



EXHIBIT B

MEASURE D BUDGET-PROPOSED AMENDMENT FOR THE FISCAL YEAR ENDING JUNE 30, 2026

PROPOSED DECEMBER 4, 2025

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Measure D Budget

Introduction

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

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

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

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

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

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

Direct Allocations

1. Neighborhood (cities and county, excluding \$500,000 annually allocated to Highway 9 & Highway 17 Wildlife Crossing) – 30%
2. Transit/Paratransit (Santa Cruz Metropolitan Transit District and Community Bridges)– 20%

Regional Projects

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

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

Measure D Fiduciary Fund

GL Key 729000

Measure D revenues are collected by the California Department of Tax & Fee Administration (CDTFA) and distributed to the RTC each month by wire transfer to the Santa Cruz County treasury into the Measure D general fund and distributed to the separate fiduciary fund for each of the five investment categories. Revenues are net of CDTFA fees. We do not expect interest income to be earned in the general fund, all revenues will be distributed to investment categories as soon as practicable.

| Measure D Fiduciary Deposit | | FY 2025/26 | FY 2025/26 | Difference | Difference % | Note |
|-------------------------------------|---|--------------------|---------------------|------------|--------------|--------------------------------------|
| | Object | Approved 4/3/25 | Proposed 10/9/25 | | | |
| <u>Revenues Received from CDTFA</u> | | | | | | |
| 1 | Measure D | 40186 | 27,666,801 | 27,666,801 | - | 0.00% January 2025 estimate from HdL |
| 2 | Interest | 40430 | 250 | 250 | - | 0.00% |
| 3 | Total Revenues | 27,667,051 | 27,667,051 | - | 0.00% | |
| 4 | | | | | | |
| 5 | Admin and Impl Alloc | 75381 | 844,741 | 932,772 | 88,031 | 10.42% Carryforward |
| 6 | | | | | | |
| 7 | <u>Distributions to Investment Categories per Ordinance</u> | | | | | |
| 8 | Neighborhood 30%* | 75382 | 8,046,618 | 8,020,209 | (26,409) | -0.33% |
| 9 | Highway Corridors 25% | 75383 | 6,705,515 | 6,683,507 | (22,008) | -0.33% |
| 10 | Transit/Paratransit 20% | 75384 | 5,364,412 | 5,346,806 | (17,606) | -0.33% |
| 11 | Active Transp 17% | 75385 | 4,559,750 | 4,544,785 | (14,965) | -0.33% |
| 12 | Rail Corridor 8% | 75386 | 2,145,765 | 2,138,722 | (7,043) | -0.33% |
| 13 | Total Distributions | 26,822,060 | 26,734,029 | (88,031) | -0.33% | |
| 14 | | | | | | |
| 15 | To/(From Reserves): | 250 | 250 | - | | |
| 16 | Ending Fund Balance (estimate): | 250 | 250 | - | | |
| 17 | | | | | | |
| 18 | *Includes Highways 9 & 17 | | | | | |

Note: Revenues are net of CDTFA fees. We do not expect interest income to be earned in the general fund, all revenues will be distributed to investment categories as soon as practicable.

Measure D Administration and Implementation

GL Key 729100

Expenditures include allocated salaries, benefits, and overhead, materials and supplies, and consultant services including sales and use tax forecast, auditing of tax receipts, fiscal audit, and financial advisory services for administration and overall implementation of the expenditure plan, as well as staffing and reports for the Taxpayer Oversight Committee. The Measure D ordinance limits salary and benefits for RTC administration to 1% of net revenues. The indirect costs are calculated using the amount allowed per the ordinance.

The RTC's consultant regularly prepares near-term forecasts for Measure D funds, which staff uses to update long-term projections and cash flow models, which were originally included in the Strategic Implementation Plan (SIP), first adopted by the RTC in February 2020. In FY 2023/24 staff evaluated project funding needs and updated the SIP, including the Measure D cash flow model. In future years, if the RTC decides to bond or use other financing tools to expedite implementation of the Expenditure Plan, that will be reflected in future budgets.

| Measure D Administration & Implementation | | FY 2025/26 Approved | FY 2025/26 Proposed | Difference | Note |
|--|-------------------------------------|------------------------|------------------------|------------|-------------------------|
| GL Key 729100 | Object | 4/3/25 | 10/9/25 | | |
| Measure D | 40186 | 844,741 | 932,772 | 88,031 | Carryover from FY 24/25 |
| Interest | 40430 | 1,000 | 1,000 | - | |
| | Total Revenues | 845,741 | 933,772 | 88,031 | |
| Salaries, Benefits & Overhead | | | | | |
| Admin Labor Costs | 51070 | 276,668 | 327,530 | 50,862 | Carryover from FY 24/25 |
| Impl Labor Costs | 51070 | 68,754 | 73,492 | 4,738 | |
| Overhead (indirect) | 62354 | 365,190 | 382,121 | 16,932 | Carryover from FY 24/25 |
| | Total Salaries, Benefits & Overhead | 710,612 | 783,143 | 72,532 | |
| Services & Supplies | | | | | |
| General Supplies & Expenses | 62223 | 5,000 | 5,000 | - | |
| Accounting & Audit | 62301 | 1,000 | 16,500 | 15,500 | |
| Professional & Special Services | 62381 | 125,629 | 125,629 | - | |
| Adv & Promo Materials | 62801 | 2,500 | 2,500 | - | |
| | Total Services & Supplies | 134,129 | 149,629 | 15,500 | |
| | Total Expenditures: | 844,741 | 932,772 | 88,032 | |
| To/(From) Reserves: | | | | | |
| | | 1,000 | 1,000 | (1) | |
| Beginning Fund Balance (estimate): | | - | 458,936 | 458,936 | |
| Ending Fund Balance (estimate): | | 1,000 | 459,936 | 458,936 | |

Measure D Neighborhood– Direct Allocations

GL Key 729200

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

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

Highway 9/San Lorenzo Valley Corridor GL Key 729202: Transportation projects to improve travel for residents of San Lorenzo Valley (page 18).

Highway 17 Wildlife Crossing GL Key 729203: Construction of a safe passage for wildlife to cross under Highway 17 (page 20).

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

| Measure D Neighborhood Fund GL Key 729200 | | | FY 2025/26 Approved 4/3/25 | FY 2025/26 Proposed 10/9/25 | Difference | Note |
|---|---------------------------|-------|----------------------------------|-----------------------------------|------------|------|
| | Object | | | | | |
| 1 | Measure D Funds | 40186 | 8,046,618 | 8,020,209 | (26,409) | |
| 2 | Interest | 40430 | 500 | 500 | - | |
| 3 | Total Revenues | | 8,047,118 | 8,020,709 | (26,409) | |
| 4 | | | | | | |
| 5 | Direct Allocations: | | | | | |
| 6 | Highway 9 Corr Improv | 62856 | 333,333 | 333,333 | - | |
| 7 | Highway 17 Wildlife Cross | 62888 | 166,667 | 166,667 | - | |
| 8 | City of Capitola | 75203 | 361,926 | 360,659 | (1,267) | |
| 9 | City of Santa Cruz | 75204 | 1,685,042 | 1,679,145 | (5,897) | |
| 10 | City of Scotts Valley | 75205 | 372,162 | 370,860 | (1,302) | |
| 11 | City of Watsonville | 75206 | 1,208,899 | 1,204,668 | (4,231) | |
| 12 | County of Santa Cruz | 75303 | 3,918,590 | 3,904,876 | (13,714) | |
| 13 | Total Direct Allocations | | 8,046,619 | 8,020,209 | (26,410) | |
| 14 | | | | | | |
| 15 | To/(From) Reserves: | | 499 | 500 | 1 | |

Measure D Transit – Direct Allocations

GL Key 729400

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

| Meas D Transit GL Key 729400 | | | FY 2025/26 Approved 4/3/25 | FY 2025/26 Proposed 10/9/25 | Difference | Note |
|---------------------------------|--|-------|----------------------------------|-----------------------------------|------------|---|
| | Object | | | | | |
| 1 | Measure D | 40186 | 5,364,412 | 5,346,806 | (17,606) | Decrease in Administration indirect cost rate |
| 2 | Interest | 40430 | 200 | 200 | - | |
| 3 | Total Revenues | | 5,364,612 | 5,347,006 | (17,606) | |
| 4 | | | | | | |
| 5 | <u>Direct Allocation to Service Providers:</u> | | | | | |
| 6 | Santa Cruz Metro | 75302 | 4,291,530 | 4,277,445 | (14,085) | |
| 7 | Community Bridges | 75365 | 1,072,882 | 1,069,361 | (3,521) | |
| 8 | Total Distributions | | 5,364,412 | 5,346,806 | (17,606) | |
| 9 | | | | | | |
| 10 | Unappropriated Revenues: | | 200 | 200 | - | |

Measure D Regional Projects

The RTC is responsible for regional projects and programs funded by Measure D. Regional projects and programs include the Highway Corridor, Active Transportation/Trail Program, the Rail Corridor, the San Lorenzo Valley/Highway 9 Corridor (Neighborhood Project), and the Highway 17 Wildlife Crossing (Neighborhood Project). The RTC updates the Measure D 5-year program of projects (5-year Plan) for each regional program or project at least annually to program funds to specific projects. The budget reflects new funds for FY 2024-25, as approved in the 5-year Plan, and anticipated carryover from prior years.

Measure D Highway Corridors

GL Key 729300

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

Highway Corridors funds programs and projects including:

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

The budget includes:

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

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

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

State Park to Bay/Porter: Construction of the Highway 1 auxiliary lanes and bus-on-shoulder project between the State Park Drive and Bay-Porter interchanges, including a new bicycle and pedestrian bridge over Highway 1 at Mar Vista Drive and replacement of the Capitola Avenue overcrossing, started in FY 2023-24 and will continue through 2025.

Freedom-State Park: During FY 2024/25 the RTC will continue final design and right-of-way for Highway 1 auxiliary lanes and bus-on-shoulder facilities between Freedom Boulevard and State Park Drive interchanges. The project also includes the 1.25-mile Segment 12 of the Coastal Rail Trail from State Park Drive to Rio Del Mar Boulevard along the Santa Cruz Branch Rail Line. Design is funded by a combination of STIP, RSTPX, and Measure D and the project is scheduled to be construction-ready in 2026.

| Measure D Highway Corridor GL Key 729300 | | FY 2025/26 Amended 4/3/25 | FY 2025/26 Proposed 10/9/25 | Difference | Note |
|--|-------|---------------------------------|-----------------------------------|------------|-------------------------|
| Object | | | | | |
| 1 Revenues | | | | | |
| 2 Measure D | 40186 | 6,705,515 | 6,683,507 | (22,008) | |
| 3 Interest | 40430 | 50,000 | 50,000 | - | |
| 4 Loan Proceeds | 42506 | - | - | - | |
| 5 Total Revenues | | 6,755,515 | 6,733,507 | (22,008) | |
| 6 | | | | | |
| 7 Program and Project Expenditures | | | | | |
| 8 <u>Freeway Service Patrol (FSP)</u> | | | | | |
| 9 Allocated Labor Costs | 51070 | - | 4,438 | 4,438 | |
| 10 Allocated Overhead (indirect costs) | 62354 | - | 4,103 | 4,103 | Carryover from FY 24/25 |
| 11 Salaries, Benefits & Overhead | | - | 8,540 | 8,540 | |
| 12 Supplies | 62223 | 4,000 | 4,000 | - | |
| 13 Legal Fees | 62359 | 1,000 | 1,000 | - | |
| 14 Contingency/Special Exp | 62856 | 5,000 | 5,000 | - | |
| 15 Towing | 62893 | 221,000 | 221,000 | - | |
| 16 Transportation/Travel/Education | 62914 | - | - | - | |
| 17 Subtotal Services & Supplies | | 231,000 | 231,000 | - | |
| 18 <u>SAFE</u> | | | | | |
| 19 CHP | 75280 | 50,000 | 50,000 | - | |
| 20 Subtotal Services & Supplies | | 50,000 | 50,000 | - | |
| 21 <u>Cruz 511</u> | | | | | |
| 22 Allocated Labor Costs | 51070 | 63,921 | 57,674 | (6,247) | |
| 23 Allocated Overhead (indirect costs) | 62354 | 67,579 | 73,826 | 6,247 | |
| 24 Salaries, Benefits & Overhead | | 131,500 | 131,500 | - | |
| 25 Subscriptions - Data Collecting | 62222 | 2,000 | 2,000 | - | |
| 26 Website Maintenance and Tech Sup | 62381 | 8,000 | 8,000 | - | |
| 27 Commute Manager | 62381 | 29,000 | 29,000 | - | |
| 28 Transportation Demand Management | 62381 | 60,500 | 60,500 | - | |
| 29 Subtotal Services & Supplies | | 99,500 | 99,500 | - | |
| 30 <u>41st to Soquel Aux Lanes & Bike/Ped Xing</u> | | | | | |
| 31 Allocated Labor Costs | 51070 | 48,609 | 100,787 | 52,178 | |
| 32 Allocated Overhead (indirect costs) | 62354 | 51,391 | 93,188 | 41,797 | |
| 33 Salaries, Benefits & Overhead | | 100,000 | 193,975 | 93,975 | |
| 34 Legal Fees | 62359 | 1,000 | 868 | (132) | |
| 35 Engineering & Project Management | 62381 | 25,000 | 28,302 | 3,302 | |
| 36 Pub Info, materials, & meetings | 62381 | 16,000 | 16,000 | - | |
| 37 Right of Way Capital and Support | 62856 | 130,000 | 230,115 | 100,115 | |
| 38 Construction & Contingency | 62856 | 3,393,382 | 7,268,228 | 3,874,846 | |
| 39 Subtotal Services & Supplies | | 3,565,382 | 7,543,513 | 3,978,131 | |

Measure D Highway Corridor - Continued

| | | FY 2025/26 Amended 4/3/25 | FY 2025/26 Proposed 10/9/25 | Difference | |
|----|--|---------------------------------|-----------------------------------|--------------|-----------------------------------|
| | Object | | | | |
| 1 | <u>State Park Dr to Bay Porter Aux Lanes and Mar Vista Overcrossing:</u> | | | | |
| 2 | Allocated Labor Costs | 51070 | 72,914 | 111,149 | 38,236 |
| 3 | Allocated Overhead (indirect costs) | 62354 | 77,086 | 102,769 | 25,682 |
| 4 | Salaries, Benefits & Overhead | | 150,000 | 213,918 | 63,918 |
| 5 | Legal Fees | 62359 | 20,000 | 24,952 | 4,952 |
| 6 | Engineering & Project Management | 62381 | 50,000 | 126,264 | 76,264 |
| 7 | Pub Info, materials, & meetings | 62381 | - | - | - |
| 8 | Right of Way Support & Capital | 62856 | - | - | - |
| 9 | Contingency & Supplies | 62856 | 500,000 | 979,373 | 479,373 |
| 10 | Construction Capital | 62856 | 5,835,000 | 15,982,502 | 10,147,502 |
| 11 | Subtotal Services & Supplies | | 6,405,000 | 17,113,091 | 10,708,091 |
| 12 | <u>Freedom to State Park Dr Aux Lanes:</u> | | | | |
| 13 | Allocated Labor Costs | 51070 | 121,523 | 219,839 | 98,317 |
| 14 | Allocated Overhead (indirect costs) | 62354 | 128,477 | 203,264 | 74,786 |
| 15 | Salaries, Benefits & Overhead | | 250,000 | 423,103 | 173,103 |
| 16 | Legal Fees | 62359 | 50,000 | 50,000 | - |
| 16 | Engineering Consultant | 62381 | 1,200,000 | 2,574,764 | 1,374,764 |
| 17 | Project Management Consultant | 62381 | 80,000 | 78,504 | (1,496) |
| 18 | Pub Info, materials, & meetings | 62381 | 15,000 | 25,000 | 10,000 |
| 19 | Right of Way Support & Capital | 62856 | 5,883,000 | 2,891,558 | (2,991,442) |
| 20 | Contingency & Supplies | 62856 | 1,068,632 | 66,853 | (1,001,779) |
| 21 | Subtotal Services & Supplies | | 8,296,632 | 5,686,679 | (2,609,953) |
| 22 | | | | | |
| 23 | Interprogram loan to Highway 17 | 95046 | - | 1,141,776 | 1,141,776 |
| 24 | | | | | |
| 25 | Total Salaries, Benefits & Overhead | | 631,500 | 971,037 | 339,537 |
| 26 | Subtotal Services & Supplies | | 18,647,514 | 30,723,783 | 12,076,269 |
| 27 | | | | | - |
| 28 | Total Expenditures: | | 19,279,014 | 32,836,596 | 13,557,582 |
| 29 | | | | | |
| 30 | To/(From) Reserves: | | (12,523,499) | (26,103,089) | (13,579,590) |
| 31 | Beginning Fund Balance (estimate): | | 15,643,165 | 15,643,165 | - |
| 32 | Ending Fund Balance (estimate): | | 3,119,666 | (10,459,924) | (13,579,590) |
| | | | | | Future Borrowing needs of FY25-26 |

Measure D Active Transportation

GL Key 729500

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

Projects for the Monterey Bay Scenic Sanctuary Trail include:

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

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

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

Significant changes from the prior fiscal year include:

Segment 5: The 5.4-mile section from Wilder Ranch to Panther/Yellowbank Beach is fully funded for construction by the Federal Land Access Program (FLAP). The 2.1-mile section from Panther/Yellowbank Beach to Davenport has also been awarded FLAP funding.

FLAP funding for construction of Phase 1, and Phase 2, the Federal Highway Administration (FHWA) Central Federal Lands Division approved an early allocation of programmed funds in FY 2023/24 to begin

construction of Phase I in FY 2024/25. The FHWA Central Federal Lands Division will lead implement the project construction. Therefore, FLAP funds will not run through the RTC budget.

Segments 8 and 9: The City of Santa Cruz, in partnership with the County of Santa Cruz, expect to complete preliminary design and environmental review of Segments 8 & 9 of the Coastal Rail Trail between the Santa Cruz Wharf and 17th Avenue (2.5 miles) in FY 2024/25. Using Measure D funds as a match, the City of Santa Cruz secured \$35.7 million in Active Transportation Program (ATP) funds from the state to fully fund construction. Construction is scheduled to begin in 2026.

Segments 10 and 11: The County of Santa Cruz in partnership with the City of Capitola, expects to complete preliminary design and environmental review of Segments 10 & 11 of the trail from 17th Ave to State Park Drive (4.7 miles) in FY 2023-24. Using Measure D as matching funds, the County of Santa Cruz secured \$67.6 million in Active Transportation Program (ATP) funds from the state to fund construction of the project. Construction is scheduled to begin in 2026.

Segment 12: This segment is being implemented as part of the Highway 1 Freedom-State Park project, environmental and initial design and right-of-way acquisition work done in FY 2023-24 and will continue through FY 2024-25. The environmental component of the project is underway, and the right-of-way and final design components will continue in FY 2023-24; the project is expected to be construction-ready in 2025.

Segment 18: 1.2 miles of Coastal Rail Trail. Phase I (Ohlone Parkway to the Watsonville Slough Trail Network trailhead) was completed in summer 2021. Phase II & III of Segment 18 are combined with development of the RTC's Electric Passenger Rail Transit Project.

| Measure D | | FY 2025/26 | FY 2025/26 | Difference | Note |
|-----------------------|---|------------|------------|------------|-----------|
| Active Transportation | | Approved | Proposed | | |
| GL Key 729500 | Object | 4/3/25 | 10/9/25 | | |
| 1 | Revenues | | | | |
| 2 | Measure D | 40186 | 4,559,750 | 4,544,785 | (14,965) |
| 3 | Interest | 40430 | 10,000 | 10,000 | - |
| 4 | Other Revenue | 42386 | - | - | - |
| 5 | Total Revenues | | 4,569,750 | 4,554,785 | (14,965) |
| 6 | Expenditures | | | | |
| 7 | MBSST Corridor and Electric Transit & Trail RTC Oversight | | | | |
| 8 | Allocated Labor Costs | 51070 | 413,697 | 422,993 | 9,295 |
| 9 | Allocated Overhead (indirect) | 62354 | 382,505 | 391,099 | 8,595 |
| 10 | Total Salaries, Benefits & Overhead | | 796,202 | 814,092 | 17,890 |
| 11 | Services and Supplies: | | | | |
| 12 | Corridor encroachment & maint | 61845 | 1,655,218 | 1,325,079 | (330,139) |
| 13 | Legal Fees | 62359 | - | 120,000 | 120,000 |
| 14 | Technical Assistance | 62381 | 3,912 | 98,912 | 95,000 |
| 15 | Electric Rail Transit & Trail | 62381 | - | 350,000 | 350,000 |
| 16 | Subtotal Services & Supplies | | 1,659,130 | 1,893,991 | 234,861 |
| 17 | MBSST North Coast Segment 5 (RTC Oversight): | | | | |
| 18 | Legal Fees | 62359 | - | - | - |
| 19 | Maintenance | 61845 | 37,000 | 55,000 | 18,000 |
| 20 | Davenport Crosswalk | 62381 | - | - | - |
| 20 | Technical Assistance | 62381 | - | 28,367 | 28,367 |
| 21 | Contingency | 62856 | - | - | - |
| 21 | Construction & Contingency | 86110 | 641,000 | 3,855,000 | 3,214,000 |
| 22 | Subtotal Services & Supplies | | 678,000 | 3,938,367 | 3,260,367 |
| 23 | MBSST City of Santa Cruz: | | | | |
| 24 | RTC Oversight Segments 7, 8 & 9 | | | | |
| 25 | Technical Assistance | 62381 | - | - | - |
| 26 | City of Santa Cruz Segments 7, 8 & 9 Project Sponsor | | | | |
| 27 | Segment 7 Phase 2 to City of Santa Cru | 75204 | - | 519,253 | 519,253 |
| 28 | Segments 8&9 to City of Santa Cruz | 75204 | 950,646 | 4,150,646 | 3,200,000 |
| 29 | Ongoing Maintenance | 75204 | 49,000 | 49,000 | - |
| 30 | Subtotal Services & Supplies | | 999,646 | 4,718,899 | 3,719,253 |

Carryover from FY 24/25

| Measure D Active Transportation - Continued | | FY 2025/26 | FY 2025/26 | | |
|---|---|-------------|--------------|-------------|-----------------------------------|
| Active Transportation | | Approved | Proposed | Difference | Note |
| GL Key 729500 | Object | 4/3/25 | 10/9/25 | | |
| 1 | MBSST County of Santa Cruz: | | | | |
| 2 | RTC Oversight Segments 10&11 | | | | |
| 3 | Technical Assistance 62381 | 10,000 | 10,000 | - | |
| 4 | RTC Oversight Segment 12 | | | | |
| 5 | Right of Way Capital 62856 | 2,964,000 | 564,000 | (2,400,000) | |
| 6 | County of Santa Cruz Segments 10 & 11 Project Sponsor | | | | |
| 7 | Env Review and Design to SCC 75303 | 2,229,000 | 3,047,128 | 818,128 | |
| 8 | Subtotal Services & Supplies | 5,203,000 | 3,621,128 | (1,581,872) | |
| 9 | RTC Oversight City of Watsonville | | | | |
| 10 | Technical Assistance 62381 | - | - | - | |
| 11 | Segment 18 Environmental Document 75206 | 1,000,000 | 1,000,000 | - | |
| 12 | Ongoing Maintenance 75206 | 3,600 | 7,000 | 3,400 | |
| 13 | Subtotal Services & Supplies | 1,003,600 | 1,007,000 | 3,400 | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | Total Salaries, Benefits & Overhead | 796,202 | 814,092 | 17,890 | |
| 17 | Subtotal Services & Supplies | 9,543,376 | 15,179,385 | 5,636,009 | |
| 18 | | | | - | |
| 19 | Total Expenditures: | 10,339,578 | 15,993,477 | 5,653,899 | |
| 20 | | | | | |
| 21 | To/(From) Reserve Funds | (5,769,828) | (11,438,692) | (5,668,864) | |
| 22 | Beginning Fund Balance (estimate): | 10,750,642 | 9,009,157 | (1,741,485) | |
| 23 | Ending Fund Balance (estimate): | 4,980,814 | (2,429,535) | (7,410,349) | Future Borrowing needs of FY25-26 |

Measure D Rail Corridor

GL Key 729600

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

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

Services, supplies, and construction: Construction for FY 2025/26 includes repairs to bridges, track bed, drainage system, and grade crossings.

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

| Meas D Rail Corridor | | FY 2025/26 Amended 4/3/25 | FY 2025/26 Proposed 10/9/25 | Difference | Note |
|----------------------|--|---------------------------------|-----------------------------------|-------------|-----------|
| | Object | | | | |
| 1 | Measure D | 40186 | 2,145,765 | 2,138,722 | (7,043) |
| 3 | Total Revenues | 2,145,765 | 2,138,722 | (7,043) | |
| 4 | | | | | |
| 5 | <u>Salaries, Benefits & Overhead</u> | | | | |
| 6 | Allocated Labor Costs | 51070 | 133,675 | 142,887 | 9,212 |
| 7 | Allocated Overhead | 62354 | 141,325 | 132,113 | (9,212) |
| 8 | Total Salaries, Benefits & Overhead | 275,000 | 275,000 | - | |
| 9 | <u>Services & Supplies</u> | | | | |
| 10 | Legal Fees | 62359 | 25,000 | 145,000 | 120,000 |
| 11 | Professional & Special Services | 62381 | 1,125,000 | 4,100,812 | 2,975,812 |
| 12 | Contingency/Special Exp | 62856 | 123,000 | 100,000 | (23,000) |
| 13 | Construction | 86110 | 795,000 | 500,000 | (295,000) |
| 14 | Total Services & Supplies | 2,068,000 | 4,845,812 | 2,777,812 | |
| 15 | | | | | |
| 16 | Total Expenditures: | 2,343,000 | 5,120,812 | 2,777,812 | |
| 17 | | | | | |
| 18 | To/(From) Reserve Funds | (197,235) | (2,982,090) | (2,784,855) | |
| 19 | Beginning Fund Balance (estimate): | 3,794,448 | 3,794,448 | - | |
| 20 | Ending Fund Balance (estimate): | 3,597,213 | 812,358 | (2,784,855) | |
| 21 | | | | | |

Measure D San Lorenzo Valley Highway 9 Corridor Improvements

GL Key 729202

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

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

One million dollars in Measure D funds have been programmed to leverage other funds, including State Highway Operations Protection Program, for Complete Streets projects and are expected to be needed in FY 2025/26.

| Measure D SLV SR9 Improvements | | FY 2025/26 Approved 4/3/25 | FY 2025/26 Proposed 10/9/25 | Difference | Note |
|-----------------------------------|-------------------------------------|----------------------------------|-----------------------------------|------------|---|
| | Object | | | | |
| 1 | Measure D | 40186 | 333,333 | 333,333 | - |
| 2 | Interest | 40430 | | | - |
| 3 | Total Revenues | 333,333 | 333,333 | | - |
| 4 | | | | | |
| 5 | Salaries, Benefits & Overhead | | | | |
| 6 | Allocated Labor Costs | 51070 | - | 2,236 | 2,236 |
| 7 | Allocated Overhead | 62354 | - | 1,876 | 1,876 |
| 8 | Total Salaries, Benefits & Overhead | - | 4,112 | 4,112 | Carryover from FY 24/25 |
| 9 | | | | | |
| 10 | Services & Supplies | | | | |
| 11 | Legal Fees | 62359 | - | - | - |
| 12 | Professional & Special Services | 62381 | 458,000 | 363,712 | (94,288) Costs based on project status and schedule |
| 14 | Contingency/Special Exp | 62856 | - | 219,000 | 219,000 Carryover from FY 24/25 |
| 15 | Grant Match | 75230 | - | - | - |
| 16 | Total Services & Supplies | 458,000 | 582,712 | 124,712 | |
| 17 | | | | | |
| 18 | Total Expenditures: | 458,000 | 586,824 | 128,824 | |
| 19 | | | | | |
| 20 | To/(From) Reserves: | (124,667) | (253,491) | (128,824) | |
| 21 | Beginning Fund Balance (estimate): | 1,452,260 | 2,464,101 | 1,011,842 | |
| 22 | Ending Fund Balance (estimate): | 1,327,593 | 2,210,610 | 883,017 | |

Measure D Highway 17 Wildlife Crossing

GL Key 729203

The Highway 17 Wildlife Crossing project will improve safety for both drivers and wildlife. Five (\$5) million is allocated for the construction of a safe passage for wildlife to cross under Highway 17. Caltrans completed construction in 2023. The FY 2025/26 budget includes repayment of an inter-program loan from Measure D-Highway Corridors used to expedite construction.

| Measure D Highway 17 Wildlife Crossing | | FY 2025/26 Proposed 4/3/25 | FY 2025/26 Proposed 10/9/25 | Difference | Note |
|---|-------------------------------------|----------------------------------|-----------------------------------|------------|-----------|
| | Object | | | | |
| 1 | Measure D | 40186 | 166,667 | 166,667 | 0 |
| 2 | Loan Proceeds | 42506 | - | 1,141,776 | 1,141,776 |
| 3 | Total Revenues | | 166,667 | 1,308,443 | 1,141,776 |
| 4 | | | | | |
| 5 | Salaries, Benefits & Overhead | | | | |
| 6 | Allocated Labor Costs | 51070 | 486 | 520 | 34 |
| 7 | Allocated Overhead | 62354 | 514 | 480 | (34) |
| 8 | Total Salaries, Benefits & Overhead | | 1,000 | 1,000 | - |
| 9 | | | | | |
| 10 | Services & Supplies | | | | |
| 11 | Princ & Int Trans Repayment | 74244 | 165,667 | - | (165,667) |
| 12 | Contribution to Other Agency | 75230 | - | 1,349,324 | 1,349,324 |
| 13 | Total Services & Supplies | | 165,667 | 1,349,324 | 1,183,657 |
| 14 | | | | | |
| 15 | Total Expenditures: | | 166,667 | 1,350,324 | 1,183,657 |
| 16 | | | | | |
| 17 | To/(From) Reserves: | - | (41,881) | (41,881) | |
| 18 | Beginning Fund Balance (estimate): | - | 41,881 | 41,881 | |
| 19 | Ending Fund Balance (estimate): | - | - | - | |

Measure D Summary and Fund Balances



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

Fiscal Year FY 2025/26

Proposed October 9, 2025

| | Object | Admin & Impl | Hwy 9 | Hwy 17 Wildlife Crossing | Highway Corridor | Active Transp | Rail Corridor | Total |
|--|--------|--------------|-----------|--------------------------|------------------|---------------|---------------|--------------|
| Revenues | | | | | | | | |
| 1 Measure D | 40186 | 932,772 | 333,333 | 166,667 | 6,683,507 | 4,544,785 | 2,138,722 | 14,799,787 |
| 2 Interest | 40430 | 1,000 | - | - | 50,000 | 10,000 | - | 61,000 |
| 3 Loan Proceeds | 42506 | - | - | 1,141,776 | - | - | - | 1,141,776 |
| 4 Total Revenues | | 933,772 | 333,333 | 1,308,443 | 6,733,507 | 4,554,785 | 2,138,722 | 16,002,563 |
| 5 | | | | | | | | |
| 6 Salaries, Benefits & Overhead | | | | | | | | |
| 7 Allocated Labor Costs | 51070 | 401,022 | 2,236 | 520 | 493,888 | 422,993 | 142,887 | 1,463,546 |
| 8 Allocated Overhead | 62354 | 382,121 | 1,876 | 480 | 477,149 | 391,099 | 132,113 | 1,384,839 |
| 9 Total Salaries, Benefits & Overhead | | 783,143 | 4,112 | 1,000 | 971,037 | 814,092 | 275,000 | 2,848,385 |
| 10 | | | | | | | | |
| 11 Services & Supplies | | | | | | | | |
| 12 Repairs & Maintenance | 61845 | - | - | - | - | 1,380,079 | - | 1,380,079 |
| 13 Subscriptions | 62222 | - | - | - | 2,000 | - | - | 2,000 |
| 14 General Supplies & Expenses | 62223 | 5,000 | - | - | 4,000 | - | - | 9,000 |
| 15 Accounting & Audit | 62301 | 16,500 | - | - | - | - | - | 16,500 |
| 16 Design and Eng Consult | 62340 | - | - | - | - | - | - | - |
| 16 Legal Fees | 62359 | - | - | - | 76,820 | 120,000 | 145,000 | 341,820 |
| 17 Professional & Special Services | 62381 | 125,629 | 363,712 | - | 2,946,334 | 487,279 | 4,100,812 | 8,023,766 |
| 18 Adv & Promo Materials | 62801 | 2,500 | - | - | - | - | - | 2,500 |
| 19 Contingency/Special Exp | 62856 | - | 219,000 | - | 27,423,629 | 564,000 | 100,000 | 28,306,629 |
| 26 Subscriptions | 62890 | - | - | - | - | - | - | - |
| 20 Towing | 62893 | - | - | - | 221,000 | - | - | 221,000 |
| 21 Transportation/Travel/Education | 62914 | - | - | - | - | - | - | - |
| 21 Princ & Int Trans Repayment | 74244 | - | - | - | - | - | - | - |
| 22 Funds to City of Capitola | 75203 | - | - | - | - | - | - | - |
| 22 Funds to City of Santa Cruz | 75204 | - | - | - | - | 4,718,899 | - | 4,718,899 |
| 23 Funds to City of Scotts Valley | 75205 | - | - | - | - | - | - | - |
| 23 Funds to City of Watsonville | 75206 | - | - | - | - | 1,007,000 | - | 1,007,000 |
| 24 Contribution to Other Agency | 75230 | - | - | 1,349,324 | - | - | - | 1,349,324 |
| 25 Transfer to Other Funds | 75233 | - | - | - | - | - | - | - |
| 24 CHP Operations | 75280 | - | - | - | 50,000 | - | - | 50,000 |
| 25 Funds to SC County | 75303 | - | - | - | - | 3,047,128 | - | 3,047,128 |
| 26 Construction | 86110 | - | - | - | 1,141,776 | 3,855,000 | 500,000 | 5,496,776 |
| 27 Total Services & Supplies | | 149,629 | 582,712 | 1,349,324 | 31,865,559 | 15,179,385 | 4,845,812 | 53,972,421 |
| 28 | | | | | | | | |
| 29 Total Expenditures: | | 932,772 | 586,824 | 1,350,324 | 32,836,596 | 15,993,477 | 5,120,812 | 56,820,806 |
| 30 | | | | | | | | |
| 31 Excess of Revenues over Expenditures: | | 1,000 | (253,491) | (41,881) | (26,103,089) | (11,438,692) | (2,982,090) | (40,818,243) |
| 32 Beginning Fund Balance (estimate): | | 458,936 | 2,464,101 | 41,881 | 15,643,165 | 9,009,157 | 3,794,448 | 31,411,688 |
| 33 Ending Fund Balance (estimate): | | 459,936 | 2,210,610 | - | (10,459,924) | (2,429,535) | 812,358 | (9,406,555) |

Budget Glossary and Acronym Guide

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

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

Amendment: A proposed or adopted change to the budget.

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

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

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

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

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

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

perform specific functions.

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

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

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

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

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

COLA: see Cost of Living Adjustment

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

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

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

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

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

FY: see Fiscal Year.

ICAP: see Indirect Cost Allocation Plan

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

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

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

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

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

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

Programming, Planning, and Project Glossary and Acronym Guide

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

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

ATP: see Active Transportation Program

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

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

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

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

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

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

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

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

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

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

Caltrans: see California Department of Transportation

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

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

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

CHP: California Highway Patrol

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

CNG: see Compressed Natural Gas

Collector Streets: Streets that collect traffic.

COMMISSION: see Santa Cruz County Regional Transportation Commission

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

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

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

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

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

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

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

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

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

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

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

CT: see California Department of Transportation

CTC: see California Transportation Commission

CTP: see California Transportation Plan

CTSA: see Consolidated Transportation Services Agency

CTSC: see Community Traffic Safety Coalition

DAC: see Disadvantaged Community

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

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

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

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

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

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

DMV: CA Department of Motor Vehicles

DOT: see Department of Transportation

ED: see Environmental Document

EIR: see Environmental Impact Report

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

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

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

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

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

FHWA: see Federal Highway Administration

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

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

FSP: see Freeway Service Patrol

FTA: see Federal Transit Administration

GHG: see Greenhouse Gas

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

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

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

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

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

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

HOV: see High Occupancy Vehicle Lanes

HQ: Headquarters

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

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

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

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

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

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

IS: see Initial Study

ITAC: see Interagency Technical Advisory Committee

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

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

LNG: see Liquefied Natural Gas

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

LOS: see Level of Service/Level of Service Standard

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

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

MBSST Network: see Monterey Bay Sanctuary Scenic Trail Network

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

Metro: see Santa Cruz Metropolitan Transit District

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

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

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

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

MMLOS: see Multimodal Level of Service

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

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

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

MTD: see Santa Cruz Metropolitan Transit District

MTIS: see Major Transportation Investment Study

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

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

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

National Highway System (NHS): A federally established national road system. In Santa Cruz County, the NHS includes sections of Highway 1, Highway 17, Highway 129, Highway 152, 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.

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

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

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

PID: see Project Initiation Document

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

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

PM: see Post Mile

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

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

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

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

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

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

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

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

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

PS&E: see Plans, Specifications and Estimates

PSR: see Project Study Report

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

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

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

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

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

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

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

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

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

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

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

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

ROE: Right of Entry

ROW: see Right-of-Way

RPA: see Rural Planning Assistance

RSTP: see Regional Surface Transportation Program

RSTPX: see Regional Surface Transportation Program Exchange

RTC: see Santa Cruz County Regional Transportation Commission

RTDM: see Regional Travel Demand Model

RTIP: see Regional Transportation Improvement Program

RTP: see Regional Transportation Plan

RTPA: see Regional Transportation Planning Agency

SAFE: see Service Authority for Freeway Emergencies

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

Santa Cruz METRO: see Santa Cruz Metropolitan Transit District

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

SB: Southbound

SCCRTC: see Santa Cruz County Regional Transportation Commission

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

SCMTD: see Santa Cruz Metropolitan Transit District

SCS: see Sustainable Communities Strategy

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

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

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

SIP: see Strategic Implementation Plan for Measure D

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

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

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

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

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

System Preservation: The maintenance of the existing transportation system.

TDM: see Transportation Demand Management

TCAA: Transportation Corridor Alternatives Analysis

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

TOD: see Transit-Oriented Development

TOS: see Traffic Operations System

TPP: see Transit Priority Project

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

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

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

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

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

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

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

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

TSP: see Transit Signal Priority

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

UCS/UCIS: Unified Corridors Investment Study

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

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

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

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

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

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

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

ZEV: Zero Emission Vehicle

VMT: see Vehicle Miles Traveled

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

WB: Westbound