

**Measure D: 5-Year Program of Projects (FY23/24-FY27/28)**

**Rail Corridor (8% of Measure D Revenues)**

**Approved 11/2/23**

*Previously updated 6/6/19, 6/27/19, 10/3/19, 5/7/20, 9/3/20 and 6/6/21, 10/7/21, 6/16/22, 11/3/22, 12/1/22, 8/3/23.*

	Project	Description	Est. Schedule	Prior Years	FY22/23 Est. Actuals*	Planned <sup>1</sup>					Total Measure D	Proposed Updates
						FY23/24	FY24/25	FY25/26	FY26/27	FY27/28		
1	Rail Infrastructure Preservation	Railroad bridge inspections and analysis, railroad bridge rehabilitation (including Pajaro River Bridge grant match), and ongoing maintenance and repair of railroad track infrastructure and signage.	Ongoing	\$3,696,277	\$1,745,811	\$1,002,501	\$1,310,000	\$920,000	\$1,800,000	<u>\$1,710,000</u>	<b>\$12,184,590</b>	Add funds in FY27/28. Increase and update FY21/22 and FY22/23 based on actuals; update FY23/24-FY26/27 based on updated estimates. Previously \$9.88M.
2	Rail Transit -Preliminary Engineering and Environmental Analysis (Zero Emission Rail Transit & Trail Project)	Preparation of operating concept, preliminary engineering, and environmental document for electric rail transit and trail project on the branch line	Concept Report - 2023-2025	\$0	\$106,389	\$830,000	\$700,000	\$2,894,000	\$900,000	\$0	<b>\$5,430,389</b>	No change to total. Some funds shifted to later years based on updated schedule.
3	Santa Cruz County Regional Conservation Investment Strategy	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	FY19/20-Fall 2022	\$7,344	\$816						<b>\$8,160</b>	No change
<b>Completed Projects</b>												
4	Completed: Unified Corridor Investment Study (UCS), past lawsuits, and Transit Corridor Alternatives Analysis (TCAA)	Completed UCS, TCAA and lawsuit	2018-2019	\$1,888,225							<b>\$1,888,225</b>	Previously \$1,906,983. Reduced based on FY21/22 audited actuals.
5	2017 Storm Damage Repair & Cleanup	Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees. Portion of costs anticipated to be reimbursed by FEMA	Spring 2020-2022	\$1,678,868							<b>\$1,678,868</b>	The portion of costs initially paid for by Measure D, but anticipated to be reimbursed by FEMA; additional \$4.7M Measure D may be needed if not reimbursed. Based on final reconciliation, some costs may be billed to Measure D-Trail. Prior years updated to reflect expenditures previously shown as Rail Preservation (line 1) that were later billed to FEMA for 2017 storms.
5a	FEMA reimbursement for storm damage repairs	This is an estimate. Final reconciliation of storm damage costs paid by Measure D and FEMA reimbursements still pending.		(\$493,278)	\$0	(\$1,185,590)					<b>-\$1,678,868</b>	Note- this is an estimate. Additional \$4.7M has been requested (to repay Measure D and RSTPX short-term loan). Funds shown in FY23/24 have not yet been received.
Total Measure D Expenditures				<b>\$6,777,436</b>	<b>\$1,853,016</b>	<b>\$646,912</b>	<b>\$2,010,000</b>	<b>\$3,814,000</b>	<b>\$2,700,000</b>	<b>\$1,710,000</b>	<b>\$19,511,364</b>	

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

2- Actuals and carryover to be adjusted based on audited actuals. Shown here are preliminary estimates.