



Santa Cruz County Regional Transportation Commission

SCCRTC FY2026-27 BUDGET – PROPOSED

FOR THE FISCAL YEAR ENDING
JUNE 30, 2027

PROPOSED APRIL 2, 2026

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Introduction

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

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

Funding and Apportionment

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

Formulaic Transit Revenues

Transportation Development Act GL Key 721950 / Fund 76630

State Transit Assistance and State of Good Repair Revenues GL Key 721755 / Fund 76640

Low Carbon Transit Operations Program GL Key 721756 / Fund 76631

The RTC receives Transportation Development Act, State Transit Assistance, and State of Good Repair Program 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 with 50% of funds based on county population (Public Utilities Code (PUC) 99313) and 50% based-on transit operator revenues (PUC 99314). RTC works with Santa Cruz METRO and Community Bridges to submit local transit projects to Caltrans for allocation of the funds.

Revenues for Apportionment		FY 2025/26	FY 2026/27	Difference	Note	
Object		Approved 12/4/25	Proposed 4/2/26			
1	Transportation Development Act (TDA) GL Key 721950:					
2	1/4 Cent Sales Tax	40172	12,617,577	12,662,525	44,948	County Auditor Controller January 2026 Estimate
3	Prev FY Rev Carryover	40172	313,146	661,000	347,854	
4	Interest	40430	10,000	165,000	155,000	Estimates based on FY25-26 Actuals
5	Total TDA	12,940,723	13,488,525	547,802		
6	State Transit Assistance (STA) & State of Good Repair (SGR) GL Key 721755 Revenues:					
7	Interest	40430	250	250	-	
8	STA Sec 99313-RTC Discretionary	40886	2,655,992	2,396,998	(258,994)	
9	STA Sec 99314-Santa Cruz Metro	40886	2,435,676	2,198,166	(237,510)	FY 2026/27 State Controller's estimate as of January 2026 for STA and SGR revenue
10	SGR Sec 99313-RTC Discretionary	40894	460,626	469,725	9,099	
11	SGR Sec 99314-Santa Cruz Metro	40894	422,417	432,481	10,064	
12	Total STA	5,974,961	5,497,620	(477,341)		
13	State Transit Assistance (STA) & State of Good Repair (SGR) GL Key 721755 Allocation:					
14	Santa Cruz Metro - STA	75302	5,091,668	4,535,614	(556,054)	Based on FY 2025/26 State Controller's estimate of August 2025 for STA and SGR and STA 9313 funds programmed by RTC
15	Santa Cruz Metro - SGR	75365	733,043	-	(733,043)	11/6/25; SGR funds will be programmed after Caltrans issues guidelines and call for projects
16	Community Bridges - STA	75302	-	-	-	
17	Community Bridges - SGR	75365	150,000	-	(150,000)	
18	Total	5,974,711	4,535,614	(1,439,097)		
19	Unallocated	250	962,006	961,756	Funds programmed on 9/4/25 and 11/6/25	
20	Low Carbon Transit Operations Program (LCTOP) GL Key 721756 Allocation:					
21	Interest	40430	10,898	-	(10,898)	
22	LCTOP Revenues 99313	40894	188,161	-	(188,161)	State controller's office will release official apportionment amounts in spring 2026
23	Allocated		199,059	-	(199,059)	
24	Community Bridges	75365	188,161	-	(188,161)	
25	Total		188,161	-	(188,161)	
26	Unallocated		10,898	-	(10,898)	
27	Transit Intercity Capital Program (TIRCP) GL Keys 721757 and 721758 Allocation:					
28	SB862 TIRCP Competitive Program	40894	-	-	-	
29	SB125 TIRCP Formula Program	40894	6,902,601	-	(6,902,601)	
30	Allocated		6,902,601	-	(6,902,601)	
31	RTC ZEPRT Project SB125	75301	2,000,000	666,667	(1,333,333)	
32	Santa Cruz Metro SB862	75365	-	-	-	Funds approved by RTC 12/3/23
33	Santa Cruz Metro SB125	75365	17,870,819	13,604,429	(4,266,390)	
34	Total		19,870,819	14,271,096	(5,599,723)	
35	Unallocated		(12,968,218)	(14,271,096)	(1,302,878)	
36	Zero Emission Transit Capital Program (ZETCP) GL Key 721759					
37	SB125 ZETCP Formula Program	40894	1,486,567	1,486,567	-	Funds approved by RTC 12/3/23
38	Allocated		1,486,567	1,486,567	-	
39	SB125 Program Administration (RTC)	75301	346,861	346,861	-	
40	Santa Cruz Metro SB125	75365	1,486,567	2,973,134	1,486,567	Year 4th ZETCP GGRF need to verify it is for Metro
41	Total		1,833,428	3,319,995	1,486,567	
42	Unallocated		(346,861)	(1,833,428)	(1,486,567)	

Revenue 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 the 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 unallocated funds shown are the revenues available for programming.

Transportation Development Act 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.

Apportionment Schedule		FY 2025/26	FY 2026/27	Difference \$	Difference %	Note
		Approved 12/4/25	Proposed 4/2/26			
Transportation Development Act (TDA):						
1	TDA Reserve Fund	49,470	20,450	(29,020)	-58.66%	To meet 8% Reserve Target*
2	RTC Reserve Fund	-	661,000	661,000		
3						
4	SCCRTC:					
5	Administration	801,633	1,000,000	198,367	24.75%	
6	Planning	689,378	689,378	-	0.00%	
7		1,491,011	1,689,378	198,367	13.30%	
8						
9	Bike to Work/School/Encouragement	72,000	72,000	-	0.00%	
10	HSA Vision Zero Bike & Ped Safety	156,000	156,000	-	0.00%	
11		228,000	228,000	-	0.00%	
12						
13	Santa Cruz Metro	9,552,267	9,310,691	(241,576)	-2.53%	
14	Spec Transit (CB/CTSA)	938,468	914,735	(23,734)	-2.53%	
15	Volunteer Center	111,722	108,897	(2,825)	-2.53%	
16	City of Capitola	20,607	20,365	(242)	-1.18%	
17	City of SC-Non Transit	136,216	132,619	(3,597)	-2.64%	
18	City of Scotts Valley	25,639	24,916	(723)	-2.82%	
19	City of Watsonville	110,733	107,619	(3,114)	-2.81%	
20	County of Santa Cruz	276,588	269,855	(6,733)	-2.43%	
21		Subtotal	11,172,242	10,889,697	(282,545)	-2.53%
22		Total TDA Apportioned	12,940,723	13,488,525	547,802	4.23%

*In FY 2026/27 the amount needed to meet the reserve target is due to the increase in TDA revenue estimates.

Regional Surface Transportation Program Exchange

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 FY 2025-26. The RTC programmed RSTPX unappropriated balances and anticipated revenues through FY 2026/27 as part of adoption of the 2024 Regional Transportation Improvement Program (RTIP) in December 2023.

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

RSTPX Current FY Revenues and Unallocated		FY 2025/26	FY 2026/27	Difference	Note
		Approved 12/4/25	Proposed 4/2/26		
1	RSTPX revenues programmed	10,569,203	10,569,203	-	
2	RSTP Exchange Funds - Carryover	11,886,084	11,886,084	-	Carryover from FY 2025-26
3	Current Year Revenues:				
4	State RSTP Exchange Funds	4,171,323	4,079,834	(91,489)	Updated estimate from Caltrans
5	Interest	200,000	200,000	-	Updated estimate
6	Total RSTPX funding for projects	26,826,610	26,735,121	(91,489)	
7					
8	Approved RSTP Exchange - All Projects				
9	Allocations budgeted for disbursement in fiscal year:				
10	City of Capitola				
11	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park bus stop	200,000	200,000	-	Final invoice submitted FY25/26
12	41st Avenue Pavement Rehabilitation and Multimodal Improvements	1,000,000	1,000,000	-	
13	Bay Avenue Corridor - Design	500,000	500,000	-	
14	Capitola Complete Streets Sidewalk Infill	100,000	117,559	17,559	2/5/26 \$17,559 shifted from Kennedy
15	Kennedy Drive Sidewalk	197,000	179,441	(17,559)	2/5/26 \$17,559 shifted to Sidewalks
16	City of Capitola Total	1,997,000	1,997,000	-	
17	City of Santa Cruz				
18	Bay Corridor Design	319,103	319,103	-	
19	Bay Street Paving	875,000	875,000	-	
20	Bethany Culvert Replacement	871,000	1,500,000	629,000	\$629k changed from LPP-f to RSTPX
21	Coastal Rail Trail Segments 8/9 Preconstruction	2,000,000	970,000	(1,030,000)	\$1.03M changed from RSTPX to LPP-f
22	Escalona Complete Streets	169,656	169,656	-	
23	City of Santa Cruz Total	4,234,759	3,833,759	(401,000)	
24	City of Scotts Valley				
25	Bean Creek Road Rehab	429,769	-	(429,769)	2/5/26 \$429,769 shifted to Granite Crk
26	Granite Creek Rd Overcrossing	1,000,000	1,429,769	429,769	2/5/26 \$429,769 shifted from Bean Crk
27	Scotts Valley Dr. Corridor Improvements	500,000	500,000	-	
28	Mount Hermon Road Improvements	523,000	523,000	-	
29	City of Scotts Valley Total	2,452,769	2,452,769	-	
30	City of Watsonville				
31	Freedom Blvd Plan Line (Green Valley to Buena Vista)	70,322	-	(70,322)	2/5/26 \$70,322 shifted to Clifford
32	Road Rehab/Reconstruction (various locations)	1,129,518	880,432	(249,086)	2/5/26 Balance shifted to Penn & Clifford
33	Pennsylvania Dr Trail Rehabilitation Project	560,000	719,408	159,408	2/5/26 \$159,407.6 shifted from Ohlone
33	Complete Streets Downtown	352,000	352,000	-	
34	Clifford Ave Road Rehab & Traffic Calming	-	160,000	160,000	2/5/26 Funds added from Ohlone & Freed
35	Green Valley Road Rehabilitation	1,833,000	1,833,000	-	
36	City of Watsonville Total	3,944,840	3,944,840	(0)	

RSTPX Current FY Revenues and Unallocated		FY 2025/26	FY 2026/27	Difference	Note
Continued		Approved 12/4/25	Proposed 4/2/26		
1	County of Santa Cruz				
2	Hwy 1 Mar Vista Overcrossing (co-op)	32,899	32,899	-	
3	Hwy 17 to Soquel Corridor Resurfacing	335,356	335,356	-	Project completed. Shift balance to FY27
4	Holohan Road Resurfacing	53,554	53,554	-	Project completed. Shift balance to FY27
5	Corralitos Corridor Resurfacing (Amesti Rd & Corralitos Rd)	-	-	-	Updated schedule is Summer/Fall 2027
6	Emergency Routes Phase 2 Resurfacing	2,140,000	2,140,000	-	Updated schedule is Summer 2027
7	Green Valley Road Multi-Use Path	2,000,000	2,000,000	-	Project completed.
8	Intercounty Routes Resurfacing	2,044,000	1,022,000	(1,022,000)	Anticipated carryover to FY26/27
8	Rio Del Mar Resurfacing	-	-	-	
9	Soquel Drive Multimodal Project - Preconstruction	3,800,000	1,900,000	(1,900,000)	Anticipated carryover to FY26/27
10	Robertson Street and Soquel Drive Signalization	1,595,536	1,595,536	-	
11	County of Santa Cruz Total	12,001,345	9,079,345	(2,922,000)	
12	SCCRTC				
13	MBSST - North Coast Phase 2 Environmental Review	19,756	19,756	-	
14	Project Paseo (Bike Santa Cruz County)	12,573	12,573	-	
15	Youth Safe Route to Schools Bike/Pedestrian Education - Ecology Action	300,000	300,000	-	
16	Davenport - Highway 1 Crosswalk	125,000	125,000	-	
17	State Route 1-41st to Soq HOV EIR	250,000	250,000	-	
18	State Route 1-Freedom to State Park Aux Lanes, Bus in Shoulder, Coastal Rail Trail Segment 12	25,000	25,000	-	
19	Go Santa Cruz County Bicycle Incentives Program	305,100	305,100	-	
20	SCCRTC Total	1,037,429	1,037,429	-	
21	Total All Projects	25,668,143	22,345,142	(3,323,000)	
22					
23	Loan to RTC for 2017 Storm Damage/FEMA	3,589,038	3,589,038	-	To be repaid to RSTPX from Measure D -
24	Loan to RTC for 2023 Storm Damage/FEMA	1,260,159	1,260,159	-	Rail if not reimbursed by FEMA.
25	Loan Receivable from SCCRTC	4,849,197	4,849,197	-	
26	Funds not Programmed/Appropriated**	1,158,467	4,389,979	3,231,511	

RSTPX Current FY Revenues and Unallocated GL Key 722000		FY 2025/26 Approved	FY 2026/27 Proposed	Difference	Note
Total by Recipient	Object	12/4/25	4/2/26		
1 Interest	40430	200,000	200,000	-	updated estimate
2 RSTP Exchange Funds - Carryover	40894	22,455,287	22,455,287	-	Carryover from FY 2025-26
3 RSTP Exchange Funds	40894	4,171,323	4,171,323	-	updated estimate from Caltrans
4 Loan Proceeds-FEMA 2017 Storm Damage	42506	-	-	-	
5	Current FY Revenues	26,826,610	26,826,610	-	
6					
7	Includes the adopted 2023 Consolidated Grants Program.				
8 SCCRTC	62856	1,037,429	1,037,429	-	
9 City of Capitola	75203	1,997,000	1,997,000	-	
10 City of Santa Cruz	75204	4,234,759	3,833,759	(401,000)	
11 City of Scotts Valley	75205	2,452,769	2,452,769	-	
12 City of Watsonville	75206	3,944,840	3,944,840	(0)	
13 County of Santa Cruz	75303	12,001,345	9,079,345	(2,922,000)	
14	Total Programmed	25,668,143	22,345,142	(3,323,000)	
15	To/(From) Fund Balance:	1,158,467	4,481,468	3,323,000	
16					
17 FEMA 2017 Storm Damage Receivable	75303	3,589,038	3,589,038	-	
18 FEMA 2023 Storm Damage Receivable	75303	1,260,159	1,260,159	-	
19		4,849,197	4,849,197	-	
20					
21					
22 Beginning Fund Balance		7,700,888	11,886,084		
23 FY25 /26 Estimated RSTP Exchange Funds		4,171,323	4,171,323		
24 Interest		200,000	200,000		
25 SCCRTC FEMA 2017 & 2023 Loan Receivable		4,849,197	4,849,197		
26 Total Programmed		(25,668,143)	(22,345,142)		
27 Ending Fund Balance*		(8,746,735)	(1,238,538)		

* Future RSTPX programmed funds beyond the budget year are negative

Staffing

GL Key 721100/Fund 76620

The RTC's authorized staffing model is 30 full-time equivalent (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.

The FY 2025-26 proposed budget increased by 135,686 for additional staffing, classification step increases for current staff, and assumptions for Cost-of-Living Adjustments and benefits. The FY 2026/27 budget includes salaries and benefits for 30 FTE positions, 5 FTE positions are currently vacant.

Staffing - Costs GL KEY 721100		FY 2025/26	FY 2026/27			
		Approved	Proposed	Difference	Note	
	Object	12/4/25	4/2/26			
1	Regular Pay	51000	4,020,669	4,127,989	107,321	Increase for step increases for current staff and Cost-of-Living Adjustments and benefits.
2	Overtime Pay	51005	35,000	35,000	-	
3	Social Security and Medicare	52010	270,713	269,226	(1,487)	
4	<u>PERS Retirement</u>					
5	Employer Current Contributions	52015	376,386	374,546	(1,840)	
6	UAL required payment*	52015	117,516	169,834	52,318	
7	Unfund Acc Liab-UAL add'l pmt**	52015	220,751	-	(220,751)	
8	Total Retirement		714,653	544,380	(170,273)	
9						
10	Employee Insur and Benefits	53010	901,292	971,056	69,764	
11	Unemployment Insurance	53015	17,550	17,550	-	
12	Workers Comp Insurance	54010	19,832	19,801	(31)	
13	Other -Compensation***	55021	50,174	50,207	33	
14	Temporary Contract Services	62395	10,000	10,000	-	
15	Unfund Acc Liab-UAL OPEB****	75273	153,579	125,388	(28,191)	
16	Retiree Health Contr to PERS	75273	148,361	148,361	-	
17			6,341,824	6,318,959	(22,865)	

* The Unfunded Accrued Liability (UAL) required 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 and PEPRA Plan UAL as of June 30, 2024, is \$2,174,725 and is 85.4% funded, this is up from 83.8% as of June 30, 2023. As funding becomes available staff will include an additional Discretionary Payment (ADP) toward the UAL and a contribution to a Section 115 Trust to prefund the pension liability in the Budget. Additional payments are not included in this proposed budget.

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

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

Classification	FTE Authorized Positions	FTE Budgeted Positions	Positions by Classification		FTE
Executive Director	1.00	1.00	Management		1.00
Director of Planning, Programming, and Trans Services	1.00	1.00	Executive Director		1.00
Director of Capital Projects	1.00	1.00	Director of Planning, Programming, and Transportation Services		1.00
Director of Internal Services	1.00	1.00	Director of Capital Projects		1.00
Budget & Finance Officer	1.00	1.00	Director of Internal Services		1.00
Administrative Services Officer	1.00	1.00	Budget & Finance Officer		1.00
Senior Transportation Engineer	2.00	2.00	Administrative Services Officer		1.00
Supervising Transportation Planner	2.00	2.00	Senior Transportation Engineer		2.00
Transportation Planner I-IV	6.00	6.00	Total Management		8.00
Transportation Engineers-Project Manager	3.00	3.00	Planning & Project Delivery		
Communications Specialist	1.00	1.00	Supervising Transportation Planner		2.00
Accountant I-III	2.00	2.00	Transportation Planner I-IV		6.00
Accounting Technician	0.50	0.50	Transportation Planning Tech		2.00
Administrative Assistant I-II	1.00	1.00	Transportation Engineer		3.00
Contract Specialist	1.00	1.00	Paid Intern Planning		0.50
Real Property Specialist I-II	1.00	1.00	Paid Intern Engineering		0.50
Real Property Technician	1.00	1.00	Total Planning & Project Delivery		14.00
Transportation Planning Tech	2.00	2.00	Internal Services		
Paid Intern* 3	1.50	1.50	Communications Specialist		1.00
Total Positions	30.00	30.00	Accountant I-III		2.00
Note: FTE = full-time equivalent			Accounting Technician		0.50
			Administrative Assistant I-III		1.00
			Contract Specialist		1.00
			Real Property Specialist I-II		1.00
			Real Property Technician		1.00
			Paid Intern Communications		0.50
			Total Internal Services		8.00
			Total Positions		30.00
			Note: FTE= full-time equivalent		

Administration

GL Key 721750 / Fund 76620

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

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

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

		FY 2025/26		Proposed	Difference	Note
		Approved				
		Object	12/4/2025	4/2/2026		
1	Meas D Admin	51070	327,530	327,530	-	
2	Meas D Implementation Labor	51070	73,492	73,492	-	
3	Meas D Admin Overhead	62354	382,121	370,785	(11,336)	
4	Total Salaries, Benefits & Overhead		783,143	771,807	(11,336)	
5						
6	Meas D Services & Supplies					
7	Materials and supplies	62856	5,000	5,000	-	
8	Accounting & Audit Services	62856	16,500	16,500	-	
9	Consultant Services	62856	125,629	-	(125,629)	
10	Advertisement/Publication	62856	2,500	2,500	-	
11	Total Services & Supplies		149,629	24,000		
12	Total Measure D Administration		932,772	795,807	(136,965)	

Administration RTC and Measure D		FY 2026/27 Approved 12/4/2025	FY 2026/27 Proposed 4/2/2026	Difference	Note	
	Object					
1	TDA Revenue	40172	801,633	1,000,000	198,367	
2	Measure D	40186	932,772	795,807	(136,965)	
3	Contr from Other Funds	42367	-	-	-	
4	Total Revenues	1,734,405	1,795,807	61,402		
5	<u>Salaries, Benefits & Overhead</u>					
6	<u>TDA Administration</u>					
7	Allocated Labor Costs	51070	156,410	156,410	-	
8	Allocated Overhead	62354	144,616	144,616	-	
9	Meas D Admin Labor	51070	327,530	327,530	-	
10	Meas D Implementation Labor	51070	73,492	73,492	-	
11	Meas D Admin Overhead	62354	382,121	370,785	(11,336)	
12	Total Salaries, Benefits & Overhead	1,084,169	1,072,833	(11,336)		
13	<u>Services & Supplies</u>					
14	Telephone & Mobile Device	61221	10,000	11,000	1,000	
15	Office Equipment	61312	5,000	5,000	-	
16	Liability Insurance	61535	174,130	254,100	79,970	10% increase from last year actual
17	Office Equip Repair/Maint	61725	5,000	5,000	-	
19	Repairs & Maintenance	61845	16,000	16,000	-	
20	Membership	62020	25,000	20,000	(5,000)	
21	Duplicating	62214	1,500	1,500	-	
22	Computer Software	62219	86,200	99,778	13,578	
23	Postage	62221	1,500	1,500	-	
25	General Supplies & Expenses	62223	9,000	9,000	-	
26	Accounting & Audit	62301	50,000	45,105	(4,895)	
27	Computer Prof Svcs	62316	37,000	37,000	-	
28	County Mainframe/Intranet	62325	7,000	7,000	-	
29	Commissioners' Stipend	62327	10,000	14,880	4,880	
30	Legal Fees	62359	150,000	156,000	6,000	
31	Professional & Special Serv	62381	185,500	105,000	(80,500)	
33	Office Rent	62610	176,819	200,013	23,194	
34	Adv, Promo and Incent for Public Engagement	62801	10,000	10,000	-	
35	Contingency/Special Exp	62856	169,629	44,000	(125,629)	
38	Transp/Travel/Educ	62914	75,000	100,000	25,000	
39	Vehicle Maint, Rentals & Serv	62920	4,000	7,820	3,820	
40	Utilities	63070	2,500	1,000	(1,500)	
52	Mobile Equipment	86209	-	-	-	
53	Office Equipment	86210	20,000	20,000	-	
54	Total Services & Supplies	1,230,778	1,170,696	(60,082)		
55						
56	Total Expenditures	2,314,947	2,243,529	(71,418)		
57						
58	To/(From) reserves:	(580,542)	(447,722)	132,820		

Regional Planning Projects

GL Key 721751 / 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 Association of Monterey Bay Governments, Caltrans, Federal Highway Administration, Transportation Agency for Monterey County and San Benito Council of Governments) 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; the 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; the 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)

For FY 2026/27, the RTC will implement the 2050 RTP as it participates with local partners on a variety of planning efforts and will continue the work with a variety of partner agencies for the next update of the RTP to be completed in 2027, 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 goals, 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 in north Santa Cruz County that includes restoration of the ecological condition and

dynamism of the Scotts Creek lagoon, marsh, and dune system, while also planning for climate change. Caltrans is the implementing agency for the project and RTC provides support and input on the preliminary engineering and environmental component of the project. Caltrans, RTC, and the Resource Conservation District are seeking funding for project implementation and will continue to serve on the project team in FY 2026/27.

Highway 1 Coastal Resilience at Waddell and San Vicente Creeks

Development of a Coastal Resilience Plan for Highway 1 at Waddell and San Vicente Creeks. The RTC will work in partnership with the Resource Conservation District (RCD) to identify short-, medium- and long-term actions for viability and resilience to climate stressors in tandem with ecological restoration of the creeks. A best practices framework will be developed outlining a workable methodology that facilitates multi-agency consensus for developing resilience plans for coastal transportation infrastructure.

Planning for Climate Resilience for the Zero Emission Passenger Rail and Trail Corridor

This effort will analyze various locations along the Santa Cruz Branch Rail Line Corridor that are vulnerable to climate change impacts and identify options for long term viability. The locations include the Capitola bluffs, the La Selva and Manresa Beach bluffs, the Harkins Slough Rail Crossing, and the Pajaro River railroad bridge. The analysis will include sea level rise, wave runup, geotechnical characteristics, wetland delineation, etc.

Planning	Object	FY 2025/26 Approved 12/4/25	FY 2026/27 Proposed 4/2/26	Difference	Note	
1	<u>Revenues</u>					
2	TDA Planning	40172	917,378	917,378	-	
3	Measure D	40186	901,708	1,690,814	789,106	Anticipated payment to Caltrans for Hwy 17 Wildlife Crossing
4	RSTP Exchange	40761	312,573	312,573	-	
5	STIP for Planning (PPM)	40770	175,839	225,839	50,000	Some estimated carryover from FY 2025-26
6	Rural Planning Assistance (RPA)	40786	527,722	466,500	(61,222)	Carryover to be determined at end of FY 2025-26
7	Sustainable Communities - FTA 5304	40786	38,294	-	(38,294)	Work completed in FY 2025-26
8	SB125-TIRCP (for program administration)	40894	346,861	296,861	(50,000)	Estimated carryover
9	Strategic Partnership - FHWA	40786	255,700	-	(255,700)	Work completed in FY 2025-26
10	State TNC Access Fee Funds	40786	103,707	112,000	8,293	Some additional funds for FY 2026-27
11	Climate Adaptation - SHA	40894	2,549,000	1,412,923	(1,136,077)	Some work done in FY 2025-26
12	Total Revenues		6,128,783	5,434,888	(693,894)	
13						
14	<u>Salaries, Benefits & Overhead by Program</u>					
15	Regional Planning Coordination		155,000	164,000	9,000	Updated estimate
16	Work Program		50,000	54,000	4,000	Updated estimate
17	Public Information		60,000	60,000	-	
18	Bicycle/Pedestrian Planning		75,000	80,000	5,000	Updated estimate
19	Specialized Transportation		80,000	85,000	5,000	Updated estimate
20	Regional Transp Plan for MTP		340,000	340,000	-	
21	Transp Improv Program (TIP)		270,000	320,000	50,000	Updated estimate
22	Highway & Roadway Planning		80,000	80,000	-	
23	Highway 17 Wildlife Crossing		1,000	-	(1,000)	
24	Scotts Creek Marsh Restoration		25,000	25,000	-	
25	TNC Access for All		7,500	10,000	2,500	Updated estimate
26	Equity Action Plan Grant		30,000	176,000	146,000	Work completed in FY 2025-26
27	SB125-TIRCP Administration		50,000	60,000	10,000	Administration of SB125 TIRCP & ZETCP Funds
28	Coastal Resiliency Plan - Waddell & San Vicente		90,000	90,836	836	Updated estimate
29	SCC Rural Highways Safety Plan		50,000	-	(50,000)	Work completed in FY 2025-26
30	SCC North Coast TDM Plan		90,000	30,000	(60,000)	Most work completed in FY 2025-26
31	Climate Res for ZEPRT Corridor		262,808	260,000	(2,808)	Updated estimate
32	Allocated Labor Costs	51070	891,774	953,360	61,586	
33	Allocated Overhead (indirect costs)	62354	824,534	881,476	56,942	
34	Subtotal Staff and Overhead		1,716,308	1,834,836	118,528	

Planning Continued		FY 2025/26	FY 2026/27	Difference	Note
	Object	Approved 12/4/25	Proposed 4/2/26		
1	<u>Services & Supplies</u>				
2	Passthrough Programs				
3	Bike To Work and School Program (Ecology Action)	62856	72,000	72,000	-
4	HSA Vision Zero Bike and Pedestrian Safety Program	62856	156,000	156,000	-
5	Ecology Action - Bike Smart and Walk Smart	62856	300,000	300,000	-
6	Ecology Action - Safe Route to Schools	62856			
7	Project Paseo (Bike SC County)	62856	12,573	12,573	-
8	<u>Professional Services (contracts)</u>				
9	Legislative Assistant	62381	50,000	50,000	-
10	Eng and Other Tech Consultants	62381	25,000	25,000	-
11	AMBAG for RTP/MTP	75230	30,000	-	(30,000) Need not anticipated for FY 2026-27
12	Coastal Resiliency Plan - Waddell & San Vicente	62381	650,000	554,163	(95,837) Estimate for FY 2026-27
13	SCC Rural Highways Safety Plan	62381	55,632	-	(55,632) Work to be completed in FY 2025-26t
14	SCC North Coast TDM Plan	62381	208,698	-	(208,698) Work to be completed in FY 2025-26t
15	Transportation Equity Action Plan	62381	54,000	-	(54,000) Carryover from FY 2024-25
16	Climate Adaption-Vulnerability Assessment	62381	-	-	-
17	Climate Res for ZEPRT Corridor	62381	830,000	920,490	90,490 Carryover from FY 2024-25
18	TNC Access for All	62381	96,207	102,000	5,793 Some additional funds for FY 2026-27
19	<u>RTC Work Element Related Items</u>				
20	Traffic Monitoring services	62381	30,000	30,000	-
21	Printing Documents & Pub Engagement Activities	62381	40,000	20,000	(20,000) Updated estimate for FY 2026-27
22	Transfer to Rail/Trail Authority	75232	110,000	95,000	(15,000) Updated estimate for FY 2026-27
23	Subtotal Services & Supplies		2,720,110	2,337,226	(382,884)
24	<u>Other & for Future Fiscal Years</u>				
25	Highway 17 Wildlife Crossing Construction to Caltrans	75230	900,708	1,349,324	448,616 Anticipated payment to Caltrans for Hwy 17 Wildlife Crossing
26	Equity Action Plan for Future Fiscal Years	62856	-	-	-
27	SB125-TIRCP Administration Future Years	62856	296,861	236,861	(60,000) Estimated carryover
28	Coastal Resiliency Plan - Wadell/San Vicente Future FYs	62856	628,335	-	(628,335) Estimated to be completed in FY 2026-27
29	SCC Rural Highways Safety Plan - Future FYs	62856	-	-	-
30	SCC North Coast TDM Plan Future FYs	62856	-	-	-
31	Climate Res for ZEPRT Corridor for Future Years	62856	422,893	-	(422,893) Estimated to be completed in FY 2026-27
32					
33	Total Expenditures		6,685,215	5,758,247	(926,968)
34					
35	To/(From) Reserves:		(556,432)	(323,359)	233,074

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 preconstruction activities for the Felton complete streets project being implemented by Caltrans, and preliminary engineering and environmental analysis of complete streets improvements along Highway 9 in Boulder Creek. Expenditures may include research and pursuit of grant opportunities. Some of the funds programmed and budgeted for FY 2026/27 will carry over to FY 2026/27 and will be included in a future budget amendment.

Highway 9 Improvements		FY 2025/26	FY 2026/27	Difference	Note	
	Object	Approved 12/4/25	Proposed 4/2/26			
1	Measure D	40186	586,824	1,662,521	1,075,697	Carryover from FY 25/26 & match for grants
2	2023 Federal Earmark	40786	1,500,000	1,188,000	(312,000)	Carryover from FY 25/26
3	Total Revenues	2,086,824	2,850,521	763,697		
4	Salaries, Benefits & Overhead					
5	Allocated Labor Costs	51070	45,747	36,247	(9,500)	Carryover from FY 25/26
6	Allocated Overhead	62354	42,298	33,514	(8,784)	
7	Total Salaries, Benefits & Overhead	88,045	69,761	(18,284)		
8						
9	Services & Supplies					
10	Legal Fees	62359	-	-	-	
11	Professional & Special Serv	62381	1,070,000	1,638,712	568,712	Carryover from FY 25/26
12	Contingency/Special Exp	62856	619,000	241,239	(377,761)	Some funds used in FY 2025-26
13	Construction	86110	-	900,809	900,809	Carryover from FY 25/26
14	Total Services & Supplies	1,689,000	2,780,760	1,091,760		
15						
16	Total Expenditures:	<u>1,777,045</u>	<u>2,850,521</u>	<u>1,073,476</u>		
17						
18	Excess of Revenues over Expenditures:	309,779	-	(309,779)		

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 FY 2026/27, the RTC will continue to work to provide traffic safety messaging and active transportation mapping resources to community members throughout the county. In FY 2025/26 the RTC launched a program to provide incentives to lower income residents for purchase and use electric bicycles and regular bicycles. The program will carryover into FY 2026/27.

Cruz 511 Rideshare		FY 2025/26	FY 2026/27	Difference	Note	
	Object	Approved 12/4/25	Proposed 3/12/26			
1	Measure D	40186	231,000	243,000	12,000	Programmed for FY 2026-27
2	Interest	40430	4,000	4,000	-	
3	RSTP Exchange/STBG	40761	370,635	26,414	(344,221)	Carry over from FY 2025-26
4	Contr from Other Agencies	41150	194,900	-	(194,900)	Fund will be used in FY 2025-26
5	Contr from Other Funds	42367	50,000	80,000	30,000	Updated estimate from SAFE funds
6	Total Revenues	850,535	353,414	(497,121)		
7						
8	Salaries, Benefits & Overhead					
9	Allocated Labor Costs	51070	109,042	109,042	0	
10	Allocated Overhead	62354	100,820	100,820	-	
11	Total Salaries, Benefits & Overhead	209,862	209,862	-		
12						
13	Services & Supplies					
14	Telephone & Mobile Device	61221	500	500	-	
15	Membership	62020	600	675	75	Updated estimate
18	Duplicating	62214	-	-	-	
	Computer Software	62219	-	-	-	
16	Postage	62221	1,000	1,000	-	
19	Subscriptions	62222	-	-	-	
17	General Supplies & Expenses	62223	2,000	2,000	-	
20	Legal Fees	62359	-	-	-	
18	Professional & Special Serv	62381	258,000	116,000	(142,000)	Bike Incentive Program completed in FY 2025-26
22	Temporary Contract Serv	62395	-	-	-	
	Office Rent	62610	-	-	-	
19	Adv, Promo and Incent for Public Ei	62801	425,000	105,069	(319,931)	Bike Incentive Program completed in FY 2025-26
20	Contingency/Special Exp	62856	20,000	19,944	(56)	
21	Subscriptions	62890	3,300	3,300	-	
25	Towing	62893	-	-	-	
22	Transp/Travel/Educ	62914	2,000	2,000	-	
23	Total Services & Supplies	712,400	250,488	(461,912)		
24						
25	Total Expenditures:	922,262	460,350	(461,912)		
26						
27	To/(From) Reserves:	(71,727)	(106,936)			

Service Authority for Freeway Emergencies (SAFE)

GL Key 721825 / Fund 76625

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

Call boxes are connected to an answering service and require regular maintenance and utilities including electricity for lighting and telephone service. Due to a significant reduction in the use of call boxes, staff is analyzing the long-term viability of the call box system along with other agencies in the state. Depending on the results of that analysis, staff may propose significant changes to the budget for this program in the near future.

Service Authority for Freeway Emergencies (SAFE)		FY 2025/26	FY 2026/27	Difference	Note
	Object	Approved 12/4/25	Proposed 4/2/26		
1	Measure D	40186	50,000	50,000	-
2	Local Assistance (MTC)	40384	50,000	50,000	-
3	Interest	40430	1,000	1,000	-
4	DMV Fees	40754	257,750	257,750	-
5	Total Revenues	358,750	358,750	-	
6					
7	Salaries, Benefits & Overhead				
8	Allocated Labor Costs	51070	77,938	91,707	13,769
9	Allocated Overhead	62354	72,062	84,793	12,731
10	Total Salaries, Benefits & Overhead	150,000	176,500	26,500	More work anticipated to plan and implement callbox removal
11					
12	Services & Supplies				
13	Telephone & Mobile Device	61221	10,200	5,000	(5,200)
14	Liability Insurance	61535	5,250	5,250	-
15	Other Equip Repair/Maint	61730	37,500	6,450	(31,050)
16	General Supplies & Expenses	62223	2,000	2,000	-
17	Legal Fees	62359	1,000	1,000	-
18	Professional & Special Serv	62381	3,000	1,500	(1,500)
19	Contingency/Special Exp	62856	150,000	150,000	-
20	Transp/Travel/Educ	62914	2,000	2,000	-
21	Utilities	63070	1,200	1,200	-
22	Transfer to Other Funds	75233	50,000	80,000	30,000
23	CHP Operations	75280	150,600	150,600	-
24	Total Services & Supplies	412,750	405,000	(7,750)	
25					
26	Total Expenditures:	562,750	581,500	18,750	
27					
28	To/(From) reserves:	(204,000)	(222,750)		

Freeway Service Patrol

GL Key 721827 / Fund 76627

The Freeway Service Patrol (FSP) program consists of tow trucks patrolling Highway 17 from Mount Herman Road to the Santa Clara County Line and Highway 1 from Highway 9 to State Park Drive. 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 cost effectiveness based on operational performance measures.

Freeway Service Patrol (FSP)		FY 2025/26	FY 2026/27	Difference	Note	
	Object	Approved 12/4/25	Proposed 4/2/26			
1	Measure D	40186	231,000	231,000	-	Measure D Latest approved 5 Year Plan
2	SB 1	40465	140,985	140,985	-	FY25-26 estimates will update after May Estimates
3	Caltrans FSP	40884	163,110	163,110	-	FY25-26 estimates will update after May Estimates
4	Total Revenues		535,095	535,095	-	
5						
6	<u>Salaries, Benefits & Overhead</u>					
7	Allocated Labor Costs	51070	44,944	44,943	(1)	
8	Allocated Overhead	62354	41,556	41,557	1	
9	Total Salaries, Benefits & Overhead		86,500	86,500	-	
10						
11	<u>Services & Supplies</u>					
12	Telephone & Mobile Device	61221	2,000	2,000	-	
13	Liability Insurance	61535	4,200	4,200	-	
14	General Supplies & Expenses	62223	4,000	4,000	-	
15	Legal Fees	62359	1,000	1,000	-	
16	Contingency/Special Exp	62856	5,000	5,000	-	
17	Towing	62893	419,115	431,395	12,280	Updated estimate
18	Transp/Travel/Educ	62914	1,000	1,000	-	
20	Total Services & Supplies		436,315	448,595	12,280	
21						
22	Total Expenditures:		522,815	535,095	12,280	
23						
24	To/(From) reserves:		12,280	-	(12,280)	

Santa Cruz Branch Rail Line

GL Key 722100 / Fund 76623

The RTC is the owner of the Santa Cruz Branch Rail Line, which is an active freight railroad 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 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. The RTC uses professional service contracts with Real Property consultants to support the property management needs along the branch line, and staff plans to reprocure the on-call Real Property Management contracts in FY 2026/27.

Santa Cruz Branch Rail Line		FY 2025/26	FY 2026/27			
GL Key 722100		Approved	Proposed	Difference	Note	
Real Property	Object	12/4/2025	4/2/2026			
Revenues						
1	Measure D	40186	-	21,100	21,100	
1	Leases, Licenses & Other Revenue	40440	83,772	100,072	16,300	
2	Transfer from TC Funds	42367	110,000	100,000	(10,000)	
3	Total Revenues	193,772	221,172	6,300		
Expenditures						
5	Allocated Labor Costs	51070	57,155	51,959	(5,196)	
6	Allocated Overhead (indirect costs)	62354	52,845	48,041	(4,804)	
7	Total Salaries, benefits, & overhead	110,000	100,000	(10,000)		
8	Liability Insurance	61535	32,425	33,000	575	
8	Telephone	61221	32,425	500	(31,925)	
9	PC Software Purchases	62219	480	21,100	20,620	Measure D
10	Office Expense	62223	500	-	(500)	
11	Legal Counsel	62359	5,000	120,000	115,000	
12	Professional Services	62381	54,520	50,000	(4,520)	
13	Training	62914	5,000	10,000	5,000	FY 2026/27 Hi-rail truck training
14	Transfer to Other Funds	75233	-	-	-	
15	Total Services, Supplies & Other	130,350	234,600	104,250		
16						
17	Total Expenditures	240,350	334,600	94,250		
18						
19	To/(From) Reserves Real Property:	(46,578)	(113,428)	(66,850)		

Santa Cruz Branch Rail Line Capital Projects

GL Key 722100 / Fund 76623

Zero Emission Rail & Trail (ZEPRT) Project Concept Development

In 2022, RTC proceeded with development of the Zero Emission Rail Transit & Trail Project concept. The project proposes new high-capacity passenger rail service and stations along approximately 22-miles of the branch line from Watsonville/Pajaro to Santa Cruz. Staff are 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 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.

Santa Cruz Branch Rail Line		FY 2025/26	FY 2026/27		
GL Key 722100		Approved	Proposed	Difference	Note
Capital Projects	Object	12/4/2025	4/2/2026		
Revenues					
1	Measure D	40186	5,120,812	4,482,522	(638,290) Carryover from FY25-26
2	Measure D Active Transportation	40186	350,000	-	(350,000) Carryover from FY25-26
3	Interest	40430	-	13,428	13,428
3	TIRCP SB125 Formula Funds (RTIP 202:	40894	-	666,667	666,667
3	TIRCP Cycle 6	42384	1,697,019	-	(1,697,019)
4	Total Revenues		7,167,831	5,162,617	(2,005,214)
Expenditures					
6	Allocated Labor Costs	51070	457,685	467,630	9,944
7	Allocated Overhead (indirect costs)	62354	423,176	432,370	9,195
8	Total Salaries, benefits, & overhead		880,861	900,000	19,139
9	Legal Counsel	62359	145,000	26,250	(118,750)
10	Professional Services	62381	5,117,817	1,525,617	(3,592,200)
11	Contingency-General	62856	100,000	155,000	55,000
12	Loan Repayment	74244	-	-	-
13	Construction	86110	910,000	2,442,322	1,532,322
14	Total Services, Supplies & Other		6,272,817	4,149,189	(2,123,628)
15					
16	Total Expenditures		7,153,678	5,049,189	(2,104,489)
17					
18	To/(From) Reserves Capital Projects:		14,153	113,428	99,275
19	Total To/(From) Reserves Rail Fund:		(32,425)	(0)	32,425

*Zero-Emissions Passenger Rail and Trail (ZEPRT) Project

**Transit and Intercity Rail Capital Program (TIRCP)

Highway 1 Corridor Investment Program

Fund 76626

The Highway 1 Corridor Investment Program was developed to provide multimodal solutions to congestion and improve traffic flow and safety to increase the safety and efficiency of these corridors in 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.

41st Avenue to Soquel Drive Auxiliary Lanes, Bus on Shoulder, and Bicycle and Pedestrian Overcrossing at Chanticleer Avenue. GL Key 722261

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 2026. 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. Caltrans is managing construction of the project and RTC is the sponsor agency.

Highway 1 Corridor GL Key 722261 41 st Avenue to Soquel Drive		FY 2025/26 Approved 12/4/2025	FY 2026/27 Proposed 4/2/2026	Difference	Note
1	Revenues				
2	Measure D	40186	7,737,488	399,663	(7,337,825) Carryover from FY24-25 and recently approved 5Year Plan
1	SB1 SCCP 41st/Soquel	40465	-	353,965	353,965
3	Soquel Water District Contribution	41150	-	-	-
4	Total Revenues	7,737,488	753,628	(6,983,860)	
5	Expenditures				
6	Allocated Labor Costs	51070	63,748	109,742	45,994
7	Allocated Overhead (indirect costs)	62354	58,941	101,468	42,527
8	Total Salaries, benefits, & overhead	122,689	211,210	88,521	88,521
9	Legal Fees	62359	868	-	(868)
10	Engineering Consultant	62381	-	-	-
11	Project Management Consultant	62381	28,302	28,302	- Carryover from FY 24/25
12	Pub Info, materials, & meetings	62381	16,000	16,000	-
13	Right of Way Capital and Support	62856	230,115	126,663	(103,452)
14	Construction Capital	62856	7,339,514	371,453	(6,968,061) Decrease due to full year of construction
15	Contingency	62856	-	-	-
16	Total Services & Supplies	7,614,799	542,418	(7,072,381)	
17					
18	Total Expenditures	7,737,488	753,628	(6,983,860)	
19					
20	To/(From) Reserves:	-	-	-	

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. State Transportation Improvement Program (STIP), Solutions for Congested Corridors Program (SCCP) and Local Partnership Program (LPP) funds programmed for construction capital in FY 2022-23 have been allocated by the CTC to Caltrans and will not flow through the RTC budget. Caltrans is managing construction of the project and RTC is the sponsor agency.

Highway 1 Corridor		FY 2025/26	FY 2026/27		
GL Key 722262		Approved	Proposed	Difference	Note
Bay/Porter to State Park Drive		12/4/2025	4/2/2026		
1	Revenues	Object			
2	Measure D	40186	17,457,345	14,920,282	(2,537,063) Carryover from FY24-25 and recently approved 5Year Plan
3	STIP	40770	-	-	
4	SB1 SCCP Bay/Porter to State Park	40465	278,914	535,893	256,979
5	Total Revenues		17,736,259	15,456,175	(2,280,084)
6	Expenditures				
7	Allocated Labor Costs	51070	178,870	134,807	(44,063)
8	Allocated Overhead (indirect costs)	62354	165,384	124,643	(40,741) Total staff costs increased by \$50k, allocation due to indirect cost rate
9	Total Salaries, benefits, & overhead		344,254	259,450	(84,804)
10	Legal Fees	62359	24,952	19,401	(5,551)
11	Engineering Consultant	62381	278,914	535,893	256,979
12	Project Management Consultant	62381	126,264	115,000	(11,264) Carryover from FY 24/25
13	Right of Way Capital and Support	62856	-	-	
14	Construction Capital	62856	15,982,502	13,826,431	(2,156,071) Costs based on project status and schedule
15	Contingency	62856	979,373	700,000	(279,373)
16	Total Services & Supplies		17,392,005	15,196,725	(2,195,280)
17					
18	Total Expenditures		17,736,259	15,456,175	(2,280,084)
19					
20	To/(From) Reserves:		-	-	-

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

The project will construct northbound and southbound auxiliary lanes, bus on shoulder improvements, widen the Highway 1 bridge over Aptos Creek/Spreckles Drive, and construct a 1.25-mile section of Segment 12 of the Coastal Rail Trail/Monterey Bay Sanctuary Scenic Trail Network (MBSST), including new bridges over Highway 1 (2 bridges) and Soquel Drive (2 bridges). The environmental component of the project was completed in 2024, and the right-of-way and final design components will continue in FY 2026/27; the project is expected to be construction-ready in 2027, pending availability of funds for construction. This project will reduce congestion, improve coastal access, and improve connectivity for walkers and bikers to adjacent neighborhoods, schools, and Aptos Village. The RTC is the implementing agency for the final design and right of way components of the project.

Highway 1 Corridor GL Key 722263 State Park Drive to Freedom Boulevard		FY 2025/26 Approved 12/4/2025	FY 2026/27 Proposed 4/2/2026	Difference	Note	
1	Revenues					
2	Measure D - Highway	40186	6,109,782	13,484,967	7,375,185	Highway right of way work anticipated
3	Measure D - Active Transportation	40186	-	-	-	Segment 12 right of way work anticipated
4	STIP	40770	300,000	300,000	-	
5	Total Revenues	6,409,782	13,784,967	7,375,185		
6	Expenditures					
7	Allocated Labor Costs	51070	219,839	189,650	(30,190)	Total staff costs increased in both labor (construction) and indirect cost
8	Allocated Overhead (indirect costs)	62354	203,264	175,350	(27,913)	rate
9	Total Salaries, benefits, & overhead	423,103	365,000	(58,103)		
10	PA/ED Consultants	62381	-	-	-	
10	Bond Issuance Cost	62381	-	794,800	794,800	Bonding \$86,400 Prog. in March 2026 and \$608,400 of additional programming being added in April 2026
11	PS&E Consultant	62381	2,874,764	300,000	(2,574,764)	
12	Legal Fees	62359	50,000	10,000	(40,000)	
13	Project Management Consultant	62381	78,504	60,000	(18,504)	
14	Pub Info, materials, & meetings	62381	25,000	10,000	(15,000)	
14	Right of Way Capital and Support	62856	2,891,558	4,240,000	1,348,442	Costs based on project status and schedule
15	Construction Capital	62856	-	8,005,167	8,005,167	Costs based on project status and schedule
15	Contingency	62856	66,853	-	(66,853)	Costs based on project status and schedule
16	Total Services & Supplies	5,986,679	13,419,967	7,433,288		
17						
18	Total Expenditures	6,409,782	13,784,967	7,375,185		
19						
20	To/(From) Reserves:	-	-	-		

Highway 1 Corridor All Segments Combined		FY 2025/26 Approved 12/4/2025	FY 2026/27 Proposed 4/2/2026	Difference	Note	
1	Revenues					
	Object					
2	Measure D Hwy	40186	31,304,615	28,804,912	(2,499,703)	Carryover from FY25-26 and recently approved 5Year Plan
3	Measure D Active	40186	-	-	-	
4	SB1 SCCP 41st/Soquel & BP-SP	40465	278,914	889,858	610,944	
5	STIP	40770	300,000	300,000	-	
5	Soquel Water District Contribution	41150	-	-	-	
6	Total Revenues	31,883,529	29,994,770	(1,888,759)		
7	Expenditures					
8	Allocated Labor Costs	51070	462,458	434,199	(28,258)	Carryover from FY25-26 and recently approved 5Year Plan
9	Allocated Overhead (indirect costs)	62354	427,588	401,461	(26,128)	
10	Total Salaries, benefits, & overhead	890,046	835,660	(54,386)		
12	Legal Fees	62359	75,820	29,401	(46,419)	
11	Engineering Consultant	62381	3,153,678	835,893	(2,317,785)	Carryover from FY25-26 and recently approved 5Year Plan
13	Pub Info, materials, & meetings	62381	41,000	26,000	(15,000)	Carryover from FY25-26 and recently approved 5Year Plan
12	Project Management Consultant	62381	233,070	203,302	(29,768)	Carryover from FY25-26 and recently approved 5Year Plan
12	Right of Way Capital and Support	62856	3,121,673	4,366,663	1,244,990	Carryover from FY25-26 and recently approved 5Year Plan
14	Construction Capital	62856	23,322,016	22,203,051	(1,118,965)	Carryover from FY25-26 and recently approved 5Year Plan
15	Contingency	62856	1,046,226	700,000	(346,226)	Carryover from FY25-26 and recently approved 5Year Plan
16	Total Services & Supplies	30,993,483	28,364,310	(2,629,173)		
17					-	
18	Total Expenditures	31,883,529	29,199,970	(2,683,559)		
19					-	
20	To/(From) Reserves:	-	794,800	794,800		

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 FY 2026/27 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 right-of-way property; supporting capital projects and lease updates by clarifying real property rights, conducting appraisals, and acquiring additional rights, if needed. FY 2026/27 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 implemented by others. Consultant services are utilized for technical assistance when needed.

MBSST Coastal Rail Trail GL Key 722280 General Network and Maintenance		FY 2025/26 Approved 12/4/2025	FY 2026/27 Proposed 4/2/2026	Difference	Note	
	Object					
Revenues						
1	Measure D	40186	2,483,173	2,774,373	291,200	Carryover from FY 25/26
2						
	Total Revenues		2,483,173	2,774,373	291,200	
3	Expenditures					
4	Allocated Labor Costs	51070	306,132	306,132	-	
5	Allocated Overhead (indirect costs)	62354	283,050	283,050	-	
6	Total Salaries, benefits, & overhead		589,182	589,182	-	
7	Maintenance	61845	1,325,079	1,325,079	-	
8	PC Software Purchases	62219	-	21,000	21,000	
9	Legal Fees	62359	120,000	120,000	-	
10	Professional Services	62381	93,912	364,112	270,200	Bonding \$33,600 Prog. in March 2026 and \$236,600 of additional programming being added in April 2026
11	Training	62914	5,000	5,000	-	
12	Transfer to Other Funds	75233	350,000	350,000	-	
13	Total Services, Supplies & Other		568,912	2,185,191	1,616,279	
14					-	
15	Total Expenditures		1,158,094	2,774,373	1,616,279	
16						
17	To/(From) Reserves:		1,325,079	-	(1,325,079)	

North Coast Rail Trail

GL Key 722281

Segment 5 will 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 and the project 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.

The project is funded by the Federal Land Access Program (FLAP) and Measure D in FY 2025/26 and FY 2026/27 and is being implemented by FHWA.

MBSST Coastal Rail Trail GL Key 722281 North Coast		FY 2025/26 Approved 12/4/2025	FY 2026/27 Proposed 4/2/2026	Difference	Note
Object					
Revenues					
1	Measure D	40186	3,953,367	2,214,000	(1,739,367)
2	RSTPX	40761	-	125,000	125,000
3	Land Trust	42384	75,000	75,000	-
4	Coastal Conservancy	42384	-	30,000	30,000
5	Total Revenues		4,028,367	2,444,000	(1,584,367)
Expenditures					
7	Allocated Labor Costs	51070	46,763	20,784	(25,979)
8	Allocated Overhead (indirect costs)	62354	43,237	19,216	(24,021)
9	Total Salaries, benefits, & overhead		90,000	40,000	(50,000)
10	Maintenance	61845	55,000	274,000	219,000
11	Prelim Engineering and Tech Asst	62381	28,367	-	(28,367)
12	Construction	86110	3,855,000	2,130,000	(1,725,000)
13	Total Services, Supplies & Other		3,938,367	2,404,000	(1,534,367)

GL Key 722282 City of Santa Cruz

The City of Santa Cruz started construction of Segment 7, Phase 2 between Bay Avenue and Pacific Avenue (0.8 miles of trail) in 2022. Segment 7, Phase 2 was completed in 2025.

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), 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.

MBSST Coastal Rail Trail		FY 2025/26	FY 2026/27		
GL Key 722282		Approved	Proposed	Difference	Note
City of Santa Cruz		12/4/2025	4/2/2026		
	Object				
Revenues					
1	Measure D	40186	4,759,899	1,541,646	(3,218,253)
2					
3	Total Revenues		4,759,899	1,541,646	(3,218,253)
Expenditures					
4	Allocated Labor Costs	51070	21,303	20,784	(520)
5	Allocated Overhead (indirect costs)	62354	19,697	19,216	(480)
6	Total Salaries, benefits, & overhead		41,000	40,000	(1,000)
7	Professional Services	62381		-	-
8	City of Santa Cruz Maintenance	75204	49,000	51,000	2,000
9	City of Santa Cruz Project Sponsor	75204	4,669,899	1,450,646	(3,219,253)
10	Total Services & Supplies		4,718,899	1,501,646	(3,217,253)
11					
12	Total Expenditures		4,759,899	1,541,646	(3,218,253)
13					
14	To/ (From) Reserves:		-	-	-

GL Key 722283 City of Watsonville

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. The FY 2026/27 budget includes some funds for maintenance of the rail trail and preliminary engineering and environmental analysis of trail projects in Watsonville. Future phases of the trail through Watsonville are proposed to be included in the Zero Emission Rail Transit & Trail Project.

MBSST Coastal Rail Trail		FY 2025/26	FY 2026/27	Difference	Note
GL Key 722283		Approved	Proposed		
City of Watsonville		12/4/2025	4/2/2026		
<u>Revenues</u>					
1	Measure D	40186	1,047,000	7,043,700	5,996,700
2		Total Revenues	1,047,000	7,043,700	5,996,700
<u>Expenditures</u>					
4	Allocated Labor Costs	51070	20,784	20,784	-
5	Allocated Overhead (indirect costs)	62354	19,216	19,216	-
6	Total Salaries, benefits, & overhead		40,000	40,000	-
7	Professional Services	62381	-	-	-
8	City of Watsonville	75206	1,007,000	7,003,700	5,996,700
9	Total Services, Supplies & Other		1,007,000	7,003,700	5,996,700
10					-
11	Total Expenditures		1,047,000	7,043,700	5,996,700
12					
13	To/ (From) Reserves:		-	-	-

County of Santa Cruz

GL Key 722285

Segments 10 & 11 will construct 4.7 miles between 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak through Jade Street Park in the City of Capitola, then up to State Park Drive in Aptos in unincorporated Santa Cruz County. The County of Santa Cruz in partnership with the City of Capitola, will continue final design and right of way activities in FY 2026/27 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.

MBSST Coastal Rail Trail GL Key 722285 County of Santa Cruz		FY 2025/26 Approved 12/4/2025	FY 2026/27 Proposed 4/2/2026	Difference	Note	
Revenues						
1	Measure D	40186	3,675,038	2,931,730	(743,308)	Carryforward from FY25-26
2			Total Revenues	3,675,038	2,931,730	(743,308)
Expenditures						
4	Allocated Labor Costs	51070	28,011	20,784	(7,227)	
5	Allocated Overhead (indirect costs)	62354	25,899	19,216	(6,683)	Carryforward from FY25-26
6	Total Salaries, benefits, & overhead		53,910	40,000	(13,910)	Carryforward from FY25-26
7	Professional Services	62381	10,000	-	(10,000)	
8	County of Santa Cruz Seg 10-11	75303	3,611,128	2,891,730	(719,398)	Carryforward from FY25-26
9	Total Services, Supplies & Other		3,621,128	2,891,730	(729,398)	
10						
11	Total Expenditures		3,675,038	2,931,730	(743,308)	
12						
13	To/(From) Reserves:		-	-	-	

RTC Summary and Fund Balances

Proposed April 2, 2026								
Fund Balances and Reserves for RTC Programs & Projects								
Description	RTC FUND (1)	RIDESHARE FUND (2)	RAIL/TRAIL AUTHORITY FUND (3)	SAFE OPERATING FUND (2)	FSP FUND (2)	MBSST ACTIVE TRANSPORTATION	HWY 1 PA/ED & ENG FUND (3)	TOTAL ALL FUNDS
1 Beginning Fund Balance (estimate):	745,985	408,873	567,358	454,110	219,494	328,623	580,668	3,305,111
2 FY 2025/26 Revenues budgeted	661,000	-	-	-	-	-	-	661,000
3 Reserve carried over	(445,985)	(138,105)	-	(174,450)	-	-	-	(758,540)
4 FY 2024/25 Excess Revenues over Expenditures	(771,081)	(106,936)	21,100	(222,750)	-	1,325,079	794,800	1,040,212
5 Subtotal Fund Balance	189,919	163,831	588,458	56,910	219,494	1,653,702	1,375,468	4,247,783
6 To Cashflow Reserve	-	-	-	-	-	-	-	-
7 To Restricted Reserve Fund	(859,678)	-	-	-	-	-	-	(859,678)
8 Total Fund Balance	(669,759)	163,831	588,458	56,910	219,494	1,653,702	1,375,468	3,388,104
9								
10								
11 Reserve Funds								
12 Reserve Target (30%)	1,305,663	138,105	-	174,450	-	-	-	1,618,218
13								
14 Cashflow Reserve (8%)	348,177	138,105	-	174,450	-	-	-	660,732
15 Restricted Reserve (22%)	957,486	-	-	-	-	-	-	957,486
16 Total Reserve Funds	1,305,663	138,105	-	174,450	-	-	-	1,618,218
17								
18 Reserve Fund Difference from Target	859,678	-	-	-	-	-	-	-
19								

Notes:

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

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

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

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

23

24 (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

25 (2) 3.6 month (or 30%) operating reserve target approved for the SAFE Fund to cover SAFE, FSP and Cruz511 operations

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

Proposed April 2, 2026

Fund Balances and Reserves for Special Revenue Funds

Description	TDA FUND (1)	RSTP EXCHANGE FUND (2)	STA FUND (3)	LCTOP Fund (3)	TOTAL ALL FUNDS
1					
2 Beginning Fund Balance (estimate):	3,445,260	13,216,111	-	243,322	16,904,693
3 FY 2025/26 Revenues & FY 2024-25 Carryover budgeted	13,488,525	4,279,834	-	-	17,768,359
4 FEMA Reimbursement for 2017 Storm Damage		3,589,038	-	-	3,589,038
5 RTC Reimbursement for 2023 Storm Damage		1,260,159	-	-	1,260,159
6 Restricted Reserve carried over	(1,058,632)	-	-	-	(1,058,632)
7 Funds Not Yet Programmed	-	-	-	-	-
8 Funds programmed - Prior FY	(2,366,178)	(20,034,486)	-	-	(22,400,664)
9 Funds programmed - Current FY	(13,488,525)	(2,310,657)	-	-	(15,799,182)
10 Subtotal Fund Balance	20,450	(0)	-	243,322	263,772
11					
12 To Restricted Reserve Fund	(20,450)				(20,450)
13 Total Fund Balance	-	(0)	-	243,322	243,322
14					
15					
16 Reserve Funds					
17 Reserve Target (8% target for TDA fund; 30% target for others)	1,079,082	-	-	-	1,079,082
18					
19 Restricted Reserve Carryover from prior FY (8% target for TDA fund)	1,058,632				1,058,632
20 Restricted Reserve Budgeted in Current FY (8% target for TDA fund)	20,450	-	-	-	20,450
21 Total Reserve Funds	1,079,082	-	-	-	1,079,082
22					
23 Reserve Fund Difference from Target	-	-	-	-	-

25 Notes:

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

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

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

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

30

31 (1) 8% reserve established in RTC Rules and Regulations for the TDA Fund; % available in this proposed budget

32 (2) Reserve funds not proposed for capital project funds. Future RSTPX programmed funds beyond the budget year are negative.

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



RTC Budget Summary and Differences



Budget Summary by Purpose, Program or Project (with allocated labor and overhead)
 Fiscal Year FY 2026/27
 Proposed April 2, 2026

Object		Cruz 511	SAFE	FSP	Rail	Hwy	MBSST	Planning	Hwy 9-SLV	Admin	Total	
Revenues												
1	TDA Revenue	40172	-	-	-	-	-	917,378	-	1,000,000	1,917,378	
2	Measure D	40186	243,000	50,000	231,000	4,503,622	28,804,912	16,505,449	1,690,814	1,662,521	54,487,125	
3	Local Assistance (MTC)	40384	-	50,000	-	-	-	-	-	795,807	50,000	
4	Interest	40430	4,000	1,000	-	13,428	-	-	-	-	18,428	
5	Leases, Licenses & Other Rev	40440	-	-	-	100,072	-	-	-	-	100,072	
6	SB 1	40465	-	-	140,985	-	889,858	-	-	-	1,030,843	
7	DMV Fees	40754	-	257,750	-	-	-	-	-	-	257,750	
8	RSTP Exchange/STBG	40761	26,414	-	-	-	-	125,000	312,573	1,188,000	1,651,987	
9	STIP	40770	-	-	-	300,000	-	225,839	-	-	525,839	
10	Rural Planning Assistance (RPA)	40786	-	-	-	-	-	466,500	-	-	466,500	
12	Caltrans FSP	40884	-	-	163,110	-	-	-	-	-	163,110	
13	State-Other	40894	-	-	-	666,667	-	-	1,821,784	-	2,488,451	
15	Contr from Other Funds	42367	80,000	-	-	100,000	-	-	-	-	180,000	
17	Other revenue	42384	-	-	-	-	105,000	-	-	-	105,000	
18	Total Revenues	353,414	358,750	535,095	5,383,789	29,994,770	16,735,449	5,434,888	2,850,521	1,795,807	63,442,483	
20	Salaries, Benefits & Overhead											
21	Allocated Labor Costs	51070	109,042	91,707	44,943	519,588	434,199	389,266	953,360	36,247	3,135,785	
22	Allocated Overhead	62354	100,820	84,793	41,557	480,412	401,461	359,916	881,476	33,514	2,899,349	
23	Total Salaries, Benefits & Overhead	209,862	176,500	86,500	1,000,000	835,660	749,182	1,834,836	69,761	1,072,833	6,035,134	
24												
25	Services & Supplies											
26	Telephone & Mobile Device	61221	500	5,000	2,000	500	-	-	-	11,000	19,000	
27	Office Equipment	61312	-	-	-	-	-	-	-	5,000	5,000	
28	Liability Insurance	61535	-	5,250	4,200	33,000	-	-	-	254,100	296,550	
29	Office Equip Repair/Maint	61725	-	-	-	-	-	-	-	5,000	5,000	
30	Other Equip Repair/Maint	61730	-	6,450	-	-	-	-	-	-	6,450	
31	Repairs & Maintenance	61845	-	-	-	-	-	295,000	-	-	16,000	
32	Membership	62020	675	-	-	-	-	-	-	20,000	20,675	
33	Duplicating	62214	-	-	-	-	-	-	-	1,500	1,500	
34	Computer Software	62219	-	-	-	-	-	-	-	99,778	99,778	
35	Postage	62221	1,000	-	-	-	-	-	-	1,500	2,500	
36	General Supplies & Expenses	62223	2,000	2,000	4,000	-	-	-	-	9,000	17,000	
37	Accounting & Audit	62301	-	-	-	-	-	-	-	45,105	45,105	
38	County Mainframe/Intranet	62325	-	-	-	-	-	-	-	7,000	7,000	
39	Commissioners' Stipend	62327	-	-	-	-	-	-	-	14,880	14,880	
40	Legal Fees	62359	-	1,000	1,000	146,250	29,401	120,000	-	-	156,000	
41	Professional & Special Serv	62381	116,000	1,500	-	1,575,617	1,065,195	364,112	1,701,653	1,638,712	6,567,789	
42	Office Rent	62610	-	-	-	-	-	-	-	200,013	200,013	
43	Adv, Promo and Incent for Public Engagement	62801	105,069	-	-	-	-	-	-	241,239	356,308	
44	Contingency/Special Exp	62856	19,944	150,000	5,000	155,000	27,269,714	-	777,434	900,809	29,321,901	
45	Subscriptions	62890	3,300	-	-	-	-	-	-	-	3,300	
46	Towing	62893	-	-	431,395	-	-	-	-	-	431,395	
47	Transp/Travel/Educ	62914	2,000	2,000	1,000	10,000	-	5,000	-	100,000	120,000	
48	Vehicle Maint, Rentals & Serv	62920	-	-	-	-	-	-	-	7,820	7,820	
49	Utilities	63070	-	1,200	-	-	-	-	-	1,000	2,200	
50	Funds to City of Santa Cruz	75204	-	-	-	-	-	1,501,646	-	-	1,501,646	
51	Funds to City of Watsonville	75206	-	-	-	-	-	7,003,700	-	-	7,003,700	
52	Contribution to Other Agency	75230	-	-	-	-	-	-	1,349,324	-	1,349,324	
53	Transfer to Other Funds	75233	-	80,000	-	-	-	350,000	95,000	-	525,000	
54	CHP Operations	75280	-	150,600	-	-	-	-	-	-	150,600	
55	Funds to SC County	75303	-	-	-	-	-	2,891,730	-	-	2,891,730	
56	Construction	86110	-	-	-	2,442,322	-	2,130,000	-	-	4,572,322	
57	Office Equipment	86210	-	-	-	-	-	-	-	20,000	20,000	
58	Total Services & Supplies	250,488	405,000	448,595	4,362,689	28,364,310	14,661,188	3,923,411	2,780,760	1,133,696	56,330,137	
59												
60	Total Expenditures:	460,350	581,500	535,095	5,362,689	29,199,970	15,410,370	5,758,247	2,850,521	2,206,529	62,365,271	
61												
62	Excess of Revenues over Expenditures:	(106,936)	(222,750)	-	21,100	794,800	1,325,079	(323,359)	-	(410,722)	1,077,212	
63	*Beginning Fund Balance (estimate):	270,768	279,660	219,494	567,358	580,668	328,623	323,359	-	(222,037)	2,347,893	
64	Ending Fund Balance (estimate):	163,832	56,910	219,494	588,458	1,375,468	1,653,702	-	-	(632,759)	3,425,105	
65												
66	* Does not include operating reserve and cash flow reserve targets, see fund balances and reserve table											

Budget Glossary and Acronym Guide

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

Amendment: A proposed or adopted change to the budget.

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

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

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

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

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

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

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

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

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

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

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

COLA: see Cost of Living Adjustment

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

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

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

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

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

FY: see Fiscal Year.

ICAP: see Indirect Cost Allocation Plan

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

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

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

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

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

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

Programming, Planning, and Project Glossary and Acronym Guide

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

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

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

AMBAG: see Association of Monterey Bay Area Governments

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

ATP: see Active Transportation Program

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

B2W: Bike to Work

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

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

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

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 called 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. 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 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 was 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 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 travel is using a transportation facility. These times are generally before 6 a.m., midday, 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 Para Cruz and is provided by 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 a 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 enacted 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 vehicles 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 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 are 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, flextime, 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 walk. 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



MEASURE D FY2026-27 BUDGET - PROPOSED

**FOR THE FISCAL YEAR ENDING
JUNE 30, 2027**

PROPOSED APRIL 2, 2026

Italo Jimenez
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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.

Measure D Fiduciary Deposit Fund		FY 2025/26	FY 2026/27	Difference %	Note	
Object		Approved 12/4/25	Proposed 4/2/26			
<u>Revenues Received from CDTFA</u>						
1	Measure D	40186	27,666,801	27,731,999	0.24%	January 2026 estimate from HdL
2	Interest	40430	250	250	0.00%	
3	Total Revenues		27,667,051	27,732,249	0.24%	
4						
5	Admin and Impl Alloc	75381	932,772	795,807	-14.68%	
6						
7	<u>Distributions to Investment Categories per Ordinance</u>					
8	Neighborhood 30%*	75382	8,020,209	8,080,858	0.76%	
9	Highway Corridors 25%	75383	6,683,507	6,734,048	0.76%	
10	Transit/Paratransit 20%	75384	5,346,806	5,387,238	0.76%	
11	Active Transp 17%	75385	4,544,785	4,579,153	0.76%	
12	Rail Corridor 8%	75386	2,138,722	2,154,895	0.76%	
13	Total Distributions		26,734,029	26,936,192	0.76%	
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 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		FY 2025/26	FY 2026/27		
Administration & Implementation		Approved	Proposed	Difference	Note
GL Key 729100	Object	12/4/25	4/2/26		
Measure D	40186	932,772	795,807	(136,966)	
Interest	40430	1,000	1,000	-	
	Total Revenues	933,772	796,807	(136,966)	
<u>Salaries, Benefits & Overhead</u>					
Admin Labor Costs	51070	327,530	327,530	(0)	
Impl Labor Costs	51070	73,492	73,492	-	
Overhead (indirect)	62354	382,121	370,785	(11,336)	
	Total Salaries, Benefits & Overhead	783,143	771,807	(11,337)	
<u>Services & Supplies</u>					
General Supplies & Expenses	62223	5,000	5,000	-	
Accounting & Audit	62301	16,500	16,500	-	
Professional & Special Services	62381	125,629	-	(125,629)	
Adv & Promo Materials	62801	2,500	2,500	-	
	Total Services & Supplies	149,629	24,000	(125,629)	
	Total Expenditures:	932,772	795,807	(136,966)	
	To/(From) Reserves:	1,000	1,000	-	
	Beginning Fund Balance (estimate):	458,936	459,936	1,000	
	Ending Fund Balance (estimate):	459,936	460,936	1,000	

Measure D Neighborhood– Direct Allocations

GL Key 729200

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

Neighborhood funds are first allocated to Highway 9 & 17, then by 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		FY 2025/26	FY 2026/27		
Neighborhood Fund		Approved	Proposed	Difference	Note
GL Key 729200	Object	12/4/25	4/2/26		
1	Measure D Funds	8,020,209	8,080,858	60,649	
2	Interest	500	500	-	
3	Total Revenues	8,020,709	8,081,358	60,649	
4					
5	Direct Allocations:				
6	Highway 9 Corr Improv	333,333	333,333	-	
7	Highway 17 Wildlife Cross	166,667	166,667	-	
8	City of Capitola	360,659	369,290	8,631	
9	City of Santa Cruz	1,679,145	1,695,833	16,688	
10	City of Scotts Valley	370,860	369,531	(1,328)	
11	City of Watsonville	1,204,668	1,213,944	9,275	
12	County of Santa Cruz	3,904,876	3,932,259	27,383	
13	Total Direct Allocations	8,020,209	8,080,858	60,649	
14					
15	To/(From) Reserves:	500	500	-	

Note:

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

Measure D Transit – Direct Allocations

GL Key 729400

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

Meas D Transit GL Key 729400		FY 2025/26 Approved 12/4/25	FY 2026/27 Proposed 4/2/26	Difference	Note
1	Measure D	40186	5,346,806	5,387,238	40,433
2	Interest	40430	200	200	-
3	Total Revenues	5,347,006	5,387,438	40,433	
4					
5	<u>Direct Allocation to Service Providers:</u>				
6	Santa Cruz Metro	75302	4,277,445	4,309,791	32,346
7	Community Bridges	75365	1,069,361	1,077,448	8,087
8	Total Distributions	5,346,806	5,387,238	40,433	
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 2026-27, 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.

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 2026.

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 2027.

Freedom-State Park: 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	Object	FY 2025/26 Amended 12/4/25	FY 2026/27 Proposed 4/2/26	Difference	Note
1 Revenues					
2 Measure D	40186	6,683,507	6,734,048	50,541	
3 Interest	40430	50,000	50,000	-	
4 Loan Proceeds	42506	-	-	-	
5	Total Revenues	6,733,507	6,784,048	50,541	
6					
7 Program and Project Expenditures					
8 <u>Freeway Service Patrol (FSP)</u>					
9 Allocated Labor Costs	51070	4,438	8,573	4,135	
10 Allocated Overhead (indirect costs)	62354	4,103	7,927	3,824	Carryover from FY25-26 and recently approved 5Year Plan
11	Salaries, Benefits & Overhead	8,540	16,500	7,959	
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	203,500	(17,500)	
16 Transportation/Travel/Education	62914	-	1,000	1,000	
17	Subtotal Services & Supplies	231,000	214,500	(16,500)	
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	57,674	54,521	(3,153)	
23 Allocated Overhead (indirect costs)	62354	73,826	50,410	(23,416)	
24	Salaries, Benefits & Overhead	131,500	104,931	(26,569)	
25 Advertisement & Promotion Materials	62801	2,000	40,069	38,069	Carryover from FY25-26 and recently approved 5Year Plan
26 Website Maintenance and Tech Supp	62381	8,000	-	(8,000)	
27 Commute Manager	62381	29,000	48,000	19,000	
28 Transportation Demand Management	62381	60,500	50,000	(10,500)	
29	Subtotal Services & Supplies	99,500	138,069	38,569	
30 <u>41st to Soquel Aux Lanes & Bike/Ped Xing:</u>					
31 Allocated Labor Costs	51070	100,787	37,000	(63,787)	
32 Allocated Overhead (indirect costs)	62354	93,188	34,210	(58,978)	
33	Salaries, Benefits & Overhead	193,975	71,210	(122,765)	
34 Legal Fees	62359	868	-	(868)	
35 Engineering & Project Management	62381	28,302	-	(28,302)	
36 Pub Info, materials, & meetings	62381	16,000	-	(16,000)	
37 Right of Way Capital and Support	62856	230,115	-	(230,115)	
38 Construction & Contingency	62856	7,268,228	238,453	(7,029,775)	
39	Subtotal Services & Supplies	7,543,513	238,453	(7,305,060)	

Measure D Highway Corridor - Continued

		FY 2025/26 Amended 12/4/25	FY 2026/27 Proposed 4/2/26	Difference		
1	<u>State Park Dr to Bay Porter Aux Lanes and Mar Vista Overcrossing:</u>					
2	Allocated Labor Costs	51070	111,149	134,807	23,658	
3	Allocated Overhead (indirect costs)	62354	102,769	124,643	21,874	
4	Salaries, Benefits & Overhead		213,918	259,450	45,532	
5	Legal Fees	62359	24,952	19,401	(5,551)	Costs based on project status and schedule
6	Engineering & Project Management	62381	126,264	115,000	(11,264)	
7	Pub Info, materials, & meetings	62381	-	-	-	
8	Right of Way Support & Capital	62856	-	-	-	
9	Contingency & Supplies	62856	979,373	700,000	(279,373)	
10	Construction Capital	62856	15,982,502	13,826,431	(2,156,071)	
11	Subtotal Services & Supplies		17,113,091	14,660,832	(2,452,259)	
12	<u>Freedom to State Park Dr Aux Lanes:</u>				-	
13	Allocated Labor Costs	51070	219,839	189,650	(30,190)	
14	Allocated Overhead (indirect costs)	62354	203,264	175,350	(27,913)	
15	Salaries, Benefits & Overhead		423,103	365,000	(58,103)	
16	Legal Fees	62359	50,000	10,000	(40,000)	
16	Bond Consultant	62381	-	794,800	794,800	Bonding \$86,400 Prog. in March 2026 and \$608,400 of additional programming being added in April 2026
16	Engineering Consultant	62381	2,574,764		(2,574,764)	
17	Project Management Consultant	62381	78,504	60,000	(18,504)	
18	Pub Info, materials, & meetings	62381	25,000	10,000	(15,000)	
19	Right of Way Support & Capital	62856	2,891,558	4,240,000	1,348,442	Carryover from FY25-26 and recently approved 5Year Plan
20	Contingency & Supplies	62856	66,853	8,005,167	7,938,314	Carryover from FY25-26 and recently approved 5Year Plan
21	Subtotal Services & Supplies		5,686,679	13,119,967	7,433,288	
22						
23	Interprogram loan to Highway 17	95046	1,141,776	975,109	(166,667)	
24						
25	Total Salaries, Benefits & Overhead		971,037	817,091	(153,946)	
26	Subtotal Services & Supplies		30,723,783	28,421,821	(2,301,962)	
27					-	
28	Total Expenditures:		32,836,596	30,214,021	(2,622,575)	
29						
30	To/(From) Reserves:	(26,103,089)	(23,429,973)		2,673,116	
31	Beginning Fund Balance (estimate):	15,643,165	2,688,234		(12,954,931)	
32	Ending Fund Balance (estimate):	(10,459,924)	(20,741,739)		(10,281,815)	Future Borrowing needs of FY26-27
33						

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.

Measure D		FY 2025/26	FY 2026/27	Difference	Note
Active Transportation		Approved	Proposed		
GL Key 729500	Object	12/4/25	4/2/26		
1	Revenues				
2	Measure D	4,544,785	4,579,153	34,368	
3	Interest	10,000	10,000	-	
4	Other Revenue	42386	-	-	
5	Total Revenues	4,554,785	4,589,153	34,368	
6	Expenditures				
7	MBSST Corridor and Electric Transit & Trail RTC Oversight				
8	Allocated Labor Costs	51070	422,993	389,266	(33,726)
9	Allocated Overhead (indirect)	62354	391,099	359,916	(31,184)
10	Total Salaries, Benefits & Overhead		814,092	749,182	(64,910)
11	Services and Supplies:				
12	Corridor encroach & maint	61845	1,325,079	1,325,079	-
13	PC Software Purchases	62219	-	21,100	21,100 Esri software-GIS??
14	Legal Fees	62359	120,000	120,000	-
15	Bond Consultants	62381	-	270,200	270,200 Bonding \$33,600 Prog. in March 2026 and \$236,600 of additional prog. being added in April 2026
16	Technical Assistance	62381	98,912	98,912	-
17	Electric Rail Transit & Trail	62381	350,000	350,000	-
19	Subtotal Services & Supplies	1,893,991	2,185,291	291,300	
20	MBSST North Coast Segment 5 (RTC Oversight):				
21	Legal Fees	62359	-	-	-
22	Maintenance	61845	55,000	274,000	219,000
23	Davenport Crosswalk	62381	-	-	-
20	Technical Assistance	62381	28,367	-	(28,367)
21	Contingency	62856	-	-	-
21	Construction & Contingency	86110	3,855,000	1,900,000	(1,955,000) Carryover from FY25-26 and recently approved 5Ye
22	Subtotal Services & Supplies	3,938,367	2,174,000	(1,764,367)	
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 Cruz	75204	519,253	-	(519,253)
28	Segments 8&9 to City of Santa Cruz	75204	4,150,646	1,450,646	(2,700,000) Carryover from FY25-26 and recently approved 5Ye
29	Ongoing Maintenance	75204	49,000	51,000	2,000
30	Subtotal Services & Supplies	4,718,899	1,501,646	(3,217,253)	

Measure D Active Transportation - Continued		FY 2025/26	FY 2026/27			
Active Transportation		Approved	Proposed	Difference	Note	
GL Key 729500	Object	12/4/25	4/2/26			
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	564,000	-	(564,000)	
6	County of Santa Cruz Segments 10 & 11 Project Sponsor					
7	Env Review and Design to SCC	75303	3,047,128	2,891,730	(155,398)	Carryover from FY25-26 and recently approved 5Ye
8	Subtotal Services & Supplies		3,621,128	2,891,730	(729,398)	
9	RTC Oversight City of Watsonville					
10	Technical Assistance	62381	-	-	-	
11	Segment 18 Environmental Document	75206	1,000,000	7,000,000	6,000,000	Carryover from FY25-26 and recently approved
12	Ongoing Maintenance	75206	7,000	3,700	(3,300)	5Year Plan
13	Subtotal Services & Supplies		1,007,000	7,003,700	5,996,700	
14						
15						
16	Total Salaries, Benefits & Overhead		814,092	749,182	(64,910)	
17	Subtotal Services & Supplies		15,179,385	15,756,367	576,982	
18						
19	Total Expenditures:		15,993,477	16,505,549	512,072	
20						
21	To/(From) Reserve Funds		(11,438,692)	(11,916,396)	(477,704)	
22	Beginning Fund Balance (estimate):		9,009,157	9,009,157	-	
23	Ending Fund Balance (estimate):		(2,429,535)	(2,907,239)	(477,704)	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 2026/27 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	FY 2026/27	Difference	Note	
	Object	Amended 4/3/25	Proposed 4/2/26			
1	Measure D	40186	2,138,722	2,154,895	16,173	Carryover from FY24-25 and recently approved 5Year I
3	Total Revenues	2,138,722	2,154,895	16,173		
4						
5	<u>Salaries, Benefits & Overhead</u>					
6	Allocated Labor Costs	51070	142,887	519,588	376,702	
7	Allocated Overhead	62354	132,113	480,412	348,298	
8	Total Salaries, Benefits & Overhead	275,000	1,000,000	725,000		
9	<u>Services & Supplies</u>					
10	PC Software Purchases	62219	-	21,100	21,100	
10	Legal Fees	62359	145,000	26,250	(118,750)	
11	Professional & Special Services	62381	4,100,812	858,950	(3,241,862)	
12	Contingency/Special Exp	62856	100,000	155,000	55,000	
13	Construction	86110	500,000	2,442,322	1,942,322	Carryover from FY24-25 and recently approved 5Year I
14	Total Services & Supplies	4,845,812	3,503,622	(1,342,190)		
15						
16	Total Expenditures:	<u>5,120,812</u>	<u>4,503,622</u>	<u>(617,190)</u>		
17						
18	To/(From) Reserve Funds	(2,982,090)	(2,348,727)	633,363		
19	Beginning Fund Balance (estimate):	3,794,448	3,794,448	-		
20	Ending Fund Balance (estimate):	812,358	1,445,721	633,363		

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

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 2026/27.

Measure D SLV SR9 Improvements		FY 2025/26 Approved 12/4/25	FY 2026/27 Proposed 4/2/26	Difference	Note
Object					
1	Measure D	40186	333,333	333,333	-
2	Interest	40430			-
3	Total Revenues	333,333	333,333		-
4					
5	<u>Salaries, Benefits & Overhead</u>				
6	Allocated Labor Costs	51070	2,236	3,200	964
7	Allocated Overhead	62354	1,876	2,959	1,083
8	Total Salaries, Benefits & Overhead	4,112	6,159	2,046	Carryover from FY25-26 and recently approved 5Year
9					
10	<u>Services & Supplies</u>				
11	Legal Fees	62359	-	-	-
12	Professional & Special Services	62381	363,712	514,314	150,602
13	Adv & Promo Materials	62801			-
14	Contingency/Special Exp	62856	219,000	241,239	22,239
19	Construction	86110	-	900,809	900,809
					Recently approved 5Year Plan
16	Total Services & Supplies	582,712	1,656,362	1,073,650	
17					
18	Total Expenditures:	586,824	1,662,521	1,075,696	
19					
20	To/(From) Reserves:	(253,491)	(1,329,188)	(1,075,696)	
21	Beginning Fund Balance (estimate):	2,464,101	2,714,322	250,221	
22	Ending Fund Balance (estimate):	2,210,610	1,385,134	(825,476)	

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.

Measure D Highway 17 Wildlife Crossing		FY 2025/26 Proposed 12/4/25	FY 2026/27 Proposed 4/2/26	Difference	Note
	Object				
1	Measure D	40186	166,667	166,667	-
2	Loan Proceeds	42506	1,141,776	975,109	(166,667)
3	Total Revenues	1,308,443	1,141,776	(166,667)	
4					
5	Salaries, Benefits & Overhead				
6	Allocated Labor Costs	51070	520	520	-
7	Allocated Overhead	62354	480	480	-
8	Total Salaries, Benefits & Overhead	1,000	1,000	-	
9					
10	Services & Supplies				
11	Princ & Int Trans Repayment	74244	-	-	-
12	Contribution to Other Agency	75230	1,349,324	1,349,324	-
13	Total Services & Supplies	1,349,324	1,349,324	-	Carryover from FY25-26 and recently approved 5Year
14					
15	Total Expenditures:	1,350,324	1,350,324	-	
16					
17	To/(From) Reserves:	(41,881)	(208,548)	(166,667)	
18	Beginning Fund Balance (estimate):	41,881	208,548	166,667	
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 2026/27

Proposed April 2, 2026

	Object	Admin & Impl	Hwy 9	Hwy 17 Wildlife Crossing	Highway Corridor	Active Transp	Rail Corridor	Total
Revenues								
1 Measure D	40186	795,807	333,333	166,667	6,734,048	4,579,153	2,154,895	14,763,903
2 Interest	40430	1,000	-	-	50,000	10,000	-	61,000
3 Loan Proceeds	42506	-	-	975,109	-	-	-	975,109
4	Total Revenues	796,807	333,333	1,141,776	6,784,048	4,589,153	2,154,895	15,800,012
5								
Salaries, Benefits & Overhead								
7 Allocated Labor Costs	51070	401,022	3,200	520	424,551	389,266	519,588	1,738,147
8 Allocated Overhead	62354	370,785	2,959	480	392,540	359,916	480,412	1,607,091
9	Total Salaries, Benefits & Overhead	771,807	6,159	1,000	817,091	749,182	1,000,000	3,345,238
10								
Services & Supplies								
12 Repairs & Maintenance	61845	-	-	-	-	1,599,079	21,100	1,620,179
13 Subscriptions	62222	-	-	-	40,069	-	-	40,069
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	-	-	-	30,401	120,000	26,250	176,651
17 Professional & Special Services	62381	-	514,314	-	1,077,800	719,112	858,950	3,170,176
18 Adv & Promo Materials	62801	2,500	-	-	-	-	-	2,500
19 Contingency/Special Exp	62856	-	241,239	-	27,015,051	-	155,000	27,411,290
26 Subscriptions	62890	-	-	-	-	-	-	-
20 Towing	62893	-	-	-	203,500	-	-	203,500
21 Transportation/Travel/Education	62914	-	-	-	1,000	-	-	1,000
21 Princ & Int Trans Repayment	74244	-	-	-	-	-	-	-
22 Funds to City of Capitola	75203	-	-	-	-	-	-	-
22 Funds to City of Santa Cruz	75204	-	-	-	-	1,501,646	-	1,501,646
23 Funds to City of Scotts Valley	75205	-	-	-	-	-	-	-
23 Funds to City of Watsonville	75206	-	-	-	-	7,003,700	-	7,003,700
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	-	-	-	-	2,891,730	-	2,891,730
26 Construction	86110	-	900,809	-	975,109	1,900,000	2,442,322	6,218,240
27	Total Services & Supplies	24,000	1,656,362	1,349,324	29,396,930	15,735,267	3,503,622	51,664,505
28								
29	Total Expenditures:	795,807	1,662,521	1,350,324	30,214,021	16,484,449	4,503,622	55,010,743
30								
31	Excess of Revenues over Expenditures:	1,000	(1,329,188)	(208,548)	(23,429,973)	(11,895,296)	(2,348,727)	(39,210,731)
32	Beginning Fund Balance (estimate):	459,936	2,714,322	208,548	2,688,234	9,009,157	3,794,448	18,874,645
33	Ending Fund Balance (estimate):	460,936	1,385,134	-	(20,741,739)	(2,886,139)	1,445,721	(20,336,086)



Measure D Regional Funding Program and Project Budget Summary
 Administration and Implementation by RRC - Proposed Budget
 Fiscal Year FY 2026/27
 Proposed April 2, 2025

	Admin & Impl		DIFF		Hwy 9		DIFF		Hwy 17 Wildlife Crossing		DIFF		Highway Corridor		DIFF		Active Transp		DIFF		Rail Corridor		DIFF		Total		DIFF			
	FY 2025/26	FY 2026/27			FY 2025/26	FY 2026/27			FY 2025/26	FY 2026/27			FY 2025/26	FY 2026/27			FY 2025/26	FY 2026/27			FY 2025/26	FY 2026/27			FY 2025/26	FY 2026/27				
	12/4/2025	4/2/2026			12/4/2025	4/2/2026			12/4/2025	4/2/2026			12/4/2025	4/2/2026			12/4/2025	4/2/2026			12/4/2025	4/2/2026			12/4/2025	4/2/2026				
Revenues	42,885	796,807	(136,966)		333,333	333,333			166,667	166,667			6,883,507	6,734,048	30,541	4,544,785	4,570,153			34,368	12,440,225	4,202,225			16,173	14,799,387	14,763,983	(35,884)		
1 Minimum D	40,830	1,000	-		-	-			-	-			50,000	50,000	-	10,000	10,000			-	2,138,722	2,154,898			-	-	81,000	61,000		
2 Interest	426	-	-		-	-			-	-			-	-	-	-	-			-	-	-			-	-	-	-		
3 Loan Proceeds	4,209	-	-		-	-			1,141,776	975,109	(166,667)															1,141,776	975,109	(166,667)		
4	-	-	-		-	-			1,308,443	1,141,776	(166,667)															15,802,363	15,800,012	(2,351)		
5	-	-	-		-	-			-	-			-	-		-	-									-	-	-	-	
6 Salaries, Benefits & Overhead	530,70	-	-		-	-			964	520	530			493,888	434,551	(60,337)	422,093	389,256	(33,736)		142,887	510,588			375,702	1,463,546	1,738,147	274,601		
7 Allocated Labor Costs	401,022	409,022	(8)		2,236	3,200			1,083	480	480			477,349	392,540	(84,609)	361,099	359,916	(3,184)		132,113	480,412			348,208	1,384,839	1,607,091	222,252		
8 Allocated Overhead	62,154	-	-		1,876	2,959			2,045	1,000	1,000			971,037	817,091	(153,946)	814,092	749,182	(64,910)		275,000	1,000,000			725,000	2,848,385	3,345,238	496,853		
9 Total Salaries, Benefits & Overhead	781,143	771,807	(11,337)		4,112	6,159			2,045	1,000	1,000			971,037	817,091	(153,946)	814,092	749,182	(64,910)		275,000	1,000,000			725,000	2,848,385	3,345,238	496,853		
10	-	-	-		-	-			-	-			-	-		-	-									-	-	-	-	
11 Services & Supplies	-	-	-		-	-			-	-			-	-		-	-									-	-	-	-	
12 Repairs & Maintenance	6,945	-	-		-	-			-	-			2,000	40,000		38,000	-			1,380,079	1,599,079		219,000	-	21,100	21,100	1,380,079	1,620,179	240,100	
13 Subscriptions	6,222	-	-		-	-			-	-			4,000	4,000		-	-			-	-	-			-	-	2,000	40,000	38,000	
14 General Supplies & Expenses	6,222	5,000	5,000		-	-			-	-			-	-		-	-			-	-	-			-	-	9,000	9,000	-	
15 Accounting & Audit	6,230	16,500	16,500		-	-			-	-			-	-		-	-			-	-	-			-	-	16,500	16,500	-	
16 Legal Fees	6,230	-	-		-	-			-	-			76,800	30,400	(46,419)	120,000	120,000			-	-	-			145,000	26,200	(118,760)	34,200	176,561	(155,160)
17 Professional & Special Services	6,281	125,629	(125,629)		363,792	514,314			190,602	-	-			2,946,334	1,077,800	(1,868,534)	487,279	710,112	231,833		4,100,812	898,990			(3,241,862)	6,023,766	3,170,176	4,853,500		
18 Adv & Promo Materials	6,281	2,500	2,500		-	-			-	-			-	-		-	-			-	-	-			-	-	2,500	2,500	-	
19 Conferences/Social Exp	6,281	-	-		219,000	241,239			22,239	-	-			27,423,629	27,015,051	(408,578)	564,000	-	(564,000)		100,000	195,000			55,000	28,306,629	27,411,290	895,329		
20 Training	6,281	-	-		-	-			-	-			213,000	20,150	(17,800)	-	-			-	-	-			-	-	21,000	203,950	(17,500)	
21 Transportation/Travel/Education	6,294	-	-		-	-			-	-			1,000	1,000		-	-			-	-	-			-	-	1,000	1,000	-	
22 Funds to City of Santa Cruz	752,04	-	-		-	-			-	-			-	-		-	-			-	-	-			-	-	-	-	-	-
23 Funds to City of Watsonville	752,06	-	-		-	-			-	-			-	-		-	-			-	-	-			-	-	-	-	-	-
24 Contribution to Other Agency	752,30	-	-		-	-			1,349,324	1,349,324			-	-		-	-			-	-	-			-	-	1,349,324	1,349,324	-	
25 CHP Operations	752,80	-	-		-	-			-	-			50,000	50,000		-	-			-	-	-			-	-	50,000	50,000	-	
26 Specialized Transit	753,05	-	-		-	-			-	-			-	-		3,047,128	2,891,730		(155,398)		500,000	2,442,322			1,942,322	3,047,128	2,891,730	155,398		
27 Construction	861,10	-	-		900,809	900,809			-	-			1,141,776	975,109	(166,667)	3,855,000	1,900,000		(1,955,000)		500,000	2,442,322			1,942,322	5,496,776	6,218,340	721,464		
28 Intra-Fund Transfer/Program Loan	952,46	-	-		-	-			-	-			-	-		-	-			-	-	-			-	-	-	-	-	
29 Total Services & Supplies	146,629	24,000	(125,629)		582,712	1,655,352			1,073,360	1,349,324			31,885,350	23,996,930	(7,888,420)	15,179,385	15,135,257		558,882	4,845,812	3,503,622			11,342,100	53,972,421	53,685,305	12,306,916			
30	-	-	-		-	-			-	-			-	-		-	-									-	-	-	-	
31 Total Expenditures	931,772	796,807	(135,966)		365,664	1,655,571			1,075,405	1,350,324			32,896,506	30,214,021	(2,682,485)	15,993,477	16,484,449		498,979	5,108,812	4,508,622			36,17,000	58,900,265	55,019,243	(1,810,661)			
32	-	-	-		-	-			-	-			-	-		-	-									-	-	-	-	
33 Excess of Revenues over Expenditures:	1,000	1,000	(25,340)		(25,340)	(1,329,188)			(41,881)	(208,548)			(26,303,089)	(23,429,973)	(11,438,602)	(11,895,296)					(2,982,090)	(2,348,727)			(40,818,243)	(39,210,731)	(1,607,512)			
34 Beginning Fund Balance (not audit):	438,938	438,938	-		2,264,801	2,714,324			41,881	208,548			24,689,924	24,689,924		24,689,924	24,689,924			3,784,448	3,784,448			6,769,866	18,674,641	18,674,641	11,889,773			
35 Ending Fund Balance (not audit):	439,938	439,938	-		2,239,461	1,385,136			0	0			(26,303,089)	(26,741,947)		(11,438,602)	(12,084,192)			812,358	1,435,921			(14,048,377)	(14,335,088)	(14,335,088)	(11,889,773)			

Budget Glossary and Acronym Guide

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

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

Amendment: A proposed or adopted change to the budget.

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

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

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

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

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

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

perform specific functions.

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

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

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

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

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

COLA: see Cost of Living Adjustment

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

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

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

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

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

FY: see Fiscal Year.

ICAP: see Indirect Cost Allocation Plan

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

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

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

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

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

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

Programming, Planning, and Project Glossary and Acronym Guide

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

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

ATP: see Active Transportation Program

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

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

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

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

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

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

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

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

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

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

Caltrans: see California Department of Transportation

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

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

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

CHP: California Highway Patrol

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

CNG: see Compressed Natural Gas

Collector Streets: Streets that collect traffic.

COMMISSION: see Santa Cruz County Regional Transportation Commission

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

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

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

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

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

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

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

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

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

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

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

CT: see California Department of Transportation

CTC: see California Transportation Commission

CTP: see California Transportation Plan

CTSA: see Consolidated Transportation Services Agency

CTSC: see Community Traffic Safety Coalition

DAC: see Disadvantaged Community

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

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

Department of Transportation (DOT): At the federal level, the cabinet agency headed by the Secretary of Transportation 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 enacted 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).

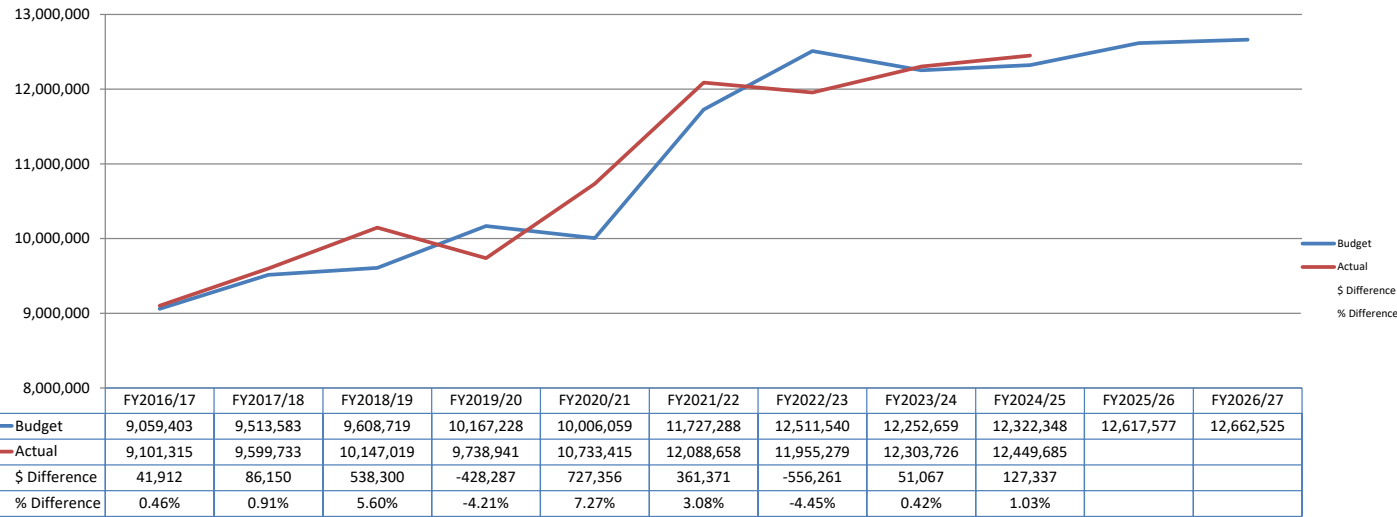
ZEV: Zero Emission Vehicle

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

Actual Revenue vs Projection



Transportation Development Act (TDA) Estimates and Revenues

	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Month	Actual Revenue	Actual Revenue	Actual Revenue	Actual Revenue	Actual Revenue	Actual Revenue	Actual Revenue	Actual Revenue	Actual Revenue	Auditor Controller Estimate	Auditor Controller Estimate
July	629,500	583,500	908,365	1,060,892	1,016,646	1,180,089	1,159,164	1,144,443	1,012,225	1,331,358	1,128,623
August	839,400	778,000	670,376	645,862	748,355	947,834	954,929	1,112,472	1,239,451	1,258,043	1,144,591
September	872,266	1,146,538	886,090	905,654	932,896	1,008,451	1,013,414	977,616	994,204	1,009,117	1,060,618
October	657,500	665,500	1,276,595	1,069,443	1,164,146	1,242,981	1,084,000	1,032,101	901,646	915,171	1,099,200
November	876,700	887,300	577,500	711,628	670,297	835,454	1,113,301	1,254,248	1,120,653	1,137,463	1,217,310
December	813,479	959,017	905,920	853,153	866,405	1,015,997	948,121	890,226	1,018,473	1,033,750	1,024,735
January	632,900	655,100	877,694	897,534	898,170	990,616	880,692	857,956	878,510	877,975	915,473
February	843,800	873,500	816,270	1,026,294	1,074,000	1,080,393	1,179,127	1,314,344	1,292,658	1,319,500	1,234,880
March	911,051	855,723	861,435	734,870	741,758	863,751	868,052	880,164	881,767	893,200	886,535
April	626,200	564,300	847,201	686,821	891,479	894,620	828,604	808,685	775,261	827,225	839,194
May	834,900	854,103	607,386	407,395	821,015	1,067,922	1,005,280	1,097,417	1,297,651	1,065,750	1,133,823
June	563,619	777,152	912,189	739,394	908,248	960,550	920,595	934,054	1,037,186	949,025	977,543
TOTAL	9,101,315	9,599,733	10,147,019	9,738,941	10,733,415	12,088,658	11,955,279	12,303,726	12,449,685	12,617,577	12,662,525
		5.48%	5.70%	-4.02%	10.21%	12.63%	-1.10%	2.91%	1.19%	1.35%	0.36%

	Payment Month	ACTUAL		FORECAST *	
		Fiscal Year 2024-25	Fiscal Year 2025-26	Fiscal Year 2025-26	Fiscal Year 2026-27
1st Advance	June	\$ 2,076,145	\$ 2,193,097	\$ 2,193,097	\$ 1,895,400
2nd Advance	July	2,309,396	2,379,185	2,379,185	1,895,400
Clean Up	August	2,516,409	2,530,711	2,530,711	3,171,628
2nd Quarter Allocation		6,901,951	7,102,993	7,102,993	6,962,428
1st Advance	September	2,197,537	2,299,836	2,299,836	1,935,800
2nd Advance	October	2,034,589	2,371,098	2,371,098	1,935,800
Clean Up	November	2,633,750	2,425,151	2,425,151	3,239,356
3rd Quarter Allocation		6,865,876	7,096,086	7,096,086	7,110,956
1st Advance	December	2,282,459	2,264,652	2,264,652	1,948,300
2nd Advance	January	1,962,750	-	2,264,652	1,948,300
Clean Up	February	2,905,782	-	2,499,171	3,260,155
4th Quarter Allocation		7,150,991	2,264,652	7,028,475	7,156,755
1st Advance	March	1,998,610	-	1,689,800	1,728,600
2nd Advance	April	1,796,345	-	1,689,800	1,728,600
Clean Up	May	2,634,412	-	2,827,696	2,892,681
1st Quarter Allocation		6,429,366	-	6,207,296	6,349,881
1st Advance	June	2,193,097	-	1,895,400	1,936,800
2nd Advance	July	2,379,185	-	1,895,400	1,936,800
Clean Up	August	2,530,711	-	3,171,628	3,240,807
2nd Quarter Allocation		7,102,993	-	6,962,428	7,114,407
Fiscal Year Reconciliation					
Accrual		\$ 27,549,225	\$ 9,360,738	\$ 27,294,286	\$ 27,731,999

* Based on budget prepared 01/11/26 by Wyn

2027 Measure D Formula Apportionment Calculation

	Capitola	Santa Cruz	Scotts Valley	Watsonville	Unincorporated
Population 1/1/25 *	9,670	62,972	11,831	51,101	128,136
% population	3.67%	23.88%	4.49%	19.38%	48.59%
Lane Miles**	55	269	72	195	1,187
% lane miles	3.09%	15.13%	4.03%	10.97%	66.77%
% FY 2024-25 Transactions & Use Tax	8.1312%	29.8231%	6.2515%	19.1114%	36.6828%
29% pop; 39% lane miles; 32% site (for FY 2025/26)	4.8714%	22.3699%	4.8745%	16.0133%	51.8709%
Measure D Formula Apportionment for FY 2025-26	368,747	1,696,625	368,957	1,212,131	3,925,350
FY 2023-24 Formula Distribution Percentages	4.8540%	22.3548%	4.8017%	15.6656%	52.3238%
FY 2024-25 Formula Distribution Percentages	4.7572%	22.6813%	4.9074%	15.6465%	52.0075%
FY 2025-26 Formula Distribution Percentages	4.8700%	22.4071%	4.8728%	16.0085%	51.8416%

* State of California, Department of Finance, E-1 Population Estimates for Cities and Counties for 01/01/2022 — Released 05/01/2022

**2020 Statewide Local Streets and Roads Needs Assessment and/or numbers reported by local jurisdictions

Transactions and Use Taxes for FY 2025-26 per State Reports

	Total FY 2025-26	
	Amount	% of Meas D
Measure D (547)	27,465,135	
Capitola (334)	2,233,641	8.1312%
Santa Cruz (645)	8,192,450	29.8231%
Scotts Valley (809)	1,717,288	6.2515%
Watsonville (371)	5,249,935	19.1114%
Unincorp (723)	10,076,796	36.6828%
Total	27,470,109	100.0000%

Note: Capitola, Santa Cruz, & Watsonville transactions and use (T&U) taxes are 1/4-cent Scotts Valley is 1.25%, amounts adjusted accordingly.

Santa Cruz County Regional Transportation Commission Organizational Chart

