

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION  
COMMISSION  
MEASURE D FUND**

FINANCIAL STATEMENTS  
June 30, 2022

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**MEASURE D FUND**  
**TABLE OF CONTENTS**  
June 30, 2022

---

Independent Auditors' Report..... 1

Management’s Discussion & Analysis..... 3

Statement of Net Position ..... 18

Statement of Changes in Net Position ..... 19

Notes to Financial Statements ..... 20

**SUPPLEMENTARY INFORMATION**

Independent Auditor’s Report on Measure D Compliance ..... 23

Statement of Net Position by Allocation ..... 26

Statement of Changes in Net Position by Allocation ..... 28

Summary of Outgo by Project..... 30

Summary of Revenue Allocation by Month - Cash Basis ..... 32

Prior Year Summary of Revenue Allocation by Month - Cash Basis ..... 34



## INDEPENDENT AUDITORS' REPORT

Citizen Oversight Committee  
Santa Cruz County Regional Transportation Commission  
Santa Cruz, California

### **Report on the Audit of the Financial Statements**

#### ***Opinions***

We have audited the accompanying financial statements of the Measure D Fund of Santa Cruz County Regional Transportation Commission, as of and for the fiscal year ended June 30, 2022, and the related notes to the financial statements, as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Measure D Fund of Santa Cruz County Regional Transportation Commission, as of June 30, 2022, and the changes in financial position thereof for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

#### ***Basis for Opinions***

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Measure D Fund of Santa Cruz County Regional Transportation Commission and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### ***Emphasis of Matter***

As discussed in Note 1, the financial statements present only the Measure D Fund and do not purport to, and do not present fairly the financial position of the Santa Cruz County Regional Transportation Commission, as of June 30, 2022, the changes in its financial position for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

#### ***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Measure D Fund of Santa Cruz County Regional Transportation Commission's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

#### ***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Measure D Fund of Santa Cruz County Regional Transportation Commission's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Measure D Fund of Santa Cruz County Regional Transportation Commission's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

#### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 3 through 17 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, of the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### ***Supplementary Information***

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Measure D Fund of Santa Cruz County Regional Transportation Commission's financial statements. The supplementary information listed in the table of contents are presented for purposes of additional analysis and are not a required part of the financial statements.

The supplementary information, listed in the table of contents, are the responsibility of management and was derived from and relate directly to the underlying accounting and other records used to prepare the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the financial statements as a whole.

*Moss, Ling & Hartshorn LLP*

Santa Maria, California  
March 14, 2023

## I. INTRODUCTION

Measure D is a comprehensive and inclusive package of transportation investments passed in November 2016 by over two-thirds (2/3) of Santa Cruz County voters. This ½-cent (0.5%) transactions and use tax guarantees a steady, direct source of local funding to every city and the County of Santa Cruz for local street and road



maintenance, bicycle, pedestrian, and safety projects; to Santa Cruz METRO and Community Bridges-Lift Line for transit and paratransit services for seniors and people with disabilities; as well as funds to implement priority highway, trail, and other essential transportation projects and programs throughout the county. Measure D went into effect on April 1, 2017. After costs for administration and implementation of the Measure are accounted for, funds are distributed by the formula set forth in the voter-approved Expenditure Plan for Measure D to the following Investment categories:

- 30% - Neighborhood Projects (Cities & County)
- 25% - Highway Corridor
- 20% - Transit/Paratransit (SCMTD and Community Bridges)
- 17% - Active Transportation
- 8% - Rail Corridor

The Santa Cruz County Regional Transportation Commission (RTC) is the administrator of Measure D responsible for receiving tax revenues collected by the California Department of Tax and Fee Administration, distributing revenues to local agencies and project sponsors, and ensuring compliance with the voter-approved ordinance. A five-year program of projects showing how recipient agencies plan to use Measure D funds is updated and adopted annually by each agency receiving Measure D revenues. An annual audit of receipts and expenditures of each recipient is also required; and the audited reports are to be reviewed by an oversight committee of five residents. Consistent with the Measure D Ordinance, the Measure D Taxpayer Oversight Committee reviews recipient agency fiscal audits and expenditure reports and prepares an annual report of findings.

## II. Measure D Funded Projects in FY2021/22

Since Measure D went into effect, the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville, the County of Santa Cruz, Santa Cruz METRO, Community Bridges, and the RTC have put Measure D funds to work - filling

potholes, building new bicycle and walking paths, replacing aging buses, increasing transportation service for seniors and people with disabilities, designing major infrastructure projects, maintaining existing infrastructure, and providing traveler information and assistance programs. The following highlights a few of the projects that were funded by Measure D in FY2021/22.

### **Active Transportation: Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail**



- 1. MBSST Network Implementation:** RTC staff provided oversight and technical assistance for implementation of the Monterey Bay Sanctuary Scenic Trail Network (MBSST). This included coordination with local jurisdictions and Central Federal Lands of the Federal Highway Administration who are implementing specific sections of the trail network. In FY21/22, Measure D funds were also used to analyze and solicit public input on potential interim trail and ultimate trail (adjacent to the railroad tracks) alignments.
- 2. North Coast Segment 5, Wilder Ranch-Davenport:** In coordination with the RTC, Federal Highway Administration Central Federal Lands Highway Division (FHWA-CFLHD) continued development of the 7.5-mile coastal rail trail from Davenport to Wilder Ranch State Park. Preconstruction activities, including environmental, design, right-of-way and permitting, continued in FY2021/22. The 5.4-mile section from Wilder Ranch to Panther/Yellowbank Beach is fully funded for construction and expected to be ready to break ground in FY2023/24, pending the release of federal funds. In FY2021/22, the remaining 2.1-

mile section of the trail from Panther/Yellowbank Beach was shortlisted for Federal Lands Access Program funding, leveraged with Measure D matching funds. Final awards will be announced in FY22/23.

**3. Segment 7, Phase 2, Santa Cruz Construction:** The City of Santa Cruz completed the final design and started construction of Phase 2, from Bay Street/California Avenue to the Santa Cruz Wharf in spring 2022.



*Segment 7-Phase 2 Rail Trail Construction in Santa Cruz*

**4. Segments 8 & 9, Santa Cruz-Live Oak:** The City of Santa Cruz, in partnership with the County of Santa Cruz, continued preliminary design and environmental review of Segments 8 & 9 of

the Coastal Rail Trail between the Santa Cruz Wharf and 17<sup>th</sup> Avenue (2.2 miles), funded by state and private funds. The city has used local and regional Measure D funds as match to secure over \$40 million in grants to fully fund the project.

**5. Segments 10 & 11, Live Oak to Seacliff/Aptos:** The County of Santa Cruz, in partnership with the City of Capitola, initiated environmental review and preliminary design of Segments 10 & 11 of the trail from 17<sup>th</sup> Ave to State Park Drive (4.5 miles) using Measure D funds and submitted grant applications using Measure D as match in FY2021/22 to secure \$68 million from California's Active Transportation Program in December 2022.

**6. Segment 12, Aptos/Rio del Mar:** The RTC continued environmental review and preliminary design of Segment 12 of the Coastal Rail Trail between State Park Drive and Rio Del Mar Blvd. as part of the Highway 1 Freedom-State Park Auxiliary Lanes and Bus-on-Shoulder project, which is being implemented in partnership with Caltrans. This section of trail includes bicycle/pedestrian bridges over Highway 1 and Soquel Drive, connecting coastal neighborhoods and Aptos Village.

**7. Segment 18, Watsonville:** Construction of the trail between Ohlone Parkway and Watsonville Slough Trail (Phase 1) was mostly completed in FY2020/21, with the official ribbon cutting in July 2021. Measure D expenditures for Segment 18 Phase 1 are reflected in the FY2021/22 audit. The City of Watsonville and RTC will be analyzing design options for future sections of trail, including Segment 18 between Lee Road and Ohlone and between the Slough Trail and Walker Street and remaining

sections of the trail between Davenport and Pajaro Station, as part of the Passenger Rail Transit and Trail project.

- 8. Ongoing Corridor Maintenance:** RTC continued to use Measure D funds to maintain the future trail corridor, including vegetation control; tree maintenance; trash and dumping abatement; encampments; drainage maintenance and repairs; and managing, renegotiating, or clearing of unpermitted encroachments. RTC also initiated work to secure environmental permits to support maintenance activities.
- 9. Technical Support and Oversight:** RTC staff provided technical support and stakeholder coordination for development of the MBSST/Coastal Rail Trail projects. Consultants were hired for technical assistance when needed.
- 10. Boundary survey work for segments 9-12:** Through a contract with a surveying consultant, the RTC has been conducting boundary survey work for segments 9-12 of the MBSST. The survey work supports both MBSST and maintenance activities. As surveys are completed records of survey will be filed with the County.

## **Rail Corridor**

### **Infrastructure Preservation:**

- 1. Storm Damage Repairs:** In Spring 2022 the RTC completed repairs from winter 2017 storm damage on several locations along the Santa Cruz Branch Rail Line right-of-way. Between FY2019/20-FY2021/22, RTC received \$493,278 in reimbursements from FEMA for storm damage repairs which had been initially funded by Measure D in prior years. Additional repairs were initially funded by Measure D and a short-term loan of other RTC funds. The RTC has submitted an additional \$4.7 million in invoices to FEMA, which if not paid by FEMA, would need to be funded by Measure D.
- 2. Bridge Repairs:** Measure D funds were expended on final design for Pajaro River Bridge repairs, expected to begin construction in 2023. Measure D funds served as a match to secure a state Shortline Railroad Improvement Program grant from the California Transportation Commission for construction.
- 3. Coastal Erosion Repair:** Design work, including consultations with the Coastal Commission continued in FY 2021-22 for the Manresa Coastal Erosion Repair project.
- 4. Ongoing Track infrastructure, signage, maintenance, inspection, and repairs:** The RTC continues to perform basic maintenance of



railroad infrastructure in areas not currently served by the shortline operator. This includes responding to crossing signal malfunctions.

- 5. Ongoing utility coordination:** Engineering and administrative review and coordination for utility and other entities to perform maintenance or construction on facilities affecting the rail line.

## **Highway Corridors**

**Highway 1 - Auxiliary Lanes and Bus on Shoulder (BOS) Projects:** RTC staff, consultants and Caltrans continued environmental review, design, and construction documents for five (5) new sets of auxiliary lanes and a hybrid bus-on-shoulder (BOS) program along 7.5-miles of Highway 1.



1. Phase 1: Soquel Drive to 41<sup>st</sup> Avenue – FY2021/22 Measure D revenues were added to the project to fully fund construction of the auxiliary lanes and bus-on-shoulder facilities between 41<sup>st</sup> Avenue and Soquel Drive (Phase 1), which started construction in early 2023. The project includes a new bicycle/pedestrian bridge over Highway 1 at Chanticleer Avenue. Measure D was used to leverage state grants for the project.
2. Phase 2: Bay/Porter to State Park Drive – During FY2021/22 the RTC continued final design and right-of-way activities for the Highway 1 auxiliary lanes and bus-on-shoulder project between the State Park Drive and Bay-Porter interchanges (Phase 2), including a new bicycle/pedestrian bridge over Highway 1 at Mar Vista Drive and replacement of the Capitola Avenue overcrossing. Construction is scheduled to start in 2023. Measure D was used to leverage state grants for the project.
3. Phase 3: State Park Drive to Freedom Boulevard, including Segment 12 of the Coastal Rail Trail – Environmental and preliminary design for

Highway 1 hybrid auxiliary lanes and bus-on-shoulder facilities between Freedom Boulevard-Rio Del Mar-State Park Drive (Phase 3) continued in FY2021/22. The Phase 3 project also includes the 1.25 mile Segment 12 of the Rail Trail from State Park Drive to Rio Del Mar Boulevard. The environmental review is funded by a combination of Measure D and state SB1 Local Partnership Program formula funds, which are available to the region because of Measure D. The RTC has submitted applications for state and federal grants for the project, using Measure D as match. The Phase 3 project is expected to be construction-ready in 2025.

**Cruz511 Program:** The Cruz511 program is a traveler resource and transportation demand management program. In FY2021/22, the RTC, in partnership with the City of Santa Cruz, UCSC, Ecology Action, and other entities, used Measure D funds to continue to promote “Go Santa Cruz County,” a robust demand management program, including an online commute manager and rewards platform with dynamic carpool ride



matching and transit, carpool, and bike trip planning. In FY2021/22 more than 2,000 participants registered during the months following the countywide expansion, joining the 1,000+ participants already enrolled in the downtown GO Santa Cruz pilot. Consultants assisted with creating marketing materials, employer toolkits, the program website ([www.gosantacruzcounty.org](http://www.gosantacruzcounty.org)), and social media content. Additionally, consultants assisted with employer outreach by engaging with major employers, onboarding new employers to the platform, and providing virtual and in-person commuter workshops to participants. RTC staff also attended in-person community events to promote the GO Santa Cruz County Program and signup new participants.

In FY2021/22 the RTC also continued to provide rideshare, transit, bicycle, traffic information, and county road and lane closure information to the public, primarily through the [www.Cruz511.org](http://www.Cruz511.org) website. Staff continued to provide traffic safety messaging and active transportation mapping resources to community members throughout the county.

**Safe on 17 and Freeway Service Patrol (FSP):** Measure D continued to provide funding for extra California Highway Patrol (CHP) enforcement on Highway 17, through the Safe on 17 program. In FY2021/22, due to staffing shortages, CHP Santa Cruz provided fewer hours of extra enforcement on Highway 17 than years past, invoicing only \$5,430 of \$50,000 that had been set aside. Measure D funds are also being used to provide tow truck patrols

(FSP) on Highway 1 and Highway 17 during peak travel times, which work in tandem with CHP to reduce incident related congestion, and improve traffic flow and safety by removing debris, assisting motorists with broken down vehicles, clearing collisions and other incidents. The FSP tow providers worked a total of 3,787 hours and provided approximately 1,497 assists in FY2021/22, with an average of 0.40 assists per hour. In FY2021/22, the most frequent types of motorist aid provided by FSP include assistance with collisions, mechanical quick fixes, and flat tire repairs.

## **Neighborhood Projects**

Approximately 30% of Measure D revenues are distributed by formula to the cities of Capitola, Santa Cruz, Scotts Valley, Watsonville and County public works departments for transportation projects in local jurisdictions. In FY2021/22, the cities and County repaired several local roads, built new bicycle and pedestrian facilities, and provided transportation safety programs throughout the county.

### **1. County of Santa Cruz:**

Roadway Resurfacing: The County used Measure D funds to design and resurface roads around the county. Lists and maps of Measure D-funded projects is on the [County Public Works Measure D website](#).

*Measure D-funded road resurfacing – Santa Cruz Ave, Aptos - Before & after*



### **2. City of Capitola:**

Pavement Management Program: Capitola partnered with the County of Santa Cruz to complete design and award a contract for its FY2021/22 Road Rehabilitation Project, which was started construction in summer 2022.

### **3. City of Santa Cruz:**

FY2021/22 projects included:

- Street Smarts traffic safety, safe routes to schools, and youth bike safety public education programs.
- Downtown bike lockers.
- Coastal Rail Trail Segment 7 construction and maintenance.

### **4. City of Scotts Valley**

- Bean Creek Road pavement project from Blue Bonnet Lane to Redwood Way design and started construction.
- Asphalt repairs on various roads throughout the city.

### **5. City of Watsonville:**

- Sidewalk repairs, traffic safety outreach, traffic calming, and bicycle safety trainings at schools.
- Lincoln Street bicycle and pedestrian safety facility construction near Watsonville High School.
- Ongoing design for the Lee Road Trail (Harkins Slough Rd from PVHS Driveway to Lee Rd and Lee Rd from Harkins Slough Rd to railroad crossing).
- Designs for roadway reconstruction projects on Pennsylvania Drive and Bridge Street.
- Designs and grant applications for the Highway 1/Harkins Slough Road pedestrian bridge and bicycle and pedestrian facilities to schools project, which is being developed in partnership with Caltrans.
- Roadway maintenance citywide.

### **6. Highway 17 Wildlife Crossing**

Caltrans started construction of the Highway 17 Wildlife Crossing in February 2022. In FY2021/22, the initial construction was funded by the Land Trust of Santa Cruz County. In total the project is funded by a combination of \$5 million from Measure D anticipated to be spent in FY2022/23 (including an inter-program loan from Highway Corridors Measure D funds) and \$3 million from the Land Trust, with the Caltrans State Highway Operation and Protection Program (SHOPP) paying for construction support costs. This project is under the Neighborhood investment category, but since it is regional in nature, the funds flow through the RTC who has a cooperative agreement with Caltrans for implementation of the project.



## 7. Highway 9 Corridor Investments

Building off the community-based Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan, Caltrans and RTC used Measure D funds in FY2021/22 to scope and identify priority projects for implementation along the corridor through preparation of a Project Initiation Document (PID). The PID was completed in 2022 and Measure D revenues will be used to leverage other funds and initiate future phases of priority projects to get them construction-ready.



One high-priority project is improving access to and circulation past the SLV elementary, middle and high schools north of Felton, for all modes of transportation. In Spring 2022, RTC worked with SLV Unified School District (SLVUSD) and Caltrans to initiate the *SLV Schools Access Study*. Measure D was used to leverage grants and other funds for this work. With robust input from the public, as well as collaboration within the 5-agency project management team (RTC, SLVUSD, Santa Cruz County public works, Caltrans, and METRO), draft circulation concepts are under development that, when finalized, will enable RTC and partners to seek funding for environmental review, final design, and construction phases.

## **Transit/Paratransit**

### **1. Santa Cruz Metro:**

- Using Measure D to leverage state and federal grants, METRO used Measure D funding to pay for electric and CNG buses. The new vehicles are more efficient, improve fleet reliability and reflect METRO's continued commitment to the transition to clean air buses.
- Measure D was used to continue providing additional bus and paratransit service.
- Pacific Station/METRO Transit Center redevelopment design.



### **2. Lift Line Community Bridges:**

- Lift Line continued to use Measure D funds to expand its service hours and provide additional rides.
- Measure D has also been used to finance the Lift Line operations facility in Watsonville.

## **III. FINANCIAL STATEMENTS**

The financial statements of Measure D are on an accrual basis, as the revenues are recorded when earned and expenditures are recognized when incurred. Measure D, the Fund, is divided into six subfunds – Administration and Implementation; Neighborhood; Highway Corridor; Transit/Paratransit; Active Transportation; and Rail Corridor subfunds. The Neighborhood Subfund has two additional subfunds to account for the San Lorenzo Valley Highway 9 Corridor Improvements and Highway 17 Wildlife Crossing Expenditure Plan projects.

The Measure D Fund is a placeholder where all Measure D proceeds are initially deposited prior to the distribution to the subfunds. This shows total proceeds from the California Department of Tax and Fee Administration (formerly the Board of Equalization) and the amounts distributed to the Administration and Implementation, as well as to each of the five Investment Categories. Each subfund earns and keeps any interest earned due to the time lag between the deposit to the subfunds and the payment to recipients.

The revenues shown in the Statement of Changes in Net Position (page 19) represent actual Measure D proceeds received, any interest earned, and other revenues (including reimbursements from FEMA for 2017 storm damage project costs and funds previously paid to Administration and Implementation that were distributed to subfunds in FY2021/22. The expenditures are actual payments sent to recipients or vendors; these are not inter-fund payments. Funds not yet paid into the six subfunds in FY2021/22 (which had not left Measure D Fund) comprise the Fund Balances.

#### **IV. FINANCIAL HIGHLIGHTS**

##### **Consolidated Financial Statements**

The consolidated Balance Sheet shows a cash balance of \$34,573,151 and total net position of \$37,758,344 on 6/30/2022. These balances are being reserved for construction and other major expenses anticipated in FY2022/23 and beyond, including significant highway and trail construction projects. The total liability of \$4,210,811 is the sum of the accounts payable from all subfunds; it represents the amount the subfunds not paid in FY2021/22 that are still owed to regional investment categories and direct recipients of Measure D and outside vendors.

In FY2021/22, Measure D revenues totaled \$27,625,973 (page 29) and they earned \$148,385 in interest for a total of \$27,774,358. Other revenues include \$70,677 in reimbursements from FEMA for 2017 storm damage project costs. There was also a transfer to the general fund of \$517,696 in revenues that had been allocated to Administration and Implementation in the prior year and \$10,208 unallocated funds; these funds were distributed to the investment categories (six subfunds) by formula in FY2021/22. Total expenditures by the RTC, including payments made to direct recipients, amounted to \$21,732,487 over the same 12 months through 6/30/2022. The RTC's Measure D fund balance, except for \$249, is restricted to related subfunds and is not available for distribution to direct recipients. The \$249 balance is the cumulative interest earned by Measure D and will be credited to the cash balance of the respective program.

### **Subfunds Financial Statements**

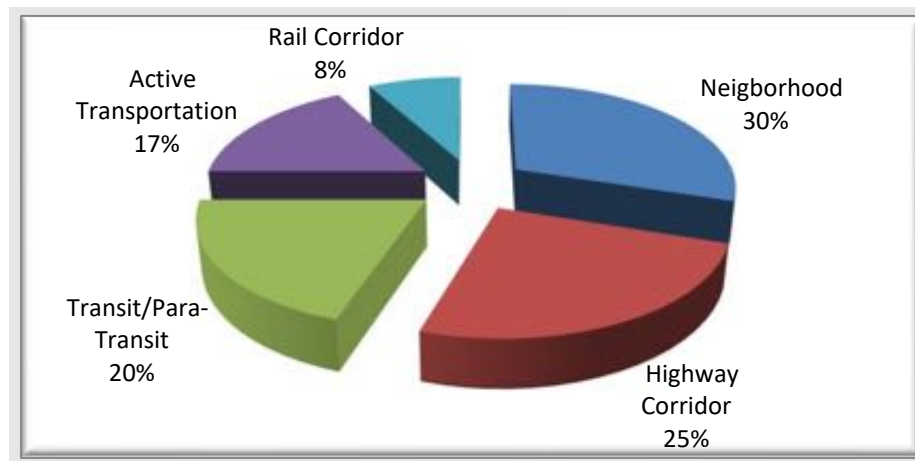
The monthly receipts from California Department of Tax and Fee Administration are accounted for in Measure D – the fund. These receipts were all (100%) distributed to the Administration & Implementation subfund and the Five Investment Category subfunds according to the pre-determined allocation formula prescribed in the Measure D Ordinance. The revenues equal expenditures in Measure D – the fund; and any fund balance is the cumulative interest earned by the cash receipts prior to distribution. This fund balance is unrestricted and is available for distribution to other subfunds. Below is the FY2021/22 receipts distribution schedule and presentation of the distribution with and without the Administration & Implementation subfund as part of the percent split:

#### **Measure D Distribution FY2021/22 Ending 6/30/2022**

	<u>With Administration &amp; Implementation</u>		<u>Without Administration &amp; Implementation</u>	
Administration Salaries & Benefits	276,260	1%		
Implementation & Overhead	488,753	2%		
Neighborhood	8,058,288	29%		
Highway Corridor	6,715,240	24%	8,058,288	30%
Transit/Para-Transit	5,372,192	19%	6,715,240	25%
Active			5,372,192	20%
Transportation	4,566,363	17%	4,566,363	17%
Rail Corridor	2,148,877	8%	2,148,877	8%
<b>TOTAL</b>	<b>27,625,973</b>	<b>100%</b>	<b>26,860,962</b>	<b>100%</b>



## Graph 1 – Measure D Distribution Without Administration & Implementation



The total receipts of \$27,625,973 were 4.6% above projection in each investment subfund, except Administration & Implementation received 5.2% more than budgeted as shown in the table below:

### Measure D Receipts Compared to Budget FY2021/22 Ending 6/30/2022

	<u>Receipts</u>	<u>Budget</u>	<u>Over Budget*</u>	<u>(%)</u>
Administration & Implementation	765,013	727,064	37,949	5.2%
Neighborhood	8,058,288	7,704,226	354,062	4.6%
Highway Corridor	6,715,240	6,420,189	295,051	4.6%
Transit/Para-Transit	5,372,192	5,136,151	236,041	4.6%
Active Transportation	4,566,363	4,365,728	200,635	4.6%
Rail Corridor	2,148,877	2,054,460	94,417	4.6%
<b>TOTAL</b>	<b>27,625,973</b>	<b>26,407,818</b>	<b>1,218,155</b>	<b>4.6%</b>

\* Difference of Receipts (actual revenues received from state) over what was budgeted (forecasted prior to end of fiscal year).

Payments to Neighborhood and Transit/Para-transit recipients are made monthly, based on actual, rather than budgeted, revenues. Disbursements to regional projects (Highway Corridor; Rail/Trail; and Rail Corridor) were based on presentation of invoices or other evidentiary cost documentation. Highway 9/SLV investments and Highway 17 Wildlife Overcrossing are in the Neighborhood subfund, but they are regional projects and funds are managed

by the RTC. For Highway 9, \$214,295 was expended in FY2021/22; \$438 was expended in FY2021/22 for the Highway 17 project.

Absent, Highway 9 and Highway 17, Measured D receipts would equal expenditures in the Neighborhood subfund. The equality of receipts and expenditures also exists in Transit/Para-transit subfund because these are pass-through funds and monthly payments are automatic, provided that the recipients are in compliance with Measure D requirements. The Supplementary Information Section presents the detailed monthly distribution of Measure D (page 29).

Highway 9; Highway Corridor; Active Transportation (Coastal Rail Tail - MBSST); and Rail all show high fund balances because funds are needed for construction work scheduled to begin in future years. Highway 17 balances, plus inter-program loan from Highway Corridor is expected to be spent in FY2022/23. The following is a condensed revenues, expenditures, and change in fund balance table:

MEASURE D COMBINED REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE FY 2020-2021 PERIOD ENDING 6-30-2020										
Condensed Revenues, Expenditures, and Changes in Fund Balance Statements										
	Unallocated	Admin	Neighborhood	SR9 SLV	Hwy 17 Wild	Highway	Transit	Active Transportation	Rail	TOTAL
<b>REVENUES</b>										
Tax Revenues	\$ -	\$ 765,013	\$ 7,516,621	\$ 361,111	\$ 180,556	\$ 6,715,240	\$ 5,372,192	\$ 4,566,363	\$ 2,148,877	\$ 27,625,973
Interest	390	3,721	572	6,159	2,063	81,242	268	46,252	7,718	148,385
Transfer of allocation		500	158,221			131,851	105,481	89,659	42,192	527,904
Other Revenues									70,677	70,677
<b>TOTAL REVENUES</b>	390	769,234	7,675,414	367,270	182,619	6,928,333	5,477,941	4,702,274	2,269,464	28,372,939
<b>EXPENDITURES</b>										
Admin/Impl	10,208	1,151,988								1,162,196
Neighborhood SLV/SR9			7,678,754	214,296						7,678,754
Highway 17 Wildlife Overcrossing					438					438
Highway Corr						4,077,583				4,077,583
Transit/Para Transit							5,478,511			5,478,511
Active Transp								3,136,433		3,136,433
Rail Corridor									512,180	512,180
<b>TOTAL EXPENDITURES</b>	10,208	1,151,988	7,678,754	214,296	438	4,077,583	5,478,511	3,136,433	512,180	22,260,391
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	(9,818)	(382,754)	(3,340)	152,974	182,181	2,850,750	(570)	1,565,841	1,757,284	6,112,548
Beginning Net Position	10,067	893,204	3,989	1,299,285	722,486	17,611,518	570	9,067,513	2,037,164	31,645,796
<b>ENDING NET POSITION</b>	\$ 249	\$ 510,450	\$ 649	\$ 1,452,259	\$ 904,667	\$ 20,462,268	\$ -	\$ 10,633,354	\$ 3,794,448	\$ 37,758,344

## V. FINANCIAL ISSUES AND CONCERNS

**Delivering large projects:** While pay-as-you-go financing is the preferred method for delivery of projects, the RTC is working to accelerate delivery of most projects identified in the Measure D Expenditure Plan and 5-Year Programs of Projects. Measure D revenues are intended to be used to leverage other grants. The RTC, Caltrans and local agencies have been using Measure

D funds to accelerate pre-construction work and make projects more competitive to leverage new state and federal transportation funding grants, including those available in part because of state Senate Bill (SB1) (2017), a State budget surplus, and the Federal Infrastructure Investment and Jobs Act (IIJA). In order to accelerate delivery of some larger projects, RTC will continue to evaluate a range of financing options, including inter-program loans such as the one between the Highway Subcategory and Highway 17 Wildlife Crossing project. In May 2022, in order to leverage grants and accelerate delivery, the RTC adopted Active Transportation: Trail and Highway Corridors five-year plans that exceed projected revenues on a cash-flow-basis and confirmed its commitment to secure future financing if needed. Financing is allowed by the Ordinance and consistent with the Measure D Strategic Implementation Plan policies.

## **VI. COMPLIANCE WITH MEASURE D ORDINANCE**

In FY2021/22, the RTC and recipient agencies demonstrated that they implemented Measure D in accordance with the Measure D Ordinance and Expenditure Plan, as well as agreements and guidelines established by the RTC for recipient agencies. Recipients provided expenditure reports and audited financials showing how Measure D funds were spent, and provided information to demonstrate compliance with the Ordinance, including requirements related to Maintenance of Effort and public outreach.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**MEASURE D FUND**  
**STATEMENT OF NET POSITION**  
June 30, 2022

---

**ASSETS**

Cash in county treasury	\$ 34,573,151
Deposits held by others	256,200
Accounts receivable	7,108,179
Prepays	<u>31,625</u>
Total assets	<u>41,969,155</u>

**LIABILITIES**

Accounts payable	<u>4,210,811</u>
Total liabilities	<u>4,210,811</u>

**NET POSITION**

Restricted for distribution	37,758,095
Unrestricted	<u>249</u>
Total net position	<u><u>\$ 37,758,344</u></u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**MEASURE D FUND**  
**STATEMENT OF CHANGES IN NET POSITION**  
For the Fiscal Year Ended June 30, 2022

---

**Revenues:**

State Board of Equalization - sales tax apportionment	\$ 27,625,973
Interest	148,385
Other	70,677
	<hr/>
Total revenues	27,845,035
	<hr/>

**Expenses:**

Salaries and benefits	944,863
Services and supplies	428,950
Consultant services	73,304
Claimants:	
City of Capitola	388,072
City of Santa Cruz	1,728,743
City of Scotts Valley	372,501
City of Watsonville	1,336,421
County of Santa Cruz	4,003,018
Santa Cruz County Regional	
Transportation Commission	6,978,104
Community Bridges	1,095,702
Santa Cruz Metropolitan Transit District	4,382,809
	<hr/>
Total expenses	21,732,487
	<hr/>
Change in net position	6,112,548
Net position, beginning of fiscal year	31,645,796
	<hr/>
Net position, end of fiscal year	\$ 37,758,344
	<hr/>

See accompanying notes to financial statements.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**MEASURE D FUND**  
NOTES TO FINANCIAL STATEMENTS  
June 30, 2022

---

**NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

A. Reporting Entity

The Measure D Fund (the Fund) was established as an expendable trust fund of Santa Cruz County Regional Transportation Commission (the Commission). The purpose of the trust fund is to accumulate revenues transmitted to the Commission by the State of California derived from a ½ cent of the general sales tax collected within Santa Cruz County.

The Commission is the Regional Transportation Planning Agency which is responsible for apportionments from the Measure D Fund.

The financial statements present only the activity of the Measure D Fund, and are not intended to present the financial position and changes in financial position of Santa Cruz County Regional Transportation Commission, in conformity with accounting principles generally accepted in the United States of America.

B. Basis of Accounting

The financial statements have been prepared on the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred. Interest income is allocated monthly to the fund by the Treasurer of Santa Cruz County.

C. Cash and County Treasury

The Measure D Fund holds its cash in the County of Santa Cruz Treasury. The County maintains a cash and investment pool, and allocates interest to the various funds based upon the average daily cash balances. Information regarding categorization of investments can be found in the County of Santa Cruz's basic financial statements.

D. Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**NOTE 2 - CASH AND INVESTMENTS**

Custodial credit risk is the risk that in the event of a bank failure, the Fund's deposits may not be returned to it. The Fund does not have a formal deposit policy for custodial credit risk in addition to the California Government Code collateral requirements. Cash balances held in banks are insured up to \$250,000 by the Federal Depository Insurance Corporation. All deposits held by financial institutions are fully insured or collateralized with securities, held by the pledging financial institutions' trust departments in the Fund's name.

Investments at June 30, 2022, consist of the following:

Pooled Investment Funds:  
Cash in county treasury

\$ 34,573,151

## **SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**

### **MEASURE D FUND**

#### **NOTES TO FINANCIAL STATEMENTS**

June 30, 2022

---

#### **NOTE 2 - CASH AND INVESTMENTS (Continued)**

The Fund categorizes its fair value measurements within the fair value hierarchy established by accounting principles generally accepted in the United States of America. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. The Fund's investments are in the Santa Cruz County Investment Pool which is an external investment pool and is valued under Level 2.

##### Cash in County Treasury

The fund maintains a portion of its cash in the Santa Cruz County Treasury, an external investment pool. The County pools these funds with those of other governmental entities in the county and invests the cash. These pooled funds are carried at fair value. Interest is earned based on average daily balance and is deposited quarterly into participating funds. Any investment gains and losses are proportionately shared by all funds in the pool. The County is restricted by the California Government Code to invest in obligations issued by the United States Treasury; obligations, participations, or other instruments of or issued by a federal agency or a United States government sponsored enterprise; obligations of state and local agencies of this State; bankers' acceptances; commercial paper; negotiable certificates of deposit; repurchase agreements; medium-term corporate notes; as well as other investments established by the California Government Code. The County's report discloses the required information in accordance with Governmental Accounting Standards Board Statement Nos. 3 and 40. Pooled investments are not required to be categorized by risk category.

##### Interest Rate Risk

The Fund does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

##### Credit Risk

State law limits investments in commercial paper, corporate bonds, and mutual bond funds to the top two ratings issued by nationally recognized statistical rating organizations. The Fund has no investment policy that would further limit its investment choices. Santa Cruz County Treasury pooled investment funds are unrated.

**THIS PAGE WAS INTENTIONALLY LEFT BLANK**



## **SUPPLEMENTARY INFORMATION**



## INDEPENDENT AUDITOR'S REPORT ON MEASURE D COMPLIANCE

Citizen Oversight Committee  
Santa Cruz County Regional Transportation Commission  
Santa Cruz, California

### **Report on Compliance for Measure D**

#### ***Opinion on Compliance for Measure D***

We have audited the Measure D Fund of the Santa Cruz County Regional Transportation Commission's (the Commission) compliance with the types of compliance requirements described in *Ordinance No. 2016-01* (Measure D), applicable for the fiscal year ended June 30, 2022.

In our opinion, the funds allocated to and received by Santa Cruz County Regional Transportation Commission pursuant to Measure D, complied, in all material respects, with the compliance requirements referred to above that are applicable to the statutory requirements of Measure D of Santa Cruz County Regional Transportation Commission for the fiscal year ended June 30, 2022.

#### ***Basis for Opinion on Measure D***

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and *Ordinance No. 2016-01*. Our responsibilities under those standards and *Ordinance No. 2016-01* are further described in the Auditors' Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Measure D Fund of the Santa Cruz County Regional Transportation Commission and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for Measure D. Our audit does not provide a legal determination of the Measure D Fund of the Santa Cruz County Regional Transportation Commission's compliance with the compliance requirements referred to above.

#### ***Responsibilities of Management for Compliance***

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to Measure D.

#### ***Auditors' Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Measure D Fund of Santa Cruz County Regional Transportation Commission's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and *Ordinance No. 2016-01* will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgement made by a reasonable user of the report on compliance about the Measure D Fund of Santa Cruz County Regional Transportation Commission's compliance with the requirements of Measure D as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and *Ordinance No. 2016-01*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Measure D Fund of Santa Cruz Regional Transportation Commission's compliance with the compliance requirements referred to above and performing such other procedures we considered necessary in the circumstances.
- Obtain an understanding of internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with *Ordinance No 2016-01*, but not for the purpose of expressing an opinion on the effectiveness of the Measure D Fund of Santa Cruz Regional Transportation Commission's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regard, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

### **Report on Internal Control Over Compliance**

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of Measure D on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditors' Responsibilities for the Audit of Compliance section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

### ***Purpose of this Report***

This report is intended solely for the information and use of the Citizen Oversight Committee, management of the Santa Cruz County Regional Transportation Commission and for filing with the appropriate regulatory agencies and is not intended to be and should not be used by anyone other than these specified parties.

*Moss, Remy & Hartshorn LLP*

Santa Maria, California  
March 14, 2023

**THIS PAGE WAS INTENTIONALLY LEFT BLANK**

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**MEASURE D FUND**  
**STATEMENT OF NET POSITION BY ALLOCATION**  
June 30, 2022

---

	<u>Unallocated</u>	<u>Admin</u>	<u>Neighborhood</u>	<u>Highway Corridor</u>
<b>ASSETS</b>				
Cash and investments	\$ 249	\$ 365,435	\$ 2,704,177	\$ 18,503,389
Deposits held by others				
Accounts receivable	4,880,608			1,041,981
Prepays				31,625
Due from other sub funds		145,727	1,420,464	1,183,720
	<u>4,880,857</u>	<u>511,162</u>	<u>4,124,641</u>	<u>20,760,715</u>
Total assets				
	<u>4,880,857</u>	<u>511,162</u>	<u>4,124,641</u>	<u>20,760,715</u>
<b>LIABILITIES</b>				
Accounts payable		712	1,767,066	298,447
Due to other sub funds	4,880,608			
	<u>4,880,608</u>	<u>712</u>	<u>1,767,066</u>	<u>298,447</u>
Total liabilities	<u>4,880,608</u>	<u>712</u>	<u>1,767,066</u>	<u>298,447</u>
<b>NET POSITION</b>				
Restricted for distribution		510,450	2,357,575	20,462,268
Unrestricted	249			
	<u>249</u>	<u>510,450</u>	<u>2,357,575</u>	<u>20,462,268</u>
Total net position	<u>\$ 249</u>	<u>\$ 510,450</u>	<u>\$ 2,357,575</u>	<u>\$ 20,462,268</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**MEASURE D FUND**  
**STATEMENT OF NET POSITION BY ALLOCATION (Continued)**  
June 30, 2022

---

	<u>Transit</u>	<u>Active Transportation</u>	<u>Rail Corridor</u>	<u>Total Measure D</u>
<b>ASSETS</b>				
Cash and investments	\$ 190,638	\$ 10,486,329	\$ 2,322,934	\$ 34,573,151
Deposits held by others		256,200		256,200
Accounts receivable			1,185,590	7,108,179
Prepays				31,625
Due from other sub funds	<u>946,977</u>	<u>804,930</u>	<u>378,790</u>	<u>4,880,608</u>
Total assets	<u>1,137,615</u>	<u>11,547,459</u>	<u>3,887,314</u>	<u>46,849,763</u>
<b>LIABILITIES</b>				
Accounts payable	1,137,615	914,105	92,866	4,210,811
Due to other sub funds	<u></u>	<u></u>	<u></u>	<u>4,880,608</u>
Total liabilities	<u>1,137,615</u>	<u>914,105</u>	<u>92,866</u>	<u>9,091,419</u>
<b>NET POSITION</b>				
Restricted for distribution		10,633,354	3,794,448	37,758,095
Unrestricted	<u></u>	<u></u>	<u></u>	<u>249</u>
Total net position	<u>\$ -</u>	<u>\$ 10,633,354</u>	<u>\$ 3,794,448</u>	<u>\$ 37,758,344</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**MEASURE D FUND**  
**STATEMENT OF CHANGES IN NET POSITION BY ALLOCATION**  
For the Fiscal Year Ended June 30, 2022

---

	Unallocated	Admin	Neighborhood	Highway Corridor
<b>Revenues:</b>				
State Board of Equalization - sales tax	\$ -	\$ 765,013	\$ 8,058,288	\$ 6,715,240
Interest	390	3,721	8,794	81,242
Other				
Transfer of allocation		500	158,221	131,851
Total revenues	390	769,234	8,225,303	6,928,333
<b>Expenses:</b>				
Salaries and benefits		227,726	65,089	487,795
Services and supplies		4,539	98,786	
Consultant services		22,446	50,858	
Transfer of allocation	10,208	517,696		
Claimants:				
City of Capitola			388,072	
City of Santa Cruz			1,728,743	
City of Scotts Valley			372,501	
City of Watsonville			1,186,421	
County of Santa Cruz			4,003,018	
Santa Cruz County Regional Transportation Commission		379,581		3,589,788
Community Bridges				
Santa Cruz Metropolitan Transit District				
Total expenses	10,208	1,151,988	7,893,488	4,077,583
Change in net position	(9,818)	(382,754)	331,815	2,850,750
Net position - beginning of fiscal year	10,067	893,204	2,025,760	17,611,518
Net position - end of fiscal year	\$ 249	\$ 510,450	\$ 2,357,575	\$ 20,462,268

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**MEASURE D FUND**  
**STATEMENT OF CHANGES IN NET POSITION BY ALLOCATION (Continued)**  
For the Fiscal Year Ended June 30, 2022

	Transit	Active Transportation	Rail Corridor	Total Measure D
<b>Revenues:</b>				
State Board of Equalization - sales tax	\$ 5,372,192	\$ 4,566,363	\$ 2,148,877	\$ 27,625,973
Interest	268	46,252	7,718	148,385
Other			70,677	70,677
Transfer of allocation	105,481	89,659	42,192	527,904
Total revenues	5,477,941	4,702,274	2,269,464	28,372,939
<b>Expenses:</b>				
Salaries and benefits			164,253	944,863
Services and supplies		192,417	133,208	428,950
Consultant services				73,304
Transfer of allocation				527,904
Claimants:				
City of Capitola				388,072
City of Santa Cruz				1,728,743
City of Scotts Valley				372,501
City of Watsonville		150,000		1,336,421
County of Santa Cruz				4,003,018
Santa Cruz County Regional Transportation Commission		2,794,016	214,719	6,978,104
Community Bridges	1,095,702			1,095,702
Santa Cruz Metropolitan Transit District	4,382,809			4,382,809
Total expenses	5,478,511	3,136,433	512,180	22,260,391
Change in net position	(570)	1,565,841	1,757,284	6,112,548
Net position - beginning of fiscal year	570	9,067,513	2,037,164	31,645,796
Net position - end of fiscal year	\$ -	\$ 10,633,354	\$ 3,794,448	\$ 37,758,344



**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**MEASURE D FUND**  
SUMMARY OF OUTGO BY PROJECT  
For the Fiscal Year Ended June 30, 2022

---

	<u>Unallocated</u>	<u>Admin</u>	<u>Neighborhood</u>	<u>Highway Corridor</u>
<b>Expenses:</b>				
Salaries and benefits	\$ -	\$ 227,726	\$ -	\$ 487,795
Services and supplies		4,539		
Consultant services		22,446		
Transfer of allocation	10,208	517,696		
City of Capitola			388,072	
City of Santa Cruz			1,728,743	
City of Scotts Valley			372,501	
City of Watsonville			1,186,421	
County of Santa Cruz			4,003,018	
Commission oversight and coordination		379,581		
SR9 SLV			214,295	
Highway 17 wildlife overcrossing			438	
Corridor encroachment & maintenance				
North Coast- Segment 5				
Highway 1				3,355,379
Cruz 511				84,299
FSP				144,680
Community Bridges				
MBSST- Segment 18				
MBSST- City of Watsonville				
Coastal Rail Trail - Segment 7,8,9				
Coastal Rail Trail - Segment 10,11				
Capitola Trestle				
Bridge repairs and maintenance				
Rail preservation				
Santa Cruz Metropolitan Transit District				
SAFE				5,430
Total expenses	<u>\$ 10,208</u>	<u>\$ 1,151,988</u>	<u>\$ 7,893,488</u>	<u>\$ 4,077,583</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**MEASURE D FUND**  
SUMMARY OF OUTGO BY PROJECT (Continued)  
For the Fiscal Year Ended June 30, 2022

---

	<u>Transit</u>	<u>Active Transportation</u>	<u>Rail Corridor</u>	<u>Total Measure D</u>
<b>Expenses:</b>				
Salaries and benefits	\$ -	\$ -	\$ 164,253	\$ 879,774
Services and supplies		192,417	133,208	330,164
Consultant services				22,446
Transfer of allocation				527,904
City of Capitola				388,072
City of Santa Cruz				1,728,743
City of Scotts Valley				372,501
City of Watsonville				1,186,421
County of Santa Cruz				4,003,018
Commission oversight and coordination		934,987		1,314,568
SR9 SLV				214,295
Highway 17 wildlife overcrossing				438
Corridor encroachment & maintenance		467,872		467,872
North Coast- Segment 5		226,758		226,758
Highway 1				3,355,379
Cruz 511				84,299
FSP				144,680
Community Bridges	1,095,702			1,095,702
MBSST- Segment 18		1,500		1,500
MBSST- City of Watsonville		150,000		150,000
Coastal Rail Trail - Segment 7,8,9		23,378		23,378
Coastal Rail Trail - Segment 10,11		1,110,265		1,110,265
Capitola Trestle		29,256		29,256
Bridge repairs and maintenance			70,404	70,404
Rail preservation			144,315	144,315
Santa Cruz Metropolitan Transit District	4,382,809			4,382,809
SAFE				5,430
	<hr/>	<hr/>	<hr/>	<hr/>
Total expenses	<u>\$ 5,478,511</u>	<u>\$ 3,136,433</u>	<u>\$ 512,180</u>	<u>\$ 22,260,391</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**MEASURE D FUND**  
SUMMARY OF REVENUE ALLOCATION BY MONTH - CASH BASIS  
For the Fiscal Year Ended June 30, 2022

	<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>	<u>January</u>
<b>Revenues</b>							
Gross	\$ 2,649,497	\$ 2,239,835	\$ 2,210,354	\$ 2,644,850	\$ 2,146,061	\$ 2,139,182	\$ 2,060,128
Board of Equalization Fees		(53,710)			(53,710)		
Net Sales Tax	<u>2,649,497</u>	<u>2,186,125</u>	<u>2,210,354</u>	<u>2,644,850</u>	<u>2,092,351</u>	<u>2,139,182</u>	<u>2,060,128</u>
<b>Administration &amp; Implementation</b>							
Admin Salaries & Benefits	26,495	21,861	22,104	26,449	20,924	21,392	20,601
Overhead Admin	24,110	19,894	20,114	24,068	26,154	26,740	25,752
Implementation & Oversight	13,056	6,836	6,836	6,836	13,056	6,836	6,836
Services & Supplies	<u>6,667</u>	<u>4,944</u>	<u>4,944</u>	<u>4,944</u>	<u>4,945</u>	<u>4,944</u>	<u>4,944</u>
Subtotal	<u>70,328</u>	<u>53,535</u>	<u>53,998</u>	<u>62,297</u>	<u>65,079</u>	<u>59,912</u>	<u>58,133</u>
<b>Amount to Distribute to Investment Categories</b>	<u>\$ 2,579,169</u>	<u>\$ 2,132,590</u>	<u>\$ 2,156,356</u>	<u>\$ 2,582,553</u>	<u>\$ 2,027,272</u>	<u>\$ 2,079,270</u>	<u>\$ 2,001,995</u>
<b>Investment Categories</b>							
<b>Neighborhood</b>							
SLV SR9	\$ 27,778	\$ 27,778	\$ 27,778	\$ 27,777	\$ 27,778	\$ 27,778	\$ 27,778
HWY 17 Wildlife	13,889	13,889	13,889	13,889	13,889	13,889	13,889
City of Capitola	37,247	30,430	30,793	37,298	28,823	29,617	28,437
City of Santa Cruz	165,033	134,832	136,439	165,262	127,709	131,226	126,000
City of Scotts Valley	35,598	29,084	29,430	35,648	27,547	28,306	27,179
City of Watsonville	112,798	92,156	93,255	112,955	87,288	89,691	86,119
County of Santa Cruz	<u>381,408</u>	<u>311,609</u>	<u>315,323</u>	<u>381,937</u>	<u>295,148</u>	<u>303,274</u>	<u>291,196</u>
Total Neighborhood	<u>773,751</u>	<u>639,778</u>	<u>646,907</u>	<u>774,766</u>	<u>608,182</u>	<u>623,781</u>	<u>600,598</u>
<b>Highway Corridors</b>							
Highway Corridors	<u>644,792</u>	<u>533,147</u>	<u>539,089</u>	<u>645,638</u>	<u>506,818</u>	<u>519,818</u>	<u>500,499</u>
<b>Transit/Paratransit</b>							
Santa Cruz Metro	412,667	341,214	345,017	413,209	324,364	332,683	320,319
Community Bridges	<u>103,167</u>	<u>85,304</u>	<u>86,254</u>	<u>103,302</u>	<u>81,090</u>	<u>83,170</u>	<u>80,080</u>
Total Transit/Paratransit	<u>515,834</u>	<u>426,518</u>	<u>431,271</u>	<u>516,511</u>	<u>405,454</u>	<u>415,853</u>	<u>400,399</u>
<b>Active Transportation</b>							
Active Transportation	<u>438,459</u>	<u>362,540</u>	<u>366,581</u>	<u>439,034</u>	<u>344,636</u>	<u>353,476</u>	<u>340,339</u>
<b>Rail Corridor</b>							
Rail Corridor	<u>206,333</u>	<u>170,607</u>	<u>172,508</u>	<u>206,604</u>	<u>162,182</u>	<u>166,342</u>	<u>160,160</u>
<b>Amount Distributed to Investment Categories</b>	<u>\$ 2,579,169</u>	<u>\$ 2,132,590</u>	<u>\$ 2,156,356</u>	<u>\$ 2,582,553</u>	<u>\$ 2,027,272</u>	<u>\$ 2,079,270</u>	<u>\$ 2,001,995</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**MEASURE D FUND**  
SUMMARY OF REVENUE ALLOCATION BY MONTH - CASH BASIS  
For the Fiscal Year Ended June 30, 2022

	<u>February</u>	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>Total</u>
<b>Revenues</b>						
Gross	\$ 3,002,944	\$ 1,951,040	\$ 2,016,389	\$ 2,567,051	\$ 2,168,568	\$ 27,795,899
Board of Equalization Fees	(53,710)			(53,780)		(214,910)
Net Sales Tax	<u>2,949,234</u>	<u>1,951,040</u>	<u>2,016,389</u>	<u>2,513,271</u>	<u>2,168,568</u>	<u>27,580,989</u>
<b>Administration &amp; Implementation</b>						
Admin Salaries & Benefits	29,492	19,510	20,164	25,133	21,686	275,811
Overhead Admin	36,866	24,389	25,205	31,416	27,107	311,815
Implementation & Oversight	6,836	6,836	6,836	6,836	6,836	94,472
Services & Supplies	4,944	4,944	4,944	4,944	4,944	61,052
Subtotal	<u>78,138</u>	<u>55,679</u>	<u>57,149</u>	<u>68,329</u>	<u>60,573</u>	<u>743,150</u>
<b>Amount to Distribute to Investment Categories</b>	<u>\$ 2,871,096</u>	<u>\$ 1,895,361</u>	<u>\$ 1,959,240</u>	<u>\$ 2,444,942</u>	<u>\$ 2,107,995</u>	<u>\$ 26,837,839</u>
<b>Investment Categories</b>						
<b>Neighborhood</b>						
SLV SR9	\$ 27,777	\$ 27,778	\$ 27,778	\$ 27,778	\$ 27,777	\$ 333,333
HWY 17 Wildlife	13,889	13,889	13,889	13,889	13,888	166,667
City of Capitola	41,702	26,810	27,785	35,198	30,055	384,195
City of Santa Cruz	184,776	118,788	123,108	155,956	133,168	1,702,297
City of Scotts Valley	39,857	25,623	26,555	33,640	28,725	367,192
City of Watsonville	126,292	81,190	84,143	106,594	91,020	1,163,501
County of Santa Cruz	<u>427,036</u>	<u>274,531</u>	<u>284,514</u>	<u>360,428</u>	<u>307,765</u>	<u>3,934,169</u>
Total Neighborhood	<u>861,329</u>	<u>568,609</u>	<u>587,772</u>	<u>733,483</u>	<u>632,398</u>	<u>8,051,354</u>
<b>Highway Corridors</b>						
Highway Corridors	<u>717,774</u>	<u>473,840</u>	<u>489,810</u>	<u>611,236</u>	<u>526,999</u>	<u>6,709,460</u>
<b>Transit/Paratransit</b>						
Santa Cruz Metro	459,375	303,258	313,478	391,191	337,279	4,294,054
Community Bridges	<u>114,844</u>	<u>75,814</u>	<u>78,370</u>	<u>97,797</u>	<u>84,320</u>	<u>1,073,512</u>
Total Transit/Paratransit	<u>574,219</u>	<u>379,072</u>	<u>391,848</u>	<u>488,988</u>	<u>421,599</u>	<u>5,367,566</u>
<b>Active Transportation</b>						
Active Transportation	<u>488,086</u>	<u>322,211</u>	<u>333,071</u>	<u>415,640</u>	<u>358,359</u>	<u>4,562,432</u>
<b>Rail Corridor</b>						
Rail Corridor	<u>229,688</u>	<u>151,629</u>	<u>156,739</u>	<u>195,595</u>	<u>168,640</u>	<u>2,147,027</u>
<b>Amount Distributed to Investment Categories</b>	<u>\$ 2,871,096</u>	<u>\$ 1,895,361</u>	<u>\$ 1,959,240</u>	<u>\$ 2,444,942</u>	<u>\$ 2,107,995</u>	<u>\$ 26,837,839</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**MEASURE D FUND**  
**PRIOR YEAR SUMMARY OF REVENUE ALLOCATION BY MONTH - CASH BASIS**  
**For the Fiscal Year Ended June 30, 2021**

	<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>	<u>January</u>
<b>Revenues</b>							
Gross	\$ 2,164,570	\$ 1,790,461	\$ 2,015,015	\$ 2,493,858	\$ 1,578,595	\$ 1,923,598	\$ 1,992,435
Board of Equalization Fees		(46,270)			(46,270)		
Net Sales Tax	<u>2,164,570</u>	<u>1,744,191</u>	<u>2,015,015</u>	<u>2,493,858</u>	<u>1,532,325</u>	<u>1,923,598</u>	<u>1,992,435</u>
<b>Administration &amp; Implementation</b>							
Admin Salaries & Benefits	21,645	17,441	20,151	24,940	15,323	19,235	19,924
Overhead Admin	19,914	16,047	18,538	22,943	14,097	17,697	18,330
Implementation & Oversight	9,856	9,856	9,856	9,856	9,856	9,856	9,856
Services & Supplies	<u>15,000</u>	<u>15,000</u>	<u>15,000</u>	<u>15,000</u>	<u>15,000</u>	<u>15,000</u>	<u>15,000</u>
Subtotal	<u>66,415</u>	<u>58,344</u>	<u>63,545</u>	<u>72,739</u>	<u>54,276</u>	<u>61,788</u>	<u>63,110</u>
<b>Amount to Distribute to Investment Categories</b>	<u>\$ 2,098,155</u>	<u>\$ 1,685,847</u>	<u>\$ 1,951,470</u>	<u>\$ 2,421,119</u>	<u>\$ 1,478,049</u>	<u>\$ 1,861,810</u>	<u>\$ 1,929,325</u>
<b>Investment Categories</b>							
<b>Neighborhood</b>							
SLV SR9	\$ 27,778	\$ 27,778	\$ 27,778	\$ 27,777	\$ 27,778	\$ 27,778	\$ 27,778
HWY 17 Wildlife	13,889	13,889	13,889	13,889	13,889	13,889	13,889
City of Capitola	31,123	24,573	28,792	36,253	21,272	27,368	28,441
City of Santa Cruz	133,657	105,530	123,650	155,689	91,355	117,534	122,140
City of Scotts Valley	29,411	23,222	27,209	34,259	20,103	25,863	26,877
City of Watsonville	90,404	71,380	83,636	105,306	61,791	79,499	82,614
County of Santa Cruz	<u>303,185</u>	<u>239,382</u>	<u>280,486</u>	<u>353,162</u>	<u>207,227</u>	<u>266,612</u>	<u>277,059</u>
Total Neighborhood	<u>629,447</u>	<u>505,754</u>	<u>585,440</u>	<u>726,335</u>	<u>443,415</u>	<u>558,543</u>	<u>578,798</u>
<b>Highway Corridors</b>							
Highway Corridors	<u>524,539</u>	<u>421,462</u>	<u>487,868</u>	<u>605,280</u>	<u>369,512</u>	<u>465,452</u>	<u>482,331</u>
<b>Transit/Paratransit</b>							
Santa Cruz Metro	335,705	269,735	312,235	387,379	236,488	297,890	308,692
Community Bridges	<u>83,926</u>	<u>67,434</u>	<u>78,059</u>	<u>96,845</u>	<u>59,122</u>	<u>74,472</u>	<u>77,173</u>
Total Transit/Paratransit	<u>419,631</u>	<u>337,169</u>	<u>390,294</u>	<u>484,224</u>	<u>295,610</u>	<u>372,362</u>	<u>385,865</u>
<b>Active Transportation</b>							
Active Transportation	<u>356,686</u>	<u>286,594</u>	<u>331,750</u>	<u>411,590</u>	<u>251,268</u>	<u>316,508</u>	<u>327,985</u>
<b>Rail Corridor</b>							
Rail Corridor	<u>167,852</u>	<u>134,868</u>	<u>156,118</u>	<u>193,690</u>	<u>118,244</u>	<u>148,945</u>	<u>154,346</u>
<b>Amount Distributed to Investment Categories</b>	<u>\$ 2,098,155</u>	<u>\$ 1,685,847</u>	<u>\$ 1,951,470</u>	<u>\$ 2,421,119</u>	<u>\$ 1,478,049</u>	<u>\$ 1,861,810</u>	<u>\$ 1,929,325</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**MEASURE D FUND**  
**PRIOR YEAR SUMMARY OF REVENUE ALLOCATION BY MONTH - CASH BASIS**  
**For the Fiscal Year Ended June 30, 2021**

	<u>February</u>	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>Total</u>
<b>Revenues</b>						
Gross	\$ 2,198,477	\$ 1,703,782	\$ 1,955,621	\$ 2,076,751	\$ 2,031,267	\$ 23,924,430
Board of Equalization Fees	(46,270)			(37,220)		(176,030)
Net Sales Tax	<u>2,152,207</u>	<u>1,703,782</u>	<u>1,955,621</u>	<u>2,039,531</u>	<u>2,031,267</u>	<u>23,748,400</u>
<b>Administration &amp; Implementation</b>						
Admin Salaries & Benefits	21,523	17,037	19,556	20,394	20,314	237,483
Overhead Admin	19,800	15,675	17,992	18,764	18,688	218,485
Implementation & Oversight	9,856	9,856	9,856	9,856	9,855	118,271
Services & Supplies						105,000
Subtotal	<u>51,179</u>	<u>42,568</u>	<u>47,404</u>	<u>49,014</u>	<u>48,857</u>	<u>679,239</u>
<b>Amount to Distribute to Investment Categories</b>	<u>\$ 2,101,028</u>	<u>\$ 1,661,214</u>	<u>\$ 1,908,217</u>	<u>\$ 1,990,517</u>	<u>\$ 1,982,410</u>	<u>\$ 23,069,161</u>
<b>Investment Categories</b>						
<b>Neighborhood</b>						
SLV SR9	\$ 27,777	\$ 27,778	\$ 27,778	\$ 27,778	\$ 27,777	\$ 333,333
HWY 17 Wildlife	13,889	13,889	13,889	13,889	13,888	166,667
City of Capitola	31,168	24,182	28,105	29,413	29,284	339,974
City of Santa Cruz	133,853	103,850	120,700	126,314	125,761	1,460,033
City of Scotts Valley	29,454	22,852	26,560	27,795	27,674	321,279
City of Watsonville	90,537	70,243	81,640	85,438	85,064	987,552
County of Santa Cruz	<u>303,630</u>	<u>235,571</u>	<u>273,793</u>	<u>286,528</u>	<u>285,274</u>	<u>3,311,909</u>
Total Neighborhood	<u>630,308</u>	<u>498,365</u>	<u>572,465</u>	<u>597,155</u>	<u>594,722</u>	<u>6,920,747</u>
<b>Highway Corridors</b>						
Highway Corridors	<u>525,257</u>	<u>415,303</u>	<u>477,054</u>	<u>497,629</u>	<u>495,603</u>	<u>5,767,290</u>
<b>Transit/Paratransit</b>						
Santa Cruz Metro	336,165	265,794	305,315	318,483	317,186	3,691,067
Community Bridges	<u>84,041</u>	<u>66,449</u>	<u>76,329</u>	<u>79,621</u>	<u>79,296</u>	<u>922,767</u>
Total Transit/Paratransit	<u>420,206</u>	<u>332,243</u>	<u>381,644</u>	<u>398,104</u>	<u>396,482</u>	<u>4,613,834</u>
<b>Active Transportation</b>						
Active Transportation	<u>357,175</u>	<u>282,406</u>	<u>324,397</u>	<u>338,388</u>	<u>337,010</u>	<u>3,921,757</u>
<b>Rail Corridor</b>						
Rail Corridor	<u>168,082</u>	<u>132,897</u>	<u>152,657</u>	<u>159,241</u>	<u>158,593</u>	<u>1,845,533</u>
<b>Amount Distributed to Investment Categories</b>	<u>\$ 2,101,028</u>	<u>\$ 1,661,214</u>	<u>\$ 1,908,217</u>	<u>\$ 1,990,517</u>	<u>\$ 1,982,410</u>	<u>\$ 23,069,161</u>