 75365</td>
<td>273,935</td>
<td>267,177</td>
<td>(6,758)</td>
<td>8.4% of RTC's STA discretionary share</td>
</tr>
<tr>
<td>16</td>
<td>Unprogrammed SGR 99313 Funds 75365</td>
<td>427,268</td>
<td>427,268</td>
<td>-</td>
<td></td>
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<tr>
<td>17</td>
<td>Total STA &amp; SGR</td>
<td>6,979,124</td>
<td>6,856,017</td>
<td>(123,107)</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Low Carbon Transit Operations Program (LCTOP) GL Key 721756 Allocation:</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>19</td>
<td>Community Bridges 75365</td>
<td>285,985</td>
<td>285,985</td>
<td>-</td>
<td>Carryover of prior funds, FY22/23 and FY23/24 funds not yet programmed</td>
</tr>
</tbody>
</table>
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.
Revenues for Apportionment

<table>
<thead>
<tr>
<th>Object</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
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<td>Community Bridges</td>
<td>75365</td>
<td>285,985</td>
<td>285,985</td>
<td>-</td>
</tr>
<tr>
<td>20</td>
<td>Total</td>
<td>285,985</td>
<td>285,985</td>
<td>-</td>
<td>funds not yet programmed</td>
</tr>
</tbody>
</table>

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.
<table>
<thead>
<tr>
<th>RSTPX Current FY Revenues and Unallocated</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
<th>Difference</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>RSTPX revenues programmed in prior FYs</td>
<td>3/2/23</td>
<td>4/6/23</td>
<td>3/2/23</td>
<td>4/6/23</td>
</tr>
<tr>
<td>RSTP Exchange Funds Budgeted - Carryover</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>State RSTP Exchange Funds</td>
<td>4,186,323</td>
<td>4,186,323</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Interest</td>
<td>5,000</td>
<td>5,000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total RSTPX funding for projects</td>
<td>13,697,083</td>
<td>12,438,930</td>
<td>(1,258,154)</td>
<td></td>
</tr>
</tbody>
</table>

| Approved RSTP Exchange - All Projects   |           |           |            |       |
| City of Capitola                       |           |           |            |       |
| Clares Street Traffic Calming & Roadway Rehab | 870,264   | -         | (870,264)  | Project complete in FY2022/23 |
| Upper Pacific Cove Parking Lot Pedestrian Trail and Depot | 200,000   | 200,000   | -          | -            |
| Kennedy Drive Sidewalk                 | 197,000   | 197,000   | -          | -            |
| City of Capitola Total                 | 1,267,264 | 397,000   | 870,264    |

| City of Santa Cruz                     |           |           |            |       |
| Ocean Street Pavement Rehab and Safety Improvements | 600,000   | 600,000   | -          | -            |

| City of Scotts Valley                  |           |           |            |       |
| Bean Creek Road Rehab                   | 429,769   | 429,769   | -          | -            |
| Granite Creek Rd Overcrossing          | 500,000   | 500,000   | -          | -            |
| City of Scotts Valley Total            | 929,769   | 929,769   | -          | -            |

<p>| City of Watsonville                    |           |           |            |       |
| Freedom Blvd Plan Line (Green Valley to Buena Vista) | 70,322    | 70,322    | -          | -            |
| Road Rehab/Reconstruction (various locations) | 1,129,518 | 1,129,518 | -          | -            |
| Complete Streets Downtown              | 352,000   | 352,000   | -          | -            |
| City of Watsonville Total              | 1,551,840 | 1,551,840 | -          | -            |</p>
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Current Estimate</th>
<th>Prior Year Estimate</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>County of Santa Cruz</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26 Aptos Village Plan Improvements</td>
<td>164,728</td>
<td>164,728</td>
<td>-</td>
</tr>
<tr>
<td>27 Aptos Creek Road Traffic Signal</td>
<td>405,402</td>
<td>405,402</td>
<td>-</td>
</tr>
<tr>
<td>28 Hwy 152/Holohan - College Intersection</td>
<td>1,277,243</td>
<td>1,277,243</td>
<td>-</td>
</tr>
<tr>
<td>29 Hwy 1 Mar Vista Overcrossing (co-op)</td>
<td>32,899</td>
<td>32,899</td>
<td>-</td>
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<tr>
<td>30 Hwy 17 to Soquel Corridor Resurfacing</td>
<td>335,356</td>
<td>335,356</td>
<td>-</td>
</tr>
<tr>
<td>31 Pioneer-Varni Road Resurfacing</td>
<td>322,315</td>
<td></td>
<td>(322,315) Funds moved from Pioneer-Varni to Airport Blvd/ Green Valley Rd at 3/2/23 RTC Mtg</td>
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<tr>
<td>32 Airport Blvd/Green Valley Rd Reconstruction project</td>
<td></td>
<td>322,315</td>
<td>322,315</td>
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<tr>
<td>33 Emergency Routes Resurfacing: Alba &amp; Jamison Creek</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>34 Roads &amp; Empire Grade</td>
<td>324,221</td>
<td>324,221</td>
<td>-</td>
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<tr>
<td>35 Soquel Drive Buffered Bike Lanes &amp; Congestion Mitigation</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>-</td>
</tr>
<tr>
<td>36 San Andreas Road Resurfacing</td>
<td>5,000</td>
<td>5,000</td>
<td>-</td>
</tr>
<tr>
<td>37 Holohan Road Resurfacing</td>
<td>440,000</td>
<td>440,000</td>
<td>-</td>
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<tr>
<td><strong>County of Santa Cruz Total</strong></td>
<td>4,307,164</td>
<td>4,307,164</td>
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<tr>
<td><strong>SCCRTC</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>39 MBSST - North Coast Phase 2 Environmental Review</td>
<td>230,000</td>
<td>19,756</td>
<td>(210,244) Funds spent in FY22/23</td>
</tr>
<tr>
<td>40 Bike Santa Cruz County</td>
<td>4,255</td>
<td></td>
<td>(4,255)</td>
</tr>
<tr>
<td>41 Project Paseo (Bike Santa Cruz County)</td>
<td>47,421</td>
<td>22,693</td>
<td>(24,728) Paseo per RES 20-21 approved</td>
</tr>
<tr>
<td>42 Youth Safe Route to Schools Bike/Pedestrian Education</td>
<td>54,783</td>
<td>19,384</td>
<td>(35,399) Funds spent in FY22/23</td>
</tr>
<tr>
<td>43 BLV Schools Complex Circulation and Access Study</td>
<td>105,000</td>
<td></td>
<td>(105,000) Funds spent in FY22/23</td>
</tr>
<tr>
<td>44 Davenport - Highway 1 Crosswalk</td>
<td>125,000</td>
<td>125,000</td>
<td>-</td>
</tr>
<tr>
<td>45 State Route 1-41st to Soq HOV EIR</td>
<td>250,000</td>
<td>250,000</td>
<td>-</td>
</tr>
<tr>
<td>46 State Route 1-Freedom to State Park Aux Lanes, Bus in Shoulder, Coastal Rail Trail Segment 12</td>
<td>25,000</td>
<td>25,000</td>
<td>-</td>
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<tr>
<td><strong>SCCRTC Total</strong></td>
<td>849,723</td>
<td>461,833</td>
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<tr>
<td><strong>Total All Projects</strong></td>
<td>9,505,760</td>
<td>8,247,607</td>
<td>(1,258,154)</td>
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<tr>
<td><strong>Funds not Programmed/Appropriated</strong></td>
<td>4,191,323</td>
<td>4,191,323</td>
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<tr>
<td>GL Key</td>
<td>Recipient</td>
<td>FY2022/23</td>
<td>FY2023/24</td>
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<tr>
<td>--------</td>
<td>-----------</td>
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</tr>
<tr>
<td>722000</td>
<td>Total Programmed</td>
<td>9,505,760</td>
<td>8,247,607</td>
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<td>Current FY Revenues</td>
<td>4,191,323</td>
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<td>Interest</td>
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<td></td>
<td>RSTP Exchange Funds</td>
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<td>4,186,323</td>
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<tr>
<td>62856</td>
<td>SCCRTC</td>
<td>849,723</td>
<td>461,833</td>
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<td>75203</td>
<td>City of Capitola</td>
<td>1,267,264</td>
<td>397,000</td>
</tr>
<tr>
<td>75204</td>
<td>City of Santa Cruz</td>
<td>600,000</td>
<td>600,000</td>
</tr>
<tr>
<td>75205</td>
<td>City of Scotts Valley</td>
<td>929,769</td>
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</tr>
<tr>
<td>75206</td>
<td>City of Watsonville</td>
<td>1,551,840</td>
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<td>4,307,164</td>
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<tr>
<td></td>
<td>To/(From) Fund Balance:</td>
<td>(5,314,437)</td>
<td>(4,056,284)</td>
</tr>
</tbody>
</table>
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.
<table>
<thead>
<tr>
<th>Classification</th>
<th>FTE Authorized Positions</th>
<th>FTE Budgeted Positions</th>
<th>Positions by Classification</th>
<th>FTE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Management</strong></td>
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</tr>
<tr>
<td>Executive Director</td>
<td>1.00</td>
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<td>Executive Director</td>
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<tr>
<td>Deputy Director</td>
<td>1.00</td>
<td>1.00</td>
<td>Deputy Director</td>
<td>1.00</td>
</tr>
<tr>
<td>Director of Finance &amp; Budget</td>
<td>1.00</td>
<td>1.00</td>
<td>Director of Finance &amp; Budget</td>
<td>1.00</td>
</tr>
<tr>
<td>Administrative Services Officer</td>
<td>1.00</td>
<td>1.00</td>
<td>Administrative Services Officer</td>
<td>1.00</td>
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<tr>
<td>Senior Transportation Engineer</td>
<td>1.00</td>
<td>1.00</td>
<td>Senior Transportation Engineer</td>
<td>1.00</td>
</tr>
<tr>
<td>Transportation Planner I-IV</td>
<td>8.00</td>
<td>7.00</td>
<td>Total Management</td>
<td>5.00</td>
</tr>
<tr>
<td>Transportation Engineer</td>
<td>2.00</td>
<td>2.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Communications Specialist</td>
<td>1.00</td>
<td>1.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accountant I-III</td>
<td>1.00</td>
<td>1.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accounting Technician</td>
<td>0.50</td>
<td>0.50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Administrative Assistant I-III</td>
<td>2.00</td>
<td>2.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Planning Tech</td>
<td>2.00</td>
<td>2.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paid Intern</td>
<td>1.00</td>
<td>1.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Positions</strong></td>
<td>22.50</td>
<td>21.50</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** FTE = full-time equivalent

*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.
### Staffing - Costs

<table>
<thead>
<tr>
<th>GL KEY 721100</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Object</strong></td>
<td>Approved</td>
<td>Approved</td>
<td>Note</td>
</tr>
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<td>1 Regular Pay</td>
<td>51000</td>
<td>2,666,297</td>
<td>2,727,569</td>
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<tr>
<td>2 Overtime Pay</td>
<td>51005</td>
<td>25,000</td>
<td>25,000</td>
</tr>
<tr>
<td>3 Social Security and Medicare</td>
<td>52010</td>
<td>164,040</td>
<td>172,556</td>
</tr>
<tr>
<td><strong>PERS Retirement</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Employer Current Contributions</td>
<td>52015</td>
<td>229,819</td>
<td>254,151</td>
</tr>
<tr>
<td>5 Unfund Acc Liab-UAL req’d pmt*</td>
<td>52015</td>
<td>135,295</td>
<td>105,363</td>
</tr>
<tr>
<td>6 Unfund Acc Liab-UAL add'l pmt**</td>
<td>52015</td>
<td>194,672</td>
<td>138,899</td>
</tr>
<tr>
<td><strong>Total Retirement</strong></td>
<td>559,786</td>
<td>498,413</td>
<td>(61,373)</td>
</tr>
<tr>
<td>7 Employee Insur and Ben</td>
<td>53010</td>
<td>527,901</td>
<td>477,372</td>
</tr>
<tr>
<td>8 Unemployment Insurance</td>
<td>53015</td>
<td>17,550</td>
<td>17,550</td>
</tr>
<tr>
<td>9 Workers Comp Insurance</td>
<td>54010</td>
<td>10,753</td>
<td>13,316</td>
</tr>
<tr>
<td>10 Other -Compensation***</td>
<td>55021</td>
<td>35,754</td>
<td>41,494</td>
</tr>
<tr>
<td>11 Temporary Contract Services</td>
<td>62395</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>12 Unfund Acc Liab-UAL OPEB****</td>
<td>75273</td>
<td>81,972</td>
<td>137,745</td>
</tr>
<tr>
<td>13 Retiree Health Contr to PERS</td>
<td>75273</td>
<td>97,439</td>
<td>102,298</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>4,196,492</td>
<td>4,223,313</td>
<td>26,821</td>
</tr>
</tbody>
</table>

* 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 PEPRA 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 compenstaion 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.
## 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.

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

<table>
<thead>
<tr>
<th>Program</th>
<th>FY2022/23 Approved 3/2/23</th>
<th>FY2023/24 Approved 4/6/23</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Cruz 511</td>
<td>93,499</td>
<td>93,499</td>
<td>-</td>
</tr>
<tr>
<td>2 FSP</td>
<td>37,852</td>
<td>37,852</td>
<td>-</td>
</tr>
<tr>
<td>3 SAFE</td>
<td>58,638</td>
<td>58,638</td>
<td>-</td>
</tr>
<tr>
<td>4 Rail</td>
<td>275,687</td>
<td>389,463</td>
<td>113,776</td>
</tr>
<tr>
<td>5 Hwy</td>
<td>185,979</td>
<td>207,859</td>
<td>21,880</td>
</tr>
<tr>
<td>6 MBSST</td>
<td>394,276</td>
<td>376,772</td>
<td>(17,504)</td>
</tr>
<tr>
<td>7 Planning</td>
<td>565,230</td>
<td>561,061</td>
<td>(4,169)</td>
</tr>
<tr>
<td>8 Admin</td>
<td>449,196</td>
<td>450,821</td>
<td>1,625</td>
</tr>
<tr>
<td>9 Hwy 9 - SLV</td>
<td>21,770</td>
<td>-</td>
<td>(21,770)</td>
</tr>
<tr>
<td><strong>Total Labor</strong></td>
<td>2,082,128</td>
<td>2,175,965</td>
<td>93,837</td>
</tr>
<tr>
<td>12 Cruz 511</td>
<td>120,164</td>
<td>120,164</td>
<td>-</td>
</tr>
<tr>
<td>13 FSP</td>
<td>48,648</td>
<td>48,648</td>
<td>-</td>
</tr>
<tr>
<td>14 SAFE</td>
<td>75,362</td>
<td>75,362</td>
<td>-</td>
</tr>
<tr>
<td>15 Rail</td>
<td>354,313</td>
<td>500,537</td>
<td>146,224</td>
</tr>
<tr>
<td>16 Hwy</td>
<td>239,021</td>
<td>267,141</td>
<td>28,120</td>
</tr>
<tr>
<td>17 MBSST</td>
<td>506,724</td>
<td>484,228</td>
<td>(22,496)</td>
</tr>
<tr>
<td>18 Planning</td>
<td>726,433</td>
<td>721,075</td>
<td>(5,358)</td>
</tr>
<tr>
<td>19 Admin</td>
<td>567,847</td>
<td>569,936</td>
<td>2,088</td>
</tr>
<tr>
<td>20 Hwy 9 - SLV</td>
<td>27,979</td>
<td>-</td>
<td>(27,979)</td>
</tr>
<tr>
<td><strong>Total Overhead</strong></td>
<td>2,666,491</td>
<td>2,787,091</td>
<td>120,600</td>
</tr>
</tbody>
</table>

**FY2023 ICAP Rate approved is 128.52%**
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.

<p>| Measure D Administration &amp; Implementation budget detail included in RTC Administration Budget |
|---|---|---|---|---|---|
| | Object | FY2022/23 Approved 3/2/2023 | FY2023/24 Approved 4/6/2023 | Difference | Note |
| 1 | Meas D Admin &amp; Implementation | 51070 | 344,173 | 345,798 | 1,625 |
| 2 | Meas D Admin Overhead | 62354 | 432,871 | 434,959 | 2,088 |
| 3 | Total Salaries, Benefits &amp; Overhead | 777,044 | 780,757 | 3,713 |
| 4 | Meas D Services &amp; Supplies | | | |
| 5 | Materials and supplies | 62856 | 5,000 | 5,000 | - |
| 6 | Accounting &amp; Audit Services | 62856 | 1,000 | 1,000 | - |
| 7 | Consultant Services | 62856 | 40,000 | 40,000 | - |
| 8 | Advertisement/Publication | 62856 | 2,500 | 2,500 | - |
| 9 | | | | |
| 10 | Total Measure D Administration | 825,544 | 829,257 | 3,713 |</p>
<table>
<thead>
<tr>
<th>Administration</th>
<th>FY2023/24</th>
<th>FY2023/24</th>
<th>Difference</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTC and Measure D</td>
<td>Approved 3/2/2023</td>
<td>Approved 4/6/2023</td>
<td>Note</td>
<td></td>
</tr>
<tr>
<td>1 TDA Revenue</td>
<td>40172</td>
<td>858,287</td>
<td>752,360</td>
<td>(105,927)</td>
</tr>
<tr>
<td>2 Measure D</td>
<td>40186</td>
<td>825,544</td>
<td>829,257</td>
<td>3,713</td>
</tr>
<tr>
<td>3 Total Revenues</td>
<td>1,683,831</td>
<td>1,581,616</td>
<td>(102,214)</td>
<td></td>
</tr>
<tr>
<td>4 Salaries, Benefits &amp; Overhead</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 TDA Administration</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Allocated Labor Costs</td>
<td>51070</td>
<td>105,024</td>
<td>105,024</td>
<td>-</td>
</tr>
<tr>
<td>7 Allocated Overhead</td>
<td>62354</td>
<td>134,976</td>
<td>134,976</td>
<td>-</td>
</tr>
<tr>
<td>8 Meas D Admin Labor</td>
<td>51070</td>
<td>344,173</td>
<td>345,798</td>
<td>1,625</td>
</tr>
<tr>
<td>9 Meas D Admin Overhead</td>
<td>62354</td>
<td>432,871</td>
<td>434,959</td>
<td>2,088</td>
</tr>
<tr>
<td>10 Total Salaries, Benefits &amp; Overhead</td>
<td>1,017,044</td>
<td>1,020,757</td>
<td>3,713</td>
<td></td>
</tr>
<tr>
<td>11 Services &amp; Supplies</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 Telephone &amp; Mobile Device</td>
<td>61221</td>
<td>10,000</td>
<td>10,000</td>
<td>-</td>
</tr>
<tr>
<td>13 Office Equipment</td>
<td>61312</td>
<td>5,000</td>
<td>5,000</td>
<td>-</td>
</tr>
<tr>
<td>14 Liability Insurance</td>
<td>61535</td>
<td>80,641</td>
<td>110,000</td>
<td>29,359</td>
</tr>
<tr>
<td>15 Office Equip Repair/Maint</td>
<td>61725</td>
<td>3,000</td>
<td>3,000</td>
<td>-</td>
</tr>
<tr>
<td>16 Repairs &amp; Maintenance</td>
<td>61845</td>
<td>14,900</td>
<td>16,000</td>
<td>1,100</td>
</tr>
<tr>
<td>17 Membership</td>
<td>62020</td>
<td>25,000</td>
<td>25,000</td>
<td>-</td>
</tr>
<tr>
<td>18 Duplicating</td>
<td>62214</td>
<td>3,000</td>
<td>3,000</td>
<td>-</td>
</tr>
<tr>
<td>19 Computer Software</td>
<td>62219</td>
<td>86,200</td>
<td>86,200</td>
<td>-</td>
</tr>
<tr>
<td>20 Postage</td>
<td>62221</td>
<td>300</td>
<td>3,000</td>
<td>-</td>
</tr>
<tr>
<td>21 General Supplies &amp; Expenses</td>
<td>62223</td>
<td>12,000</td>
<td>12,000</td>
<td>-</td>
</tr>
<tr>
<td>22 Accounting &amp; Audit</td>
<td>62301</td>
<td>4,000</td>
<td>4,000</td>
<td>-</td>
</tr>
<tr>
<td>23 County Mainframe/Intranet</td>
<td>62325</td>
<td>6,000</td>
<td>6,000</td>
<td>-</td>
</tr>
<tr>
<td>24 Commissioners’ Stipend</td>
<td>62327</td>
<td>10,000</td>
<td>10,000</td>
<td>-</td>
</tr>
<tr>
<td>25 Legal Fees</td>
<td>62359</td>
<td>50,000</td>
<td>50,000</td>
<td>-</td>
</tr>
<tr>
<td>26 Professional &amp; Special Serv</td>
<td>62381</td>
<td>239,840</td>
<td>239,840</td>
<td>-</td>
</tr>
<tr>
<td>27 Office Rent</td>
<td>62610</td>
<td>135,184</td>
<td>139,239</td>
<td>4,055</td>
</tr>
<tr>
<td>28 Adv &amp; Promo Materials</td>
<td>62801</td>
<td>6,000</td>
<td>6,000</td>
<td>-</td>
</tr>
<tr>
<td>29 Contingency/Special Exp</td>
<td>62856</td>
<td>78,500</td>
<td>68,500</td>
<td>(10,000)</td>
</tr>
<tr>
<td>30 Transp/Travel/Educ</td>
<td>62914</td>
<td>70,000</td>
<td>70,000</td>
<td>-</td>
</tr>
<tr>
<td>31 Vehicle Maint, Rentals &amp; Serv</td>
<td>62920</td>
<td>4,000</td>
<td>4,000</td>
<td>-</td>
</tr>
<tr>
<td>32 Utilities</td>
<td>63070</td>
<td>1,000</td>
<td>500</td>
<td>(500)</td>
</tr>
<tr>
<td>34 Mobile Equipment</td>
<td>86209</td>
<td>75,000</td>
<td>75,000</td>
<td>-</td>
</tr>
<tr>
<td>35 Office Equipment</td>
<td>86210</td>
<td>40,000</td>
<td>40,000</td>
<td>-</td>
</tr>
<tr>
<td>36 Total Services &amp; Supplies</td>
<td>1,002,685</td>
<td>1,027,279</td>
<td>24,594</td>
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</tr>
<tr>
<td>37 Total Expenditures</td>
<td>2,019,729</td>
<td>2,048,036</td>
<td>28,307</td>
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</tr>
<tr>
<td>38 To/(From) reserves:</td>
<td>(335,898)</td>
<td>(466,420)</td>
<td>(130,522)</td>
<td></td>
</tr>
</tbody>
</table>
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, TMC 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.
<table>
<thead>
<tr>
<th>Planning</th>
<th>FY2022/23 Proposed 3/2/23</th>
<th>FY2023/24 Approved 4/6/23</th>
<th>Difference</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TDA Planning</td>
<td>40172</td>
<td>966,155</td>
<td>875,054</td>
<td>(91,101) Lower TDA revenue estimate for FY 23/24</td>
</tr>
<tr>
<td>Measure D</td>
<td>40186</td>
<td>4,066,802</td>
<td>-</td>
<td>(4,066,802) Highway 17 Wildlife Crossing expected to be completed</td>
</tr>
<tr>
<td>RSTP Exchange</td>
<td>40761</td>
<td>88,016</td>
<td>83,761</td>
<td>(4,255)</td>
</tr>
<tr>
<td>STIP for Planning (PPM)</td>
<td>40770</td>
<td>123,000</td>
<td>123,000</td>
<td>-</td>
</tr>
<tr>
<td>Rural Planning Assistance (RPA)</td>
<td>40786</td>
<td>357,181</td>
<td>337,000</td>
<td>(20,181) FY 22/23 include prior year carryover</td>
</tr>
<tr>
<td>Sustainable Communities - FTA 5304</td>
<td>40786</td>
<td>338,000</td>
<td>318,000</td>
<td>(20,000) Some work done in FY 22/23</td>
</tr>
<tr>
<td>Sustainable Communities - RMRA</td>
<td>40786</td>
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<td>386,800</td>
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<td>Sust Transp Planning Grant WCB</td>
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<td>60,000</td>
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<td>Bicycle/Pedestrian Planning</td>
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<td>Specialized Transportation</td>
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<td>Regional Transp Plan for MTP</td>
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<td>Transp Improv Program (TIP)</td>
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<td>Highway &amp; Roadway Planning</td>
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<td>100,000</td>
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<tr>
<td>Highway 17 Wildlife Crossing</td>
<td>25,000</td>
<td>10,000</td>
<td>(15,000)</td>
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<td>Scotts Creek Marsh Restoration</td>
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<td>25,000</td>
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<td>TNC Access for All</td>
<td>20,136</td>
<td>20,136</td>
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<tr>
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<td>10,000</td>
<td>More work anticipated in FY 23/24</td>
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<tr>
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<td>120,000</td>
<td>10,000</td>
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<td>Reg Consrv Invest Strategy (RCIS)</td>
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<td>(14,527)</td>
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<td>Difference</td>
<td>Note</td>
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<td>--------------------</td>
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<td>32 Services &amp; Supplies</td>
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<tr>
<td>33 Passthrough Programs</td>
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<td></td>
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<td>34 Bike To Work Prog (Ecology Action)</td>
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<td>72,000</td>
<td>72,000</td>
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<td>(31,503)</td>
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<td>(52,258)</td>
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<td>21,750</td>
<td>-</td>
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<td>30,000</td>
<td>30,000</td>
<td>-</td>
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<tr>
<td>42 RCIS Consultant</td>
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<td>30,000</td>
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<td>43 Transportation Equity Action Plan</td>
<td>62381</td>
<td>150,000</td>
<td>150,000</td>
<td>Carryover will be determined at the end of fiscal year</td>
</tr>
<tr>
<td>44 Climate Adaptation-Vulnerability Assessment</td>
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<td>130,000</td>
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<td>46 RTC Work Element Related Items</td>
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<tr>
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<td>20,000</td>
<td>-</td>
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<td>48 Printing Documents and Pub Info Materials</td>
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<td>12,500</td>
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<td>371,800</td>
<td>(120,000) Grant funds budgeted for staff time</td>
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<td>110,000</td>
<td>110,000</td>
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</tr>
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<td>51 Subtotal Services &amp; Supplies</td>
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<td>1,262,753</td>
<td>223,761</td>
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</tr>
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<td>52 Other</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>53 Highway 17 Wildlife Crossing Construction to Caltrans</td>
<td>4,051,000</td>
<td>-</td>
<td>(4,051,000) Expected to be completed in FY 22/23</td>
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<td>2,544,889</td>
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<td>(251,259)</td>
<td>(247,035)</td>
<td>4,224</td>
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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.
<table>
<thead>
<tr>
<th>Highway 9 Improvements</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
<th>Difference</th>
<th>Note</th>
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<td>Approved</td>
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<tr>
<td></td>
<td>3/2/23</td>
<td>4/6/23</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Measure D</td>
<td>40186</td>
<td>1,162,449</td>
<td>255,000</td>
<td>(907,449) Carryover at end of fiscal year</td>
</tr>
<tr>
<td>RSTP Exchange/STBG</td>
<td>40761</td>
<td>105,000</td>
<td>-</td>
<td>(105,000) Funds spent in FY22/23</td>
</tr>
<tr>
<td>Contr from Other Agencies</td>
<td>41150</td>
<td>90,000</td>
<td>-</td>
<td>(90,000) Funds spent in FY22/23</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1,357,449</td>
<td>255,000 (1,102,449)</td>
</tr>
<tr>
<td>Salaries, Benefits &amp; Overhead</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allocated Labor Costs</td>
<td>51070</td>
<td>21,770</td>
<td>-</td>
<td>(21,770) Carryover at end of fiscal year</td>
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<td>Allocated Overhead</td>
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<td>-</td>
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<td></td>
<td>49,749</td>
<td></td>
<td></td>
<td>(49,749)</td>
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<td>Services &amp; Supplies</td>
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<td></td>
<td>1,307,700</td>
<td>255,000 (1,052,700)</td>
</tr>
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<td>-</td>
<td>(2,000)</td>
</tr>
<tr>
<td>Professional &amp; Special Serv</td>
<td>62381</td>
<td>279,700</td>
<td>30,000</td>
<td>(249,700) SLV Schools Study expected to be completed</td>
</tr>
<tr>
<td>Contingency/Special Exp</td>
<td>62856</td>
<td>1,026,000</td>
<td>225,000</td>
<td>(801,000) Carryover at end of fiscal year</td>
</tr>
<tr>
<td>Contribution to Other Agency</td>
<td>75230</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td></td>
<td>1,307,700</td>
<td>255,000</td>
<td></td>
<td>(1,052,700)</td>
</tr>
<tr>
<td>Total Expenditures:</td>
<td>1,357,449</td>
<td>255,000</td>
<td>(1,102,449)</td>
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<tr>
<td>Excess of Revenues over Expenditures:</td>
<td>-</td>
<td>-</td>
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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.
<table>
<thead>
<tr>
<th>Cruz 511 Rideshare</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
<th>Difference</th>
<th>Note</th>
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<tr>
<td></td>
<td>Object</td>
<td>3/2/23</td>
<td>4/6/23</td>
<td></td>
</tr>
<tr>
<td>1 Measure D</td>
<td>40186</td>
<td>200,000</td>
<td>210,000</td>
<td>10,000</td>
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<td>2 Interest</td>
<td>40430</td>
<td>4,000</td>
<td>4,000</td>
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<td>3 RSTP Exchange/STBG</td>
<td>40761</td>
<td>68,663</td>
<td>68,663</td>
<td>-</td>
</tr>
<tr>
<td>4 Contr from Other Funds</td>
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<td>93,499</td>
<td>93,499</td>
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<td>9 Allocated Overhead</td>
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<tr>
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<td>213,663</td>
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<td>11 Services &amp; Supplies</td>
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</tr>
<tr>
<td>13 Telephone &amp; Mobile Device</td>
<td>61221</td>
<td>500</td>
<td>500</td>
<td>-</td>
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<td>14 Membership</td>
<td>62020</td>
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<td>15 Postage</td>
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<td>1,000</td>
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<td>(87,100)</td>
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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. SAFE's 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.
<table>
<thead>
<tr>
<th>Service Authority for Freeway (SAFE)</th>
<th>FY2022/23 Approved 3/2/23</th>
<th>FY2023/24 Approved 4/6/23</th>
<th>Difference</th>
<th>Note</th>
</tr>
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<tr>
<td><strong>Object</strong></td>
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<td><strong>Services &amp; Supplies</strong></td>
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<tr>
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</tr>
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<td>22 Transfer to Other Funds</td>
<td>75233</td>
<td>50,000</td>
<td>50,000</td>
<td>-</td>
</tr>
<tr>
<td>23 CHP Operations</td>
<td>75280</td>
<td>150,600</td>
<td>150,600</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total Services &amp; Supplies</strong></td>
<td></td>
<td></td>
<td>405,250</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total Expenditures</strong></td>
<td></td>
<td></td>
<td>539,250</td>
<td>-</td>
</tr>
<tr>
<td><strong>To/(From) reserves</strong></td>
<td></td>
<td></td>
<td>(180,500)</td>
<td>(180,500)</td>
</tr>
</tbody>
</table>
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.
<table>
<thead>
<tr>
<th>Freeway Service Patrol (FSP)</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
<th>Difference</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Object 3/2/23 4/6/23</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Measure D 40186</td>
<td>183,124</td>
<td>190,000</td>
<td>6,876</td>
<td></td>
</tr>
<tr>
<td>2 SB 1 40465</td>
<td>145,683</td>
<td>145,683</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>3 Caltrans FSP 40884</td>
<td>168,888</td>
<td>168,888</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Total Revenues</td>
<td>497,695</td>
<td>504,571</td>
<td>6,876</td>
<td></td>
</tr>
<tr>
<td>6 Salaries, Benefits &amp; Overhead</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Allocated Labor Costs 51070</td>
<td>37,852</td>
<td>37,852</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>8 Allocated Overhead 62354</td>
<td>48,648</td>
<td>48,648</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Total Salaries, Benefits &amp; Overhead</td>
<td>86,500</td>
<td>86,500</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>11 Services &amp; Supplies</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 Telephone &amp; Mobile Device 61221</td>
<td>2,000</td>
<td>2,000</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>14 Liability Insurance 61535</td>
<td>4,200</td>
<td>4,200</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>15 General Supplies &amp; Expenses 62223</td>
<td>4,000</td>
<td>4,000</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>16 Legal Fees 62359</td>
<td>1,000</td>
<td>1,000</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>17 Contingency/Special Exp 62856</td>
<td>5,000</td>
<td>5,000</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>18 Towing 62893</td>
<td>357,726</td>
<td>357,726</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>19 Transp/Travel/Educ 62914</td>
<td>1,000</td>
<td>1,000</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Total Services &amp; Supplies</td>
<td>374,926</td>
<td>374,926</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>22 Total Expenditures:</td>
<td>461,426</td>
<td>461,426</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>24 To/(From) reserves:</td>
<td>36,269</td>
<td>43,145</td>
<td>6,876</td>
<td></td>
</tr>
</tbody>
</table>
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.
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).

<table>
<thead>
<tr>
<th>Revenues</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
<th>Difference</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Measure D</td>
<td>40186</td>
<td>2,725,000</td>
<td>3,302,000</td>
<td>577,000</td>
</tr>
<tr>
<td>2 Measure D Active Transportation</td>
<td>40186</td>
<td>350,000</td>
<td>-</td>
<td>(350,000)</td>
</tr>
<tr>
<td>3 Short-Line RR Improvement Program</td>
<td>40894</td>
<td>285,000</td>
<td>-</td>
<td>(285,000)</td>
</tr>
<tr>
<td>4 Total Revenues</td>
<td>3,360,000</td>
<td>3,302,000</td>
<td>(58,000)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Expenditures</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>6 Allocated Labor Costs</td>
<td>51070</td>
<td>227,551</td>
<td>341,327</td>
</tr>
<tr>
<td>7 Allocated Overhead (indirect costs)</td>
<td>62354</td>
<td>292,449</td>
<td>438,673</td>
</tr>
<tr>
<td>8 Total Salaries, benefits, &amp; overhead</td>
<td>520,000</td>
<td>780,000</td>
<td>260,000</td>
</tr>
<tr>
<td>9 Legal Counsel</td>
<td>62359</td>
<td>25,000</td>
<td>25,000</td>
</tr>
<tr>
<td>10 Professional Services</td>
<td>62381</td>
<td>2,015,000</td>
<td>1,712,000</td>
</tr>
<tr>
<td>11 Contingency-General</td>
<td>62856</td>
<td>100,000</td>
<td>100,000</td>
</tr>
<tr>
<td>12 Contingency-Construction</td>
<td>62856</td>
<td>20,000</td>
<td>-</td>
</tr>
<tr>
<td>13 Construction</td>
<td>86110</td>
<td>850,000</td>
<td>685,000</td>
</tr>
<tr>
<td>14 Total Services, Supplies &amp; Other</td>
<td>3,010,000</td>
<td>2,522,000</td>
<td>(488,000)</td>
</tr>
<tr>
<td>15 Total Expenditures</td>
<td>3,530,000</td>
<td>3,302,000</td>
<td>(228,000)</td>
</tr>
</tbody>
</table>

To/(From) Reserves Capital Projects: (170,000) - 170,000
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. 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.

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.
<table>
<thead>
<tr>
<th>Highway 1 Corridor</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
<th>Difference</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>GL Key 722261</td>
<td>Approved</td>
<td>Approved</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41st Avenue to Soquel Drive</td>
<td>3/2/2023</td>
<td>4/6/2023</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Revenues</td>
<td>Object</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Measure D</td>
<td>40186</td>
<td>969,775</td>
<td>1,924,993</td>
<td>955,218 Construction</td>
</tr>
<tr>
<td>3 SB1 SCCP 41st/Soquel</td>
<td>40465</td>
<td>200,000</td>
<td>200,000</td>
<td>- Carryover</td>
</tr>
<tr>
<td>4 Total Revenues</td>
<td>1,169,775</td>
<td>2,124,993</td>
<td>955,218</td>
<td></td>
</tr>
<tr>
<td>5 Expenditures</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Allocated Labor Costs</td>
<td>51070</td>
<td>43,760</td>
<td>65,640</td>
<td>21,880</td>
</tr>
<tr>
<td>7 Allocated Overhead (indirect costs)</td>
<td>62354</td>
<td>56,240</td>
<td>84,360</td>
<td>28,120</td>
</tr>
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<td>8 Total Salaries, benefits, &amp; overhead</td>
<td>100,000</td>
<td>150,000</td>
<td>50,000</td>
<td></td>
</tr>
<tr>
<td>9 Legal Fees</td>
<td>62359</td>
<td>1,000</td>
<td>-</td>
<td>(1,000)</td>
</tr>
<tr>
<td>10 Project Management Consultant</td>
<td>62381</td>
<td>50,000</td>
<td>50,000</td>
<td>-</td>
</tr>
<tr>
<td>11 Pub Info, materials, &amp; meetings</td>
<td>62381</td>
<td>20,000</td>
<td>5,000</td>
<td>(15,000)</td>
</tr>
<tr>
<td>12 Right of Way Capital and Support</td>
<td>62856</td>
<td>196,000</td>
<td>295,324</td>
<td>99,324 Work anticipated to be completed</td>
</tr>
<tr>
<td>13 Construction Captial</td>
<td>62856</td>
<td>582,775</td>
<td>1,165,550</td>
<td>582,775 Construction begins in 2023</td>
</tr>
<tr>
<td>14 Contingency</td>
<td>62856</td>
<td>20,000</td>
<td>259,119</td>
<td>239,119 Construction contingency</td>
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<tr>
<td>15 Total Services &amp; Supplies</td>
<td>869,775</td>
<td>1,774,993</td>
<td>905,218</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17 Total Expenditures</td>
<td>969,775</td>
<td>1,924,993</td>
<td>955,218</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>19 To/(From) Reserves:</td>
<td>200,000</td>
<td>200,000</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>
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.
<table>
<thead>
<tr>
<th>Highway 1 Corridor</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
<th>Difference</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>GL Key 722262</td>
<td>Approved</td>
<td>Approved</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bay/Porter to State Park Drive</td>
<td>3/2/2023</td>
<td>4/6/2023</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Revenues</td>
<td>Object</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Measure D</td>
<td>40186</td>
<td>1,592,958</td>
<td>6,853,552</td>
<td>5,260,594</td>
</tr>
<tr>
<td>3 STIP</td>
<td>40770</td>
<td>800,000</td>
<td>-</td>
<td>(800,000) Funds expended in FY 22/23</td>
</tr>
<tr>
<td>4 Total Revenues</td>
<td>2,392,958</td>
<td>6,853,552</td>
<td>4,460,594</td>
<td></td>
</tr>
<tr>
<td>5 Expenditures</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Allocated Labor Costs</td>
<td>51070</td>
<td>54,700</td>
<td>54,700</td>
<td>-</td>
</tr>
<tr>
<td>7 Allocated Overhead (indirect costs)</td>
<td>62354</td>
<td>70,300</td>
<td>70,300</td>
<td>-</td>
</tr>
<tr>
<td>8 Total Salaries, benefits, &amp; overhead</td>
<td>125,000</td>
<td>125,000</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>9 PS&amp;E Consultant</td>
<td>62340</td>
<td>397,958</td>
<td>-</td>
<td>(397,958) Phase complete</td>
</tr>
<tr>
<td>10 Legal Fees</td>
<td>62359</td>
<td>10,000</td>
<td>10,000</td>
<td>-</td>
</tr>
<tr>
<td>11 Project Management Consultant</td>
<td>62381</td>
<td>110,000</td>
<td>100,000</td>
<td>(10,000)</td>
</tr>
<tr>
<td>12 Pub Info, materials, &amp; meetings</td>
<td>62381</td>
<td>10,000</td>
<td>10,000</td>
<td>-</td>
</tr>
<tr>
<td>13 Right of Way Capital and Support</td>
<td>62856</td>
<td>800,000</td>
<td>-</td>
<td>(800,000) Phase complete</td>
</tr>
<tr>
<td>14 Construction Cptial</td>
<td>62856</td>
<td>840,000</td>
<td>5,000,000</td>
<td>4,160,000 Construction to begin in FY23/24</td>
</tr>
<tr>
<td>15 Contingency</td>
<td>62856</td>
<td>100,000</td>
<td>1,608,552</td>
<td>1,508,552 Construction contingency</td>
</tr>
<tr>
<td>16 Total Services &amp; Supplies</td>
<td>2,267,958</td>
<td>6,728,552</td>
<td>4,460,594</td>
<td></td>
</tr>
<tr>
<td>17 Total Expenditures</td>
<td>2,392,958</td>
<td>6,853,552</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18 To/(From) Reserves:</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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.
<table>
<thead>
<tr>
<th>Highway 1 Corridor</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
<th>Total</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>GL Key 722263</td>
<td>Approved</td>
<td>Approved</td>
<td>Total</td>
<td>Note</td>
</tr>
<tr>
<td>State Park Drive to Freedom Boulevard</td>
<td>3/2/2023</td>
<td>4/6/2023</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Revenues Object</td>
<td>40186</td>
<td>6,158,117</td>
<td>1,261,077</td>
<td>Carryover at the end of fiscal year</td>
</tr>
<tr>
<td>2 Measure D - Highway</td>
<td>40186</td>
<td>4,897,040</td>
<td>6,158,117</td>
<td>Carryover at the end of fiscal year</td>
</tr>
<tr>
<td>3 Measure D - Active Transportation</td>
<td>40186</td>
<td>3,200,000</td>
<td>456,000</td>
<td>(2,744,000) Carryover at the end of fiscal year</td>
</tr>
<tr>
<td>4 RSTPX</td>
<td>40761</td>
<td>25,000</td>
<td>25,000</td>
<td>- Funds expended in FY 22/23</td>
</tr>
<tr>
<td>5 STIP</td>
<td>40770</td>
<td>300,000</td>
<td>-</td>
<td>(300,000)</td>
</tr>
<tr>
<td>6 Total Revenues</td>
<td>8,422,040</td>
<td>6,639,117</td>
<td>(1,782,923)</td>
<td></td>
</tr>
<tr>
<td>7 Expenditures</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>8 Allocated Labor Costs</td>
<td>51070</td>
<td>87,520</td>
<td>87,520</td>
<td>-</td>
</tr>
<tr>
<td>9 Allocated Overhead (indirect costs)</td>
<td>62354</td>
<td>112,480</td>
<td>112,480</td>
<td>-</td>
</tr>
<tr>
<td>10 Total Salaries, benefits, &amp; overhead</td>
<td>200,000</td>
<td>200,000</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>11 PA/ED Consultants</td>
<td>62381</td>
<td>1,304,802</td>
<td>25,000</td>
<td>(1,279,802) Work anticipated to be completed in FY22/23</td>
</tr>
<tr>
<td>12 PS&amp;E Consultant</td>
<td>62340</td>
<td>3,161,538</td>
<td>4,615,385</td>
<td>1,453,847 Work to continue in FY23/24</td>
</tr>
<tr>
<td>13 Legal Fees</td>
<td>62359</td>
<td>50,000</td>
<td>20,000</td>
<td>(30,000)</td>
</tr>
<tr>
<td>14 Project Management Consultant</td>
<td>62381</td>
<td>80,000</td>
<td>80,000</td>
<td>-</td>
</tr>
<tr>
<td>15 Pub Info, materials, &amp; meetings</td>
<td>62381</td>
<td>20,000</td>
<td>19,932</td>
<td>(68)</td>
</tr>
<tr>
<td>16 Right of Way Capital and Support</td>
<td>62856</td>
<td>305,700</td>
<td>1,678,800</td>
<td>1,373,100 Work to continue in FY23/24</td>
</tr>
<tr>
<td>17 Construction Capital</td>
<td>62856</td>
<td>3,200,000</td>
<td>-</td>
<td>(3,200,000) Construction scheduled in FY24/25</td>
</tr>
<tr>
<td>18 Contingency</td>
<td>62856</td>
<td>100,000</td>
<td>-</td>
<td>(100,000) Carryover at the end of fiscal year</td>
</tr>
<tr>
<td>19 Total Services &amp; Supplies</td>
<td>8,222,040</td>
<td>6,439,117</td>
<td>(1,782,923)</td>
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</tr>
<tr>
<td>20 Total Expenditures</td>
<td>8,422,040</td>
<td>6,639,117</td>
<td>(1,782,923)</td>
<td></td>
</tr>
<tr>
<td>21 To/(From) Reserves:</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>


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.
<table>
<thead>
<tr>
<th>MBSST Coastal Rail Trail</th>
<th>FY2022/23 Approved</th>
<th>FY2023/24 Approved</th>
<th>Difference</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Network and Maintenance</td>
<td>3/2/2023</td>
<td>4/6/2023</td>
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<td></td>
</tr>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Measure D</td>
<td>40186</td>
<td>1,741,600</td>
<td>1,735,300</td>
<td>(6,300)</td>
</tr>
<tr>
<td>2 Total Revenues</td>
<td></td>
<td>1,741,600</td>
<td>1,735,300</td>
<td>(6,300)</td>
</tr>
<tr>
<td><strong>Expenditures</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Allocated Labor Costs</td>
<td>51070</td>
<td>271,311</td>
<td>271,311</td>
<td>-</td>
</tr>
<tr>
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<td>348,689</td>
<td>-</td>
</tr>
<tr>
<td>6 Total Salaries, benefits, &amp; overhead</td>
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<td>620,000</td>
<td>-</td>
</tr>
<tr>
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<td>776,600</td>
<td>1,035,300</td>
<td>258,700</td>
</tr>
<tr>
<td>8 Professional Services</td>
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<td>345,000</td>
<td>80,000</td>
<td>(265,000)</td>
</tr>
<tr>
<td>9 Total Services, Supplies &amp; Other</td>
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<td>1,121,600</td>
<td>1,115,300</td>
<td>(6,300)</td>
</tr>
<tr>
<td>10</td>
<td>Total Expenditures</td>
<td>1,741,600</td>
<td>1,735,300</td>
<td>(6,300)</td>
</tr>
<tr>
<td>11</td>
<td>To/(From) Reserves:</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Carryover will be determined at the end of fiscal year.
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.
<table>
<thead>
<tr>
<th>GL Key 722281</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
<th>Difference</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Coast</td>
<td>Object</td>
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<td>4/6/2023</td>
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</tr>
<tr>
<td>Revenues</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Measure D</td>
<td>40186</td>
<td>505,013</td>
<td>225,000</td>
<td>(280,013)</td>
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<tr>
<td>2 RSTPX</td>
<td>40761</td>
<td>425,000</td>
<td>125,000</td>
<td>(300,000)</td>
</tr>
<tr>
<td>3 Total Revenues</td>
<td>930,013</td>
<td>350,000</td>
<td>(580,013)</td>
<td></td>
</tr>
<tr>
<td>Expenditures</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Total Salaries, benefits, &amp; overhead</td>
<td>150,000</td>
<td>100,000</td>
<td>(50,000)</td>
<td>Carryover will be determined at the end of fiscal year</td>
</tr>
<tr>
<td>5 Allocated Labor Costs</td>
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<td>65,640</td>
<td>43,760</td>
<td>(21,880)</td>
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<tr>
<td>6 Allocated Overhead (indirect costs)</td>
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<td>84,360</td>
<td>56,240</td>
<td>(28,120)</td>
</tr>
<tr>
<td>7 Total Services, Supplies &amp; Other</td>
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<td>250,000</td>
<td>(530,013)</td>
<td></td>
</tr>
<tr>
<td>8 Legal Fees</td>
<td>62359</td>
<td>40,000</td>
<td>-</td>
<td>(40,000)</td>
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<tr>
<td>9 Davenport Crosswalk</td>
<td>62381</td>
<td>639,346</td>
<td>250,000</td>
<td>(389,346)</td>
</tr>
<tr>
<td>10 Acquisitions</td>
<td>62856</td>
<td>100,667</td>
<td>-</td>
<td>(100,667)</td>
</tr>
<tr>
<td>11 Total Expenditures</td>
<td>930,013</td>
<td>350,000</td>
<td>(580,013)</td>
<td></td>
</tr>
<tr>
<td>12 To/(From) Reserves:</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>GL Key 722282</th>
<th>City of Santa Cruz</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
<th>Difference</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td></td>
<td>Approved</td>
<td>Approved</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Measure D</td>
<td>40186</td>
<td>2,630,000</td>
<td>109,000</td>
<td>(2,521,000)</td>
<td></td>
</tr>
<tr>
<td>2 Total Revenues</td>
<td>2,630,000</td>
<td>109,000</td>
<td>(2,521,000)</td>
<td></td>
<td></td>
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<td>Expenditures</td>
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<td></td>
<td></td>
<td></td>
<td>RTC Oversight</td>
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<td>28,444</td>
<td>28,444</td>
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<td>5 Allocated Overhead (indirect costs)</td>
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<td>36,556</td>
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</tr>
<tr>
<td>6 Total Salaries, benefits, &amp; overhead</td>
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<td>-</td>
<td></td>
<td>Funds programmed to City</td>
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<td>7 Professional Services</td>
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<td>25,000</td>
<td>10,000</td>
<td>(15,000)</td>
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<tr>
<td>8 City of Santa Cruz Maintenance</td>
<td>75204</td>
<td>20,000</td>
<td>34,000</td>
<td>14,000</td>
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<tr>
<td>9 City of Santa Cruz Project Sponsor</td>
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<td>2,520,000</td>
<td>-</td>
<td>(2,520,000)</td>
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</tr>
<tr>
<td>10 Total Services &amp; Supplies</td>
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<td>44,000</td>
<td>(2,521,000)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 Total Expenditures</td>
<td>2,630,000</td>
<td>109,000</td>
<td>(2,521,000)</td>
<td>Carryover at the end of fiscal year</td>
<td></td>
</tr>
<tr>
<td>12 To/(From) Reserves:</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>MBSST Coastal Rail Trail</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
</tr>
</thead>
<tbody>
<tr>
<td>GL Key 722283</td>
<td>Approved</td>
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</tr>
<tr>
<td>City of Watsonville</td>
<td>3/2/2023</td>
<td>4/6/2023</td>
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</table>

<table>
<thead>
<tr>
<th>Revenues</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Measure D</td>
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<td>21,200</td>
<td>23,350</td>
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<tr>
<td>Total Revenues</td>
<td>21,200</td>
<td>23,350</td>
<td>2,150</td>
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<table>
<thead>
<tr>
<th>Expenditures</th>
<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
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<td>4,376</td>
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<td>20,000</td>
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<tr>
<td>City of Watsonville</td>
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<td>11,200</td>
<td>3,350</td>
<td>(7,850)</td>
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<td>11,200</td>
<td>3,350</td>
<td>(7,850)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Expenditures</th>
<th>21,200</th>
<th>23,350</th>
<th>2,150</th>
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</thead>
<tbody>
<tr>
<td>To/(From) Reserves</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>MBSST Coastal Rail Trail</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
<th>Difference</th>
<th>Note</th>
</tr>
</thead>
<tbody>
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<td>GL Key 722284</td>
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<td></td>
</tr>
<tr>
<td>City of Capitola</td>
<td>Object</td>
<td>3/2/2023</td>
<td>4/6/2023</td>
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</tr>
<tr>
<td>Revenues</td>
<td>40186</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Measure D</td>
<td></td>
<td>1,000</td>
<td>1,000</td>
<td>-</td>
</tr>
<tr>
<td>2 Total Revenues</td>
<td></td>
<td>1,000</td>
<td>1,000</td>
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</tr>
<tr>
<td>Expenditures</td>
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</tr>
<tr>
<td>4 Allocated Labor Costs</td>
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<td>438</td>
<td>438</td>
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</tr>
<tr>
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<td>562</td>
<td>562</td>
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</tr>
<tr>
<td>6 Total Salaries, benefits, &amp; overhead</td>
<td>1,000</td>
<td>1,000</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>8 Total Expenditures</td>
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<td>1,000</td>
<td>-</td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 To/(From) Reserves:</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>MBSST Coastal Rail Trail</th>
<th>FY2022/23</th>
<th>FY2023/24</th>
</tr>
</thead>
<tbody>
<tr>
<td>County of Santa Cruz</td>
<td>Approved</td>
<td>Approved</td>
</tr>
<tr>
<td></td>
<td>3/2/2023</td>
<td>4/6/2023</td>
</tr>
<tr>
<td>Revenues</td>
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<td></td>
</tr>
<tr>
<td>Measure D</td>
<td>40186</td>
<td>2,944,528</td>
</tr>
<tr>
<td>Total Revenues</td>
<td></td>
<td>2,944,528</td>
</tr>
<tr>
<td>Expenditures</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allocated Labor Costs</td>
<td>51070</td>
<td>24,068</td>
</tr>
<tr>
<td>Allocated Overhead (indirect costs)</td>
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<td>30,932</td>
</tr>
<tr>
<td>Total Salaries, benefits, &amp; overhead</td>
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<td>55,000</td>
</tr>
<tr>
<td>Professional Services</td>
<td>62381</td>
<td>15,000</td>
</tr>
<tr>
<td>County of Santa Cruz Seg 10-11</td>
<td>75303</td>
<td>2,874,528</td>
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<tr>
<td>Total Services, Supplies &amp; Other</td>
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<td>798,000</td>
</tr>
<tr>
<td>Total Expenditures</td>
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<td>853,000</td>
</tr>
<tr>
<td>To/(From) Reserves:</td>
<td>-</td>
<td>-</td>
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</tbody>
</table>
RTC Summary and Fund Balances
## Budget Summary by Purpose, Program or Project (with allocated labor and overhead)

**Fiscal Year FY2023/24**  
**Approved April 6, 2023**

### Revenues

<table>
<thead>
<tr>
<th>Object</th>
<th>Cruz 511</th>
<th>SAFE</th>
<th>FSP</th>
<th>Rail</th>
<th>Hwy</th>
<th>MBSST</th>
<th>Planning</th>
<th>Hwy 9-SLV</th>
<th>Admin</th>
<th>Total</th>
</tr>
</thead>
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<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>3,495,772</td>
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<td>50,000</td>
<td>190,000</td>
<td>3,302,663</td>
<td>2,946,650</td>
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<td>-</td>
<td>-</td>
<td>6,747,318</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>50,000</td>
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<tr>
<td>4 Interest</td>
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<td>-</td>
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<td>5,000</td>
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<td>5 Leases, Licenses &amp; Other Rev</td>
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<td>-</td>
<td>83,772</td>
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<tr>
<td>6 SB 1</td>
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<td>-</td>
<td>145,683</td>
<td>-</td>
<td>200,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>346,683</td>
</tr>
<tr>
<td>7 DMV Fees</td>
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<td>8 RSTP Exchange/STBG</td>
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<td>-</td>
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<td>125,000</td>
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<td>-</td>
<td>302,424</td>
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<tr>
<td>9 STIP</td>
<td>40770</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
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<td>521,039</td>
</tr>
<tr>
<td>12 Caltrans FSP</td>
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<td>-</td>
<td>-</td>
<td>168,888</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>168,888</td>
</tr>
<tr>
<td>13 State-Other</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>40,000</td>
</tr>
<tr>
<td>14 Sustainable Communities - FTA 530</td>
<td>40962</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>160,000</td>
</tr>
</tbody>
</table>

#### Total 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**

### Expenditures

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Budget Summary by Purpose, Program or Project (with allocated labor and overhead)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 TDA Revenue</td>
<td>40172</td>
</tr>
<tr>
<td>2 Measure D</td>
<td>40186</td>
</tr>
<tr>
<td>3 Local Assistance (MTC)</td>
<td>40384</td>
</tr>
<tr>
<td>4 Interest</td>
<td>40430</td>
</tr>
<tr>
<td>5 Leases, Licenses &amp; Other Rev</td>
<td>40440</td>
</tr>
<tr>
<td>6 SB 1</td>
<td>40465</td>
</tr>
<tr>
<td>7 DMV Fees</td>
<td>40754</td>
</tr>
<tr>
<td>8 RSTP Exchange/STBG</td>
<td>40761</td>
</tr>
<tr>
<td>9 STIP</td>
<td>40770</td>
</tr>
<tr>
<td>10 Rural Planning Assistance (RPA)</td>
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</tr>
<tr>
<td>11 Sustainable Communities - RMRA</td>
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<tr>
<td>12 Caltrans FSP</td>
<td>40884</td>
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<tr>
<td>13 State-Other</td>
<td>40894</td>
</tr>
<tr>
<td>14 Sustainable Communities - FTA 530</td>
<td>40962</td>
</tr>
<tr>
<td>15 Contingency from Other Funds</td>
<td>42367</td>
</tr>
</tbody>
</table>

#### Total Expenditures:

- **419,763**  
- **539,250**  
- **461,426**  
- **3,504,925**  
- **15,417,662**  
- **3,071,650**  
- **2,544,889**  
- **255,000**  
- **2,048,036**  
- **28,262,601**

### Net Change

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Budget Summary by Purpose, Program or Project (with allocated labor and overhead)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 TDA Revenue</td>
<td>40172</td>
</tr>
<tr>
<td>2 Measure D</td>
<td>40186</td>
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<tr>
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<td>5 Leases, Licenses &amp; Other Rev</td>
<td>40440</td>
</tr>
<tr>
<td>6 SB 1</td>
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<td>7 DMV Fees</td>
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<tr>
<td>8 RSTP Exchange/STBG</td>
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<td>13 State-Other</td>
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<td>40962</td>
</tr>
<tr>
<td>15 Contingency from Other Funds</td>
<td>42367</td>
</tr>
</tbody>
</table>

#### Net Change:

- **(87,100)**  
- **(180,500)**  
- **(3,935)**  
- **(256,000)**  
- **(247,035)**  
- **(466,420)**  
- **(713,455)**

### Notes

- **64** Does not include operating reserve and cash flow reserve targets, see fund balances and reserve table
| Description                                                                 | RTC FUND (1) | RIDESHARE FUND (2) | RAIL/TRAiL AUTHORITY FUND (3) | SAFE OPERATING FUND (4) | FSP FUND (2) | MBSST ACTIVE TRANSPORTATION FUND (2) | HWY 1 PA/ED & ENG FUND (4) | TOTAL 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 |
| 11 Reserve Funds | 914,661 | 125,929 | - | 161,775 | - | - | - | 1,202,364 |
| 12 Reserve Target (30%) | 243,909 | 125,929 | - | 161,775 | - | - | - | 531,613 |
| 14 Cashflow Reserve ( 8%) | 670,751 | - | - | - | - | - | - | 670,751 |
| 16 Total Reserve Funds | 914,661 | 125,929 | - | 161,775 | - | - | - | 1,202,364 |

**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.
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
<table>
<thead>
<tr>
<th>Description</th>
<th>TDA FUND (1)</th>
<th>RSTP EXCHANGE FUND (2)</th>
<th>STA FUND (3)</th>
<th>LCTOP Fund (3)</th>
<th>TOTAL FUNDS</th>
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</thead>
<tbody>
<tr>
<td>Beginning Fund Balance (estimate):</td>
<td>2,842,053</td>
<td>3,751,634</td>
<td>376</td>
<td>295,469</td>
<td>6,889,531</td>
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<td>FY 2023/24 Revenues budgeted</td>
<td>12,262,659</td>
<td>4,191,323</td>
<td>-</td>
<td>16,453,982</td>
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<tr>
<td>FEMA Reimbursement for 2017 Storm Damage</td>
<td>3,587,805</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>3,587,805</td>
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<tr>
<td>Restricted Reserve carried over</td>
<td>(768,413)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>(768,413)</td>
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<tr>
<td>Funds Not Yet Programmed</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Funds programmed - Prior FY</td>
<td>(2,072,840)</td>
<td>(9,452,301)</td>
<td>-</td>
<td>(11,525,141)</td>
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<tr>
<td>Funds programmed - Current FY</td>
<td>(12,050,859)</td>
<td>1,204,694</td>
<td>-</td>
<td>(285,985)</td>
<td>(11,132,150)</td>
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<td>Subtotal Fund Balance</td>
<td>212,600</td>
<td>3,283,155</td>
<td>376</td>
<td>9,484</td>
<td>3,505,614</td>
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<td>To Restricted Reserve Fund</td>
<td>(211,800)</td>
<td></td>
<td></td>
<td></td>
<td>(211,800)</td>
</tr>
<tr>
<td>Total Fund Balance</td>
<td>800</td>
<td>3,283,155</td>
<td>376</td>
<td>9,484</td>
<td>3,293,814</td>
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Reserve Funds

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<tr>
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<th>-</th>
<th>-</th>
<th>980,213</th>
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<td>Restricted Reserve Carryover from prior FY (8% target for TDA fund)</td>
<td>768,413</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>768,413</td>
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<tr>
<td>Restricted Reserve Budgeted in Current FY (8% target for TDA fund)</td>
<td>211,800</td>
<td>-</td>
<td>-</td>
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<td>211,800</td>
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<tr>
<td>Total Reserve Funds</td>
<td>980,213</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>980,213</td>
</tr>
</tbody>
</table>

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.
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