

RTC Employees and Retirees
 Medical Plan Rates - 2016
 Coverage Effective: January 1 2016 through December 2016

	Plan Code	Monthly Premium	RTC Contribution	EE Monthly Costs			EE PAY PERIOD COST
				EE Cost For Plan	EE Cost Admin 0.32% of Premium	Total EE Cost	
BLUE SHIELD HMO							
EE	3011	1,016.18	965.37	50.81	3.25	54.06	27.03
EE+1	3012	2,032.36	1,829.12	203.24	6.50	209.74	104.87
EE+2	3013	2,642.07	2,377.86	264.21	8.45	272.66	136.33
BLUE SHIELD NETVALUE* HMO							
EE	601	1,033.86	965.37	68.49	3.31	71.80	35.90
EE+1	602	2,067.72	1829.12	238.60	6.62	245.21	122.61
EE+2	603	2,688.04	2377.86	310.18	8.60	318.78	159.39
Anthem Select HMO							
EE	454	721.79	721.79	0.00	2.31	2.31	1.15
EE+1	455	876.65	876.65	0.00	2.81	2.81	1.40
EE+2	456	1,722.27	1722.27	0.00	5.51	5.51	2.76
Anthem Traditional HMO							
EE	450	855.42	855.42	0.00	2.74	2.74	1.37
EE+1	451	1,710.84	1710.84	0.00	5.47	5.47	2.74
EE+2	452	2,224.09	2224.09	0.00	7.12	7.12	3.56
KAISER HMO (San Jose & SF Bay Area Residents Only)							
EE	2821	746.47	746.47	0.00	2.39	2.39	1.19
EE+1	2822	1,492.94	1492.94	0.00	4.78	4.78	2.39
EE+2	2823	1,940.82	1940.82	0.00	6.21	6.21	3.11
PERS CHOICE PPO							
EE	3201	798.36	798.36	0.00	2.55	2.55	1.28
EE+1	3202	1,596.72	1596.72	0.00	5.11	5.11	2.55
EE+2	3203	2,075.74	2075.74	0.00	6.64	6.64	3.32
PERS Select* PPO							
EE	721	730.07	730.07	0.00	2.34	2.34	1.17
EE+1	722	1,460.14	1460.14	0.00	4.67	4.67	2.34
EE+2	733	1,898.18	1,898.18	0.00	6.07	6.07	3.04
PERSCare PPO							
EE	3251	889.27	889.27	0.00	2.85	2.85	1.42
EE+1	3252	1,778.54	1778.54	0.00	5.69	5.69	2.85
EE+2	3253	2,312.10	2312.10	0.00	7.40	7.40	3.70
United Health Care							
EE	426	955.44	955.44	0.00	3.06	3.06	1.53
EE+1	427	1,910.88	1,829.12	81.76	6.11	87.87	43.94
EE+2	428	2,484.14	2,377.86	106.28	7.95	114.23	57.11

	Plan Code	Monthly Premium	RTC Contribution	EE Monthly Costs			EE PAY PERIOD COST
				EE Cost For Plan	EE Cost Admin 0.32% of Premium	Total EE Cost	

Retirees

EE		Max	807.00				
EE+1		Max	857.00				
EE+2		Max	913.00				

MEDICARE UNITED HEALTHCARE

EE			320.98				VARIES
EE+1			641.96				VARIES
EE+2			962.94				VARIES

MEDICARE PPO'S

EE			366.38				VARIES
EE+1			816.08				VARIES
EE+2			1,224.12				VARIES

AGENDA: October 1, 2015

TO: Regional Transportation Commission
FROM: George Dondero, Executive Director
RE: Director's Report

THIS ITEM FOR INFORMATION ONLY

Highway 1 Tier 1 & 2 Draft EIR/EA

The project remains on schedule with release of the draft documents to the public anticipated at the end of October. Federal Highway Administration is completing their second and final review of the documents. Caltrans has agreed to extend the public comment period to 75 days, as requested by the RTC at the September meeting. Comments will be due in mid January 2016.

Save the Date: Staff is working with Caltrans and the consultant team to host an Open House/Public Meeting on Thursday, **December 3rd from 6:00 – 8:30pm** in the multi-purpose room at the Live Oak Elementary School located at the corner of Capitola Road and 17th Avenue. Staff and the consultant team will provide an overview of the draft EIR at the November 5th RTC meeting. Copies of the Draft environmental documents will be available at public libraries and at RTC's office.

North Coast rail trail project – funding update

At your August meeting, the RTC committed a local match of \$300,000 to a 5-mile north coast rail trail project of the Monterey Bay Sanctuary Scenic Trail Network. The additional amount was to round out a \$6.3M grant from the Federal Lands Access Program that the RTC secured due to high local matches. The matching funds came from the Land Trust of Santa Cruz County and the California Coastal Conservancy. Last week, the Land Trust Board of Trustees agreed to provide that additional \$300,000, thereby providing a total of \$3.3M to this segment. This contribution relieves the RTC of the obligation to provide those funds from locally controlled funding sources. I'd like to extend much gratitude to the Land Trust board and its staff for their ongoing support of this project. The RTC is fortunate to have the Land Trust as an enthusiastic partner on this project.

January RTC Meeting

As in past years, RTC will meet only once in the month, on January 21, 2016.

Fall Bike to Work Day is October 8

The 17th annual fall Bike to Work and School Day is on Thursday, Oct. 8th from 6:30 AM to 9:30 AM. I hope you'll join me and RTC staff at one of the 10 public breakfast sites where new and seasoned cyclists are greeted with free snacks and coffee, bike mechanic assistance, incentives and support. Forty schools throughout the county will also host breakfast sites. The RTC continues to provide significant funding towards Bike to Work Day.

Caltrans Sustainable Transportation Planning Grants

RTC staff will be submitting two applications for Caltrans Sustainable Transportation Planning Grants later this month:

Highway 9 - San Lorenzo Valley Corridor Transportation Plan involves developing a corridor transportation plan in partnership with Caltrans, the County of Santa Cruz Public Works and Planning Departments, Santa Cruz METRO, residents, businesses, schools, and other stakeholders. The proposed plan will include identification and evaluation of multimodal transportation needs along this important State Highway corridor. The plan will build upon work Caltrans and the County have been doing to further improve safety and access, incorporate "complete streets" design principles and advance state and regional sustainable transportation initiatives.

Unified Corridors Investment Study Phase II. Phase 1 of this project, to develop Santa Cruz County transportation modeling tools is currently underway and will be completed this winter. Phase II will use these modeling tools to help identify transportation investments that optimize usage of three parallel transportation corridors in Santa Cruz County: Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line, while advancing sustainability goals and targets. Highway 1 and Soquel Avenue/Drive are two of the most heavily traveled and congested roadways in Santa Cruz County. Recent acquisition of the rail line provides a unique opportunity to create a corridor investment plan that best utilizes these three transportation facilities.

Open Streets Santa Cruz – October 11, 2015 – West Cliff Drive – 9am – 2pm

RTC Staff Changes

Congratulations to Amy Naranjo who was recently promoted from Planner Technician to a Planner 1 position, to help fill staffing needs to provide public outreach and information regarding the likely ballot measure to bring more local funds to transportation. Amy has

From: Todd Manoff [mailto:tmanoff@scseaside.com]
Sent: Wednesday, September 30, 2015 4:02 PM
To: Luis Mendez
Subject: Support for the vintage motorcar operators

Dear Luis,
I'm writing in support of the vintage motorcars operated by MOW (Motorcar Operators West). These historic railroad vehicles help keep our rich railroad history alive here in Santa Cruz. On their last run the interest in these historic little vehicles was amazing when they made their stop in front of the Boardwalk to teach and educate the public of the history of these vehicles, as many of the kids and adults had never had the opportunity to see these rare machines, especially in use.
I beg you to not let this type of event slip away because of a few who move in next to the railroad only to complain when the train goes by. Our amazing coastal rail here in Santa Cruz County has been here over a hundred years and it is families like ours who have roots in Santa Cruz for over 100 years (and live across from the RR track) that love and cherish our railroad and its history here and want it to stay for all future generations to enjoy.
Please support this type of event in our community.

Thank you for your support.
Todd Manoff
Manoff /Caviglia /Frizza family's
317 Bay Street
Santa Cruz, CA
95060

From: Ken Bilodeau [mailto:kbilo@via.net]
Sent: Wednesday, September 30, 2015 5:09 PM
To: Luis Mendez
Subject: speeder runs

Dear Mr. Mendez,
We are members of the club that is proposing a speeder run on the track that Santa Cruz county purchased for the benefit of the public. We just finished a three-week tour of railroads in three states, running in excursions on nine different sets of railroad track, some private but some public like the ones in Santa Cruz. The public was very receptive, coming up to greet us when we were stopped for breaks or for lunch or "setting on" and "setting off" at the start and finish of the run. People had questions about what the equipment was and were fascinated by the answers. Many then reminisced about their experiences on railroads or their fathers' work on railroads. Kids who had seen Polar Express were delighted to have a chance to sit in a speeder or to see the speeders roll by. Lots of people stopped to take pictures, and most people we saw as we passed their private property waved happily to us. Local newspapers sent reporters out to cover the event and pictures appeared in the paper the next day.

It's hard to believe that the Santa Cruz population is that different or that a small group of people can dictate who can use the railroad. Why was the track purchased if not for use?

We have always found the members of the speeder group to be very respectful of private property. Yes, the speeders can be noisy but they are gone in a few minutes.

We hope you will vote to allow these events.
Thank you.

Respectfully,
Ken and Ann Bilodeau

From: Blair Marie Jo Van Vliet [mailto:blairhair@earthlink.net]
Sent: Wednesday, September 30, 2015 6:16 PM
To: Luis Mendez
Subject: History

Luis - I am sending this e mail to ask the SCCRTC to help preserve the history of the railroad corridor through Santa Cruz, by allowing some of the most dedicated enthusiasts of railroad history anywhere. I am referring to the "Speeder Clubs" that promote historical preservation of America's railroad history by engaging the local communities in recognizing the value and history of their local transportation systems. The "Speeder Clubs" bring their funny looking machines to communities all over North America, and in the process create a positive family friendly atmosphere. I have had the opportunity to run the Santa Cruz run twice, out of the hundreds and hundreds of waves, all thumbs "were up". Thank you for your time.

Blair Van Vliet
Palm Desert, CA

From: Virginia Backalbassis [mailto:albacktina@att.net]
Sent: Wednesday, September 30, 2015 6:22 PM
To: Luis Mendez
Subject: Rail motor car on Santa Cruz run

I am a sixty year old business owner from Petaluma Ca. I belong to a licensed and organized group of folks that operate historic railroad cars. We operate these cars under strict guide lines. Our cars are well maintained, muffled and have flame arresters. Safety is our number one concern. Earlier this year I was able to run from Davenport to Watsonville. We were well received in every town we passed through. We lodged in your area for two days. Dined in local restaurants. Purchased fuel for our vehicles at local gas stations. Please join us on a run through your beautiful area before you pass judgement on us. We would love to return for many years to come.

Alexander R. Backalbassis

A&T I Pad

From: William Phoenix [mailto:billphoenix101@gmail.com]
Sent: Wednesday, September 30, 2015 6:29 PM
To: Luis Mendez; Harry Fischer; William Phoenix; Kathie Phoenix
Subject: In Support of Railroad Motorcar Operation on Santa Cruz Branch Line

5440 Gleneagles Drive
Idaho Falls, ID 83401

Home Telephone: (208) 522-3872
Mobile Telephone: (208) 339-3872
September 30, 2015

Dear Mr. Mendez:

I am writing to ask for your support in allowing continued access on the Santa Cruz Branch by former railroad inspection cars, also known as 'speeders', by the Motorcar Operators West.

My wife, Kathie, and I both operate our little car, a two person ex-Southern Pacific MT-19. In its former life it was probably used to inspect and repair track or for signal maintenance. We first learned about the hobby of 'speeders' three years ago but it took until this year to repair and refurbish our car so that it was reliable and safe enough. We call it 'Our Free Kitten' because it's like accepting a kitten from a kid outside Wal Mart who is desperate to unload an unwanted litter of kittens, then visiting the vet, pet store, etc. It wasn't so much the initial investment of the car but the parts and work to install them.

We used our car several times last year, until the worn out clutch wouldn't operate any more. Over the winter a friend refurbished our car and it was finished in April of this year. This summer we have been on runs in southern Colorado, Montana, western Washington State and northern Idaho. This hobby takes us to places we would otherwise never traveled and greatly expanded our horizons.

We have also met other speeder owners. They are wonderful, friendly and kind, people who would make the perfect neighbors. They're there to help with encourage, advice, and even a spark plug or two.

The Santa Cruz Branch looks like a dream and it has been high on our list of future runs. Runs are a long drive away but we would gladly spend the time and money. We live about 2 hours from Yellowstone National Park, about 600 miles from the nearest available railroads. We transport our car in an enclosed trailer which protects it from stones, dirt, and in the winter, snow, slush and salty ice. Since the motorcar is 'Our Free Kitten', the trailer is its 'Cat Box'.

The Santa Cruz Branch Line would be a 2 day trip one-way, but well worth it. We stay in motels and would spend several days in the area. It's part of taking advantage of the opportunity to visit new areas and see new things, part of the hobby.

Railroading has been in my blood almost since birth. I grew up in a railroad family in Pocatello, Idaho, where my late father was the General Attorney for Union Pacific Railroad. Dad was a paratrooper in World War II and afterward attended law school on the GI Bill at Stanford. We lived in student housing about two blocks from a busy railroad crossing where commuter trains pulled by steam locomotives traveled from San Francisco to San Jose. Mom always got a little embarrassed when she told the story about the time or two that I went missing. She and other mothers started looking for me and eventually found me at the crossing where I had pulled my red wagon and was hugging my teddy bear, waving at the locomotive engineers. Mom would shake her head slightly at the end of the story.

Dad had a few absolute rules and one was to stay away from the railroad. One of the reasons I feel comfortable in owning and operating a motorcar is the discipline and emphasis on safety. Each morning we have a safety meeting that everybody who is going on that day's run, operators and passengers alike, must attend. We must wear high boots to minimize ankle problems with the ballast, and bright safety vests. Our cars must pass a check list that focuses on having a safe machine. We must pass an annual written test that also focuses on safety. This hobby seems to attract mature, responsible people who realize that continued access to railroad tracks depends on taking personal accountability and responsibility for a

safety-conscious attitude and actions. I think Dad would approve of this hobby and he would love riding in a motorcar like ours.

I have attached a picture taken on our first run. Kathie and I are standing in front of our motorcar with huge smiles that embody the fun of this hobby and how much it means to us.

I hope we will enjoy continued access to the Santa Cruz Branch Line, and that Kathie and I will be able to take our car on it soon.

Thank you.

Sincerely,

Bill Phoenix

From: albacktina@att.net [mailto:albacktina@att.net]

Sent: Wednesday, September 30, 2015 6:59 PM

To: Luis Mendez

Subject: Santa Cruz motor car run

We have been on the Santa Cruz runs in our motor car several times. We have always been welcomed by the communities we have passed through. Adults as well as children wait for us to roll by, so they can take pictures and wave. When we have our stops, we are always greeted with happy smiling faces and lots of cameras and questions. How can anyone oppose that? MOW runs safe and courteous excursions. We have safety meetings before and during the runs. We believe it's a good way for people to see some railroad history and see these rail cars still functioning and being enjoyed. Mow is helping preserve history for everyone. Letting them enjoy the railcars with their families is something that is good for the communities and good for everyone.

Tina Backalbassis

From: Frank Luft [mailto:frank@uaudio.com]

Sent: Wednesday, September 30, 2015 7:04 PM

To: Luis Mendez

Subject: SCCRTC's Support of Local Railroad Use and History

Dear Mr. Mendez,

As a member of Motorcar Operators West (MOW), I have enjoyed running on the Monterey Bay line in club events. It is for me a privilege and pleasure, and it brings economic and PR value to the local communities.

Most motorcar operators come from other communities, staying in local hotels and eating in local establishments. My wife and I live in Felton, so for us it is a very local event we really like.

I also am very supportive of local railroad history, and like the fact that some of the historic lines of Santa Cruz County are still in existence, and in use for rail transport.

We run just a couple of times a year, minimizing any perceived impact on local communities. Our operators are very conscientious and respectful of local residents, producing as little noise as possible, and not adding to disposal.

SCCRTC's support of local railroad history is appreciated, and it is extended to rail road fans and hobbyists like me thru events such as the upcoming run on October 10, 2015.

I just wanted to thank you and encourage your continued support of rail in Santa Cruz County.

Frank Luft
Reporting & Process Analyst
Universal Audio
4585 Scotts Valley Drive
Scotts Valley, California 95066
831-440-2420
uaudio.com

Gilligan: "It's never a three-hour tour!"

From: Bill Schertle [mailto:bschertle@sbcglobal.net]
Sent: Wednesday, September 30, 2015 11:18 PM
To: Luis Mendez
Subject: The excursion

Luis - Each year NARCOA sponsors and endorses over 100 excursions on short line railroads across the United States and Canada. Having been in NARCOA leadership the past four years I have never encountered an excursion that was not eagerly anticipated by the town or towns we were to pass through. On many occasions the local press would send one of their reporters to compose a story and invariably it would be on the front page of the local newspaper the next day. Some of our members have even been interviewed for television. They enjoy seeing these antique railroad artifacts that are now restored and running. They enjoy the economic benefits as we stay in their motels, buy gas and groceries from their stores, and eat in their restaurants.

Santa Cruz is no exception. On the day of the excursion we plan to visit your various eateries to enjoy our lunch. Many will stay the night in your motels. And, of course, we need gas to operate our cars. Also, we will have very little impact on your lives as we motor north and return south. Our grade crossing protection plan causes minimal delays at crossings with active lights and gates - perhaps 30 to 45 seconds at most. We love the Santa Cruz & Monterey Bay RR but we know that once or twice a year is all we can realistically expect to be here.

We do take visitors for ride-alongs, space permitting. You are welcome to join us.

Bill Schertle
Excursion Coordinator
NARCOA Area Director for California

Comments from the Public

Add-On for Agenda Item 22

From: Ellen Martinez
Sent: Friday, September 25, 2015 9:25 AM
To: info@sccrtc.org
Subject: Motorcar Excursion Plan

I understand that at the next planned RTC meeting on October 1, there is a proposal to allow motorcar excursions from Watsonville to Davenport. I believe this is an extremely bad idea as motorcar excursions will increase noise and traffic congestion at railroad crossings. Using taxpayer owned property for motorcar excursions is unacceptable. Please focus your efforts on improving transportation across the County.
Respectfully submitted,
Ellen Martinez

From: Catherine Toldi
Sent: Friday, September 25, 2015 3:50 PM
To: info@sccrtc.org
Subject: Opposition to motorcar excursions

Hello there.
I am a person who lives near the existing railroad tracks in Live Oak. A few months ago, I was alarmed by nonstop noise on the rails--it went on most of the day, and was highly annoying. I googled to find out what was happening, and read that there was a "motorcar excursion" event underway. I wrote to you then, and I am writing again (upon reading that there is another proposal to allow motorcar excursions from Watsonville to Davenport. NO MOTORCAR EXCURSIONS, PLEASE!! This is an inappropriate use of taxpayer-owned property! Thank you for taking my views into consideration.
Yours, Cathy Toldi

From: Peoples, Brian C
Sent: Saturday, September 26, 2015 5:10 AM
To: info@sccrtc.org
Subject: FW: Rail-Trail Friends' news!!!

RTC,
Please include the email below as part of my response to the Motorcar Excursion. I am against using Taxpayer owned property for this event.
Brian

From: Peoples, Brian C
Sent: Friday, September 25, 2015 3:26 PM
To: Peoples, Brian C
Subject: Rail-Trail Friends' news!!!

Rail-Trail Friends,
Our goal is to end the proposed train and build bike / pedestrian trail from *Watsonville to Santa Cruz by 2016*. Like us on FACEBOOK (<https://www.facebook.com/aptos.railtrail>). CALIFORNIA TRANSPORTATION COMMISSION (CTC) PROVIDES GUIDANCE ON REMOVAL OF TRACKS 16 years ago, the CTC sent letter to RTC expressing doubts of the viability of passenger rail service along the Santa Cruz Rail line. On September 8th, CTC informed RTC that the rail corridor can be used for "trail only", i.e., removal of tracks, but RTC will be obligated to refund the Proposition 116 funds (\$11M). Maintaining good relations with CTC by making smart investments

in transportation infrastructure is important to continue to receive State transportation funding. With removal of tracks, the cost to build trail is \$125M less than building trail parallel to tracks.

NEIGHBORHOOD MEETINGS

The first Neighborhood meeting on September 17 had approximately 60 attendees. Dr. Carey Pico did an exceptional job providing the facts on the train Feasibility Study that showed it is not economically viable and not the best use of the corridor. Key takeaways include the lack of proximity between proposed stations and existing density clusters of businesses and traffic generators, RTC's trend towards over estimating ridership numbers and underestimating capital and operating costs and subsidies, the need for growth to justify the "need" for the train and RTC's numbers indicate that the train will do virtually nothing to reduce Highway 1 traffic congestion. Plans are being formulated to have more Neighborhood meetings across the County to educate the public on the facts of the train and RTC plans for transportation investments. As a result of the neighborhood meeting, an Executive Steering Team was created to help formulate a plan to grow the "no train / trail now" effort with the first EST meetings being conducted yesterday. The plan is to change the name of the effort from Aptos Rail-Trail and develop plans to enable public to get involved in ending the train proposal and building trail. Stay tuned to hear when next Neighborhood meeting will be conducted and how you can be involved.

MOTOR CAR EXCURSION

At the next at the RTC meeting on Thursday (Oct 1st) at 9 am at Santa Cruz County Building, there is a proposal to allow Motorcar excursion from Watsonville to Davenport.



We believe this is an extremely bad idea as motorcar excursions will increase noise and traffic congestion at railroad crossings. Using taxpayer owned property for motorcar excursions is unacceptable. Please focus your efforts on improving transportation across the County. We believe RTC should be actively looking at ways to use the corridor

NOW to improve mobility. People can tell RTC in person or via email (info@sccrtc.org) that using taxpayer owned property for Motorcar excursions is unacceptable and RTC needs to focus on improving transportation across the County.

SANTA CRUZ WAVES PARTNERSHIP

Santa Cruz Waves is looking to support effort to build trail along the corridor and it is a great media to educate the public on the trail plans. The demographics of Santa Cruz Waves is a key group to get the word out and build support for the trail.



TRAIL WITHOUT RAIL

This video provides some background on the MBSST "Rail Trail" plan, illustrates problems with cost and feasibility and proposes rail banking and the construction of a better Trail facility that serves all users. Please share this video and help spread the word. <https://www.youtube.com/watch?v=t-Xuf4sUawI>

RAIL-TRAIL HALL OF FAME

Rail-to-Trails organization recently announced the 2015 "Rail-Trail Hall of Fame" winners. Let's hope that Santa Cruz County one day gets in the Hall of Fame. These are all trails *without* rails or trains—they have been built on old railroad rights-of-way with the tracks removed.

Rail-Trail Hall of Fame



2016 TRANSPORTATION TAX MEASURE

On September 17th, RTC Commissioners held a meeting to discuss and plan for a 2016 Transportation Tax Measure (1/2% Sales Tax). The objective is to make Santa Cruz County a "self-sustaining" community for maintaining transportation infrastructure. Where the funding will be allocated is still being developed, but the initial proposal by RTC Staff was to fund train with \$85M. The proposed funding of the train would include the construction of Pajaro train station (outside of Santa Cruz County) and would not be enough to actually start or operate a train. The \$85M is needed just to maintain (railroad cross guards, maintenance, graffiti, etc.) the corridor and

prevent it from becoming blight to the community. We will continue to recommend that no funding be included for train.

WHAT'S IN A NAME

The name "Rail-Trail" is a national movement to convert old railroad tracks into bike / pedestrian trails. Over 22,000 miles of trails have been built since its inception in mid-1960s. Aptos Rail-Trail was started in 2012 by Aptos High School to promote the idea of removing railroad tracks and building bike / pedestrian trail. The proposed trail is actually recognized as the Monterey Bay Sanctuary Scenic Trail (MBSST) and the Aptos Rail-Trail was a group name to help advocate for expeditious construction of trail. As our momentum extends throughout the County, we will be looking to rename the group to better match a broader coalition.



RTC BOARD & NEXT MEETING

The next RTC meeting is Thursday, October 1st, from 9 am to 11 am at Santa Cruz Supervisor Chambers (701 Ocean Street). You can submit comments to info@sccrtc.org.

RTC Commissioners: The SC Regional Transportation Board (RTC) is comprised of elected officials from the County and City governments.

- John Leopold, County of Santa Cruz, 1st District; john.leopold@co.santa-cruz.ca.us
- Don Lane, City of Santa Cruz; dlane@cityofsantacruz.com
- Zach Friend, County of Santa Cruz, 2nd District; BDS022@co.santa-cruz.ca.us
- Ryan Coonerty, County of Santa Cruz, 3rd District; ryan.coonerty@santacruzcounty.us
- Greg Caput, County of Santa Cruz, 4th District; greg.caput@co.santa-cruz.ca.us
- Bruce McPherson, County of Santa Cruz, 5th District; bruce.mcpherson@co.santa-cruz.ca.us
- Jimmy Dutra, City of Watsonville; jimmy.dutra@cityofwatsonville.org
- Randy Johnson, City of Scotts Valley; rlj12@comcast.net
- Dennis Norton, Capitola City Council; dnortondesigns@msn.com
- Cynthia Chase, City of Santa Cruz; cchase@cityofsantacruz.com
- Karina Cervantez, City of Watsonville; karina.cervantez@cityofwatsonville.org
- Ed Bottorff, City of Capitola; ebottorff167@yahoo.com

From: Shinshu Roberts

Sent: Saturday, September 26, 2015 8:42 PM

To: info@sccrtc.org

Subject: re Motorcar excursions

Dear SCRTC,

I am opposed to motor car excursions on the rail line. I live next to the RR tracks and have already experienced these noisy cars. I find it most annoying as they seem to go on endlessly with one or two persons per car. What a waste of our resource and more pollution into the environment. Please stop and please do not make this a permanent fixture of the RR tracks.

Thanks,

Shinshu Roberts

From: Tim Brattan

Sent: Sunday, September 27, 2015 10:33 AM

To: info@sccrtc.org

Subject: Motorcars over bikes, walking, running is not what taxpayers want

To the RTC:

Motorcar excursion on local rails is a bad idea that increases noise and traffic congestion at railroad crossings. Using taxpayer owned property for motorcar excursions is unacceptable. Please focus your efforts on improving transportation across the County and explore ways to use the corridor NOW to improve mobility. Please put the best use of the corridor to create a bike/walking trail immediately.

Tim Brattan, Santa Cruz

From: Randa Solick
Sent: Sunday, September 27, 2015 11:14 AM
To: info@scrtc.org
Subject: motorcar excursions

I live along the tracks and saw one of these a few weeks ago - constant noise and movement for hours on their way to Watsonville. I support efforts to build a trail along the corridor, return the \$11 million - and spend about \$125M less than you would use to put a train there. With so many crossings, and such slow train rides, and the price, I really doubt many people will be riding the train. Further, your current use of our own county property, for which we pay taxes, for Motorcar excursions, is unacceptable. Please add many more small buses - almost vans - along our County's major corridors, as I've written you before, and improve actual ridership by making it cheap.

Thank you, Randa Solick

From: Patrick Liu
Sent: Sunday, September 27, 2015 3:32 PM
To: info@scrtc.org
Subject: please stop the motorcars on railroad and turn railroad into a bike/pedestrian trail!

Hi RTC members,

We are residents living in the APTOS area. We saw the motorcars, railroad trucks and small locomotives running in the adjacent railroad which all of them make a big noise (some time it sounds a big horn). We sincerely hope government will consider stopping the railroad motorcars & trains plan and turn the existing railroad corridor into a bike/pedestrian trail. Once you have a trail, it will attract tourist into the area and increase the business. This will be more environmentally friendly. Thanks for your consideration.
Best Regards, The resident of Aptos.

From: Martin Engel
Sent: Sunday, September 27, 2015 4:32 PM
To: info@scrtc.org
Subject: Permission to deploy Motorcars on Rail Corridor

DT: 9/27/2015

RE: Use of Motorcars along Watsonville to Davenport Rail Corridor

TO: Santa Cruz County Regional Transportation Commission

Dear SCCRTC Commissioners:

As a former Transportation Commissioner for the City of Menlo Park, I have had extensive interactions regarding the use of rail as a mode of transit. My position is that for purposes of public mass transit, and to relieve auto congestion, rail service certainly has its place in the urban transportation mix. However, what the current interest suggests is that the attempt to legitimize rail use by Motorcars, which are notoriously inefficient, serves as nothing more than a place securer and holder eventually for more extensive rail use. Motorcars will, in the minds of its advocates, "justify" the persistent investment in rail corridor maintenance and possible future development when, in fact, there is no practical justification. This rail corridor, from Watsonville to Davenport, has had its lifetime of usefulness; and that lifetime has now expired. Perpetuating an obsolete technology is what gives projects such as this a bad name and evokes such hostility from most residents and citizens generally. (Note the conflicts over HSR in California!) It's certainly not public mass transit (which is indeed a desirable and necessary utility service). It therefore becomes, especially in this case, a perpetuation of a costly boondoggle. I strongly urge that you reject any attempt to allow Motorcar use on this rail corridor.

Cordially,

Martin Engel, La Selva Beach

From: Rick Bar, MBA
Sent: Monday, September 28, 2015 2:39 PM
To: info@scrtc.org
Subject: October 1, 2015 Meeting Rail Motor Car Excursion

Dear SCCRT Commissioners

I am an Santa Cruz County resident and have recently found out about the plans to bring a passenger rail back through the neighborhoods of Aptos and surrounding area. I am totally against this happening. A better solution would be to convert the tracks to a trail and keep roadways and mass transit to the Highway 1 corridor. In addition, I understand that there is a recent plan for a Motorcar excursion from Watsonville to Davenport which will increase noise and traffic congestion at railroad crossings, and potentially cause accidents. In my view, using taxpayer owned property for motorcar excursions is unacceptable and I respectfully urge you to reject any attempt to allow Motorcar use on this rail corridor. On a final note, this is my family's primary resident and I strongly feel that there is a better alternative than to bringing back the rail. By developing a trail instead we will provide a more sustainable legacy for the residents, our visitors, and my children; all of which would, as has been seen in other areas, be shared and coveted.

Thank you,
Rick Bar, MBA, Aptos, CA 95003

From: Ann Hoholick
Sent: Monday, September 28, 2015 4:15 PM
To: info@scrtc.org
Subject: Proposed use of Rail Lines for Motor Car Excursions

I strongly discourage the approval of any proposal to allow motorcar excursions from Watsonville to Davenport. Motorcars will increase noise and traffic congestion at railroad crossing and there is an increased potential for serious accidents. In my opinion, using taxpayer owned property for motorcar excursions is not prudent and I believe that it will impact to the quality, safety, and quiet enjoyment of the community and open space.

Ann Hoholick, Aptos, CA

From: Tim Laskey
Sent: Monday, September 28, 2015 4:51 PM
To: info@scrtc.org
Subject: Motorcar Event on the Santa Cruz Branch

Dear Luis Mendez:

I understand there is a motorcar event coming up on October 10, 2015 on the Santa Cruz Branch Rail Line. I would like to let the RTC know that I support this event and future such events on the rail line.

Sincerely,
Timothy Laskey

From: Paul Nolan
Sent: Monday, September 28, 2015 4:56 PM
To: info@scrtc.org
Subject: Please allow the Motor Cars to run

I support the Motor Car event that is being proposed for October 10, 2015. Please allow them to run on the Santa Cruz branch. Thanks!

From: Erik Hansen
Sent: Monday, September 28, 2015 5:08 PM
To: info@sccrtc.org
Subject: I Support Rail Use of the Santa Cruz Branch line

As a home owner and resident of Watsonville, I support the continued use of the Santa Cruz Branch Line for rail purpose. I understand there is a motorcar event coming up on October 10, 2015 and I would like to let the RTC know that I support this event and future such events on the rail line
Erik Hansen

From: jason bunter
Date: September 28, 2015 at 5:15:24 PM PDT
To: info@sccrtc.org
Subject: hello

HI, I am a Capitola resident I understand there is a motor car run coming up October 10th this is great my family is very happy to hear this and we think it should continue to happen such a great hobby for families to enjoy together and it's a real way to get ppl track side to see what is going on. We are serious about getting one of these motor cars so we can join on the fun I hope many others in Santa Cruz can do the same. If you have not got the chance to ride in a motor car you should you will have a real great time. Hope to see these runs more in the years to come keep them going please

From: jim greco
Date: September 28, 2015 at 5:18:55 PM PDT
To: info@sccrtc.org
Subject: Santa Cruz rail line

"I understand there is a motorcar event coming up on October 10, 2015 on the Santa Cruz Branch Rail Line. I would like to let the RTC know that I support this event and future such events on the rail line."
Thank you,
James W. Greco

From: Ken or Andrea Miller
Sent: Monday, September 28, 2015 5:39 PM
To: info@sccrtc.org
Subject: No to Motorcar excursions!

To whom it may concern,
I understand that there is a proposal to approve motorcars using the existing rails. Those cars are a nuisance! They are noisy and smelly. Worst of all they make vehicles stop on roads that cross the tracks, such as State Park and Mar Vista. Traffic on State Park is becoming unbearable; don't make it worse by permitting those vehicles to use the rails.
Sincerely,
Andrea Miller

From: Jeff Tolan
Date: September 28, 2015 at 5:39:15 PM PDT
To: <lmendez@sccrtc.org>
Subject: Rail car event

Good afternoon

I understand there's opposition to the October 10 speeder trip in Santa Cruz. I support this event and future events and intend on attending.

Thank you.

Jeff

From: Dave Polson
Date: September 28, 2015 at 5:46:41 PM PDT
To: info@sccrtc.org
Subject: Upcoming motorcar event

I understand there is a motorcar event coming up on October 10, 2015 on the Santa Cruz Branch Rail Line. I would like to let the RTC know that I support this event and future such events on the rail line.

Dave Polson

From: barry_scott
Sent: Monday, September 28, 2015 5:57 PM
To: Regional Transportation Commission
Subject: Aptos resident supports use of rail by Motorcars.

Dear RTC members,

I strongly support use of our jointly owned asset by motorcars. These vehicles are able to assess the condition of tracks, and it is a safe and legitimate use of the rail. Emissions are low and "noise" is negligible, so no compelling argument can be made against their use. Please also continue to pursue the highest and best use of the asset, mixed use for passenger rail and trail where it is safe and feasible. If we don't use it, we risk losing it and future generations will suffer at our shortsightedness. Stay strong and keep up the good work.

Barry Scott, Aptos, CA

State Program Director, [The NEED Project](#)

From: John Martin
Date: September 28, 2015 at 6:12:19 PM PDT
To: info@sccrtc.org
Subject: Santa Cruz railcar operation

Dear sir my name is John Martin and I have participating in three different runs on the Santa Cruz Rail line. I myself and my colleagues bring professionalism and respect not to mention economics to the city of Santa Cruz and surrounding cities. I know of no qualified reasoning that could be proposed against the professionalism of our motor car hobby. Please take this email into your consideration of continuing motorcar excursions.

Sincerely

John Martin

Board member motorcar operator west

From: carol rust
Date: September 28, 2015 at 6:48:08 PM PDT
To: info@sccrtc.org
Subject: Motorcar Event Oct 10, 2015

Mr. Luis Mendez

We have been on motorcar events in the past in the Santa Cruz area and have found the operators to be safe, careful, and extremely mindful of the surroundings. We would like the RTC to know we strongly support the upcoming October 10, 2015 event and future such events that might like to take place on the rail line. Thank you for reading our support and opinion.

Sincerely,
Bill and Carol Rust,
Arroyo Grande, CA

From: Cathy Gamble
Date: September 28, 2015 at 7:00:20 PM PDT
To: info@sccrtc.org
Subject: Motor Car Event 10/10/15

Dear Mr. Mendez,

I understand there is a motorcar event scheduled for October 10, 2015, on the Santa Cruz Branch Rail Line. I support this event and future such events on the rail line. Most of the participants come from out-of-town, so these events help boost ecotourism & small businesses in Santa Cruz County.

Thank you for your time and consideration,
Cathy Gamble,
Aptos, CA

From: Kevin Nelson
Date: September 28, 2015 at 8:14:30 PM PDT
To: info@sccrtc.org
Subject: Santa Cruz Branch Rail Line Motorcar Event

Mr. Mendez,

It's come to my attention that there is a railcar/motorcar event coming up on October 10, 2015 on the Santa Cruz Branch Rail Line. I would like to let the RTC know that I support this event and future events of this type on the rail line.

Thank You,
Kevin Nelson

From: Bill Ward
Date: September 28, 2015 at 8:37:42 PM PDT
To: info@sccrtc.org
Subject: Santa Cruz Branch line

I understand there is a motorcar event coming up on October 10, 2015 on the Santa Cruz Branch Rail Line. I would like to let the RTC know that I support this event and future such events on the rail line. As someone who grew up in Rio Del Mar and enjoyed watching SP trains roll by from my back deck (a house I co-own with my mother and plan to move back to), I feel strongly that the Santa Cruz Branch Line should be maintained and used, and that the rich railroading history of Santa Cruz County should be celebrated.

From: Phil & Karell Reader
Sent: Monday, September 28, 2015 8:39 PM
To: info@sccrtc.org
Subject: Support for the motor car event

Hello, I just want to state my support for the upcoming motor car event on the Santa Cruz Branch. Earlier this summer I got to enjoy the railroad on a motorcar. And it was great. The motorcar operators are very safety oriented and professional in the way they operate. Thank you for your time and support.

Phil Reader,
Professional steam Railroader
39 years of service.

From: Janie Soito
Date: September 28, 2015 at 8:39:01 PM PDT
To: info@sccrtc.org
Subject: Support Motor Car Event

Hi Mr. Mendez,
I understand that the RTC will consider approval of an October motor car event at its next meeting this Thursday. I support such an event as it publicizes one of many options for the Santa Cruz Branch Line. I grew up in Aptos and Watsonville and can think of nothing much better for Santa Cruz County than to redevelop uses for the Branch Line. Although this is a "smallish" group, they will bring in tourist dollars when the tourist season is waning. I hope that there are many more creative thoughts for continuing to use the tracks for rail events and services in the future. I also look forward to the time when the bike trail is complete. What a wonderful asset to our community. Thank you,
Janie Soito,
Watsonville, CA 95076

From: Lynne Maddy
Date: September 28, 2015 at 9:37:58 PM PDT
To: info@sccrtc.org
Subject: Motorcar event

Dear Mr. Mendez,
"I understand there is a motorcar event coming up on October 10, 2015 on the Santa Cruz Branch Rail Line. I would like to let the RTC know that I support this event and future such events on the rail line. Please understand that the groups of Motor car enthusiasts are a wonderful group of people. I have seen them pick up trash along the way, making the tracks even better. We take pride in being a part of the railroad world. We have learned safety and are very cautious. My non railroading friends have benefited from learning about the different railroads by hearing my stories of the wonderful things I've seen by visiting the rails around us. Please share what you have been given so that we may see the same beauty that you do.
Lynne Maddy

From: Phil & Karell Reader
Date: September 28, 2015 at 10:19:57 PM PDT
To: info@sccrtc.org
Subject: Support for the motorcar event.

Hello, I just want to lend my support for the up and coming motor car event to be held on the Santa Cruz Branch line. It has been my experience that the owners and operators of these historic motor cars are by their very nature to be very safety minded and very respectful of the residents who live next the railroads they operate on. Earlier this year I got to be guest on a motor car on the branch and it was truly a great run. The Santa Cruz County Regional Transportation commission and the Santa Cruz and Monterey Bay Railroad were wonderful host. And. I would like to see this become an annual event.

Thank you for your time.
Phil Reader.

From: Jim McGowan
Date: September 28, 2015 at 10:29:40 PM PDT
To: info@sccrtc.org
Subject: Motor Car Event

I support the upcoming motor car (aka speeder) event coming to Santa Cruz County. I live on the Westside of Santa Cruz, not far from the tracks and it's a fun event to watch go by. Thank you for your help and consideration of the upcoming event.

Sincerely,
James McGowan,
Santa Cruz, CA 95060

From: GARY PLOMP
Sent: Tuesday, September 29, 2015 8:26 AM
To: info@sccrtc.org
Subject: RE: Santa Cruz Branch Motorcar Excursion

Luis Mendez
S.C.C.R.T.C.
Santa Cruz, CA

Mr. Mendez:

Please put this on record sir, that I support the upcoming motor car excursion and the use of the Santa Cruz Branch Railroad Line for this purpose. Moreover, as you may know I also support the preservation/restoration of the branch line and it's use for passenger and freight rail transportation in Santa Cruz County.

Thank you for your attention.

Gary V. Plomp
Gilroy, CA

From: Howard Cohen
Sent: Tuesday, September 29, 2015 9:23 AM
To: info@scrtc.org
Subject: October 10, 2015 Motorcar Excursion On The Santa Cruz Branch Rail Line

Dear Mr. Dondero,
I understand there is a motorcar event coming up on October 10, 2015 on the Santa Cruz Branch Rail Line. I would like to let the RTC know that I support this event and future such events on the rail line. Besides being an excellent use of the branch line as recommended by the California Coastal Commission, the motorcar operators also inspect the line and donate their time to maintain the right of way.



Sincerely,
Howard Cohen
Aptos, Resident

From: pamelacoxmarketing
Sent: Tuesday, September 29, 2015 10:45 AM
To: info@sccrtc.org
Subject: Motorcar event on October 10th

Mr Dondero,

I want to offer my support of the upcoming motorcar event on the Santa Cruz Branch Line. The motorcar group is very organized and makes every effort to lessen any disruption they have on the local communities during their event. They donate their time to maintain the right of way on the line and support local businesses by purchasing food and lodging during the time they are here. I look forward to this and other such events on the branch line.

Sincerely,

Pamela Cox, Aptos Resident

From: Tom Padula
Sent: Tuesday, September 29, 2015 10:57 AM
To: info@sccrtc.org
Subject: October 10th speeder outing

Hi, Luis-

I want to add my voice of support for the speeder operators and the excursion they are planning for October 10th. I have been a guest of the speeder operators on an outing on the Santa Cruz line before, and I have found them courteous, safe, and professional about their actions and they way they conduct their operation. They are highly motivated to act in such a way as to ensure their continued use of the tracks. While I will not be able to attend this event on the 10th, I support those who will.

Thank you.

Tom Padula

From: Julia Sauer
Sent: Tuesday, September 29, 2015 1:07 PM
To: info@sccrtc.org
Subject: Motorcar event on Santa Cruz Branch Line - I support rail!

Dear Mr. Mendez,

As a county resident, I am happy to support the motorcar event coming up on October 10, 2015 on the Santa Cruz Branch Rail Line. I am a long-time supporter of the use of rail in Santa Cruz County, and I wished we had more events using rail. When I lived in downtown Santa Cruz, I used to love hearing the trains from my house. Now that I live in Boulder Creek, I am so very sad that so many tracks and right-of-ways through our mountains have been torn up or made useless. Santa Cruz County NEEDS rail, and the use of existing tracks for events like this are an excellent multiuse venue for fun that appeals to a wide range of interests. Please don't let a loud but very small minority discourage rail use. I would like to let the RTC know that I support this event and future such events on the rail line. I can't wait to get out of my car and using passenger rail in Santa Cruz County!

Thank you,

Julia Sauer, Boulder Creek, CA

From: Troye Welch
Date: September 29, 2015 at 1:31:33 PM PDT
To: info@sccrtc.org
Subject: Support for events on the rail line

Hi Louis,

I saw on a facebook group that there is a motorcar event coming up on October 10th on the Santa Cruz Branch line. I don't know why anyone would oppose this, but I am writing the RTC to say that I support this event and any future events like this on the line. I am a Santa Cruz resident, homeowner, taxpayer, and voter. Thank you for your time.
Troye Welch

From: Ian Applegate
Date: September 29, 2015 at 8:09:32 PM PDT
To: info@sccrtc.org
Subject: MOW Railroad Speeders.

My name is Ian Applegate. I support Rail speeders. I've been doing Speeder runs for 14 years all across the country. The Santa Cruz Big Trees & Pacific Railroad and the Santa Cruz Monterey bay Railroad are the most beautiful railroads I've ever been on with a Track car. They are very efficient cars ever built. All the cars from 1900-1940 are 1 cylinder poppers and cars from 1940-1989 are 2 cylinder gas engines 20 HP does speeds at 30 mph with 45 miles to a gal of gas. I want to see more rail activities and will continue paying 150.00 each time I bring my car onto the Santa Cruz line. With 150.00 per car and having 30 cars is 4,500.00 that money helps pay SCMB crews and track maintenance.

From: Jason Gifford
Date: September 30, 2015 at 4:12:22 AM PDT
To: info@sccrtc.org
Subject: Motorcar event fun

Hello Sir,

I just wanted to send a quick note letting you know that I'm looking forward to the upcoming motorcar event on the Santa Cruz Branch Line. I am a local and I would love to see this event and future events continue on this rail line. Thank you for your time,
Jason Gifford

From: Bob Courtemanche
Sent: Wednesday, September 30, 2015 8:42 AM
To: info@sccrtc.org
Subject: Railcar trips

Commissioner Mendez:

First of all, thanks for serving on the transportation commission. It's not easy trying to keep everybody happy. I'm a railcar operator, and I understand that the commission has received some opposition to us using the rails. Aside from the obvious argument that the rails have been there for a long time along with the rights to use them, please consider the economic benefits to your area. We just finished a series of trips in OR, WA and ID. We brought a lot of money to these areas- fuel, hotels, groceries, etc. Our members will do the same in your area. We also get a lot of citizen interest and media coverage wherever we show up. Most folks, especially kids, just love train stuff. If the neighboring landowners are concerned with noise, we can work with you to keep our sound footprint to a minimum. Please, don't let a few folks spoil a good thing for your community.
Thanks for listening, Bob Courtemanche

From: Bruce Hilliard
Sent: Wednesday, September 30, 2015 9:00 AM
To: info@sccrtc.org
Subject: SCCRTC meeting re: NARCOA motorcar operators

The First Amendment of the United States Constitution provides for the people to be able to peaceably assemble without persecution or harassment. A small and vocal group of individuals is pressuring the SCCRTC to violate the assembly rights of railcar operators on public lands during their use of your local railroads. Additionally, underlying discriminatory overtones are present in that a high majority of the motorcar operators are retired senior citizens. I sincerely hope that the SCCRTC will not knuckle under to the whining of a vocal few.
Bruce Hilliard (retired & motorcar operator)
Sacramento, CA

From: Mitchell, Mike L.
Sent: Wednesday, September 30, 2015 9:10 AM
To: info@sccrtc.org
Subject: SCCRTC

Luis, I want to thank you for letting MOW and PRO for sharing the history of the Santa Cruz Beach Line. My folks had a summer home in Santa Cruz when I was growing up, and I always saw the railroad tracks. I joined MOW about 20 years ago and have been Motoring on Railroads ever since. When we got the chance to run the Santa Cruz line a lot of memories came back and I was pleased with the opportunity to run that line. I have been a board member for MOW since 2002 and have been all over the western United States on many short lines. MOW prides itself on safety and respect for railroads. We always bring joy to people that have never seen a motorcar and we share the history of railroading. We also stay at local hotels eat at local eateries and bring economic boost where ever we run. We would very much enjoy future runs on the Santa Cruz Line. Please feel free to shoot me an e-mail if you would like to chat. Once again I want to thank you for letting us run.
Mike Mitchell, Facilities Operation Supervisor
Fairfield, CA. 94533

From: Eileen Keaveny
Sent: Wednesday, September 30, 2015 9:24 AM
To: info@sccrtc.org
Subject: Your community

Dear Mr. Mendez,
Thank you for your service to your community. I am a Railcar operator, and my husband and I enjoyed our excursion through your community this past April. On each day, we took local riders who were thrilled to see their world from a totally different perspective. We also had more interaction than we can count with locals who expressed friendly curiosity and joy at seeing our "cute" unique, historical vehicles at such close range. At our scheduled stops, we welcomed families to come look, and take pictures of their children sitting in the railcars. The smiles were everywhere! We sincerely hope we can address and resolve any opposition to this unique activity that brings revenue and fresh interest to your community.
Eileen Keaveny

From: Jim Culbertson
Sent: Wednesday, September 30, 2015 10:14 AM
To: info@sccrtc.org
Subject: Motorcar Runs on the Santa Cruz Branch

Santa Cruz County Regional Transportation Commission
Dear Luis Mendez

As a member of the motorcar operators community and the current Vice President of Motorcar Operators West, it has been brought to my attention that some comments have been offered in opposition to motorcar runs on the Santa Cruz Branch Line. When approval of the first motorcar run on this line occurred in the spring of 2013, I read and retained a copy of the staff report suggesting that the motorcar excursions would be a good use of the corridor and bring revenue to the County. It was also pointed out that the motorcar operators have a good track record of safety and courtesy to the general public. All of these supportive comments are in agreement with how our various clubs and the national organization operate. I would be interested if that perception has changed following to successful motorcar runs. On that first operation and the follow-up run this past spring, the cars and there operation seemed very pleasing to the vast majority of the public we came in contact with. There are however, those who oppose the existence of trains, rails and by their very nature, motorcars. The absence of rail activity over the dormant years has to some extent turned the right of way into a secluded sidewalk for many in the community to access. This happens in almost all communities where rails and a population center coexist. It's my feeling that the leadership of Santa Cruz County has shown great foresight in preserving the railroad corridor. The sky is the limit on the potential tourist and commerce to be generated by this line in the future. It would be my position that the activity of motorcars on the line is but one step in demonstrating what potential there is for such a multi-use corridor. I urge the Commission to continue support of motorcar runs on the Santa Cruz Branch. I would also request that if constructive comments towards improving the presence of the motorcar activity in the region are received, please forward those along to myself or the excursion coordinators so we can entertain any action that may improve the experience for all of us including the public at large. Thank you for your support and we look forward to a long, successful working relationship.

Jim Culbertson,
Vice President, Motorcar Operators West

From: George Pepper
Sent: Wednesday, September 30, 2015 10:15 AM
To: Luis Mendez
Subject: Rail Cars are Good

Hi Luis,

I understand that some Aptos neighbors are asking you to disallow the motorcar group from riding our rails on October 10. I'm a former member of the group, and I want to mention that safety was the number one concern. Everyone is insured, everyone is very careful, and hopeful there's some revenue for the SCCRTC. I hope you're doing well. We missed you on the Sandy Lyon rail walk to Watsonville.

Regards,
George Pepper

From: Rick Smith
Sent: Wednesday, September 30, 2015 10:25 AM
To: info@scrtc.org
Subject: Rail Excursion

Dear Mr. Mendez,
Our first run on the Santa Cruz branch line was in May of 2013. Motorcar Operators West (MOW) has always been received with excitement and enthusiasm by the press and the communities we have rolled through and visited, including all over California and other western states. There is also a positive economical impact and positive press for the communities with these events. In addition, with your (SCCRTC) support, the people have a chance to see actual pieces of railroad history rolling through their communities. By allowing and encouraging these types of events, the SCCRTC is showing their support and interest in Railroad History and it shows your support for the greater population of the communities and cities served. Please support Motorcar Operators West event on October 10, 2015, and other rail events in the future, on your railroad. Please don't let a small group silence your history. Thank you for your time and consideration,
Rick Smith

From: Peter Stanger
Sent: Wednesday, September 30, 2015 10:27 AM
To: info@scrtc.org
Subject: New submission from Contact Form

Dear SCCRTC Commissioners,
I believe that staff's report is incorrect in approving Item 22, and that their report omits discussion of several issues that should interest the commissioners. The issues that commissioners should ask during discussion are: 1) Staff accepts as a reasonable fee the sum of \$300. Discuss what cost area citizens might pay for a ticket to ride on this rail line for the duration of a 1 hour trip from Watsonville to Santa Cruz for \$5 per passenger. Then 60 passengers, paying \$5 for the 1 hour trip would net the SCCRTC \$300. Okay, then shouldn't staff have considered that if the NARCOA uses the rail line an 8 hour day with 100 participants, they should then pay: 8 hours x 100 participants x \$5 = \$4,000.00? Why would SCCRTC grant this group that, in their own brochure admits that the costs of being a participant is "not for the financially challenged" such a large taxpayer subsidized site-seeing excursion? 2) What is the sustainability of having SUV's and other larger vehicles large and heavy enough to haul the trailers that carry the motorcars to Santa Cruz's rail line and consuming fossil fuels? What is the sustainability of the 1, 2, 4, 6 and 8 cylinder engines on the motor cars that will be operation for 8 hours on the rail line during the site seeing excursion? Will there be collateral support motor vehicles operating on county roads during this site seeing excursion? How much carbon emissions are acceptable to the SCCRTC on this site seeing excursion? 3) Where will the excursion enter the rail line, how far will they travel on the rail line, how long will they occupy the rail line? 4) How large, or how much revenue did the staff calculate that this activity would add to the area economy to justify the impact to the environment, and use of the taxpayer purchased and maintained rail corridor? 5) The staff recommends that the SCCRTC commissioners at this time vote to authorize further trips for in the future at a "reasonable fee." This leaves open questions about how many participants might be in these future trips, how long they might use the rail line, how far they may travel on it, and what rail cars might be placed upon the rail line. Also, do the commissioners feel comfortable delegating the fee to accessed to staff? I hope you consider these items in light of the fact that the citizens of Santa Cruz County have not been given access to a commuter rail line they've been committed by the SCCRTC to create and maintain. Further, the citizens have yet to be given access to even a primitive and temporary regional bike and pedestrian trail along this very same rail line. Does the SCCRTC now want to grant access to a special group that is "not for the financially challenged" for the sum of \$300.00?

From: Wayne Parsons
Sent: Wednesday, September 30, 2015 11:10 AM
To: info@sccrtc.org
Subject: New submission from Contact Form

Dear Sirs:

Operations of any kind are opposed by some local residents next to the Santa Cruz and Monterey Railroad. In May of 2013, when the golf cart size motorcars first operated there, a local resident spit in my face and yelled obscenities as we slowly rolled through a crossing at some mobile homes. That kind of opposition is too bad, because hobby operations of motorcars bring many good things to the area. First, economic gain comes to your area in the form of hotel and restaurant business when the group travels to the railroad. Second, our fees support the viability of the railroad itself. Rails to Trails probably get lots of support from the person who spat on me and who probably believes people walking is preferable to trains running. But, is it? A walking trail will surely mean more people looking into his mobile home back window. The commission might consider that rails AND trails have been very successful in many area; bringing the best of both interests. Third, when we have stopped on the near-by boardwalk, the presences of these pieces of railroad history have been well received by the public. Their surprise at finding us there and sense of wonderment is gratifying to behold. Please continue with your support of motorcar operations now and in the future events.

Thank You.

Wayne Parsons
Simi Valley, CA

From: Harry Fischer
Sent: Wednesday, September 30, 2015 11:27 AM
To: info@sccrtc.org
Subject: Motorcar excursion on October 10, 2015

Dear Mr. Mendez,

I am writing in support for the upcoming motorcar excursion on Oct 10, 2015. I have been in the hobby for a long time. I see the joy and happiness and curiosity it brings to everyone we meet. More over 99% of everyone we see is receptive to us. While I do understand the concerns of the few, we are in towns for a very short period of time and make a huge positive impact. On our inaugural run on May 5 and 6, 2013, the communities and Motorcar Operators West (MOW) received nothing but accolades and good press from the communities we rolled through. Our semi-annual to annual events on the Santa Cruz branch line bring a positive economical and joyous boost to all the communities we visit and positive press In addition, to the positive aspects MOW brings to each of these communities at large, the presence of these pieces of railroad history shows how the SCCRTC supports the greater good of the cities served. Please help the history of your communities' rail history with your support to motorcar operators west visit on October 10, 2015 and future events.

Sincerely Yours,

Harry Fischer,

Motorcar operators west member

From: Pat McDonald
Sent: Wednesday, September 30, 2015 12:42 PM
To: info@sccrtc.org
Subject: MOW/NARCOA railroad event approval

Dear Mr. Mendez:

As a member of both MOW (Motorcar Operators West) and NARCOA, a local resident and an owner of a Speeder, I am totally in support of the upcoming excursion on the Santa Cruz and Monterey Bay railroad line. I had the extreme pleasure of being on the two excursions in 2013 and on the one earlier in 2015 and they were awesome. I always invite local residents or visitors to ride along and enjoy our beautiful coast line in a very different mode of transportation. It is good for our community, as it brings in revenue not only to the government and to the railroad, but to many businesses that offer food, lodging and more. Especially in the off-season of the tourist industry, a nice boost to the local economy. Safety is always a number one priority on any MOW/NARCOA excursion, and they set extremely high standards for all participants. I urge the commission to approve the October 10th excursion and to authorize the Executive Director the ability to approve future events. And, I invite you to come and enjoy the ride with one of us! Regards,
Pat McDonald, Santa Cruz, A 95060

From: kjym
Sent: Wednesday, September 30, 2015 12:57 PM
To: info@sccrtc.org
Subject: re: Support of Motor Car Rail Operators

Att: Luis Mendez

On our inaugural run on May 5 and 6, 2013, the communities and Motorcar Operators West (MOW) received nothing but accolades and good press from the communities we rolled through. Our semi-annual to annual events on the Santa Cruz branch line bring a positive economical and joyous boost to all the communities we visit and positive press. Our members come from all over the state and benefit the Santa Cruz area motels, hotels, and restaurants. The fees our club pays help support the up keep and maintenance of the rail line and we are part of the Railroad history. Please help your community's rail history with the support to motorcar operators' west visit on October 10, 2015 and future events. As residents of over 50 years in Santa Cruz County, we enjoy riding the rails on the Santa Cruz Branch line. Thank You for your support.
Thomas and Kathleen Manoff , Santa Cruz, Ca.

From: JOHN BALDWIN
Sent: Wednesday, September 30, 2015 1:56 PM
To: info@sccrtc.org
Subject: SPECIAL MOW EVENTS ON THE FORMER S.P.R.R. TRAIN LINE IN YOUR AREA (SANTA CRUZ) COUNTY - CALIF -

Dear Mr. Mendez :
SCCRTC -

I should like to express my views to you regarding the discontinuance of motor car operations which will be placed before your Board for a decision .Please be advised I am disappointed that there are parties who oppose the very infrequent passage of motorcars over the railroad. Not only does the group bring revenue into your area, but it showcases a lovely part of our state to many of the guests from near and far. It would be worth your time to partake of a ride with Motor Car Operators West Members and see the smiles and waves from people as the little cars pass over the rails. Especially the children who have never seen such a sight before. I trust that your oversight group will find in favor of the events that have been planned, especially the run for Oct. 10th. Thank you for your boards consideration in the above matter.
John Baldwin, San Francisco

From: Dan Phipps
Sent: Wednesday, September 30, 2015 2:36 PM
To: info@sccrtc.org
Subject: motorcar event protest

Dear Mr. Mendez,
Please review the attached letter in support of the upcoming Motorcar Operators West event.
Thank you,
Daniel Phipps, concerned Motorcar Operators West member

September 30, 2015

Dear Luis Mendez,

It has come to my attention that an upcoming Motorcar Operators West event, October 10, 2015, is being protested for reasons which I have not been informed. We are awash, as a society, in special interest groups promoting intolerance and arguing to remove rights and personal freedoms at every turn in the line. In my view, excluding a group of rail hobbyists from perusing their well-organized event on a legitimate rail corridor, sanctioned by the railroad operator, as no less than another form of discrimination against a small group with an interest other than that of the protestor.

Possible objections to our use of this rail corridor may be possible noise from motorcar exhaust. Our motorcars have engines smaller, less powerful and far quieter than most motorcycles and many high performance cars. Where is the cry to exclude motorcycle riders and high performance car owners from the county's roadways? Congestion may be an issue, however; we do not occupy county roadways. We cross roadways at controlled grade crossings, with added safety flaggers, in small groups of five cars, allowing traffic to proceed between groups. If traffic congestion is the concern for protest, where is the cry to ban automobiles, motorcycles, bicyclists or even pedestrians from the streets?

Our club members are respectful of railroad property and all the land we travel through, which is more than can be said for some of the citizens trespassing on this corridor, leaving refuse, debris, graffiti, and the remains of homeless camps along the line in many places. Where is the cry to exclude these people from using and defacing the railroad property?

Our participation in this event benefits the county financially. We buy hotel rooms, purchase restaurant meals, purchase gasoline and diesel fuel for our towing vehicles, as well as other services during our visit. We return home to many places in the western states, and share our experiences with friends and neighbors who may wish to make this county their destination on a future vacation. Should we be excluded from the mass of tourists visiting the county every day only because our form of recreation does not fit the protestor's definition of acceptable recreational use for this corridor?

The Motorcar club has held events on this line in the past, which have been well received by most people we have encountered along our travels. It is my concerned hope that the SCCRTC members see beyond the protest to the positive benefits to the community and local businesses we patronize while perusing our recreational choice, which is unusual and surely different from those of the protestor. I believe our group of members is a very positive influence wherever we travel, and we promote good will while enjoying the beauty and sights along the lines we travel.

I appeal to your sense of fair treatment of all divergent groups, and not exclude us from contributing to and enjoying the natural beauty of the communities and scenic vistas we travel through within the SCCRTC's jurisdiction.

Sincerely,
Daniel M. Phipps, Concerned member of Motorcar Operators West

been with the agency for four years and has contributed her analytic and technical skills to wide variety of projects including Freeway Service Patrol, Cruz 511, Monterey Bay Sanctuary Scenic Trail and others.

Also congratulations to Brianna Goodman who has been hired as a Planner Technician, half-time. Brianna has worked as an intern at the RTC the past two summers, and is completing her Masters degree in Transportation Technology and Policy from UC Davis. Brianna has worked five years in a local architectural office and brings a skill set including design, graphics, mapping and survey design.

Watsonville Office Closing

Under agenda item #24 today, staff is proposing closing our field office in Watsonville. This results in a savings of \$6,000 per year. The lease expires in December 2015. We established the Watsonville field office a few years ago in an effort to provide to the Watsonville community better access to information and services of the RTC. Staffing has been about half time. In the years that the RTC has maintained the Watsonville office, there has been very little walk-in traffic. Much of the information and services provided by the RTC are available through the internet or by phone. Staff remains committed to staying fully engaged with the South County community.

Rail Line updates-

New Signs – “No Trespassing” signs are being posted at critical points along the rail line, including near taller bridges where safety is a special concern.

Car Storage – Iowa Pacific Holdings has notified staff they will be storing freight cars on the north end of the line, on trackage still owned by Union Pacific near the old cement plant. This means that freight trains will be running over the length of the line as the cars are brought in. Everyone is reminded to expect trains to appear at any time and to observe safety precautions when crossing the right of way. As details become known, staff will notify Commissioners.

Legislation

Even after a special session and many proposals to provide some new funding to maintain the state highways and local streets and roads, the legislature has failed to pass one bill to that effect. Time is running out, and it is unclear what anyone can expect to come out of this session.

Mr. Zondero

Santa Cruz County
MetroLink
a proposal

August 2015

Howard F. Sosbee
1400 Weston Ridge Road
Scotts Valley CA, 95066
831 335-8401
hts@sosbee.com

MetroLink

MetroLink is the working title of a proposed Santa Cruz County public transit system based on the Union Pacific rail corridor, consisting of electric trolley cars running at frequent intervals on the track with electric-powered shuttle buses running at frequent intervals along principal arteries of the population centers, acting as feeder lines to bring passengers from the neighborhoods to the streetcar line.

This proposal is being presented at this particular time in the hope of demonstrating a viable alternative mode of passenger rail service for Santa Cruz County.

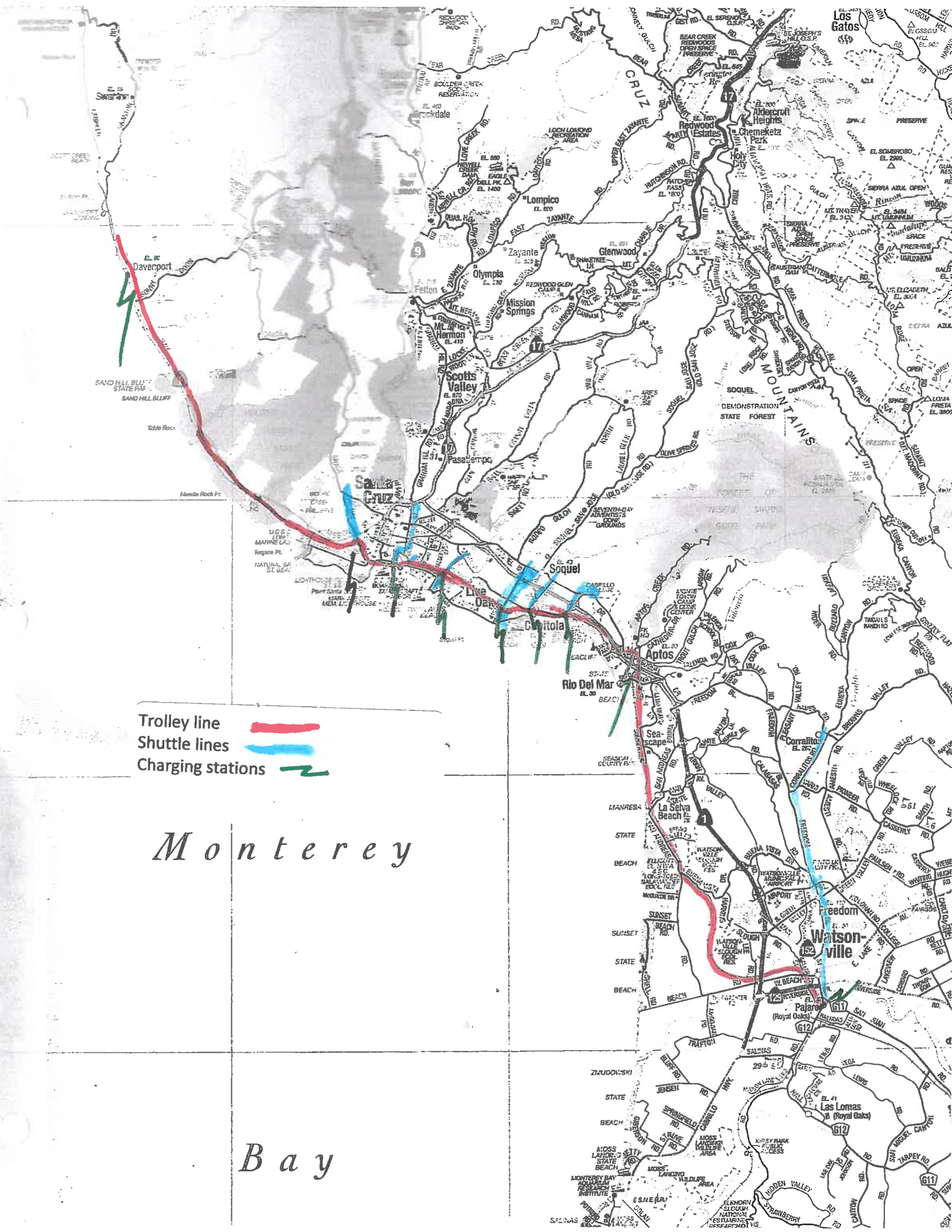
Nothing in this proposal is new. There is nothing that has not been done before except, possibly, the electric powered shuttles. The trolley car is 200-year-old technology, and the financial methods are in a daily use throughout the financial world.

Overview

To visualize the MetroLink system, get a street map of Santa Cruz County and with a red sharpie, mark the entire route of the rail corridor from Watsonville to Davenport. Then get a blue sharpie and draw in every cross street that intersects the rail line in the heavily-populated areas. The electric trolley cars would run on the red line, and the electric powered shuttle buses would run on each blue line.

The red line would also serve as a graphic representation of the Monterey Bay Scenic trail section covering Santa Cruz County. The trail could be built in the same right-of-way as the rail because trolley cars, bicycles, and pedestrians all share the same space without safety or right-of-way problems, as is done throughout the world and has been done for generations.

Also, at each intersection where the shuttle buses load and unload passengers from the trolleys, there would be a charging station for electric automobiles which would recharge the shuttle bus batteries as well as privately-owned electric vehicles (for a fee).



Trolley line —
 Shuttle lines —
 Charging stations ⚡

Monterey

Bay

Organization

MetroLink is founded upon three critical public/ private partnerships (the "partners"):

PG&E

Installs, maintains, and owns the power line and charging stations

Railroad Company (to be selected)

Maintains the track itself in top condition on a contract basis

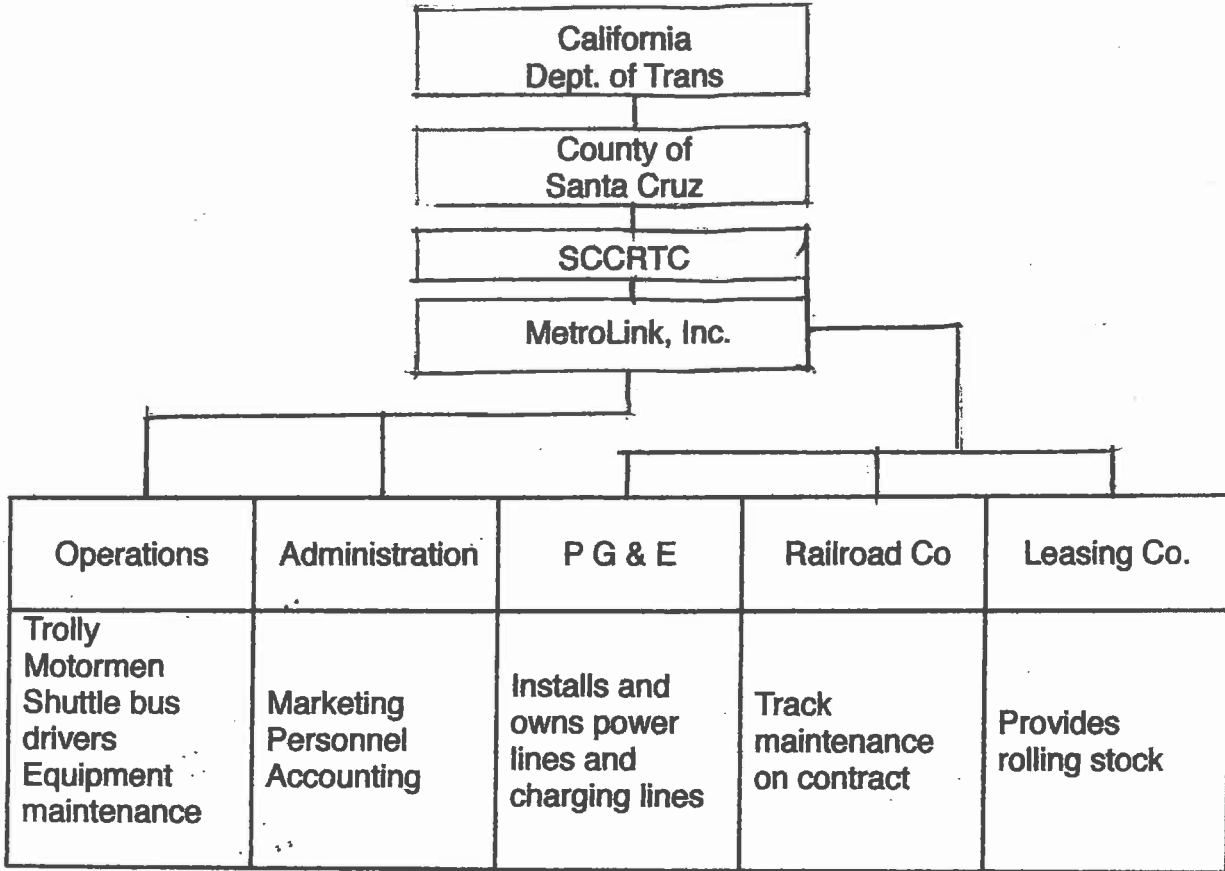
Leasing Company (to be selected)

Provides rolling stock (trolley cars and shuttle buses) on a long term lease basis

MetroLink Inc.

Manages all relations with the "partners" and all administrative and operations functions of the Corporation

**MetroLink
Organization Chart
(proposed)**



Process

If the SCCRTC does indeed select MetroLink, they should pass a resolution declaring it to be the chosen mode for the rail/ trail, and the intention to establish the MetroLink system **without the use of any public money.**

The next step would be to recruit an organizing committee of persons of means and influence who would form the basis for a Board of Directors of MetroLink, Inc., supply seed money to complete the incorporation, and prepare for a public stock offering.

In the meantime, the TRAIL could be developed at its own pace without concern for any potential conflict with the RAIL since pedestrians, bicycles, and trolleys are fully compatible, using the same rights- of-way all over the world.

Operation

Old technology: safe, simple, low-cost trolley cars running at frequent intervals (hopefully 20 minutes or less) on the U P line with stops at all cross streets to load and unload passengers from electric powered shuttle buses which, in turn, run the full length of each cross street picking up and dropping off passengers, and timed to meet the trolley as it comes by. Radio contact between the trolley motorman and the electric shuttle drivers facilitates coordination.

Notes

Public stock offering (IPO)

Purchasers of substantial blocks of stock, say \$10,000, should be given lifetime passes. Purchasers of smaller blocks, say \$1000, would earn a one-year pass; \$100 a one-month pass, etc.

A robust marketing campaign for the IPO would create a strong stimulus for initial ridership. Everything from a steady stream of progress reports in the local media to doorknob hangers, "free ride days", etc. could be exploited with heavy reliance on volunteers.

Bear in mind that few people in this county know, or even care, much about mass transit. Santa Cruz County, as in so much of America, is a community designed for the automobile. In fact, much of the negative op-eds and letters have focused on the potential diversion of road and highway money. Actually, MetroLink is a totally self-funding operation utilizing no public money and presents no conflict with road and highway planning or operation.

Thousands of potential riders will get their first inkling of the MetroLink potential from the IPO promotion activities.

Added services

All trolleys would be configured to carry bicycles. Special trolleys could be configured to accommodate surfboards in order to run surfing specials to Davenport from the Boardwalk.

Whale watching and surfing specials could be run between the AM and PM rush hours to maximize utilization of the track. Every other trolley from Watsonville in the AM, and from the Boardwalk in the PM, could be an express car with limited stops.

Regular shuttle service on the "UCSC loop" could stop at the Bay Street gate, while every other shuttle bus on that line would make the entire circle around the campus.

Commentary 8-1-15

All aboard: Rail and trail is the best use for corridor

By Bruce Sawhill
Special to the Sentinel

There is a large groundswell for rail service in Santa Cruz County, judging from almost 4,000 responses received by the Regional Transportation Commission in relation to their recent Rail Feasibility Study. This letter paints a picture of what rail service could be, loosely inspired by the RTC's Rail Feasibility Study. Technical issues were addressed in a previous editorial.

Imagine being on the Westside of Santa Cruz and deciding to meet friends in Capitola after work for a celebratory dinner at a nice restaurant. It's rush hour on a weekday and you almost nix the idea, dreading the traffic grind.

Instead, you walk six blocks to board a tram from a simple platform on the Westside of Santa Cruz and step off in Capitola 20 minutes later for dinner, not having to find parking in the village or having to forego drinks with dinner be-

cause you have to drive afterward. Riding home, you enjoy the moonlit ocean from the Capitola trestle.

Imagine you are a Cabrillo College student living in Seabright with friends. You roll your bicycle aboard the tram in Seabright and get off at a station that accesses Cabrillo College via a pedestrian/bike overpass over Highway 1, arriving on time for class because you always know how long the trip will take and you don't have to worry about the vagaries of finding parking or negotiating Highway 1.

After class, you ride your bike on the rail trail to Aptos Village to join friends for a bike loop in the Forest of Nisene Marks State Park and then decide to take the tram home because you're tired and didn't plan on night riding.

We at Friends of the Rail and Trail believe that the highest and best use of the rail corridor is for both rail and trail. Any plan that involves ripping out the tracks is shortsighted and

We at Friends of the Rail and Trail believe that the highest and best use of the rail corridor is for both rail and trail. Any plan that involves ripping out the tracks is shortsighted and limited because all of the transportation modes outlined above

limited because all of the transportation modes outlined above augment each other. Eventually the 32-mile paved trail will go all the way from Watsonville/Pajaro to Davenport. Frequent streetcar-type rail service would cover a shorter distance than the trail, serving the congested portions of the county.

Utilizing the corridor for both rail and trail covers trips of many different lengths. Typically, walking is for trips up to two miles, cycling up to five miles, and rail for even longer trips. Since most car trips are less than five miles, a multi-use corridor could eliminate many car trips. It is especially beneficial for the elderly and the

a suitable vehicle is the Alstom Citadis Dualis. These vehicles have low floors to allow seamless access for bicycles and wheelchairs. Stations would be very basic, a platform with a shed roof and bike lockers.

Providing improved access to Cabrillo and UC Santa Cruz is critical, as the two institutions are used by almost a fifth of the adult population in the county. The rail vehicles could coordinate with Metro buses at Bay Street and have a pedestrian/bike-over- or underpass across Highway 1 to the Cabrillo campus. Tickets, passes, and schedules would be coordinated and unified.

It is time to build a transportation future for our county that is sustainable, social, and egalitarian. "All aboard!" for a rail with trail system that will serve our community well into the next century.

Bruce Sawhill lives in Santa Cruz. He is chair of the Santa Cruz County Friends of the Rail and Trail.

How to have your say: The Sentinel welcomes your letters to the editor. Letters should be no more than 150 words. Letter writers should include their full name as well as a street address and telephone number for verification purposes. We're not interested in letters attacking anyone else or in letters that aren't factual. Submit online at SANTACRUZSENTINEL.COM/SUBMITLETTERS.

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to: Mr. George Dondero,

Had I been able to attend the September 3 meeting of the RTC, I would have offered the following comments in support of the MetroLink proposal. MetroLink may appear complex on the surface but it really is quite simple. Every aspect of the process of getting it done goes on every day all over the world. It is important that the naysayers of rail passenger service, those who are so afraid of a TRAIN, should be made aware of MetroLink advantages:

1. Saturation coverage

The location of the rail line itself plus the large number of neighborhood streets which intersect the line, makes it possible to obtain a degree of market saturation impossible with regular bus routes.

2. Privately funded

MetroLink avoids the uncertainty of taxpayer funding by using conventional financing.

3. Earlier completion

By avoiding the "chutes and ladders" of public funding, rail service can be available much sooner, and trail work can start immediately.

4. Added revenue sources

MetroLink rolling stock could serve double duty in support of community and commercial events.

5. Freeway/expressway comparisons irrelevant

MetroLink is designed to provide public transportation for those in Santa Cruz County who are unable to drive an automobile for any one of a number of reasons. It is not designed to "get people out of their cars". It's designed for people who do not have cars.

6. Advantage trail

MetroLink is completely compatible with pedestrian and bicycle traffic. If the RTC commits to a MetroLink-type system, planning and construction of the trail can begin immediately without concern for the shortcomings of a train.

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