



## Category: Rail Measure D

### 2016 Santa Cruz County Transportation Sales Tax Fiscal Year 2023/24 Highlights

#### FY23/24 Measure D Revenue and Expenditure Snapshot

Measure D Allocation	\$2,145,594
Interest earnings & adjustments	\$150,312
Carryover from Prior Years	\$4,747,525
Expenditures	\$594,490
Carryover Balance	\$6,448,942

#### Highlights of Measure D Investments FY23/24\*

\*See the Expenditure Report for full list of how Measure D was spent this year

#### Track infrastructure

- Description: *Ongoing railroad infrastructure preservation*
- Project Benefits: Maintains safety, drainage needs, and prevents major impacts to Santa Cruz Branch Rail Line or adjacent properties
- FY23/24 Measure D spent: \$307,571
- Total Project Cost: ongoing

#### Rail Transit – Preliminary Engineering and Environmental Analysis

- Description: *Preparation of operating concept, preliminary engineering, and environmental document for Zero Emission Passenger Rail & Trail project*
- Complete Street elements: Off-street project. Transit component; trail component of project (Coastal Rail Trail Segments 13-20 & Capitola Trestle)
- Project Benefits: First stages of implementing rail service and completing the rail trail on the Santa Cruz Branch Line
- FY23/24 Measure D spent: \$286,920
- Total Project Cost: TBD

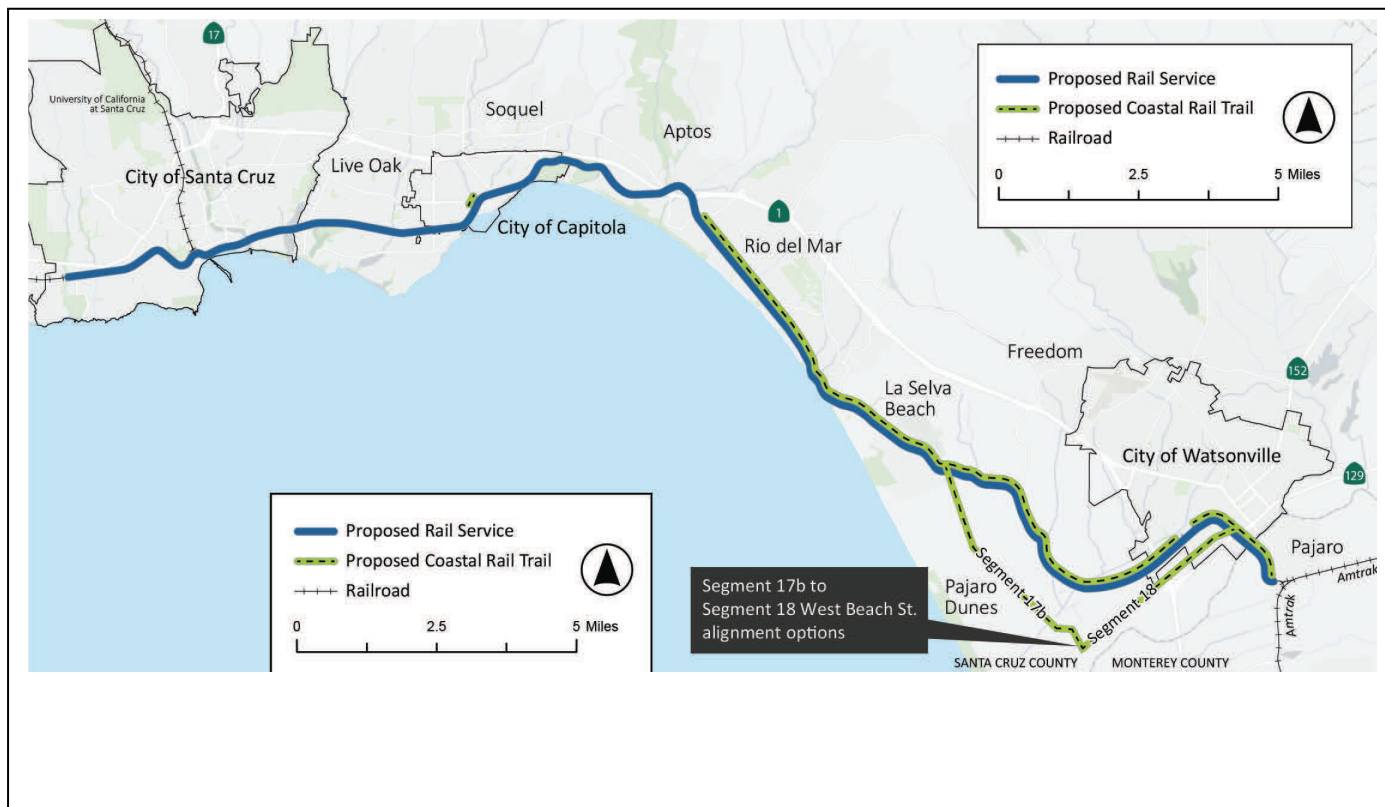
#### **ZERO EMISSION PASSENGER RAIL AND TRAIL**





ZEPRT Public Workshop, Watsonville

## MAP OF ZERO EMISSION PASSENGER RAIL & TRAIL PROJECT



**Leveraged Funds**

Measure D funds have been used to secure \$285,000 in state Short Line Railroad Improvement Program funds and \$3.45 million in Transit and Intercity Rail Capital Program funds.

**Planned Investments for Carryover Balances and Future Funds**

RTC adopted its most recent 5-year program of projects (plan) following a public hearing at its November 2024 meeting. The 5-year plan identifies projects RTC plans to spend carryover balances and anticipated future Measure D funds on, including:

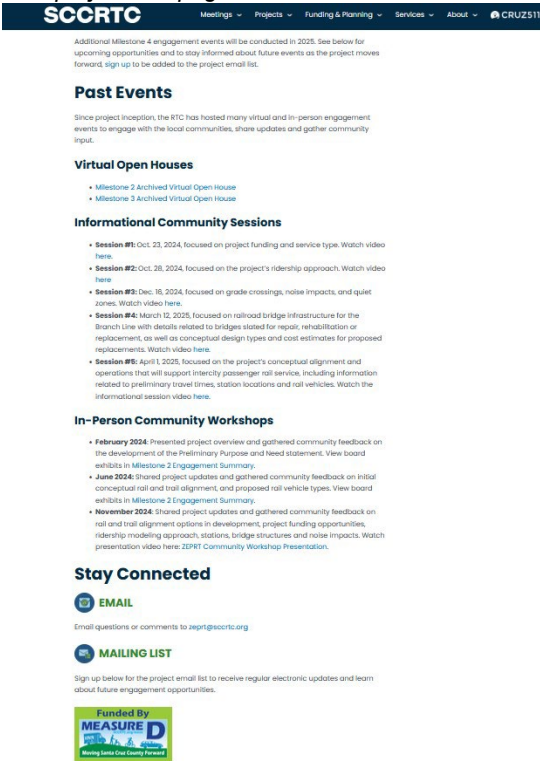
- Rail infrastructure preservation (ongoing)
- Rail Transit project – operating concept, preliminary engineering, and environmental document. The Concept Report is due in Summer 2025.

Additional information about this project is online at:

- The 5-year plan is online at: [www.sccrtc.org/MeasureD](http://www.sccrtc.org/MeasureD)
- <https://sccrtc.org/projects/rail/santa-cruz-branch-rail-line/>
- <https://sccrtc.org/projects/rail/zeprt/>

**Measure D Annual Report Cover Sheet - Fiscal Year 2023/24**  
**RTC Category: Rail Infrastructure**

<b>Measure D Financial Information</b>	
FY23/24 Formula Allocations	\$2,145,594
Beginning Balance (unspent prior years Measure D Revenues/carryover and Interest)	\$4,747,525
Interest earned in FY23/24 (including interest earned on balances carried over from prior years)	\$150,312
<b>Total Measure D Funding Available in FY23/24</b>	<b>\$7,043,432</b>
<b>Total Measure D Funds Spent in FY23/24</b>	<b>\$594,490</b>
Total Measure D Balance (Rollover to <u>FY24/25</u> )	\$6,448,942
<b>Measure D Compliance Documents – Check with “x” documents included</b>	
<b>1. FY23/24 Annual Report Cover Sheet</b> <i>(this document)</i>	X
<b>2. FY23/24 Audited Financials for Measure D funds</b> <i>(see “Measure D Audit Guidance” for additional information)</i>	One for all RTC categories
<b>3. FY23/24 Expenditure Report Spreadsheet:</b> List of projects that Measure D formula funds (direct allocations) were spent on.	Attached
<b>a. Grouped projects supplemental information</b>	N/A
<b>4. Annual Report Highlights</b> (new for FY23/24)	Attached
<b>5. Map</b>	See Highlights & Fact Sheets
<b>6. Performance Measures Report Spreadsheet</b>	N/A
<b>7. 5-Year Program of Projects (5-Year Plan)</b>	Attached
<b>8. Ongoing Public Outreach for Projects Using Measure D Funds</b>	
<b>a. Description of Public Outreach Process:</b> RTC regularly provided project updates to the public. Several news articles were written about the Zero Emission Passenger Rail & Trail project. Fact sheets and other information on the project are available on the RTC website. The RTC used a variety of channels to reach the public to inform them of and gather input on the project, social media, RTC website, enews, in-person and virtual public meetings and workshops, online open houses, etc. Signage on public outreach materials also include information that the project was funded by Measure D.	
<b>b. Sample(s) of public outreach on Measure D-funded projects conducted during the reporting year</b> <i>(Attach samples or provide links to outreach. This is not the adoption of your 5-Year Plan)</i> <ul style="list-style-type: none"> <li>• <a href="https://www.sccrtc.org/goats-to-be-utilized-for-vegetation-control-on-the-santa-cruz-branch-rail-line/">https://www.sccrtc.org/goats-to-be-utilized-for-vegetation-control-on-the-santa-cruz-branch-rail-line/</a></li> <li>• <a href="https://www.sccrtc.org/rtc-to-host-second-round-of-community-open-houses-for-zero-emission-passenger-rail-and-trail-project/">https://www.sccrtc.org/rtc-to-host-second-round-of-community-open-houses-for-zero-emission-passenger-rail-and-trail-project/</a></li> </ul>	

<p><b>c. Website with Measure D information</b> <i>(per Article III.A.7.)</i></p>	<p>Web address:  <a href="https://sccrtc.org/funding-planning/measured/">https://sccrtc.org/funding-planning/measured/</a></p>
<p><b>d. News Article:</b> <i>(Attach a copy of or weblink to at least one news article or press release about Measure D-funded projects in the past fiscal year. News release should inform public that project is funded by Measure D. Per Article III.A.8.)</i></p> <ul style="list-style-type: none"> <li>• <a href="https://www.santacruzsentinel.com/2023/08/15/concept-report-studying-zero-emission-rail-in-santa-cruz-county-fully-funded/">https://www.santacruzsentinel.com/2023/08/15/concept-report-studying-zero-emission-rail-in-santa-cruz-county-fully-funded/</a></li> <li>• <a href="https://www.santacruzsentinel.com/2024/01/30/santa-cruz-county-rtc-to-assess-purpose-needs-of-passenger-rail-project/">https://www.santacruzsentinel.com/2024/01/30/santa-cruz-county-rtc-to-assess-purpose-needs-of-passenger-rail-project/</a></li> </ul>	
<p><b>e. Signage:</b> <i>(Photos of Measure D logo on signs at construction sites and on public education materials/websites.) Zero Emission Passenger Rail and Trail project webpage</i></p> 	
<p><b>f. Evidence that the 5-year program of projects adopted at the start of FY23/24, and subsequent decisions programming &amp; budgeting Measure D funds, were approved through a public process.</b> <i>(List webpages/links and dates of decisions or attach staff report, resolutions, public hearing notice, committee meetings, etc)</i></p> <p><b>i. Public hearings at <a href="#">RTC meetings</a>:</b></p>	



<ul style="list-style-type: none"> <li>• <a href="#">11/2/23</a>: FY23/24-27/28 5-year plans <ul style="list-style-type: none"> <li>○ News Release: <a href="https://sccrtc.org/rtc-seeking-input-on-use-of-measure-d-funds-on-regional-highway-trail-rail-and-lift-line-projects/">https://sccrtc.org/rtc-seeking-input-on-use-of-measure-d-funds-on-regional-highway-trail-rail-and-lift-line-projects/</a></li> </ul> </li> <li>ii. <b>Advisory Committee Review of draft plans: October 2023</b> <ul style="list-style-type: none"> <li>• <a href="#">Bicycle Committee</a></li> <li>• <a href="#">Elderly and Disabled Transportation Advisory Committee (E&amp;D TAC)</a></li> <li><a href="#">Interagency Technical Advisory Committee (ITAC)</a></li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Date of 5-Year Plan Public Hearing</b> soliciting input on 5-Year Plan <i>(per Article III.A.4.)</i></li> </ul>	Date: 11/2/23
<ul style="list-style-type: none"> <li>• <b>Date annual 5-year Plan approved by Governing Board</b></li> </ul>	Date: 11/2/23
<b>g. Photos:</b> <i>(Attach before/after and construction photos if available of projects/work done in the reporting year.)</i>	See Highlights Doc
<b>h. Fact Sheets</b> on larger projects	Attached
<b>9. Maintenance of Effort</b>	N/A
<b>10. Planned Use of Fund Balances &amp; Potential Liabilities</b>	
<p><b>a. Fund Balances, Carryover Projects, and Description of planned, longer-term and future uses of Measure D revenues, if known.</b></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><b>b. Future Liabilities:</b> <i>(Describe possible liabilities, including information on how future costs for projects not yet completed are anticipated to be funded.)</i></p> <ul style="list-style-type: none"> <li>• RTC staff has developed a long term corridor maintenance plan. There are 37 bridges on the rail line with several requiring repair. Track infrastructure, signage, maintenance, bridge inspections, and repairs will be ongoing expenses. Those costs are anticipated to be funded primarily by Measure D. Staff are prioritizing work in order not to perform work that might be replaced by the future passenger rail and/or trail project.</li> <li>• While environmental review and conceptual designs for the Zero Emission Passenger Rail &amp; Trail Project have been initiated using Measure D, potential future transit service and construction would be funded by other sources, as described in the 2021 Business Plan for the locally-preferred electric rail alternative.</li> <li>• It is currently unknown how much of storm damage repairs will be reimbursed by FEMA and CalOES. As of November 2024, RTC has billed them \$6,606,543, but has only received \$493,278 so far. If RTC does not receive full reimbursement for all of the 2017 and 2023 storm damage, the RTC will need to use additional Measure D funds, above the amounts shown in the Measure D 5-year plan.</li> </ul>	

Required Attachments:

- ☐ Measure D Audited Financial Statement
- ☐ Expenditure Report (spreadsheet)
  - ☐ Details for grouped projects, if applicable and not provided above (e.g. location/limits, summary of work done, schedule)
- ☐ Measure D Annual Report Highlights
- ☐ Map(s) of Measure D-funded projects
- ☐ Measure D 5-Year Program of Projects
- ☐ Evidence of public outreach/process for Measure D expenditures (e.g. notices, news releases, board resolutions/staff reports, etc. Links to documents okay.)
  - ☐ News Article or News Release about projects funded by Measure D
  - ☐ Signage photos
- ☐ Photos of project locations (before/after)
- ☐ Fact Sheets for major projects

*planning/shared documents/measure d/fy2024expenditurereports/rtc/3c. cover sheet-rail infra.docx*

MEASURE D EXPENDITURE REPORT

Reporting Year **FY23/24**

Recipient Agency/Investment Category **SCCRTC- Rail**

#	Project Name	Project Description/Location		Work Done in FY23/24	FY23/24 Measure D Expenditures	Leveraged Funds, if any		Total Project Cost
		Project Description <i>(may include additional project components, ex. complete streets, traffic calming, crossing improvements, drainage upgrades, etc.)</i>	Location/Limits (if grouped project, list each location/limit)			Leveraged Fund Amounts <i>(grants &amp; other funds where Meas. D used as match)</i>	Leveraged Fund Source(s) Name(s)	
1	Track infrastructure, signage, maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	Throughout rail corridor	General maintenance and repairs	\$ 307,571.00	\$285k	SLRIP	varies/ ongoing
3	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	Rail corridor between Natural Bridges Dr and Pajaro	Value engineering and development of the Concept Report	\$ 286,920.00	\$3.5 M	TIRCP	TBD
					\$ 594,491.00			

\*RCIS also funded by Highway and Trail Categories



MEASURE D EXPENDITURE REPORT

3.

#	Project Name	Consistency with 5-year plan		Stats - if applicable				Other
		Project in approved 5-year plan?	If not in 5-year plan or different amount or scope, why different?	New Bike Lane Miles	New Ped Path or Sidewalk Miles	Miles of pavement rehab/repair (pothole, seals, etc)	If Complete Streets not incorporated into project, why not?	Other Notes or Information <i>(optional)</i>
1	Track infrastructure, signage, maintenance and repairs	Yes	na	na	na	na	na	
3	Rail Transit - Preliminary Engineering and Environmental Analysis (Zero Emission Rail Transit & Trail Project)	Yes	na	12 (bike +ped)		na	na	Portion of project will charge to Trail category in future years for the trail component

\*RCIS also funded by Highway and Trail Categories

## 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.



# 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.

Measure D funds are used for inspections and repairs to the 29 railroad bridges, as well as repairs and upgrades to railroad signals, grade crossings, and the railbed to meet the Federal Railroad Administration (FRA) Requirements for a short-line railroad.

In 2017 and again in 2022/2023, severe winter storms damaged the line at several locations. The RTC has completed several storm damage repairs and debris removal projects and has programmed repairs for the remaining damaged sites.



## 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 and 2022/2023 winter storms, the majority of which will be funded by state and federal disaster assistance relief funds
- ▶ 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
- ▶ Repairs to the Pajaro River bridge

## Total Programming Through FY28/29

Total Funding Secured	\$	15.67M
Funding Sources		
Measure D (Rail)	\$	12.9M
Other Sources*	\$	3.25M

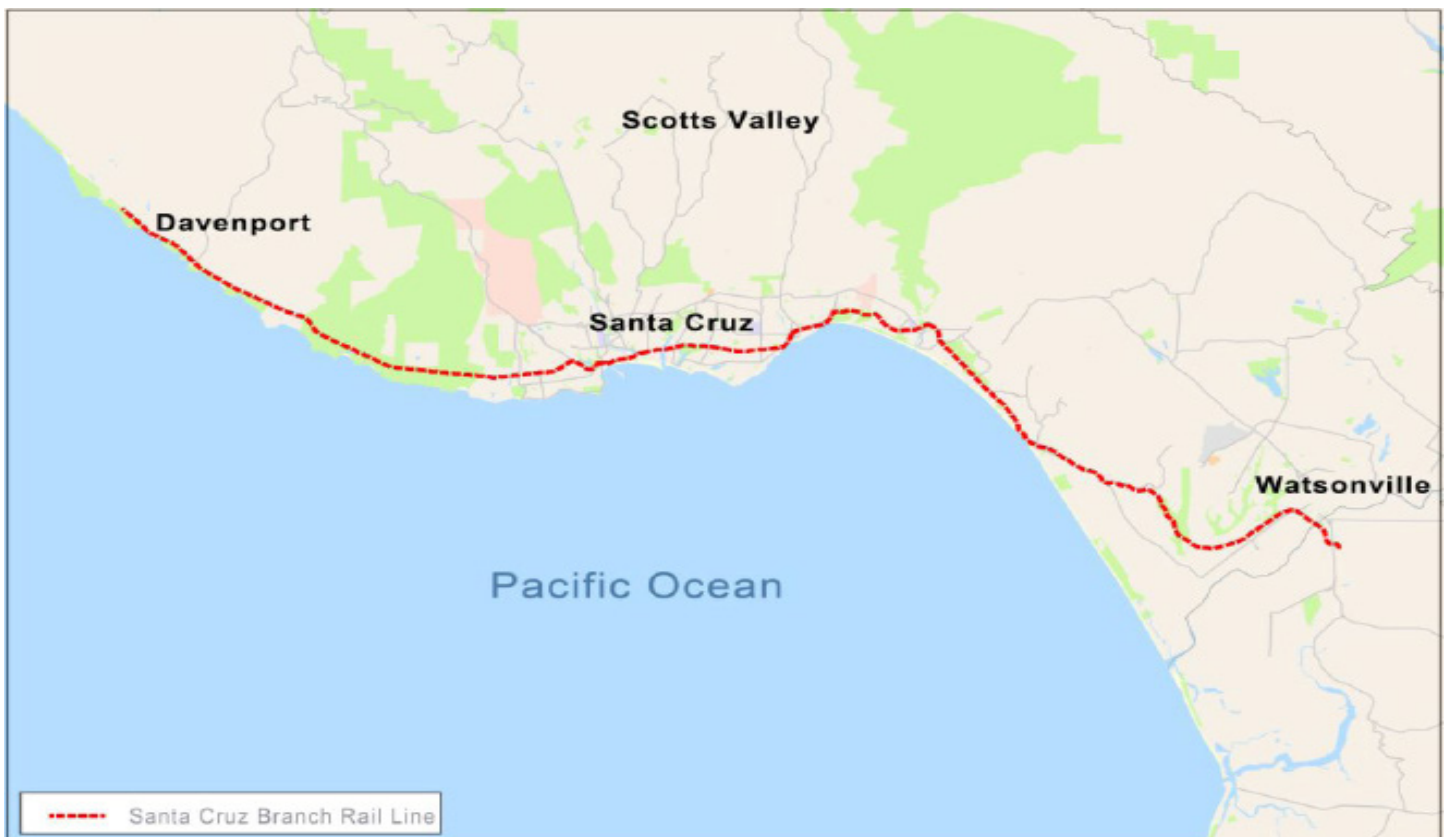
\*Includes RSTPX, short-line railroad improvement program, and FEMA funds.



PROJECT FACT SHEET

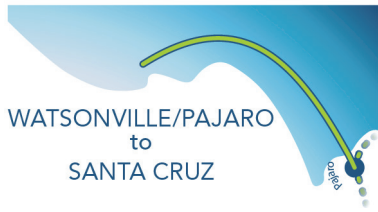
Updated April 2025

# Rail Corridor: Infrastructure Preservation





## ZERO EMISSION PASSENGER RAIL AND TRAIL



# FACT SHEET

May 2025

## ZERO EMISSION PASSENGER RAIL AND TRAIL PROJECT

The Zero Emission Passenger Rail and Trail Project proposes a new high-capacity passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line (SCBRL) from the city of Santa Cruz in the north to Pajaro, just south of Watsonville. The project also proposes 12 miles of Coastal Rail Trail: Segments 13-20 from Rio del Mar Boulevard through the community of La Selva Beach and the city of Watsonville, as well as the Capitola Trestle reach (Segment 11, Phase 2).

The project aims to take advantage of the publicly owned rail right-of-way to provide passenger rail service to connect the most populated areas of Santa

Cruz County to each other and to the greater region as well as to provide integrated intercity travel options for riders on the Central Coast. Passengers will be able to bypass Highway 1 and local arterials that are highly congested, providing high-quality connections to key destinations within the county.

The project builds on studies previously completed by the Santa Cruz County Regional Transportation Commission (RTC), including the Rail Transit Feasibility Study in 2015 and the Transit Corridor Alternatives Analysis & Rail Network Integration Study in 2021, which identified a locally preferred alternative for Electric Passenger Rail.



In addition to the 22 miles of passenger rail service, the new rail trail segments would nearly complete the 32-mile Coastal Rail Trail providing a dedicated multi-use bicycle/pedestrian travel facility that serves the proposed passenger rail stations by developing 12 more miles of the trail that are not constructed or currently under development.

## PROJECT SCHEDULE

In October 2023, RTC began work on the Project Concept Report. This report is anticipated to be completed in fall 2025 and will define, evaluate, and develop a project build concept to be advanced into subsequent tasks. Key milestones for this phase of work are listed to the right.

Throughout these activities, meaningful, proactive, and focused public and stakeholder outreach will occur, including several virtual and in-person public workshops and open house meetings.

Following completion of the Project Concept Report, with the approval of the RTC Commission, the project has the opportunity to move into Preliminary Engineering and Environmental Documentation then through Right-of-Way and Final Design.

WINTER  
2024

- **PRELIMINARY PURPOSE AND NEED STATEMENT**
- **PROJECT LOOK AHEAD**

SUMMER  
2024

- **CONCEPTUAL ALIGNMENTS**
- **ZERO EMISSION VEHICLE TYPES**

FALL  
2024

- **ONGOING CONCEPTUAL ALIGNMENT UPDATES**
- **STATION LOCATIONS AND FEATURES**
- **RIDERSHIP APPROACH**

**WE ARE HERE** ★

SUMMER  
2025

- **DRAFT PROJECT CONCEPT REPORT**
- **PRELIMINARY COST ESTIMATES**
- **NEXT STEPS FOR PROJECT DEVELOPMENT**

## STAY CONNECTED

The RTC and its project partners are committed to meaningful public engagement throughout the project's lifecycle. Community participation is vital to aid in minimizing impacts while meeting the needs of riders, bicyclists, and pedestrians. There are many voices in our community, and we want to hear yours.



Visit the project webpage for updates and sign up for the contact list: [sccrtc.org/zeprt](https://sccrtc.org/zeprt)



Email us with comments or questions: [zeprt@sccrtc.org](mailto:zeprt@sccrtc.org)



**Attend future public meetings** and **provide comments** throughout concept development



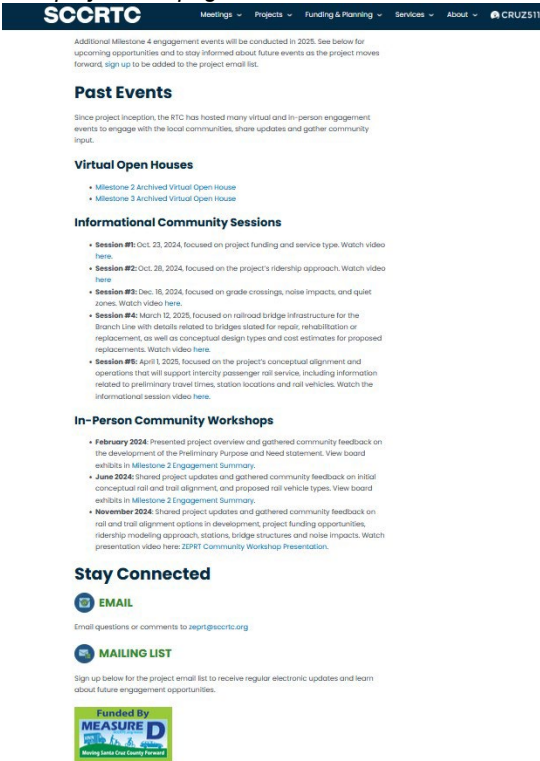
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<p><b>e. Signage:</b> <i>(Photos of Measure D logo on signs at construction sites and on public education materials/websites.) Zero Emission Passenger Rail and Trail project webpage</i></p> 	
<p><b>f. Evidence that the 5-year program of projects adopted at the start of FY23/24, and subsequent decisions programming &amp; budgeting Measure D funds, were approved through a public process.</b> <i>(List webpages/links and dates of decisions or attach staff report, resolutions, public hearing notice, committee meetings, etc)</i></p> <p><b>i. Public hearings at <a href="#">RTC meetings</a>:</b></p>	

<ul style="list-style-type: none"> <li>• <a href="#">11/2/23</a>: FY23/24-27/28 5-year plans <ul style="list-style-type: none"> <li>○ News Release: <a href="https://sccrtc.org/rtc-seeking-input-on-use-of-measure-d-funds-on-regional-highway-trail-rail-and-lift-line-projects/">https://sccrtc.org/rtc-seeking-input-on-use-of-measure-d-funds-on-regional-highway-trail-rail-and-lift-line-projects/</a></li> </ul> </li> <li>ii. <b>Advisory Committee Review of draft plans: October 2023</b> <ul style="list-style-type: none"> <li>• <a href="#">Bicycle Committee</a></li> <li>• <a href="#">Elderly and Disabled Transportation Advisory Committee (E&amp;D TAC)</a></li> <li><a href="#">Interagency Technical Advisory Committee (ITAC)</a></li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Date of 5-Year Plan Public Hearing</b> soliciting input on 5-Year Plan <i>(per Article III.A.4.)</i></li> </ul>	Date: 11/2/23
<ul style="list-style-type: none"> <li>• <b>Date annual 5-year Plan approved by Governing Board</b></li> </ul>	Date: 11/2/23
<b>g. Photos:</b> <i>(Attach before/after and construction photos if available of projects/work done in the reporting year.)</i>	See Highlights Doc
<b>h. Fact Sheets</b> on larger projects	Attached
<b>9. Maintenance of Effort</b>	N/A
<b>10.Planned Use of Fund Balances &amp; Potential Liabilities</b>	
<p><b>a. Fund Balances, Carryover Projects, and Description of planned, longer-term and future uses of Measure D revenues, if known.</b></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><b>b. Future Liabilities:</b> <i>(Describe possible liabilities, including information on how future costs for projects not yet completed are anticipated to be funded.)</i></p> <ul style="list-style-type: none"> <li>• RTC staff has developed a long term corridor maintenance plan. There are 37 bridges on the rail line with several requiring repair. Track infrastructure, signage, maintenance, bridge inspections, and repairs will be ongoing expenses. Those costs are anticipated to be funded primarily by Measure D. Staff are prioritizing work in order not to perform work that might be replaced by the future passenger rail and/or trail project.</li> <li>• While environmental review and conceptual designs for the Zero Emission Passenger Rail &amp; Trail Project have been initiated using Measure D, potential future transit service and construction would be funded by other sources, as described in the 2021 Business Plan for the locally-preferred electric rail alternative.</li> <li>• It is currently unknown how much of storm damage repairs will be reimbursed by FEMA and CalOES. As of November 2024, RTC has billed them \$6,606,543, but has only received \$493,278 so far. If RTC does not receive full reimbursement for all of the 2017 and 2023 storm damage, the RTC will need to use additional Measure D funds, above the amounts shown in the Measure D 5-year plan.</li> </ul>	

Required Attachments:

- ☐ Measure D Audited Financial Statement
- ☐ Expenditure Report (spreadsheet)
  - ☐ Details for grouped projects, if applicable and not provided above (e.g. location/limits, summary of work done, schedule)
- ☐ Measure D Annual Report Highlights
- ☐ Map(s) of Measure D-funded projects
- ☐ Measure D 5-Year Program of Projects
- ☐ Evidence of public outreach/process for Measure D expenditures (e.g. notices, news releases, board resolutions/staff reports, etc. Links to documents okay.)
  - ☐ News Article or News Release about projects funded by Measure D
  - ☐ Signage photos
- ☐ Photos of project locations (before/after)
- ☐ Fact Sheets for major projects

*planning/shared documents/measure d/fy2024expenditurereports/rtc/3c. cover sheet-rail infra.docx*

# MEASURE D EXPENDITURE REPORT

Reporting Year **FY23/24**

Recipient Agency/Investment Category **SCCRTC- Rail**

#	Project Name	Project Description/Location		Work Done in FY23/24	FY23/24 Measure D Expenditures	Leveraged Funds, if any		Total Project Cost
		Project Description <i>(may include additional project components, ex. complete streets, traffic calming, crossing improvements, drainage upgrades, etc.)</i>	Location/Limits (if grouped project, list each location/limit)			Leveraged Fund Amounts <i>(grants &amp; other funds where Meas. D used as match)</i>	Leveraged Fund Source(s) Name(s)	
1	Track infrastructure, signage, maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	Throughout rail corridor	General maintenance and repairs	\$ 307,571.00	\$285k	SLRIP	varies/ongoing
3	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	Rail corridor between Natural Bridges Dr and Pajaro	Value engineering and development of the Concept Report	\$ 286,920.00	\$3.5 M	TIRCP	TBD
					\$ 594,491.00			

\*RCIS also funded by Highway and Trail Categories

# MEASURE D EXPENDITURE REPORT

#	Project Name	Consistency with 5-year plan		Stats - if applicable				Other
		Project in approved 5-year plan?	If not in 5-year plan or different amount or scope, why different?	New Bike Lane Miles	New Ped Path or Sidewalk Miles	Miles of pavement rehab/repair (pothole, seals, etc)	If Complete Streets not incorporated into project, why not?	Other Notes or Information <i>(optional)</i>
1	Track infrastructure, signage, maintenance and repairs	Yes	na	na	na	na	na	
3	Rail Transit - Preliminary Engineering and Environmental Analysis (Zero Emission Rail Transit & Trail Project)	Yes	na	12 (bike +ped)		na	na	Portion of project will charge to Trail category in future years for the trail component

\*RCIS also funded by Highway and Trail Categories

**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.



# 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.

Measure D funds are used for inspections and repairs to the 29 railroad bridges, as well as repairs and upgrades to railroad signals, grade crossings, and the railbed to meet the Federal Railroad Administration (FRA) Requirements for a short-line railroad.

In 2017 and again in 2022/2023, severe winter storms damaged the line at several locations. The RTC has completed several storm damage repairs and debris removal projects and has programmed repairs for the remaining damaged sites.



## 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 and 2022/2023 winter storms, the majority of which will be funded by state and federal disaster assistance relief funds
- ▶ 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
- ▶ Repairs to the Pajaro River bridge

## Total Programming Through FY28/29

Total Funding Secured	\$	15.67M
Funding Sources		
Measure D (Rail)	\$	12.9M
Other Sources*	\$	3.25M

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

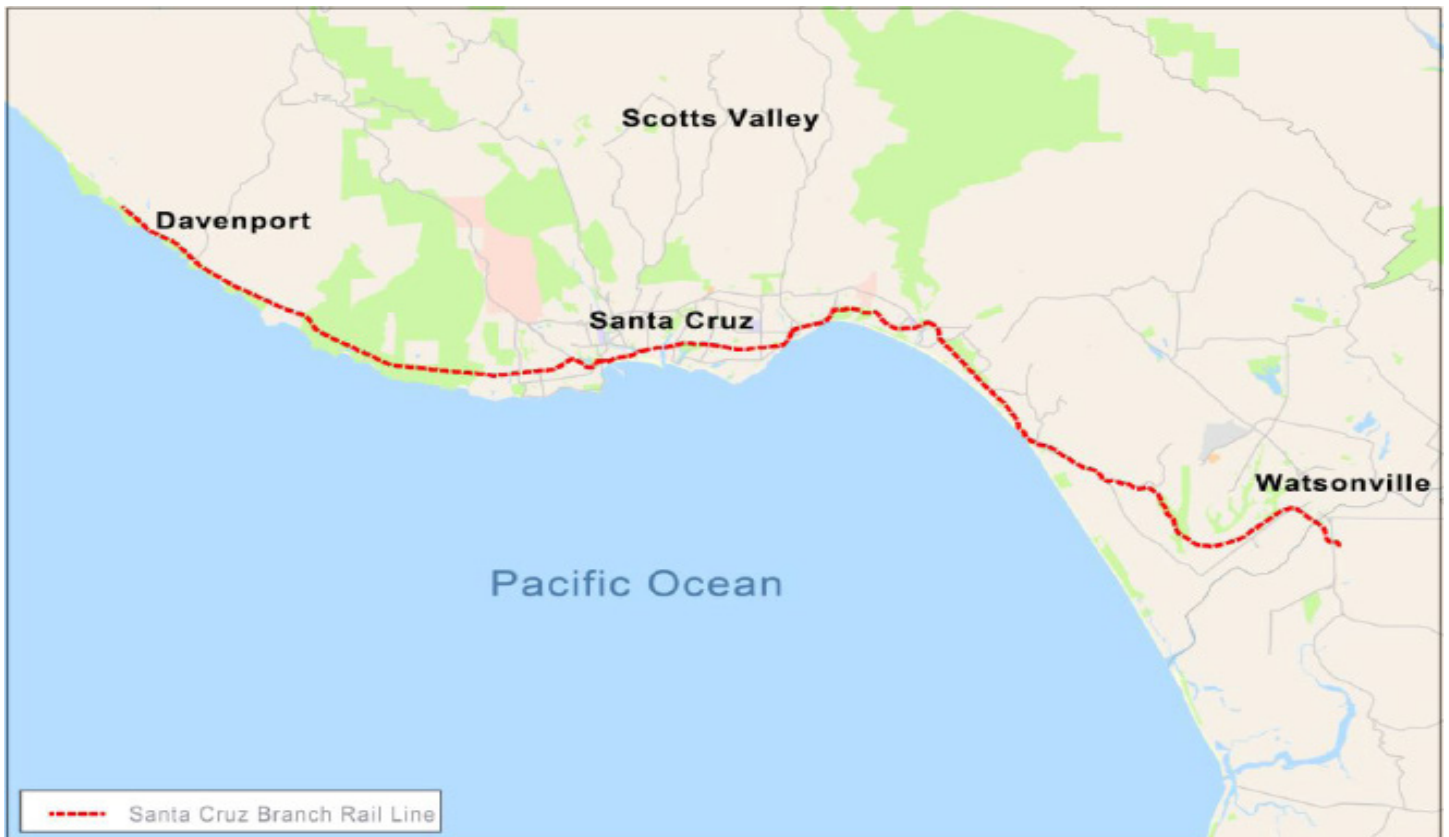




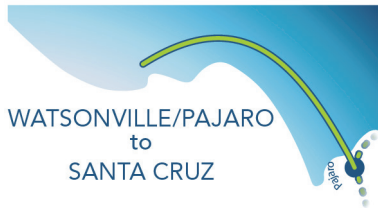
PROJECT FACT SHEET

Updated April 2025

# Rail Corridor: Infrastructure Preservation



## ZERO EMISSION PASSENGER RAIL AND TRAIL



# FACT SHEET

May 2025

## ZERO EMISSION PASSENGER RAIL AND TRAIL PROJECT

The Zero Emission Passenger Rail and Trail Project proposes a new high-capacity passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line (SCBRL) from the city of Santa Cruz in the north to Pajaro, just south of Watsonville. The project also proposes 12 miles of Coastal Rail Trail: Segments 13-20 from Rio del Mar Boulevard through the community of La Selva Beach and the city of Watsonville, as well as the Capitola Trestle reach (Segment 11, Phase 2).

The project aims to take advantage of the publicly owned rail right-of-way to provide passenger rail service to connect the most populated areas of Santa

Cruz County to each other and to the greater region as well as to provide integrated intercity travel options for riders on the Central Coast. Passengers will be able to bypass Highway 1 and local arterials that are highly congested, providing high-quality connections to key destinations within the county.

The project builds on studies previously completed by the Santa Cruz County Regional Transportation Commission (RTC), including the Rail Transit Feasibility Study in 2015 and the Transit Corridor Alternatives Analysis & Rail Network Integration Study in 2021, which identified a locally preferred alternative for Electric Passenger Rail.



## PROJECT SCHEDULE

In October 2023, RTC began work on the Project Concept Report. This report is anticipated to be completed in fall 2025 and will define, evaluate, and develop a project build concept to be advanced into subsequent tasks. Key milestones for this phase of work are listed to the right.

Throughout these activities, meaningful, proactive, and focused public and stakeholder outreach will occur, including several virtual and in-person public workshops and open house meetings.

Following completion of the Project Concept Report, with the approval of the RTC Commission, the project has the opportunity to move into Preliminary Engineering and Environmental Documentation then through Right-of-Way and Final Design.

WINTER  
2024

- **PRELIMINARY PURPOSE AND NEED STATEMENT**
- **PROJECT LOOK AHEAD**

SUMMER  
2024

- **CONCEPTUAL ALIGNMENTS**
- **ZERO EMISSION VEHICLE TYPES**

FALL  
2024

- **ONGOING CONCEPTUAL ALIGNMENT UPDATES**
- **STATION LOCATIONS AND FEATURES**
- **RIDERSHIP APPROACH**

**WE ARE HERE** ★

SUMMER  
2025

- **DRAFT PROJECT CONCEPT REPORT**
- **PRELIMINARY COST ESTIMATES**
- **NEXT STEPS FOR PROJECT DEVELOPMENT**

## STAY CONNECTED

The RTC and its project partners are committed to meaningful public engagement throughout the project's lifecycle. Community participation is vital to aid in minimizing impacts while meeting the needs of riders, bicyclists, and pedestrians. There are many voices in our community, and we want to hear yours.



Visit the project webpage for updates and sign up for the contact list: [sccrtc.org/zeprt](https://sccrtc.org/zeprt)



Email us with comments or questions: [zeprt@sccrtc.org](mailto:zeprt@sccrtc.org)



**Attend future public meetings** and **provide comments** throughout concept development



**SCAN HERE**

