



**Santa Cruz County  
Regional Transportation Commission  
Measure D Taxpayer Oversight Committee**



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**AGENDA  
Monday, May 1, 2023  
5:30 p.m.**

**In-Person Meeting**  
**SCCRTC Office: 1101 Pacific Ave, Suite 250  
Santa Cruz, CA**

**Remote Participation**

*Members of the public may participate in person or via zoom. Committee Members who need to participate remotely should provide justification prior to the meeting to [smunz@sccrtc.org](mailto:smunz@sccrtc.org). Committee members that are unable to attend in person due to an "emergency" or "for cause" as defined in AB2449, may participate remotely only if at least a quorum of the members of the committee participate in person from a singular physical location identified on the agenda.*

**Zoom Meeting - Web:**

<https://us02web.zoom.us/j/88236845666?pwd=RC9hTVJaY2M3QlpgdmRVSzRPd241UT09>

**Dial-in Number (US):** +1 669 900 9128 US (San Jose)

**Meeting ID:** 882 3684 5666

**Passcode:** 269446

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**NOTE:**

- See the end of this agenda for details about access for people with disabilities, translation services and other information.
- **SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES:** Si gusta estar presente o participar y necesita información o servicios de traducción al español, por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3218 o email [info@sccrtc.org](mailto:info@sccrtc.org) y diríjase a las últimas páginas.
- **Agendas Online:** To receive email notification when the RTC Measure D Taxpayer Oversight Committee meeting agenda packet is posted on our website, please call (831) 460-3200 or visit <https://sccrtc.org/about/esubscriptions/>

### **Taxpayer Oversight Committee Members**

<b>Representing</b>	<b>Name</b>
Supervisory District 1	Gail Jack
Supervisory District 2	David Culver
Supervisory District 3	Philip Hodsdon, Vice Chair
Supervisory District 4	Trina Coffman Gomez
Supervisory District 5	Andre Duurvoort, Chair

1. Call to Order
2. Roll Call/Introductions
3. Consider AB2449 request(s) to participate in the meeting remotely due to emergency circumstances (a physical or family medical emergency that prevents a member from attending in person)
4. Oral communications

*The Committee will receive oral communications during this time on items not on today's agenda. Oral communications must be within the jurisdiction of the Committee and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any oral communications but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.*

5. Additions, deletions, or other changes to consent and regular agendas

### **CONSENT AGENDA**

*All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other committee member objects to the change.*

6. Approve Minutes of the March 23, 2023 Oversight Committee Meeting – Pg. 6

## **REGULAR AGENDA**

7. Fiscal Year 2021/2022 (FY21/22) Measure D Audits and Expenditure Reports for Santa Cruz County Regional Transportation Commission (SCCRTC) and City of Santa Cruz  
(Tracy New, Fiscal and Rachel Moriconi, Planning)
    - a. Staff Report – Pg. 10
    - b. Attachments
      1. FY21/22 Reports from recipient agencies, including Audited Financial Statements and Expenditure Reports (see files online at: <https://sccrtc.org/funding-planning/measured/taxpayer-oversight/>)
        - a) Santa Cruz County Regional Transportation Commission
          - i. [Audit](#)
          - ii. [Highway Corridors FY21/22 Annual Report](#)
          - iii. [Active Transportation/Trail Corridor FY21/22 Annual Report](#)
          - iv. [Rail Corridors FY21/22 Annual Report](#)
          - v. [SLV-Hwy9 FY21/22 Annual Report](#)
          - vi. [Highway 17 Wildlife Crossing FY21/22 Annual Report](#)
        - b) City of Santa Cruz: [Audited Financial Statements](#) and **[REVISED Measure D Annual Report](#)**
  2. Regional Projects/Category Fact Sheets
8. Oversight Committee Annual Report  
(Shannon Munz, Communications Specialist)
  - a. Staff Report – Pg. 47
9. Committee Member and Staff Comments or Questions
10. Public Comment on Matters Not on the Agenda

*Any member of the public may address the Committee on any item within the jurisdiction of the Committee that is not already on the agenda. At the discretion of the chair, the amount of time for oral communications may be limited. Committee members will not take action or respond immediately to any Oral Communications presented, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.*

*Speakers are requested to state their name clearly so that their names can be accurately recorded in the minutes of the meeting.*

11. Next meetings – Determine if an additional meeting is needed to finalize the Committee’s annual report to voters.

12. Adjourn

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***HOW TO REACH THE RTC OR MEASURE D OVERSIGHT COMMITTEE:***

*Santa Cruz County Regional Transportation Commission*

*1101 Pacific Avenue, Ste. 250, Santa Cruz, CA 95060; phone: (831) 460-3200 / fax (831) 460-3215 / email: [info@scrtc.org](mailto:info@scrtc.org) / website: [www.scrtc.org](http://www.scrtc.org)*

**REMOTE PARTICIPATION –Committee Members (AB2449)**

*This meeting is being held in accordance with the California Brown Act. Under traditional Brown Act rules, members of the committee may attend by teleconference if the location they are attending from is also open to the public to participate and the remote meeting location is listed on the agenda. Members of the committee may also attend via zoom up to two times per year due to an emergency or for cause according to requirements set forth in AB2449, as long as a quorum of the committee is present in person at a singular physical location identified on the agenda.*

- *AB 2449 defines "just cause" as:*
  - *Care of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;*
  - *a contagious illness that prevents a member from attending in person;*
  - *a need related to a physical or mental disability as defined by statute; or*
  - *travel while on official business of the RTC or another state or local agency*
- *AB 2449 defines "emergency circumstances" as a physical or family medical emergency that prevents a member from attending in person. The committee member must provide a general description of the circumstances relating to your need to appear remotely at the given meeting (not exceeding 20 words). Medical condition does not need to be disclosed. The committee must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.*

**REMOTE PARTICIPATION - Public**

*The public may participate in the meetings of the Regional Transportation Commission (RTC) and its committees in person or remotely via the provided Zoom link or teleconference number. If technical difficulties result in the loss of communication for remote participants, the RTC will work to restore the communication; however, the meeting will continue while efforts are being made to restore communication to the remote participants. Members of the public participating by Zoom or teleconference are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.*

**PARTICIPACIÓN REMOTA – El público**

*El público puede participar en las juntas de la Commission Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom proporcionado. Si problemas técnicos resultan en la pérdida de comunicación con quienes participan remotamente, la RTC hará lo posible por restaurar la comunicación. Pero, la junta continuara mientras se hace lo posible por restaurar la comunicación con quienes participan remotamente. A los miembros del público que participan por Zoom se les indica que permanezcan en silencio durante los procedimientos y que hablen solo cuando se permitan comentarios públicos, después de solicitar y recibir el reconocimiento del presidente*

**Zoom Meeting Tips:** Meeting attendees are strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants can download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/video-communications-best-practice-guide/>

**SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES:** Si gusta estar presente o participar en juntas de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements at least three days in advance by calling (831) 460-3200.)

**ACCESSIBILITY/ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES:** The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those persons affected, please attend the meeting smoke and scent-free.

**TITLE VI NOTICE:** The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1101 Pacific Avenue, Ste 250, Santa Cruz, CA 95060 or online at <https://scrtc.org/about/title-vi-civil-rights-program/>. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.



**Santa Cruz County  
Regional Transportation Commission  
Measure D Taxpayer Oversight Committee**



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**DRAFT MINUTES  
Wednesday, March 23, 2023  
6:00 p.m.  
Location: RTC Office**

**Taxpayer Oversight Committee Members**

<b>Representing</b>	<b>Name</b>
Supervisory District 1	Gail Jack
Supervisory District 2	David Culver
Supervisory District 3	Philip Hodsdon
Supervisory District 4	Trina Coffman Gomez
Supervisory District 5	Andre Duurvoort, Chair

1. Call to Order: Committee Chair Duurvoort called the meeting to order at 6:06 p.m.
2. Roll Call/Introductions

**Members Present:**

Gail Jack, District 1  
David Culver, District 2  
Philip Hodsdon, District 3  
Andre Duurvoort, District 5

**Member Attended Via  
Zoom:**

Trina Coffman Gomez, District 4

**RTC Staff:**

Rachel Moriconi, Senior Transportation Planner  
Shannon Munz, Communications Specialist  
Tracy New, Director of Finance and Budget

**Guests:**

Selena Andrews, Finance Manager, City of Scotts Valley  
Jesus Bojorquez, Program Director, Community Bridges/Lift Line  
Raymon Cancino, CEO, Community Bridges/Lift Line  
Beverly DesChaux, President, Electric Vehicle Association Central Coast, member of the public  
Marissa Duran, Finance Director, City of Watsonville

Chuck Farmer, CFO, METRO

Murray Fontes, Assistant Director of Public Works, City of Watsonville

Christine Hicks, Fiscal Officer, County of Santa Cruz

Italo Jimenez, Fiscal Officer, County of Santa Cruz

Chris Lamb, Director of Public Works, City of Scotts Valley

Kailash Mozumder, Public Works Project Manager, City of Capitola

Doug Underhill, Chief Financial Officer, Community Bridges/Lift Line

Steve Weisner, Assistant Director of Public Works, County of Santa Cruz

3. Consider AB2449 request(s) to participate in the meeting remotely due to emergency circumstances (a physical or family medical emergency that prevents a member from attending in person): None. Member Trina Coffman Gomez attended the meeting via Zoom but did not participate due to an AB2449 circumstance.
4. Oral communications: None
5. Additions, deletions, or other changes to consent and regular agenda: None

#### **CONSENT AGENDA**

*A motion (Duurvoort/Hodsdon) was made to approve the consent agenda. The motion passed with members Duurvoort and Hodsdon voting in favor and members Jack and Culver abstaining.*

6. Approve Minutes of the April 6, 2022 Oversight Committee Meeting

#### **REGULAR AGENDA**

7. Overview of Committee Purpose, Scope of Responsibilities, Membership and Composition and Bylaws

Shannon Munz, RTC communications specialist, gave an overview of the committee's roles and responsibilities per Section 32 of the Measure D Ordinance. The committee reviews the annual independent fiscal audit of the expenditures of Measure D funds and issues an annual report on its findings. She discussed how the Measure D Oversight Committee is subject to the committee bylaws and description included in the RTC's Rules and Regulations. She went over the purpose, responsibilities and membership of the committee as covered in the Rules and Regulations. She also discussed the state requirements to satisfy the Brown Act and establishing a quorum under AB2449.

8. Fiscal Year 2021/2022 (FY21/22) Measure D Audits and Expenditure Reports for Direct Recipient Agencies

Rachel Moriconi, Senior Transportation Planner, provided an overview of Measure D and a summary of the FY21/22 fiscal audits and expenditure reports from Measure D recipient agencies: cities of Capitola, Scotts Valley and Watsonville, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO), and Community Bridges/Lift Line. Funding agreements with recipient agencies require each agency receiving Measure D revenues to annually provide an expenditure report and audited financial statements showing how Measure D funds were spent in the prior fiscal year.

Ms. Moriconi stated that the expenditure reports and audits from Measure D recipient agencies include information that is required in the ordinance as well as additional information requested by the committee in the past to help provide as much transparency as possible into how the funds are being spent.

Ms. Moriconi also stated that all of the audits had no “material finding,” meaning there were no significant errors or risks found by the independent auditors in the recipient agencies’ financial information.

Representatives from the cities of Capitola, Scotts Valley and Watsonville, the County of Santa Cruz, METRO, and Community Bridges/Lift Line discussed the various projects they used their formula shares of Measure D funds on in FY21/22. These projects included: local roadway repairs, bike facility improvements, bike and pedestrian safety education, and safe routes to school. Funds were also used by METRO to provide more frequency in service on several existing routes and to sustain Paracruz service, and by Lift Line to complete renovations and improvements at its operations facility. At the next meeting, audits from the City of Santa Cruz and on regional projects overseen by the RTC will be reviewed and discussed.

Committee member Hodsdon commented on carryover balances stating that the audits from recipient agencies need to more clearly explain these balances and the plan for future use of these funds.

Ms. Moriconi responded that each recipient agency also prepares a Measure D 5-year plan, including in the annual reports, that does identify how they plan to use their carryover balances.

Committee member Hodsdon requested that this information also be clearly stated in the audits.



Committee Chair Duurvoort commented that the committee should be checking the 5-year plans each year to ensure that those projects are moving forward.

9. Oversight Committee Annual Report

Shannon Munz, RTC Communications Specialist, discussed the oversight committee's requirement to prepare an annual report commenting on whether expenditures conform to the provisions and requirements of the Measure D Ordinance, and asked the committee for guidance on content of the FY21/22 report, including any additional information they would like it to include.

Committee members said they liked how the report was done last year with the addition of new sections on carryover balances, future projects, and how Measure D funds are being used to leverage more money. Members said they would think more about this year's report and any additional information they would like to include and provide more direction to staff at the next committee meeting.

*7:35 p.m. Committee member Gail Jack left the meeting.*

10. Election of Officers: Committee Chair and Vice Chair

Chair Duurvoort was nominated for the chair position for a second term and member Hodsdon was nominated for the vice-chair position. A motion was made (Culver/Hodsdon) to elect member Duurvoort as chair and member Hodsdon as vice chair. The motion passed unanimously with committee members Culver, Duurvoort and Hodsdon voting in favor. Members Jack and Coffman Gomez were absent.

11. Committee Member and Staff Comments or Questions: None

12. Public Comment on Matters Not on the Agenda: None

13. Next meetings – RTC staff member Shannon Munz to send a Doodle poll to identify dates/times for the next meeting.

14. Adjourn: The meeting adjourned at 7:48 p.m.

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**TO:** Measure D Taxpayer Oversight Committee

**FROM:** Tracy New, Director of Finance and Budgets and  
Rachel Moriconi, Senior Transportation Planner

**RE:** Fiscal Year 2021/22 Measure D Audits and Expenditure Reports for  
City of Santa Cruz and Regional Transportation Commission (RTC)-  
Regional Projects/Investment Categories

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## **RECOMMENDATIONS**

Staff recommends that the Measure D Taxpayer Oversight Committee review Measure D FY2021/22 annual reports, including expenditure reports and independent fiscal audits for the City of Santa Cruz and Regional Projects/Investment Categories (Highway Corridors, Rail Corridor, Active Transportation/Trail, Highway 9/San Lorenzo Valley, and Highway 17 Wildlife Crossing) (*online at: <https://sccrtc.org/funding-planning/measured/taxpayer-oversight/>*), to ensure that expenditures conform to the Measure D Ordinance.

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## **BACKGROUND**

In November 2016, Santa Cruz County voters approved Measure D, a half-cent transaction and use tax (sales tax) for transportation. Each year, agencies that receive Measure D revenues are required to prepare expenditure reports and independently audited financial statements for the prior fiscal year. The audits and expenditure reports should provide evidence that the expenditure of funds is in accordance with the [Measure D Ordinance](#) and [Expenditure Plan](#) and Measure D Funding Agreement with recipient agencies.

Per Section 32C of the voter-approved Measure D Ordinance, the oversight committee is tasked with the following responsibilities:

1. Reviewing Expenditure Plan expenditures on an annual basis to ensure they conform to the Ordinance.
2. Reviewing the annual audit and report prepared by an independent auditor, describing how funds were spent.
3. Producing a publicly available Annual Report of oversight activities.

The committee reviewed audits and expenditure reports for the cities of Capitola, Scotts Valley, and Watsonville, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO), and Community Bridges/Lift Line (Direct Recipients) at its March 23, 2023 meeting.

## DISCUSSION

Agencies that receive Measure D revenues have prepared annual reports which include expenditure reports and audited financial statements showing how they spent Measure D allocations in Fiscal Year 2021/22 (July 1, 2021-June 30, 2022; FY2021/22), as well as other information demonstrating compliance with the Measure D Ordinance, Expenditure Plan, and fund agreements.

### Summary of Revenues and Expenditures

<b>Investment Category</b>	<b>%</b>	<b>FY21/22 Allocations<sup>1</sup> (Accrual basis)</b>	<b>Distributions (Cash Basis, Paid 7/1/21- 6/30/22)</b>	<b>FY21/22 Expenditures<sup>2</sup></b>
Neighborhood	30%			
SLV SR9		\$333,333	\$333,333	\$214,295
Hwy 17 Wildlife		\$166,667	\$166,667	\$438
City of Capitola		\$381,422	\$384,195	\$96,915
City of Santa Cruz		\$1,701,343	\$1,702,295	\$237,321
City of Scotts Valley		\$366,715	\$367,192	\$66,832
City of Watsonville		\$1,168,017	\$1,163,501	\$505,797
County of Santa Cruz		\$3,940,791	\$3,934,169	\$1,935,486
Transit/Paratransit - METRO	16%	\$4,297,754	\$4,294,054	\$2,014,351
Paratransit - Lift Line	4%	\$1,074,438	\$1,073,514	\$824,667
Highway Corridors	25%	\$6,715,240	\$6,709,460	\$4,077,583
Active Transportation	17%	\$4,566,363	\$4,562,433	\$3,136,433
Rail Corridor	8%	\$2,148,877	\$2,147,027	\$512,180
<b>Net Revenues (net fees, admin/implementation)</b>	<b>100%</b>	<b>\$26,860,960</b>	<b>\$26,837,839</b>	<b>\$13,622,298</b>
Admin. salaries & benefits	1%	\$276,260	\$275,810	\$227,726
Implementation & Oversight	varies	\$488,753	\$467,339	\$406,566
<b>Total</b>		<b>\$27,625,973</b>	<b>\$27,580,988</b>	<b>\$14,256,590</b>
State CDTFA (BOE) Fees	actuals	\$226,360	\$214,910	\$226,360

- 1. FY2021/22 Allocations shown reflect RTC payments of FY2021/22 transaction and use tax revenues received from the state on an accrual basis, whereas some agencies showed revenues on a modified accrual or cash basis in their audits. Interest earning and other adjustments are not shown in this summary table, including additional allocations paid by RTC ("transfer of allocation" of prior year Administrative and Implementation balances and "other" revenues that were the result of reimbursements from other funds for expenditures initially funded by Measure D in prior years), that are also sometimes shown as base revenues in recipient agency audits. Additional prior FY allocations and interest paid by RTC to recipient agencies in October 2022 will be reflected in FY23 audits.*
- 2. Expenditures, typically shown on an accrual basis.*

### Highlights of FY2021/22 Financials

1. FY2021/22 was the fifth full year that Measure D revenues were collected. Revenues can only be used for purposes outlined in the Measure D Expenditure Plan, agreements, and guidelines.
2. In FY2021/22, the state distributed \$27,625,973 in transaction and use tax revenues to the RTC (net CDTFA fees). The RTC allocated \$26,860,960 in Measure D FY2021/22 revenues (net RTC administrative and implementation costs), as well as interest RTC earned and prior year administrative and implementation balances, to cities, the County, Santa Cruz METRO, Lift Line, and regional investment categories and projects, based on formulas set forth in the voter approved Measure D Ordinance and Expenditure Plan. These revenues can only be used for transportation purposes described in the Measure D Expenditure Plan, agreements, and guidelines.
3. Recipient agencies expended \$13.6 million of Measure D revenues in FY2021/22 on highway, road, bike, pedestrian, transit, rail, and other transportation projects and services (summarized in Attachment 1) that were consistent with the approved Expenditure Plan. Any balance of allocations not expended through FY2021/22 are carried over for use in future years on projects identified in the 5-year program of projects (5-year plans).
4. RTC's audited financials show FY2021/22 allocations apportioned on an accrual basis. They represent transaction and use taxes generated July 1, 2021 through June 30, 2022, which were received from the California Department of Tax and Fee Administration (CDTFA – formerly Board of Equalization) from September 2021 through August 2022 and which RTC paid to recipients October 2021-September 2022. (There is always a slight delay due to the time it takes RTC and the County to process claims.) RTC allocated \$26,860,962 in net FY2021/22 revenues (after CDTFA fees, RTC administration, implementation and oversight), plus \$527,904 in "transfers of allocations" and \$148,385 in interest earned by RTC to recipient agencies and investment categories.
5. Cash receipts received by RTC from the CDFTA during the fiscal year of July 2021 through June 2022 account for transaction and use tax revenue generated May 2021 through April 2022. Measure D transaction and use taxes collected by the state for a given month are typically received by RTC two months in arrears.
6. While the COVID-19 global pandemic has had a significant impact on people, local businesses, travel and consumer habits, FY2021/22 Measure D revenues were 12% higher than in FY2020/21, 30% higher than in FY2019/20 and 24% higher than in FY2018/19. Through September 2022, FY2022/23 revenues continued to be higher than pre-COVID levels, however, starting in FY2022/23, Quarter 2 (October through December 2022) growth was negative 1.9% (-1.9%), with an overall year-over-year growth of 4.0% through FY2022/23 Q2. Growth is expected to slow in FY2023/24 to 0.4% over FY2022/23.

7. Measure D revenue received on an accrual basis during FY2021/22 totaled \$27,625,973; this is \$3,871,468 higher than in FY2020/21. Revenues on an accrual basis are actual sales transactions from July 1, 2021-June 30, 2022, received September 2021-August 2022. There is a two-month lag between the month revenues are earned and the RTC receives the payment from the state.
8. Measure D cash receipts during FY2021/22 totaled \$27,580,989; this is \$3,871,468 higher than FY2020/21 cash receipts. Revenues received on a cash basis are actual cash receipts from the state July 1, 2021-June 30, 2022, for revenues earned May 2021-June 2022.

### **Audit and Expenditure Reports Compliance**

The Measure D Ordinance states: ***Annual Audit.*** *No less than annually, an independent annual audit shall be conducted of the expenditure of all funds generated by the transportation tax. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with this Plan as adopted by the voters in approving the Ordinance on November 8, 2016.*

The FY2021/22 annual reports for each of the Measure D direct allocation recipients and investment categories are online at: <https://sccrtc.org/funding-planning/measured/taxpayer-oversight/>.

Whereas the audited financials summarize total Measure D expenditures, Measure D recipient agencies also provide documentation of compliance with the Ordinance, Expenditure Plan, fund agreements and guidelines for Measure D funds. This includes expenditure reports that list what projects and services Measure D funds were spent on (Item #3 of Annual Report), 5-year plans for spending balances and future revenues (Item #8), documentation that agencies have not used Measure D to supplant other funds (Maintenance of Effort-MOE), and additional information previously requested by the Taxpayer Oversight Committee.

**There were no material findings identified in any of the FY2021/22 Measure D audits.** However, the TOC and staff identified some inconsistencies that were discussed at the TOC meeting and local agencies were asked to provide additional explanations. Recipients indicated some information will be reconciled in the FY22/23 audits.

**In accordance with Section 32C of the Measure D Ordinance, staff recommends that the Oversight Committee review the annual FY2021/22 audits, expenditure reports, and annual updates describing how Measure D funds were spent to ensure expenditures conform to the Ordinance.**

Based on committee review of the audits, expenditure reports, and associated annual documents, the Committee will produce an Annual Report to the public.

RTC staff reviewed the documents provided by recipient agencies and found that **the combination of independent audits, agency expenditure reports, and other information provided demonstrate that expenditures in FY2021/22 were consistent with those allowed by the voter approved Measure D Ordinance and Expenditure Plan.** A few things the Committee may note:

1. Financial statements from recipient agencies were stated on a full or modified accrual basis. In most instances the revenue amounts reported in recipient agency audits differed slightly from apportionment amounts shown above and in the RTC's financial statements because the RTC reports apportionments on a full accrual basis – including payments made as late as September 2022 for revenues generated through June 30, 2022, whereas some agencies reported revenues and expenditures on a cash basis for funds they received from RTC July 2021-June 2022.
2. As part of obtaining reasonable assurance about whether the Measure D Fund's financial statements are free of material misstatement, auditors performed tests of compliance which could have a direct and material effect on the determination of financial statement amounts.
3. While the Measure D Ordinance requires the audit to report that expenditures are in accordance with the Expenditure Plan in the ordinance approved by the voters, since fiscal audits do not typically cover compliance, agencies provided supplemental information in the annual reports.
4. Section 26 of the Ordinance and PUC 180001(e) requires that funds generated by Measure D be used to supplement and not replace existing revenues used for transportation purposes. The annual reports include Maintenance of Effort (MOE) information on the amount of discretionary local transportation-related expenditures which agencies have used for transportation purposes. The Measure D guidelines for recipient agencies (Section 7.G.) allow agencies 3 years to meet adjusted average minimum local MOE expenditures.

## SUMMARY

Agencies that receive Measure D revenues are required to annually submit audited financial statements and reports showing how Measure D funds were expended in the prior fiscal year. The oversight committee is responsible for reviewing and reporting on those documents.

### Attachments:

1. FY2021/22 Audited Financial Statements and Annual Expenditure Reports

**ONLINE AT:**

<https://sccrtc.org/funding-planning/measured/taxpayer-oversight/>

- a) [RTC/Regional Programs FY21/22 Measure D Audit](#) and Annual Reports
  - [Highway Corridors Annual Report](#)
  - [Active Transportation/Trail Corridor Annual Report](#)
  - [Rail Corridors Annual Report](#)
  - [Highway 9/San Lorenzo Valley \(SLV\) Annual Report](#)
  - [Highway 17 Wildlife Crossing Annual Report](#)
- b) City of Santa Cruz: **REVISED** – [Santa Cruz FY21/22 Measure D Annual Report](#) and [FY21/22 Financial Statements](#)

Audits & Expenditure Reports reviewed last meeting:

- c) City of Capitola: [Capitola FY21/22 Measure D Annual Report and Financial Statements](#)
- d) City of Scotts Valley: [Scotts Valley FY21/22 Measure D Annual Report](#) and **FINAL** [Scotts Valley FY21/22 Financial Statements \(NEW\)](#)
- e) City of Watsonville: [Watsonville FY21/22 Measure D Annual Report and Financial Statements](#)
- f) County of Santa Cruz: [County FY21/22 Measure D Annual Report and Financial Statements](#)
- g) LiftLine-Community Bridges: [Lift Line FY21/22 Measure D Annual Report and Financial Statements](#)
- h) Santa Cruz Metropolitan Transit District (METRO): [METRO FY21/22 Measure D Annual Report and Financial Statements](#)

## 2. RTC Regional Program Fact Sheets

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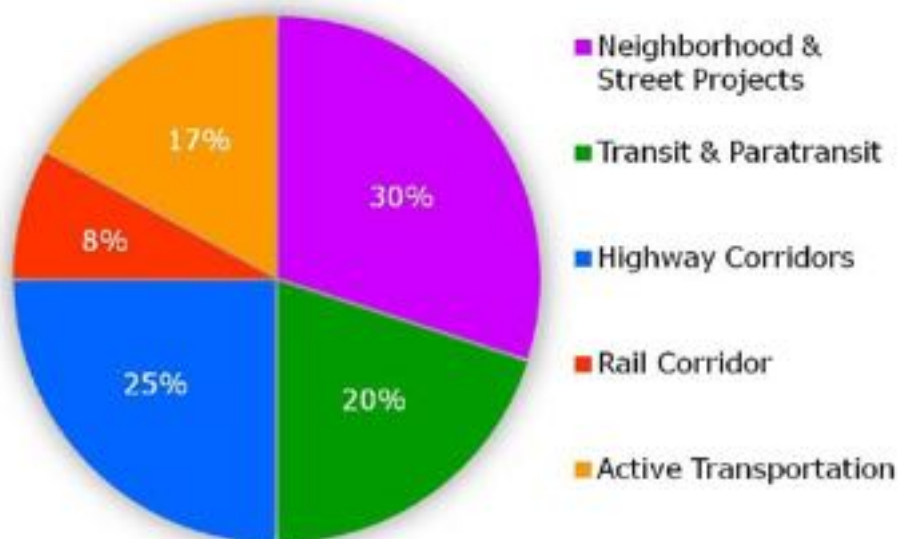
## Santa Cruz County Regional Transportation Commission

### Measure D

### Fact Sheet

On November 8, 2016 67.78% of Santa Cruz County voters approved Measure D, a 1/2 cent sales tax measure to improve, operate and maintain Santa Cruz County's transportation network.

Projects will provide safer routes to schools for local students; maintain mobility and independence for seniors and those with disabilities; invest in bicycle and pedestrian pathways and bridges on an unprecedented scale; repave roadways, repair potholes and improve safety on local streets; ease congestion on major roadways; and invest in transportation projects that reduce the pollution that causes global warming.



#### Measure D

##### *Optimizes funding:*

- By leveraging local dollars, our cities, the County, the RTC, METRO and Liftline will be able to compete for federal and state grants that require matching funds.

##### *Committed to voters:*

- Members of the public are encouraged to review and comment on annual reports, including 5-year plans identifying specific projects prepared by each agency.
- Annual audits of the expenditure of all funds generated by the measure are conducted by an independent auditor and publicly available.
- A Measure D Independent Oversight Committee reviews the independent annual audits and issues a report regarding compliance with the Expenditure Plan.
- Local jurisdictions are required to use the new funds to supplement, not replace, existing revenues used for transportation. Annual audits will include analysis of this Maintenance of Effort.

#### Summary of Transportation Projects

##### *Estimated 30-year funding allocations*

##### Neighborhood Projects - 30%

**Local Funds for Cities and County:** Direct percentage for local roadway pavement repair and operational improvements, school and neighborhood traffic safety projects, bicycle and pedestrian projects

**San Lorenzo Valley Hwy 9 Corridor Improvements:** \$10 million to improve safety for SLV pedestrians, bicyclists, and motorists

**Highway 17 Wildlife Crossing:** \$5 million to help build a wildlife crossing under Highway 17 at Laurel Curve

##### Highway Corridors - 25%

**Highway 1 Corridor:** Extend merge lanes that separate entering and exiting traffic from through lanes to improve traffic flow and safety at the 41st Ave-Soquel Dr, Bay/Porter Park, State Park-Park, and State Park-Rio del Mar-Freedom Boulevard exits

**Bicycle and pedestrian over-crossings:** Car-free highway overcrossings at Chanticleer Ave, Mar Vista Dr, and railroad bridges over Highway 1 in Aptos

**Traveler Information and Transportation Demand Management:** Cruz511 traveler information, Carpool/Vanpool Programs

**Highway Safety and Congestion Reduction Programs:** Freeway Service Patrol and Safe on 17 Enforcement

##### Transit for Seniors and People with Disabilities Direct Allocation to Service Providers - 20%

**Santa Cruz METRO (16%):** \$80 million to help stabilize fixed-route bus and ParaCruz service levels

**Community Bridges Lift Line Paratransit Service (4%):** \$20 million to increase LiftLine's ability to provide service by 30%

##### Active Transportation - 17%

**Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail):** Bike and pedestrian trail construction; maintenance, management and drainage of rail and trail corridor; install conduit for internet and electrical services

##### Rail Corridor - 8%

**Infrastructure Preservation and Analysis of Options:** Analysis (including environmental and economic analysis) of both rail transit and non-rail options for the corridor; rail line maintenance and repairs



For more information on the implementation of Measure D, visit: [sccrtc.org/move](http://sccrtc.org/move)  
831-460-3200





## PROJECT FACT SHEET

Updated December 2022

# Highway Corridor: Highway 1 Aux Lanes, BOS (41st Avenue to Soquel Drive), and Chanticleer Bicycle/Pedestrian Overcrossing

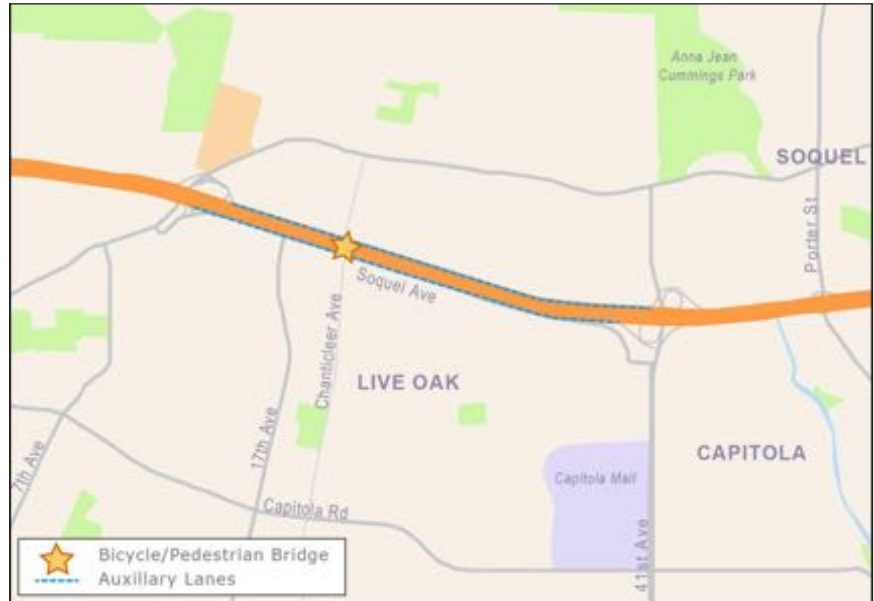
## Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the 41st Avenue and Soquel Avenue/Drive interchanges, and construct a new bicycle and pedestrian overcrossing at Chanticleer Avenue. Historically, this section of Highway 1 has been the busiest in the county, serving over 100,000 vehicles a day, providing access to the primary regional commercial/retail activity centers on 41st Avenue and regional medical facilities located on Soquel Drive. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The bicycle/pedestrian overcrossing at Chanticleer Avenue provides an alternative route for bicyclists and pedestrians currently using the Soquel or 41st interchanges to cross over Highway 1. The overcrossing will be lighted, 12- to 14-foot wide, and will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

## Unified Corridor Investment Study

Recognizing the need to address both existing transportation problems and future needs of Santa Cruz County, a Unified Corridor Investment Study (UCS) was undertaken to consider transportation options between Santa Cruz and Watsonville along three of the most important north to south transportation routes in the County, including the Highway 1 corridor. The study provides a rigorous analysis of how various groups of projects or scenarios advance the transportation goals of Santa Cruz County.



## Project Highlights

- ▶ Improves traffic operations on Highway 1
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users at Chanticleer Avenue
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Measure D funds are being used to accelerate the project development process
- ▶ Construction expected to begin in early 2023

## Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds were used to complete the work necessary to ready the project for construction, and as a match for SB1 construction grants. This project has environmental clearance and has received funds from Cycle 2 of the SB1 Solutions to Congested Corridors Program and Local Partnership Program competitive funds.



## PROJECT FACT SHEET

Updated December 2022

# Highway Corridor: Highway 1 Aux Lanes, BOS (41st Avenue to Soquel Drive), and Chanticleer Bicycle/Pedestrian Overcrossing

## Project Funding

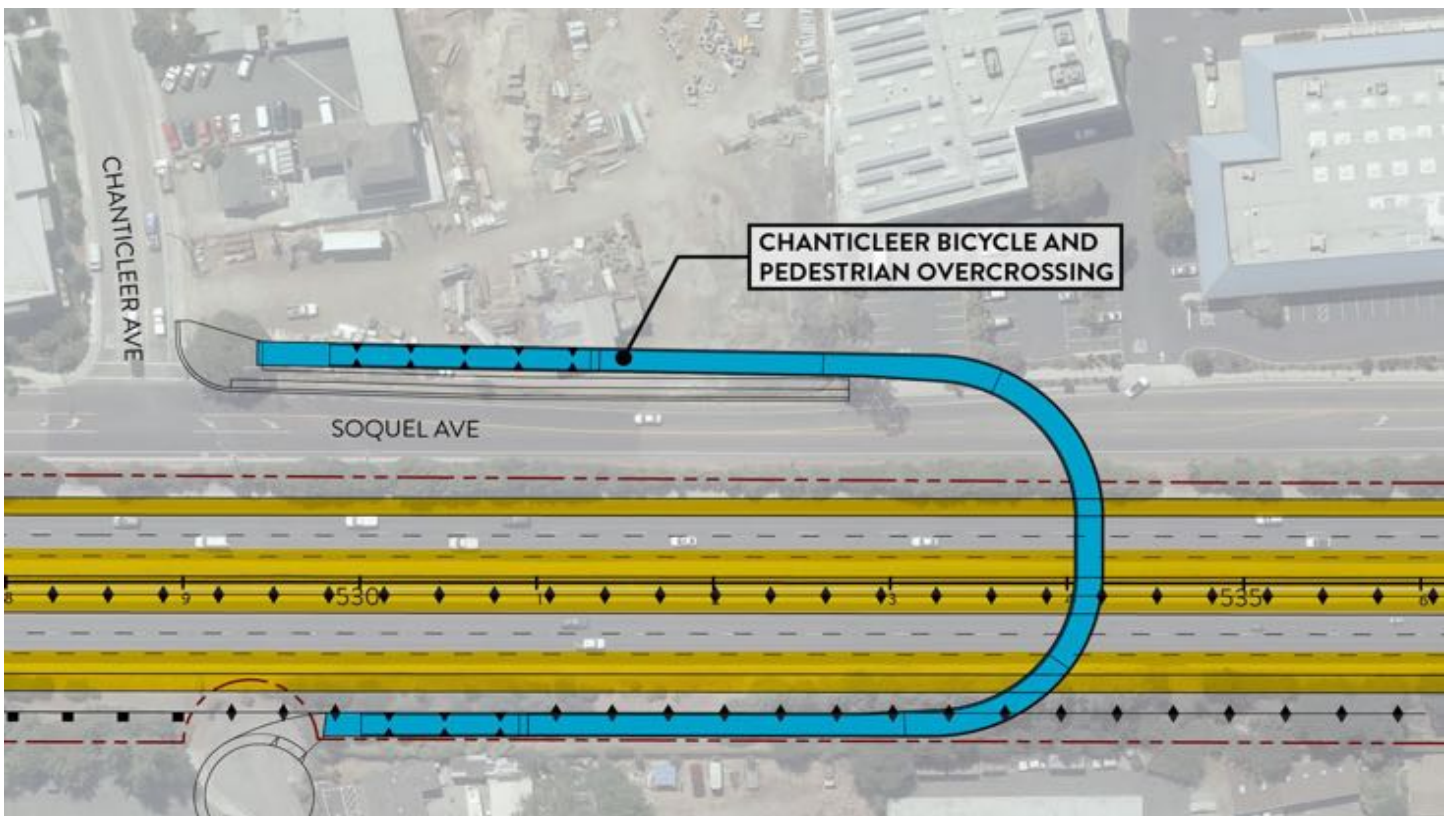
Estimated Project Cost	\$	38.6M
Funding Sources		
Measure D (Highway)	\$	3.3M
Other Secured*	\$	35.3M

\*Includes STIP, SB1 (SCCP and LPP programs) and HIP funds.



## Project Status/Schedule

The Unified Corridor Investment Study was completed in 2019. The Environmental Impact Report was certified in 2019. The final design phase is complete. The project is expected to go to construction in early 2023 and complete construction in 2024.





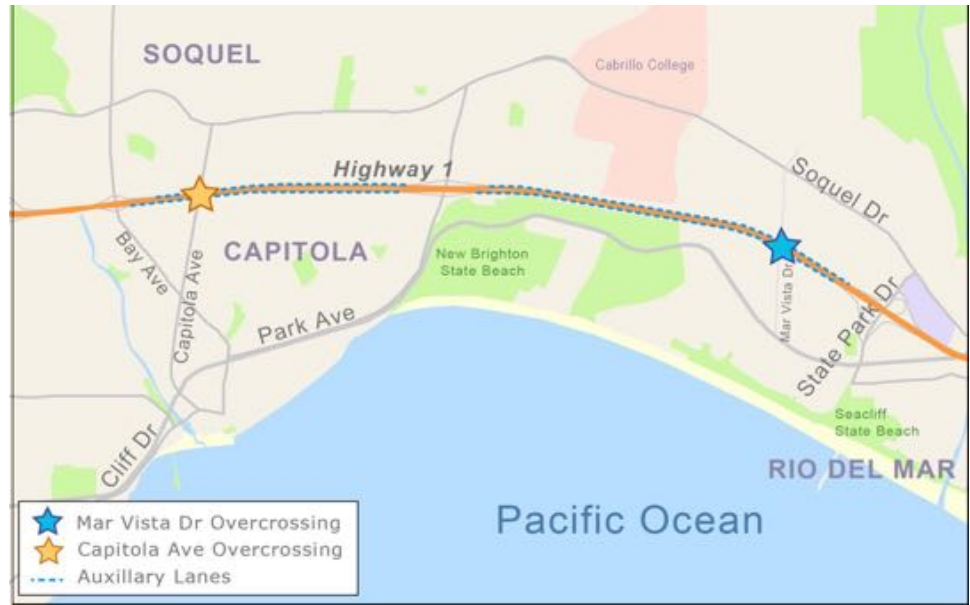
## Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

### Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the Bay Avenue/Porter Street and State Park Drive interchanges and replace the existing Capitola Avenue local roadway overcrossing. This section of Highway 1 is one of the busiest in the county, providing access to the City of Capitola, Soquel and Aptos villages, and Cabrillo College. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The new Capitola Avenue overcrossing will include enhanced bicycle and pedestrian facilities to improve connectivity for bicyclists and pedestrians between Soquel Drive to the north and the future Coastal Rail Trail to the south. The overcrossing, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

The project also includes a new bicycle and pedestrian overcrossing (POC) at Mar Vista Drive to provide a safe link between schools, the beach, residential neighborhoods and retail centers on each side of Highway 1. This POC was one of three bicycle and pedestrian overcrossings identified in the Highway 1 Corridor Investment



### Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between Bay Avenue/Porter Street and State Park Drive
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing enhanced bicycle and pedestrian facilities for active transportation users at Capitola Avenue
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users
- ▶ Connects neighborhoods, schools, parks/beaches and commercial centers

### Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds are being used to complete the work necessary to ready the project for construction. RTC was successful in securing Cycle 2 SB1 Solutions to Congested Corridors and Local Partnership Program competitive funds in 2020, which fully funds construction of this project.





# PROJECT FACT SHEET

Updated February 2023

## Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

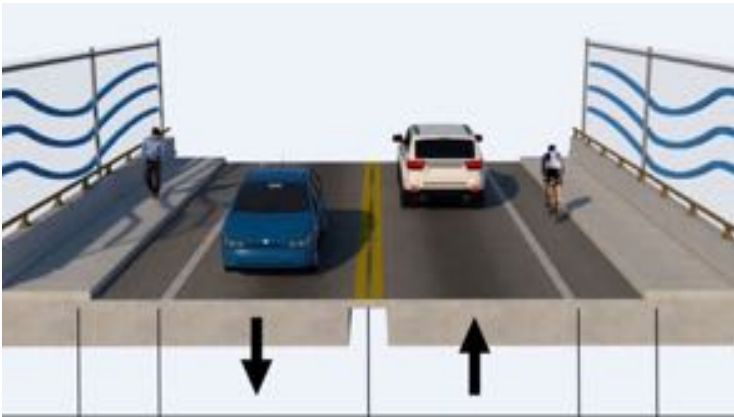
### Project Funding

Estimated Total Cost	\$	94.2M
Funding Sources		
Measure D (Highway)	\$	17.9M
Other Secured*	\$	76.3M

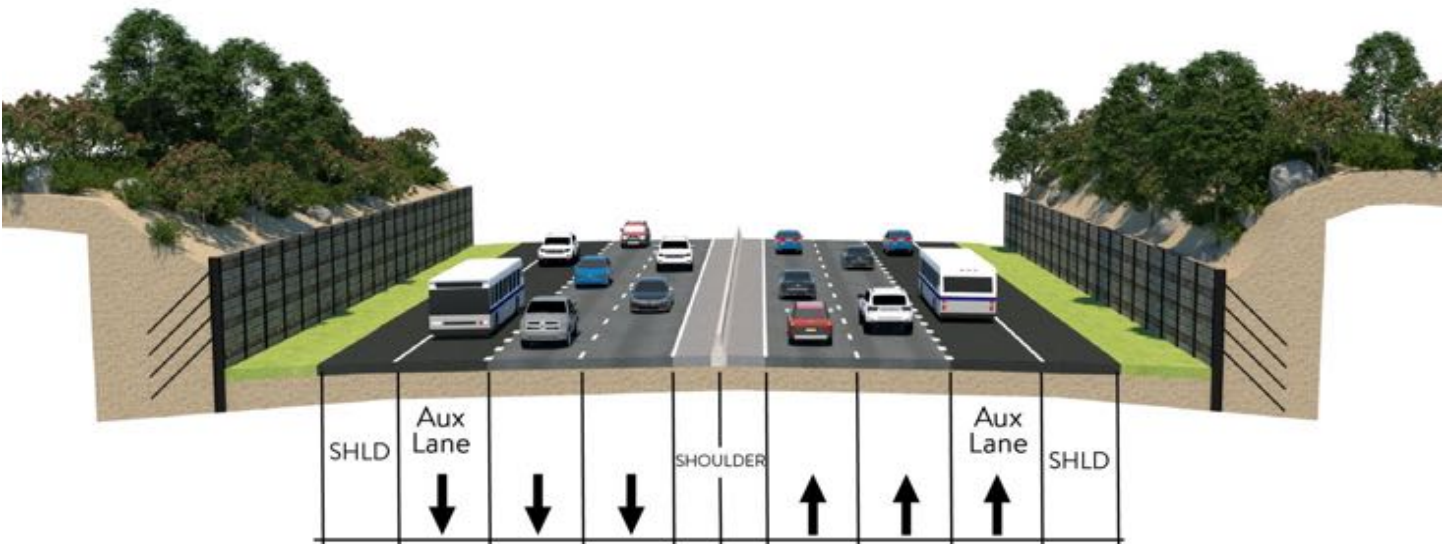
\*Includes STIP and SB1 (SCCP and LPP programs) funds.

### Project Status/Schedule

Environmental review was completed in 2021.  
Final design was completed in 2022. The project is expected to go to construction in 2023.



Preliminary rendering of Capitola Avenue Overcrossing



Preliminary rendering of auxiliary lanes



## Highway Corridors: Highway 1 Aux Lanes and BOS (State Park Drive to Freedom Boulevard), and Coastal Rail Trail Segment 12

### Project Description

The project will construct multimodal improvements to enhance transit frequency and on-time performance, and safety and mobility for vehicles, transit, bicycles, and pedestrians. The project includes northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the State Park Drive and Freedom Boulevard interchanges, replaces the two existing railroad bridges between the State Park Drive and Rio del Mar interchanges, and widens the Aptos Creek bridge. This section of Highway 1 provides access to Aptos Village, Rio del Mar, Aptos High School, and Aptos Hills/Corralitos. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The existing railroad bridges will be replaced with longer span bridges to accommodate the addition of auxiliary lanes on Highway 1. The Highway 1 bridge over Aptos Creek and Spreckles Drive will be widened as part of the project. The new bridges, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

This project also includes construction of Segment 12 of the Coastal Rail Trail, a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Rail Line right-of-way from State Park Drive to Rio Del Mar Boulevard.



### Project Highlights

- Improves traffic and safety operations on Highway 1
- Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between State Park Drive and Freedom Boulevard
- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
- Improves active transportation connectivity by constructing 4 dedicated bicycle/pedestrian overcrossings

### Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor and Active Transportation funds and other RTC discretionary funds will be used to complete preconstruction work and as a match for future grants. The project will evaluate a Trail Next to the Railroad Track Alignment ("Ultimate Trail Configuration") and a Trail on the Railroad Track Alignment ("Interim Trail") as an optional first phase. RTC is targeting Cycle 3 of the SB1 Solutions to Congested Corridors Program, Trade Corridor Enhancement Program, and Local Partnership Program funds.





## PROJECT FACT SHEET

Updated February 2023

# Highway Corridors: Highway 1 Aux Lanes and BOS (State Park Drive to Freedom Boulevard), and Coastal Rail Trail Segment 12

## Project Funding

Estimated Total Cost	\$	TBD*
Funding Sources		
Measure D	\$	70.3M
Other Secured	\$	26.7M*
Needed	\$	83.0M

\*Mega Grant



## Project Status/Schedule

The environmental phase of this project is expected to be completed in 2023. The project is scheduled to be construction-ready in 2025, pending availability of funds for construction.





# Highway Corridors: Cruz511

## Program Description

For more than 35 years, the RTC has offered transportation demand management (TDM) services to Santa Cruz County with the goal of using the existing transportation system more effectively by assisting travelers to use various modes of transportation, especially sustainable transportation modes. TDM programs use a multi-pronged approach to incentivize and support mode share changes to non-drive alone methods of transportation.

Cruz511, the RTC's TDM service, provides a comprehensive website of resources for travel options around the county, including a trip planner, bicycle maps, accessible travel options, and an interactive traffic map with real-time information on travel speeds, incident details, and lane closures on county roads and state highways. Knowledgeable travel counselors are also available to help people understand their options for getting around.

The Cruz511 program works with non-profits and community-based organizations to deliver messaging around transportation safety. Staff works closely with agencies implementing Vision Zero plans and campaigns around the county by providing resources and guidance. Cruz511 also provides a hazard reporting system where members of the public can report issues that impede access and mobility on our roadway networks.

In Spring 2021, Cruz511 launched GO Santa Cruz County, an online commute management platform that rewards sustainable commuting. Participants earn points for each eligible trip logged on the platform or mobile app. Points can then be redeemed for electronic gift cards, entries into the monthly raffle, or donated to a local nonprofit. Learn more at [www.gosantacruzcounty.org](http://www.gosantacruzcounty.org).



## Program Highlights

- ▶ Provides sustainable commute choices to residents through coordination with major employers in the county
- ▶ Hosts an online and mobile platform to make sustainable commute choices easier for all people to access
- ▶ Coordinates with Metro to promote and encourage transit usage
- ▶ Provides education and informational messaging regarding safety and mobility options to the public

## Total Programming

Total Funding	\$	300,000/year avg.
Funding Sources		
Measure D (Highway)	\$	1.3M
Other Sources**	\$	995,000

\*Amounts show money programmed beginning in FY17/18 when Measure D funds first became available.

\*\*Includes STBG, RSTPX, STIP, SAFE, City of Santa Cruz and Fund Interest





# Highway Corridors: Cruz511



**Rethink Your Commute  
and Earn Rewards!**







# Highway Corridors: Freeway Service Patrol

## Program Description

The Santa Cruz County Regional Transportation Commission (RTC) operates the Freeway Service Patrol (FSP) program in Santa Cruz County in conjunction with the Department of Transportation (Caltrans) and the California Highway Patrol (CHP). This program consists of two tow trucks patrolling Highway 1 from Highway 9 to State Park Drive and Highway 17 from Mount Herman Road to the Santa Clara County Line.

FSP tow trucks remove disabled vehicles from the highway at no cost to motorists. They reduce congestion on the highway by quickly clearing accidents, debris, and other incidents, and allowing traffic to return to normal conditions. They commonly perform tasks such as changing a flat tire, jump-starting a vehicle, or providing gas. Service is available during weekday commute hours and on a limited schedule on weekends.

The FSP program is designed to reduce congestion, improve safety, and reduce fuel consumption and auto emissions by minimizing the congestion associated with collisions and other incidents. The benefit/cost ratio for the Santa Cruz County FSP program is 4:1.



## Program Highlights

- ▶ Reduces the number of traffic jams by quickly clearing accidents, debris, and other incidents
- ▶ Lessens the chain of further accidents and bottlenecks caused by passing drivers
- ▶ Saves fuel and cuts air-pollution emissions by reducing stop-and-go traffic
- ▶ Helps stranded motorists

## Service Schedule

	WEEKDAYS		WEEKENDS	
	AM	PM	Saturday	Sunday
<b>Hwy 1</b>	6:00-9:00 a.m.	3:30-6:30 p.m.	No regular weekend service*	
<b>Hwy 17</b>	6:30-9:30 a.m.	3:30-6:30 p.m.	None	1:00-7:00 p.m.

\*Special weekend service is provided during Spring Break and Summer.



## PROJECT FACT SHEET

Updated March 2022

# Highway Corridors: Freeway Service Patrol

### Total Programming\*

Total Funding Secured	\$ 350,000/year avg.
Funding Sources	
Measure D (Highway)	\$ 1.1M (FY17/18-24/25)
Other Secured**	\$ 1M

\*Amounts show money programmed beginning in FY17/18 when Measure D funds first became available.

\*\*Includes SB1, FSP, and STIP funds.



### FSP Partners





# Highway Corridors: Safe on 17

## Program Description

The Highway 17 corridor was identified as a high-collision corridor in 1998 as a result of collision data analysis and recommendations of local, regional, county, and state agencies. The Safe on 17 Task Force was formed to develop and implement collision reducing strategies, such as additional CHP enforcement, traffic safety improvements, and public education. These strategies focus on preventing the occurrence of the top five Primary Collision Factors in fatal and injury collisions including driving at unsafe speeds, vehicle right-of-way violations, improper turning, and improper lane change.

The Task Force is comprised of representatives from the Santa Cruz County Regional Transportation Commission (RTC), the San Francisco Bay Area's Metropolitan Transportation Commission (MTC), the California Highway Patrol (CHP), the California Department of Transportation (Caltrans), local police and fire departments, legislators' offices, and the media. The RTC and MTC provide \$100,000 annually for enhanced CHP enforcement using Service Authority for Freeway Emergencies (SAFE) funds. SAFE funds come from a \$1 registration fee on all vehicles in the region and fund the highway call box system, Freeway Service Patrols on Highways 1 and 17 in addition to extra CHP enforcement on Highway 17, and other motorist-aid services. The RTC provides an additional \$50,000 annually to the program from Measure D funds.



## Program Highlights

- ▶ Multi-agency, multi-jurisdictional effort to reduce injury and fatal collisions on Highway 17
- ▶ Encourages safer driving and deters traffic violations with extra CHP enforcement
- ▶ Implements road safety improvements to reduce wet weather and run-off-road collisions through guardrail upgrades, shoulder widening projects, and pavement surface treatments
- ▶ Increases safe driving practices, especially on mountainous highway roads, through education and public outreach

## Meeting Schedule

The Safe on 17 Task Force meets twice a year to share information about transportation projects and collisions on Highway 17 and traffic operation systems in Santa Cruz County. Meetings are open to the public and all are welcome to attend. A teleconference option is available for those unable to attend meetings in person.

SAFE ON 17 MEETINGS	LOCATION	ADDRESS
3rd Wednesday in March	CHP San Jose	2020 Junction Ave., San Jose, CA
3rd Wednesday in September	RTC office	1523 Pacific Ave., Santa Cruz, CA





# Highway Corridors: Safe on 17

## Total Programming

<b>Total Funding</b>	<b>\$ 150,000/year</b>
<b>Funding Sources</b>	
Measure D (Highway)*	\$ 50,000/year
Other Secured**	\$ 100,000/year

\*In FY17/18 Measure D funds first became available.

\*\*Includes MTC-SAFE and DMV-SAFE funds.





# Active Transportation: Coastal Rail Trail Segment 5

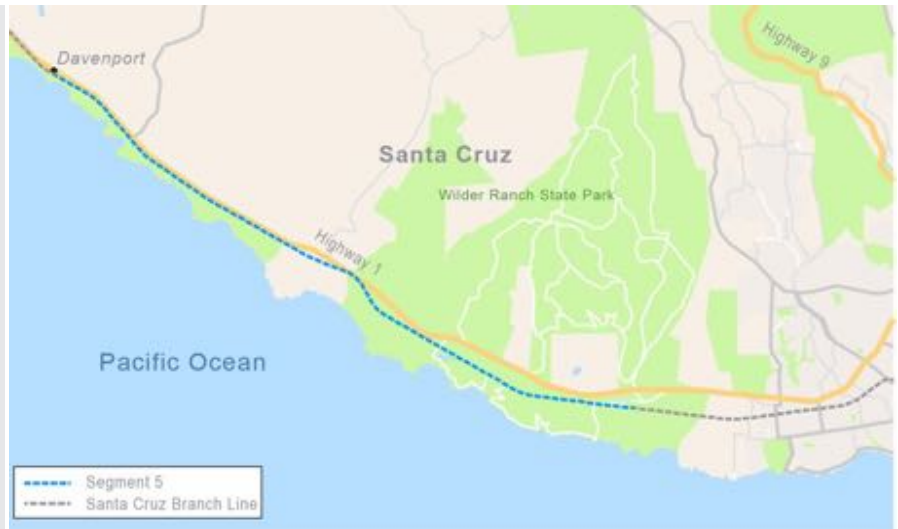
## Project Description

The Coastal Rail Trail Segment 5 (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 7.5 miles of the MBSST's rail trail spine between Wilder Ranch and Davenport. Segment 5 would be a new multi-use paved path with striping and unpaved shoulders, and parking improvements along the scenic North Coast in Santa Cruz County.

The goals of this project are to provide an accessible bicycle and pedestrian path adjacent to the rail right-of-way for active transportation, recreation, coastal viewshed appreciation, and environmental/cultural education along the existing rail corridor, consistent with the MBSST Network Master Plan. When constructed, this project will be one portion of the planned 32-mile Coastal Rail Trail network that traverses the entire coastline of Santa Cruz County.

Segment 5 is divided into two phases which will be built together should funding be secured. Phase I covers 5.4 miles from Wilder Ranch to Panther/Yellowbank Beach. Phase II spans 2.1 miles from Panther/Yellowbank Beach to Davenport and includes new parking lots in Davenport and at Panther/Yellowbank Beach, improved access to the parking lot at Bonny Doon Beach, and a pedestrian crossing in Davenport.

**\* Please note that the North Coast Rail Trail is still in the design and construction planning phase and is not open to the public. Members of the public should not enter the right-of-way until the RTC announces that construction of the trail has been completed and the trail is open for public use.**



## Project Highlights

- ▶ ADA-accessible trail that maximizes ocean views and scenic coastal vistas along historical and agricultural landscapes
- ▶ 7.5-mile continuous paved bicycle and pedestrian trail connecting Wilder Ranch to Davenport
- ▶ Provides car-free alternative access to numerous beaches and recreational facilities along the coast
- ▶ Links to existing and future trails (such as Wilder Ranch, San Vicente Redwoods, etc.) creating bike/pedestrian access from the City of Santa Cruz to Davenport
- ▶ Safety and mobility improvements along a scenic portion of the County adjacent to Highway 1 with the addition of two new parking lots and improvements to a third, restrooms, and a pedestrian crossing in Davenport

## Project Delivery Strategy

In partnership with the Federal Highway Administration (FHWA) - Central Federal Lands (CFL), the RTC is leading the project delivery. The RTC completed the Environmental Impact Report for the entire 7.5 mile-long Segment 5 project. CFL is completing the federal environmental clearance and leading the design of the entire 7.5-mile segment. The RTC is leading the acquisition of any right-of-way needed for the project. CFL will lead the construction of Phase II.



# Active Transportation: Coastal Rail Trail Segment 5

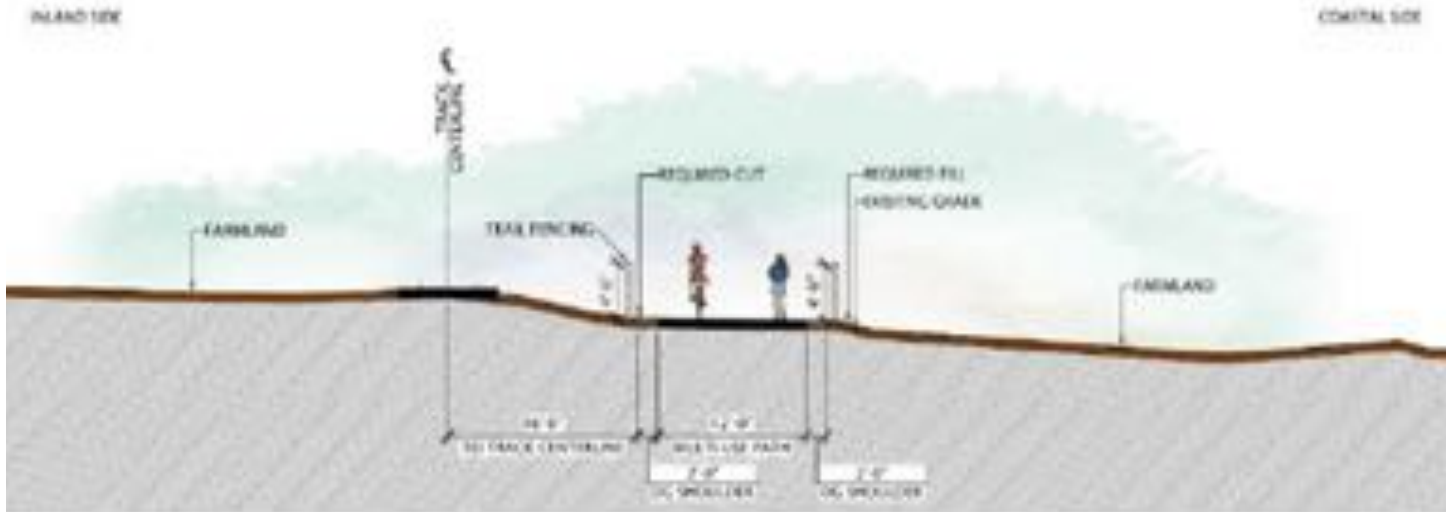
## Project Schedule

The environmental review phase was completed in 2021. Final design and permitting are scheduled to be complete in 2023. Construction funding for Phase I and II is programmed for 2024.

## Total Programming

Estimated Total Cost	\$50M
Funding Sources	
Measure D-Active Transportation	\$7.3M
Federal Land Access Program (FLAP)	\$37.7M
Other Secured*	\$5.3M
Need	\$0.0M

\*Includes Land Trust of Santa Cruz County, Coastal Conservancy and RSTPX funds.







# Active Transportation: Coastal Rail Trail Segment 7

## Project Description

The Coastal Rail Trail Segment 7 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 2.1 miles of the MBSST's rail trail spine between Natural Bridges Drive and Pacific Avenue at the Santa Cruz Wharf. The existing facility is along the publicly-owned railroad right-of-way. Alternate routes have high bicycle and pedestrian crash histories, making this a high priority project in mid-Santa Cruz County.

The goals of this project are to increase the numbers of people biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be one portion of the planned 32-mile rail trail network that parallels the entire coastline of Santa Cruz County.

The Segment 7 project will provide connections to several existing open spaces such as the Terrace Lands at Younger Lagoon Reserve, Antonelli Pond Park, Natural Bridges State Beach, Neary Lagoon Wildlife Refuge, as well as West Cliff Drive bike/pedestrian path, and the Wilder Ranch path.



## Project Highlights

- Provides a low stress, off-street dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Over 30,000 residents live within 1 mile of the corridor, where 9 schools and 28 parks are located
- Provides a safer car-free alternative to Mission Street and connects to the Beach Street bikeway
- Enhances mobility and transportation for disadvantaged communities

## Project Delivery Strategy

The City of Santa Cruz is leading the project delivery. The City is delivering Segment 7 in stages due to funding availability. Phase 1, from Natural Bridges to Bay/California, has been constructed. The City of Santa Cruz was awarded funds for Phase 2 (California Street to Pacific Avenue at the Wharf) from the Senate Bill 1 Active Transportation Program to fully fund construction.



# Active Transportation: Coastal Rail Trail Segment 7

## Total Programming

Estimated Total Cost	\$20M
Funding Sources	
Measure D (Active Transportation)	\$2.1M
Measure D (Local-Neighborhood)	\$1M
Other Secured*	\$17M

\*Includes SB1 Active Transportation Program, Coastal Conservancy, Congressional Earmark, FORT/BSCC Donations, City of Santa Cruz, and STIP funds.

## Project Status/ Schedule

Construction of Phase 1 was completed in December 2020 and the trail is now open. Construction of Phase 2 began in July 2022 and is scheduled to be completed in 2023.



Project Rendering: Segment 7, Phase II





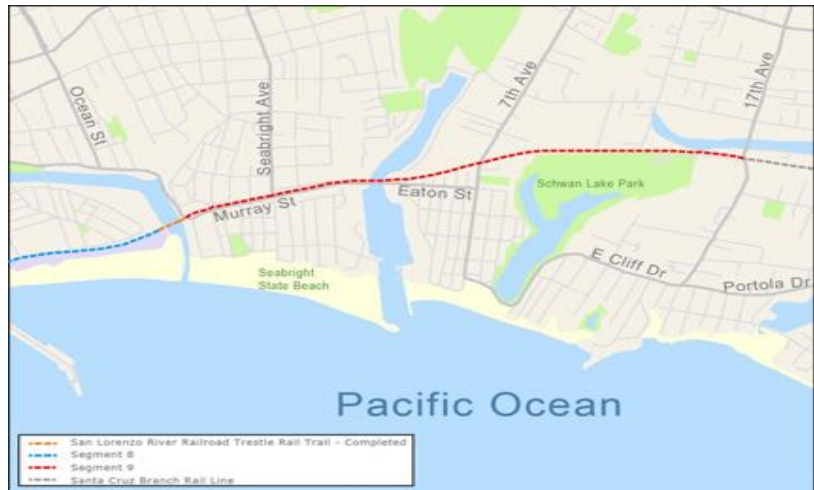
# Active Transportation: Coastal Rail Trail Segments 8 & 9

## Project Description

The Coastal Rail Trail Segments 8 and 9 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) includes 2.2 miles of the MBSST's rail trail spine between Pacific Street in the City of Santa Cruz and 17th Avenue in the unincorporated area of Santa Cruz County along the publicly-owned railroad right-of-way.

The goals of this project are to increase the numbers of people biking and walking, improve safety and mobility of non-motorized users, and provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be part of a planned 32-mile rail trail network that traverses the entire coastline of Santa Cruz County. A part of the Segment 8 project, the San Lorenzo River Railroad Trestle trail widening, was accelerated ahead of the rest of the segment and was completed in 2019.

Segments 8 and 9 are particularly challenging due to three new bridges and four at-grade crossings.



## Project Highlights

- Provides a dedicated bike/ped trail, improving safety and connectivity to schools and employment centers
- Connects to the Beach Street bikeway and Segment 7, connecting the west and east sides of Santa Cruz
- Includes a new bike/ped bridge at Rodeo Gulch
- Includes either a separate multi-use bike/ped structure or a 10' multi-use path across the Santa Cruz Harbor, cantilevered off the Harbor rail bridge
- Connects to downtown Santa Cruz via the San Lorenzo River levee trails
- Provides a 10' multi-use path across the San Lorenzo River (completed in 2019)
- Extends through the Seabright neighborhood to Live Oak
- 48,000 residents live within 1 mile of the corridor, where 15 schools and 37 parks are located

## Project Delivery Strategy

The City of Santa Cruz advanced construction of the multi-use path across the San Lorenzo River with an innovative approach, cantilevering off the existing rail trestle with a system that used lightweight decking. The project is fully funded through a combination of Measure D-Regional Active Transportation Funds, State Active Transportation Program funds, and funding from the Land Trust of Santa Cruz County. The City completed the preliminary design and environmental phase in March 2023.



## PROJECT FACT SHEET

Updated April 2023

# Active Transportation: Coastal Rail Trail Segments 8 & 9

## Total Programming

Funding Sources	
Measure D (Active Transportation)	\$2.9M
Measure D (Local Neighborhood)	\$4.2M
State Active Transportation Program	\$35.7M
Other Secured*	\$5.4M
Need	\$0
Total Funding	\$48.2M

\*Includes TDA, ATP, and Land Trust funds.

## Project Schedule

The multi-use path cantilevered off the San Lorenzo River Railroad Trestle was completed in 2019. Preliminary design and engineering were completed in 2023. Final design is scheduled for completion in 2024 and the project is scheduled to go to construction in 2025.



Preliminary project rendering



# Active Transportation: Coastal Rail Trail Segments 10 & 11

## Project Description

The Coastal Rail Trail Segments 10 and 11 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 4.7 miles of the MBSST's rail trail spine 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 down the coast to State Park Drive.

The goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be a part of a proposed 32-mile Coastal Rail Trail network that parallels the entire coastline of Santa Cruz County.

Segment 10 is particularly challenging due to right-of-way constraints requiring realignment of sections of the railroad track bed. The project includes a 200-foot span pre-engineered bicycle and pedestrian bridge over Rodeo Gulch Creek on the inland side of the rail trestle bridge.

Segment 11 is particularly challenging due to extreme topography, including bridge structures at Soquel Creek, New Brighton State Beach, and Borregas Creek.



## Project Highlights

- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools and commercial centers
- ▶ Includes three new bicycle and pedestrian bridges
- ▶ Over 49,000 residents live within one mile of the corridor
- ▶ 14 schools, 26 parks, and New Brighton and Seacliff State Beaches are within one mile of the corridor
- ▶ Enhances mobility and transportation for disadvantaged communities

## Project Delivery Strategy

The County is advancing the environmental and design phases of the project. The project is fully funded through a combination of Measure D-Regional Active Transportation Funds and State Active Transportation Program funds, with the exception of the stretch of trail that crosses Soquel Creek. The section of trail over Soquel Creek and involving the Capitola Trestle, as described in the Ultimate Trail Configuration, is being developed as part of RTC's Electric Rail Transit Project.





## PROJECT FACT SHEET

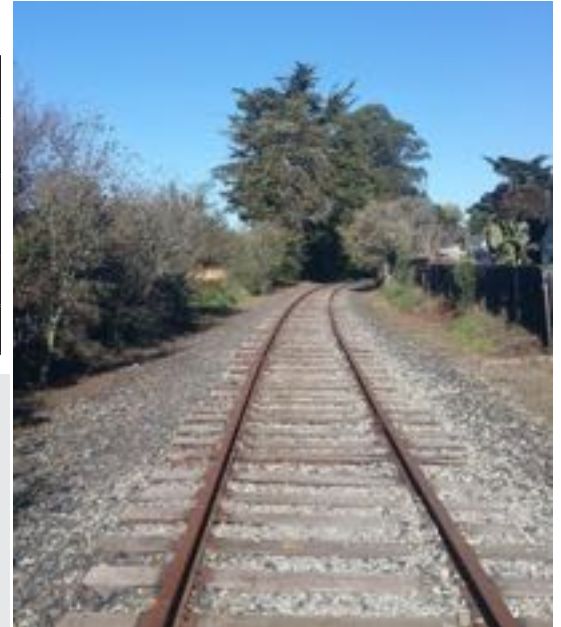
Updated December 2022

# Active Transportation: Coastal Rail Trail Segments 10 & 11

## Total Programming

### Funding Sources

Measure D (Active Transportation)	\$17M
State Active Transportation Program	\$67.6M
Need	\$0
Total Funding	\$84.5M



## Project Schedule

The project, with the exception of the Capitola Trestle, began with the environmental phase in 2021, and is expected to be completed in 2023. The final design phase is expected to be completed in 2025. The project is scheduled to go to construction in 2026.





# Active Transportation: Coastal Rail Trail Segment 18

## Project Description

The Coastal Rail Trail Segment 18 (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 1.2 miles of the MBSST's rail trail spine from Lee Road to Walker Street in the City of Watsonville connecting the downtown to the existing trail network in the Watsonville Slough Wetlands and a future trail to Pajaro Valley High School. The facility will be along the publicly-owned railroad right-of-way.

The goals of this project are to increase the number of people biking and walking, improve safety and mobility of non-motorized users, and provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be part of a planned 32-mile rail trail network that parallels the entire coastline of the Santa Cruz County.



## Project Highlights

- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, residential areas, and employment centers
- 1.2-mile continuous paved bicycle and pedestrian trail connecting the City of Watsonville to the Watsonville Slough Wetlands trail network
- Connects to the Monterey County Monterey Bay Sanctuary Scenic Trail Network
- Over 22,000 residents live within one mile of the trail
- 12 schools and 12 parks are within one mile of the trail
- Enhances mobility and transportation for disadvantaged communities

## Project Delivery Strategy

The City of Watsonville is leading the project delivery. The City is delivering Segment 18 in stages due to funding availability and the time needed to get new crossing agreements approved by the California Public Utilities Commission (CPUC). Phase I, from Ohlone Parkway to a Watsonville Slough Trail Network trailhead, is completed. The remainder requires additional funds for construction. The City is targeting SB1-Active Transportation Program (ATP) and federal grant opportunities to fully fund the remainder of the segment.





## PROJECT FACT SHEET

Updated February 2023

# Active Transportation: Coastal Rail Trail Segment 18

## Total Programming

Estimated Total Cost	\$12.67M
Funding Sources	
Measure D (Active Transportation)	\$2.95M
Measure D (Local-Neighborhood)	\$1.29M
Other Secured*	\$2.8M
Need	\$5.63M

\*Includes ATP, County, FORT, Land Trust, RTC and STIP funds.

## Project Status/Schedule

The environmental phase was completed in 2020. Phase I opened in summer 2021. Phase II & III are combined with development of the RTC's Electric Passenger Rail Transit Project.



Segment 18, Phase 1



# Rail Corridor: Infrastructure Preservation

## Program Description

The Santa Cruz County Regional Transportation Commission (RTC) acquired the Santa Cruz Branch Line (SCBRL) in 2012 for \$14.2M to expand transportation options and alternatives to driving, and plan for the future mobility needs of Santa Cruz County residents and visitors. The 135-year-old rail corridor spans 32-miles from Davenport to Watsonville and connects to regional and state rail lines.

The short-line railroad operator, St. Paul & Pacific Railroad, currently provides freight rail service to a number of local construction, agricultural, beverage, and biofuel companies through an Administration, Coordination, and License Agreement with the RTC. Freight rail service helps to reduce traffic and greenhouse gases as one rail car load generally removes four truck trips from roadways and freeways. Big Trees & Pacific Railroad currently operates seasonal and special event recreational rail service on a portion of the Santa Cruz Branch Rail Line.

The 32-mile Santa Cruz Branch Rail line has 37 bridges, 100 public and private grade crossings, and approximately 92 drainage cross culverts. The infrastructure preservation needs of the branch line include bridge repairs or replacements, drainage improvements such as repairs or replacements to cross culverts, coastal erosion repair, slope stabilization, retaining walls, grade crossing improvements and repairs, storm-related repairs, and railbed repairs. Additionally, the RTC uses Measure D funds to conduct periodic inspections of bridges, culverts, and retaining walls to identify needed repairs and to comply with Federal Railroad Administration (FRA) requirements.

In 2017, severe winter storms damaged the line at several locations. The RTC has completed 5 of the 7 storm damage repairs and debris removal projects.



## Program Highlights

### Rail Preservation Efforts:

- ▶ Inspections and repairs of railroad bridges on an ongoing basis
- ▶ Storm damage repairs and clean up resulting from the 2017 winter storms, the majority of which will be funded by state and federal disaster assistance relief funds
- ▶ Bridge repairs including the Pajaro River Bridge Rehabilitation
- ▶ Capital Maintenance efforts to comply with FRA requirements, including repair and rehabilitation of railroad track infrastructure, grade crossings, signals, and signage as needed
- ▶ Railbed repairs including repairs to coastal erosion near Manresa State Beach

## Total Programming

Total Funding Secured	\$	15.67M
Funding Sources		
Measure D (Rail)	\$	12.42M
Other Sources*	\$	3.25M

\*Includes RSTPX, short line railroad improvement program, and FEMA funds.





PROJECT FACT SHEET

Updated July 2021

# Rail Corridor: Infrastructure Preservation







# Santa Cruz Branch Rail Line Property Management and Preventative Maintenance Program

## Santa Cruz Branch Rail Line

The 32-mile Santa Cruz Branch Rail Line (SCBRL) is a continuous transportation corridor that spans the length of the county offering tremendous potential for new mobility options for residents and visitors alike. In October 2012, the RTC purchased the 135-year-old transportation resource with voter-approved passenger rail funds in order to expand the passenger rail network and increase transportation options for the community now and into the future. Passenger rail planning for the rail corridor includes coordination with other uses of the rail corridor – such as the planned bicycle and pedestrian “rail-trail” parallel to the tracks, freight, and recreational excursion rail service.

This important transportation corridor is within one mile of more than 80 parks, 25 schools, approximately half of the county’s population, provides access to the Monterey Bay National Marine Sanctuary at several key locations, and connects to regional and state rail lines.



## Preventative Maintenance Program

The Santa Cruz Branch Rail Line is an active short-line railroad that travels through Santa Cruz County along a right-of-way (ROW) of varying width between Davenport and Watsonville. It runs parallel to the Highway 1 corridor and connects to regional and state rail lines.

The RTC is responsible for maintaining the portion of the ROW outside of the railroad easement, as well as the entire corridor north of approximately Buena Vista Drive. The short-line railroad operator, Saint Paul & Pacific Railroad, is responsible for maintaining the infrastructure within the railroad easement where train operations occur.

It is important to maintain the corridor in order to:

- ▶ Retain the integrity of the land to support future increased transportation use
- ▶ Support existing storm water drainage systems that flow along and across the corridor
- ▶ Limit impacts to and from adjacent properties from trees or sediment

The RTC has a Preventative Maintenance Program that outlines procedures for RTC staff to carry out maintenance operations, with individual inquiries being tracked using ArcGIS, a mapping and analytics platform. Regular inspections and repair or cleanup work within the ROW will maintain the corridor for future use and limit impacts to adjacent jurisdictions and private property.

General property management of a railroad ROW must oversee various activities, such as access for utility companies or local government jurisdictions, to reduce liability and safety concerns.



# Santa Cruz Branch Rail Line Property Management and Preventative Maintenance Program

## Program Highlights

### Maintenance

- ▶ Semiannual inspections of full corridor
- ▶ Track and process individual requests from neighbors or local jurisdictions for maintenance
- ▶ Annual clearing of drainage facilities and grass mowing
- ▶ Removal of encampments, trash, or problem trees as needed
- ▶ Other vegetation control as needed

### Other Property Management

- ▶ Management of utility crossings and leases
- ▶ Processing of right-of-entry agreements
- ▶ Addressing illegal encroachments, altered drainage, and dumping of sediment and trash from adjacent property owners
- ▶ Negotiating and updating property leases



## Program Costs and Funding

Estimated Program Cost	\$	950/year
Funding Sources		
Measure D	\$	950/year







# Neighborhood Projects: Highway 9 San Lorenzo Valley Corridor Improvements

## Project Description

Highway 9 serves as the “Main Street” for the San Lorenzo Valley (SLV) towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, and is an interregional arterial connecting Silicon Valley and Santa Cruz. It is the backbone for the movement of people and goods through the SLV and is the only direct route linking the four SLV towns.

There are significant transportation concerns throughout the SLV. This mountainous area has high collision rates, narrow curving roadways frequently impacted by steep terrain, significant gaps in bicycle and pedestrian facilities, a lack of walkways to many of the bus stops, traffic backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

Measure D designates \$10 million for transportation projects in the Highway 9 corridor that will improve travel for residents of the SLV. A first step in identifying priority projects was the development of a comprehensive Highway 9 San Lorenzo Valley Complete Streets Corridor Plan. Building on past public input and planning activities, the SLV plan identifies, evaluates, and prioritizes transportation projects on Highway 9 and connecting county roads through the SLV that can be implemented in the short- and mid-term to address challenges along the corridor. The plan focuses on safety for pedestrians, bicyclists, and motorists; multi-modal access to schools, businesses, and bus stops; traffic operations, pavement conditions, drainage, and other needs in this travel corridor.

The SLV plan was accepted by the RTC in 2019, and RTC staff is now focused on delivering priority projects in partnership with Caltrans, County DPW, SLVUSD, and METRO.



## Total Programming

<b>Total Funding Secured</b>	<b>\$</b>	<b>10.8M</b>
<b>Funding Sources</b>		
Measure D (Neighborhood)	\$	10M
Other*	\$	8M

\*Includes HSIP Grant (Fed), Caltrans Planning Grant, and Match (TDA, RTC Reserve Fund & RPA) funds.



# Neighborhood Projects: Highway 9 San Lorenzo Valley Corridor Improvements

## Priority Projects

The SLV Plan identifies over 30 priority projects for the corridor, including the following:

- ▶ Pedestrian and bicycle paths to the SLV schools campus and modifications to improve traffic flow along the schools' entrances
- ▶ Modifications to Felton, Brookdale, Ben Lomond, and Boulder Creek town centers to create safer pedestrian walking and crossing facilities, reduce speeding, and improve access to businesses
- ▶ Pedestrian safety and visibility improvements; and shoulder widening for bicycles

The plan will be used to secure grants and facilitate subsequent design, environmental review, and construction of these and other priority projects.

## Project Delivery Strategy

The RTC, Caltrans, County of Santa Cruz, SLVUSD, and METRO are working together to deliver components of the various complete streets projects defined by the community in the SLV Plan. Caltrans constructed the crosswalk improvements that were funded by the Measure D-leveraged Highway Safety Improvement Program (HSIP) funds in 2020.

The RTC is collaborating on Caltrans funded Safety and repaving projects. Both of these projects are currently in the Project Approval & Environmental Documentation (PA&ED) phase, with construction expected to be complete in 2027 and 2029, respectively. These projects incorporate many complete streets and other safety improvements as identified in the SLV Plan for Felton between El Solvo Heights Drive in the north and Redwood Drive in the south. These improvements include sidewalks, bike lanes, crosswalk safety improvements, center turn lanes, extended turn pockets, and pedestrian refuge islands, as well as other safety elements.

The Complete Streets Project Initiation Document (PID) was funded by Measure D and covers Caltrans required scoping, estimating, and phasing assessments for the remaining projects in the SLV Plan. Completed in 2022, the RTC is now using Measure D funds to leverage state and federal grants to fund construction of additional improvements.

The RTC applied for two grant opportunities in 2022 to fund Boulder Creek Complete Streets Improvements, as defined in the SLV Plan. The RTC is also in the process of completing the SLV Schools Access Study, a preliminary engineering study to improve circulation to and past the elementary, middle, and high schools for all modes of transportation on Highway 9 north of Felton. This study was funded by a combination of Measure D-leveraged grants and funding from the SLV Unified School District. Once completed, RTC will be better positioned to seek grant funding for the final design, environmental review, and construction phases.







# Neighborhood Projects: Highway 17 Wildlife Crossing

## Project Description

Caltrans, the Santa Cruz County Regional Transportation Commission, the Land Trust of Santa Cruz County, and resource agencies have partnered to construct a wildlife undercrossing on Highway 17 near Laurel Road in Santa Cruz County.

The Santa Cruz Mountains are home to a variety of wildlife species including endangered and threatened species. The area of Highway 17 at Laurel Road has been identified as a critical linkage for two core wildlife habitat areas on either side of the highway.

Highway 17 is the major freeway connection between the San Francisco Bay Area and the Monterey Bay Region through the Santa Cruz Mountains. More than 65,000 vehicles travel the highway each day (24 million vehicles a year). The dense traffic, concrete median barriers, and lack of culvert undercrossings or bridges make Highway 17 a major barrier for wildlife moving through the Santa Cruz Mountains. Many wildlife (including mountain lions, bobcats, and deer) have been hit trying to cross Highway 17 near Laurel Road.

Highway 17 at Laurel Road is built over a large natural drainage, an ideal place to install a bridge to allow animals to travel beneath the highway. At the project location, 460 acres of mostly undeveloped land on both sides of the highway have been preserved in a conservation easement by the Land Trust of Santa Cruz County.



## Project Highlights

- Provides safe passage for wildlife to cross under Highway 17 near Laurel Road
- Bridges two core wildlife habitat areas on each side of Highway 17
- Traffic volumes of over 60,00 vehicles per day, combined with a concrete median barrier and a lack of adequate culvert or bridge undercrossings contributes to a high frequency of animal-vehicle collisions along Highway 17.
- Collaborative project between the Regional Transportation Commission, Land Trust of Santa Cruz County, and Caltrans

## Project Delivery Strategy

Caltrans is leading the project delivery. The pre-construction phases were funded with Caltrans State Highway Operation and Protection Program funds. The RTC is using Measure D funds to leverage additional SHOPP and Land Trust funds for construction. The RTC is using an interprogram loan of Measure D Highway Corridor funds to expedite construction of the Wildlife Crossing.



## PROJECT FACT SHEET

Updated April 2023

# Neighborhood Projects: Highway 17 Wildlife Crossing

## Total Programming

Estimated Total Cost	\$12.5M
Funding Sources	
Measure D (Neighborhood)*	\$5M
Other Secured**	\$7.5M

\*Includes loan payments (principal and interest)

\*\*Includes Land Trust and SHOPP funds.

## Project Status/Schedule

Construction started in February 2022. Most of the construction was completed at the end of 2022, with final striping planned for early spring 2023 (when it warms up).



## Funding Partners



**AGENDA:** May 1, 2023

**TO:** Measure D Taxpayer Oversight Committee

**FROM:** Shannon Munz, Communications Specialist

**RE:** Oversight Committee Annual Report

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## **RECOMMENDATIONS**

Staff recommends that the Measure D Taxpayer Oversight Committee:

1. Prepare an Annual Report from the committee to the public and SCCRTC board regarding Fiscal Year 2021/2022 (FY21/22) Measure D expenditures and audits.
  2. Discuss and agree on content for the FY21/22 report, authorize the chair to prepare a letter from the committee commenting on whether Measure D Ordinance provisions and requirements were met in FY21/22, and direct staff to assist in preparing and making the report available to the public.
- 

## **BACKGROUND**

In November 2016, Santa Cruz County voters approved the Measure D transportation sales tax. Each year, agencies receiving Measure D revenues provide an expenditure report and audited financial statements showing how they spent Measure D funds in the prior fiscal year (*see separate agenda item*).

Per Section 32C of the voter approved Measure D Ordinance, the oversight committee is tasked with the following responsibilities:

- Reviewing Expenditure Plan expenditures on an annual basis to ensure they conform to the Ordinance.
- Reviewing the annual audit and report prepared by an independent auditor, describing how funds were spent.
- **Producing a publicly available Annual Report of oversight activities.**

## **DISCUSSION**

Based on review of the FY21/22 audits and expenditure reports from recipient agencies (*see separate agenda item*), the Taxpayer Oversight Committee will prepare an annual report commenting on whether expenditures conform to the provisions and requirements of the Measure D Ordinance. Last year's report included a letter from the Chair, focused on the financials and findings of the audits, and highlighted some of the projects that were funded by Measure D funds in

FY20/21. **Staff recommends that the Oversight Committee discuss and agree on content for the FY21/22 annual report and authorize the chair to prepare a letter from the committee commenting on whether Measure D Ordinance provisions and requirements were met in FY21/22 and direct staff to assist in preparing and making the report available to the public.**

The committee may want to use a similar format to last year's report, or identify any changes.

## **SUMMARY**

The Measure D Ordinance requires the Oversight Committee to prepare an annual report regarding its oversight of Measure D expenditures and annual audits.