

Unified Corridor Investment Study - Final Report

All comments received (January 09, 2019 - January 16, 2019)

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INPUT FROM PARTNER AGENCIES

January 09, 2019 – January 16, 2019



Regional Transportation Planning Agency • Congestion Management Planning
Local Transportation Commission • Monterey County Service Authority for Freeways & Expressways
January 15, 2019

Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Subject: Unified Corridor Investment Study Comments from TAMC

Dear Chair Botorff and Members of the Commission:

The Transportation Agency for Monterey County (TAMC) supports the consideration of alternatives such as passenger rail service, excursion rail service, freight rail service, and a bike and pedestrian trail along the Santa Cruz Branch Rail Line (SCBRL) in the preferred scenario of the Unified Corridor Investment Study, as they are consistent with our plans for rail service on the Central Coast and the Monterey Bay Sanctuary Scenic trail.

TAMC is moving forward with a project that will provide residents and visitors the option of traveling by rail to and from Monterey County. The Monterey County Rail Extension Project will extend passenger rail service from Santa Clara County south to Salinas, passing through Pajaro, where the rail line connects to the Santa Cruz Branch Rail Line. The first phase of the Monterey County Service Extension is underway and includes construction of a multimodal transportation hub in Salinas. Phase 2 includes construction of a station at Pajaro. TAMC also owns the Monterey Branch Rail Line that preserves the opportunity for providing passenger rail service to the Monterey Peninsula in the future.

TAMC is also moving forward to develop a Monterey Bay Area Rail Network Integration Study, which will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area by determining the optimal options for: rail connectivity and operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor. This study will also assist the Transportation Agency by providing the data needed to prepare grant applications for funding new stations, including a station at Pajaro/Watsonville.

Implementation of passenger rail service along the Santa Cruz Branch Rail Line with a connection to Monterey County rail services at Pajaro would provide Monterey Bay Area residents, businesses and visitors with improved access and mobility, social equity, environmental stewardship, and economic benefit.

Sincerely,

for Debra L. Hale
Executive Director

CC: Guy Preston, Executive Director, RTC

INPUT FROM COMMUNITY GROUPS

January 09, 2019 – January 16, 2019

From: Janneke Strause

Sent: Wednesday, January 16, 2019 10:14 AM

To: Ed Bottorff <ebottorff167@yahoo.com>; john.leopold@co.santa-cruz.ca.us; Ryan Coonerty <ryan.coonerty@santacruzcounty.us>; Randy Johnson <rlj12@comcast.net>; Cynthia Chase <cchase@cityofsantacruz.com>; openup@cats.ucsc.edu; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; Trina Coffman <trina.coffman@cityofwatsonville.org>; Zach Friend <zach.friend@santacruzcounty.us>; Guy Preston <gpreston@sccrtc.org>; Regional Transportation Commission <info@sccrtc.org>

Cc: tony.gregorio@santacruzcounty.us; Andy Schiffrin <andy.schiffirin@santacruzcounty.us>; darothwel@cabrillo.edu; david.reid@santacruzcounty.us; ladykpetersen@gmail.com; Patrick Mulhearn <patrick.mulhearn@santacruzcounty.us>; Lowell Hurst <lowell.hurst@cityofwatsonville.org>

Subject: Please support bike improvements in the Unified Corridor Study

Dear Chair Bottorff and Commissioners,

Please see the attached letter for Bike Santa Cruz County's comments on the staff recommendation for agenda item 20: Unified Corridor Investment Study.

Thank you!

Janneke Strause

Executive Director

Bike Santa Cruz County

333 Soquel Ave.,

Santa Cruz, CA 95062

(831) 425-0665

bikesantacruzcounty.org



January 9, 2018

Chair Ed Bottorff
Santa Cruz County Regional Transportation Commission
1523 Pacific Ave
Santa Cruz, CA 95060

Re: Support Bike Improvements with Big Impact

Dear Chair Bottorff and Commissioners,

In today's divisive political climate, there's one thing we can all agree on: we need better bike infrastructure across Santa Cruz County and we need it now. To make a real difference in reducing transportation-caused CO2 emissions, we must make decisions that will benefit generations to come. Bike Santa Cruz County urges you to build the rail trail without delay, prioritize protected bike lanes on Soquel Drive and Freedom Blvd, and preserve the tracks and bring the community more information about passenger rail.

Build the Rail Trail without delay

The Monterey Bay Sanctuary Scenic Trail (MBSST) is a major infrastructure project that will have a profound impact on Santa Cruz County residents. If our community is serious about reducing our impacts on climate change, we must build infrastructure that provides a safe and comfortable route for cyclists of all ages and abilities. The Rail Trail will be our only cross-county route completely separate from motor vehicle traffic and while we delay construction of this facility, cyclists continue to be at the mercy of motorists on our County's roads.

Prioritize protected bike lanes on Soquel Ave./Dr./Freedom Blvd.

Soquel Drive/Freedom Blvd. has been termed a high injury corridor by the Santa Cruz County Health Services Agency in their 2017 Traffic Violence in Santa Cruz County report. Protected bike lanes have a physical separation between the bike lane and vehicle lane in contrast to a buffered bike lane that merely has paint. Protected bike lanes provide the physical separation needed to prevent collisions and because Soquel Dr./Ave./Freedom Blvd. is a high-use cross county route for cyclists, the minimal investment would create a significant return. Please prioritize protected bike lanes on Soquel Ave./Dr./Freedom Blvd and update the language in the Resolution accepting the Unified Corridor Study as follows:

WHEREAS, the Unified Corridor Investment Study identified benefits from protected ~~buffered~~ bicycle lanes and intersection improvements on Soquel/Freedom to improve safety and access, reduce greenhouse gas (GHG) emission, and provide equitable transportation options;

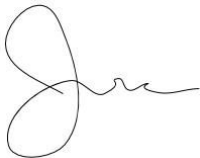
Bring the community more information about passenger rail

Transit in the rail corridor will provide a significant benefit for cyclists in Santa Cruz County by allowing those living a car-free or car-light life to travel further distances. Passenger rail has been shown to be a sustainable option with convenient transit times and bicycle storage capacity. The Unified Corridor Study provided compelling evidence to show passenger rail is a viable option for our community. Additionally, building the trail as designed in the MBSST Master Plan is the fastest way to build the trail. Please build the trail as planned in the MBSST Master Plan and bring the community more information about passenger rail by developing a preliminary design and conducting environmental review.

In addition to the infrastructure projects outlined above, Bike Santa Cruz County supports encouragement and education programs in order to support a growing population of cyclists. Some of those programs include an integrated county-wide bike share system, bike safety education in schools, enforcement of the rules of the road, long-term bike parking at transit stations, and bike repair stations along the Rail Trail.

In summary, Bike Santa Cruz County challenges you to think about how bikes can solve our transportation issues. The Intergovernmental Panel on Climate Change report calls for drastic action and implementing major infrastructure projects that improve bicycling in Santa Cruz County is a drastic action with an immense benefit to our climate and our cycling community. We urge you to please build the rail trail without delay, prioritize protected bike lanes on Soquel Ave./Dr./Freedom Blvd, and preserve the tracks and bring the community more information about passenger rail.

Sincerely,



Janneke Strause
Executive Director
Bike Santa Cruz County
director@bikesantacruzcounty.org

From: Brian Peoples

Sent: Wednesday, January 16, 2019 7:42 AM

To: Regional Transportation Commission <info@sccrtc.org>

Cc: Zach Friend <BDS022@co.santa-cruz.ca.us>; 'Patrick Mulhearn'

<Patrick.Mulhearn@santacruzcounty.us>; Guy Preston <gpreston@sccrtc.org>; Bud Colligan; Miles Reiter; Manu Koenig; joex ; ryan ; Robert Stephens ; Robert Quinn ; Buzz & Jennie AndersonJohn Leopold <John.Leopold@santacruzcounty.us>; rlj12@comcast.net; ebottorff167@yahoo.com; jbertrand@ci.capitola.ca.us; cchase@cityofsantacruz.com; openup@cats.ucsc.edu; bruce.mcpherson@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; trina.coffman@cityofwatsonville.org; Alex Clifford <AClifford@scmttd.com>; Barrow Emerson <BEmerson@scmttd.com>; Sandy Brown <sbrown@cityofsantacruz.com>

Subject: 10 Reasons to Delay approval of Tourist Train over Highway 1/Trail

Please accept this as comments to RTC Jan 17 meeting.

From: Trail Now

Sent: Wednesday, January 16, 2019 7:37 AM

To: Brian Peoples

Subject: 10 Reasons to Delay approval of Tourist Train over Highway 1/Trail

The vote for the train over widening Highway 1 and building a world-class trail NOW is Thursday, 9 am at 701 Ocean Street, Santa Cruz. Comments can be emailed (info@sccrtc.org) in until noon today and an estimated time to make comments in person would be 10:30 am. Ten reasons to delay vote:

- RTC Staff has NOT directly communicated with California Transportation Commission (CTC) staff on Proposition 116 fund requirements, so there is unclarity in how, when and how much funds would need to be returned to use Coastal Corridor for any other option than a train.
- Highway 1 Tier I/II project is at a point where our community can get Self-Help County funds and SB1 funding. Prioritizing the train over Highway 1 widening investment sends the wrong message to CTC (CTC Staff told Trail Now). According to CTC Staff, Santa Cruz is in an excellent position to get Highway 1 Tier I funding (widening to Larkin Valley Road) and will not "compete-well" for train funding.
- Proposition 116 funding for a train is a "trojan horse" to our community. Delaying addressing Proposition 116 requirements will increase cost to Santa Cruz taxpayers

because returning funds is based on market-value of property. As RTC clarifies property boundaries, the value of the property will get to such a high level, community will not be able to return funds.

- Tourist train to Davenport funded with \$15M of Measure D funds is unacceptable.
- Minnesota excursion train operator license agreement will have major negative impact on North Coast farmers.
- Fastest way to get North Coast Rail Trail built is to work with Farmers on a collaborative plan.
- \$10M in Federal Grant funds for North Coast Rail Trail will be lost if tourist train is funded to Davenport.
- Climate change is a real thing and allowing the Coastal Corridor to remain CLOSED for decades while operating fossil-fuel tourist trains does not align to Santa Cruz philosophy.
- Aptos Village will continue to have major traffic congestion with Parade Street not connecting to Soquel Drive.
- There are three (3) main corridors (Highway 1, Soquel, Coastal) for transit across the county. Coastal Corridor needs to be opened TODAY to give locals an alternative and help break the traffic crisis.

From: Mark Mesiti-Miller

Sent: Wednesday, January 16, 2019 7:32 AM

To: 'Ed Bottorff' <ebottorff167@yahoo.com>; john.leopold@co.santa-cruz.ca.us; 'Zach Friend' <zach.friend@santacruzcounty.us>; 'Ryan Coonerty' <ryan.coonerty@santacruzcounty.us>; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; 'Randy Johnson' <rlj12@comcast.net>; trina.coffman@cityofwatsonville.org; 'Cynthia Chase' <cchase@cityofsantacruz.com>; openup@cats.ucsc.edu

Cc: tony.gregorio@santacruzcounty.us; 'Lowell Hurst' <lowell.hurst@cityofwatsonville.org>; 'Patrick Mulhearn' <patrick.mulhearn@santacruzcounty.us>; ladykpetersen@gmail.com; david.reid@santacruzcounty.us; darothwel@cabrillo.edu; 'Andy Schiff' <andy.schiff@santacruzcounty.us>; Guy Preston <gpreston@sccrtc.org>; Regional Transportation Commission <info@sccrtc.org>

Subject: Support Passenger Rail Transit and Authorize Phase 2 of Progressive Rail Contract

Greetings Chair Bottorff and Commissioners,

Please see attached letter urging you to support Passenger Rail Transit and authorize Phase 2 of Progressive Rail Contract.

If you have 28 seconds, here is a link to an inspiring video clip titled *“Free Yourself from Traffic”*: <https://youtu.be/-cebz-DYmHs>

Thank you for your time and service to our community.

Mark

Mark Mesiti-Miller, P.E.

(831) 818-3660

Board Chair, Santa Cruz County Friends of the Rail and Trail

Build the Trail – Keep the Rail

www.railandtrail.org

Imagine – 4 min video: <https://youtu.be/qe3gRU-bpWY>

Top 10 Reasons to Build the Rail Trail ASAP – 80 sec video: <http://tiny.cc/TopTenReasons>

INSERT LETTER

"\\RTCSERV2\\Shared\\UnifiedCorridorsStudy\\PublicParticipation-GBCL_GDYCheckInitialedFiles\\PublicComments\\Comments 2018Sept - 2019Jan\\Input from Orgs\\20190116_FORT.pdf"



Build the Trail – Keep the Rail

January 16, 2019

Santa Cruz County Regional Transportation Commission

1523 Pacific Avenue

Santa Cruz, CA 95060

**Re: Unified Corridor Investment Study
Support Passenger Rail Transit and Authorize Phase 2 of Progressive Rail Contract**

Greetings Chair Bottorff, Commissioners and Commissioner Alternates:

After years and years of study, public workshops and hearings, our community can finally and confidently move forward to Build the Trail, Keep the Rail and begin the process of figuring out the best possible passenger rail transit to implement on the rail corridor. Friends of the Rail & Trail fully supports the staff recommendations with one minor exception explained below.

We are pleased the resolution before you clearly resolves to “Protect the rail right-of-way for a high-capacity public transit service and facilities next to a bicycle and pedestrian trail, and continue to consider passenger rail service options on the rail right-of-way consistent with Prop 116 requirements.” However, because the preponderance of data in the Unified Corridor Investment Study clearly demonstrates the superiority of Passenger Rail Transit over Bus Rapid Transit (BRT), we urge the Commission to state a preference for Passenger Rail Transit and dispense with any further alternatives analysis outside of the CEQA process. While our previous correspondence details the many advantages of Passenger Rail Transit, here are the top five:

- Rail transit **will attract 75% more passengers** than BRT
- Rail transit travel times **will be 35% faster** than BRT during the morning rush ‘hour’
- Rail transit **will result in an overall 25% increase in public transit use** than BRT
- Rail transit **is eligible for substantial state funding** for design and construction
- Rail transit **uses the entire corridor, thereby preserving the corridor** for all future uses

Stating a preference now for Passenger Rail Transit **saves precious time and taxpayer money** and moves us toward a more sustainable, more equitable transportation future ASAP.

The strongest way the Commission could demonstrate a commitment to use the rail corridor for high-capacity public transit service would be to follow staff’s second recommendation and grant the St. Paul & Pacific Railroad a license to provide excursion services on the rail line. Doing so would have many advantages including:

- **Allows the very popular Rail Trail to be completed ASAP**
- Unequivocally **protects the rail right of way** and all associated easements
- **Keeps the Measure D promise** to maintain the rail line
- **Saves millions of dollars by shifting the cost of maintaining** the rail line to a private party



- **Avoids \$41 million expense** of removing the tracks
- **Avoids time consuming and expensive property rights litigation**
- **Provides car-free access** to parks, beaches and other destinations along our coast
- Will get residents and visitors out of cars, off our streets and enjoying the rail line
- Will create additional local jobs and increase revenue to the County

Let's do this. The community has been waiting a very long time for the Rail and Trail, has demonstrated their support for Rail and Trail when they voted for Measure D which dedicated 25% of funds be spent on the Rail and Trail and, last but not least, we are rapidly running out of time to address global warming.

Do not delay this decision and **do not delay the Rail Trail any longer.** Let's get to work on the best possible future for us and all those who will follow behind us.

Respectfully submitted,

Mark Mesiti-Miller, P.E.


Board Chair, Santa Cruz County Friends of the Rail and Trail

Professional Civil Engineer

35 year resident of the City of Santa Cruz

cc: Guy Preston, RTC Executive Director
Board of Directors, Friends of the Rail & Trail

From: Nancy Macy
Sent: Tuesday, January 15, 2019 9:13 PM
To: UCS <UCS@sccrtc.org>
Subject: Comments on Unified Corridor Investment Study



Nancy Macy, Chair
Environmental Committee
for the SLV
Valley Women's Club
www.valleywomensclub.org



Environmental Committee for the SLV
VALLEY WOMEN'S CLUB of San Lorenzo Valley
PO Box 574, Ben Lomond, CA 95005
831/338-6578
www.valleywomensclub.org

January 10, 2019

Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Commissioners,

We were disappointed that Measure D held such a pittance for bus transportation, with such a very limited focus for the funds, thus allowing continuing reductions in service as with south Felton, rather than improving and expanding service in a way that would increase ridership. Every successful bus system has regular buses along main road corridors, more buses, and more routes. We strongly feel that a vibrant county-wide bus service, providing *frequent, reliable, extensive service*, with a multi-faceted, carrot-and-stick program to promote the use of these buses to bring commuters, visitors, shoppers and tourists out of their cars.

Providing bus-on-the shoulder lanes on Hwy 1 would be an important aspect of such a plan.

The rail corridor has options that would support such a program as well.

Massive improvement of busing, to assure that it is an enticing alternative to driving a car, is only one of the options other than undertaking the piecemeal widening of further sections of Hwy 1.

We hope you will reconsider the expansion projects for Hwy 1, since once constructed they will, within a few years, exacerbate the very congestion they seek to relieve, by increasing the number of cars on the road; it will also exacerbate climate change by

encouraging the driving of cars rather than encouraging other modes of transportation. Studies have demonstrated that these two problems are real, and truly undermine the rationale for spending millions of dollars on widening for a few years of benefit.

There are many examples of other cities and counties in the US, and of cities in other parts of the world that have been grappling with the same issues of congestion and its resulting pollution and energy consumption. And there are examples of things that have been tried and proven effective that we are not doing. What ideas are being discounted that could improve the situation with less cost and less disruption? Should they not have been included as potential alternatives that would reduce congestion?

Knowing that you feel that the expansion projects should be undertaken, in spite of the many months and years they will take to complete, the removal of so many mature, healthy trees, the disruption of various riparian areas, and the many other environmental impacts delineated in the NOP, we must point out that approving the Resolution that determines this action is exempt from CEQA is shortsighted. Not only will the projects have significant, site specific environmental impacts that have not been recently examined thoroughly, thus calling for an EIR, but such an EIR (assuming the projects go forward) would potentially improve the project design by updating the existing reports so there would be a more complete and current understanding of the potential problems.

We hope that you will revisit the CEQA exemption and reconsider the expansion projects so that funds would be available for alternative solutions and vastly improved public transportation.

Respectfully Yours,

Nancy Macy, Chair
Environmental Committee for the SLV

From: Piet Canin

Sent: Tuesday, January 15, 2019 4:58 PM

To: Grace Blakeslee <gblakeslee@sccrtc.org>; Ginger Dykaar <gdykaar@sccrtc.org>; UCS <UCS@sccrtc.org>; John Leopold <john.leopold@santacruzcounty.us>; bruce mcpherson <bruce.mcpherson@co.santa-cruz.ca.us>; Gine Johnson <Gine.Johnson@santacruzcounty.us>; Patrick Mulhearn <Patrick.Mulhearn@santacruzcounty.us>; Zack Friend <zach.friend@co.santa-cruz.ca.us>; Allison Endert <Allison.Endert@co.santa-cruz.ca.us>; Ryan Coonerty <Ryan.Coonerty@santacruzcounty.us>; Mike Rotkin <openup@ucsc.edu>; jacques bertrand <jacques.bertrand@sbcglobal.net>; Sandy Brown <sbrown@cityofsantacruz.com>; greg.caput@co.santa-cruz.ca.us; ebottorff167@yahoo.com; trina.coffman@cityofwatsonville.org; rlj12@comcast.net; David Reid <david.reid@santacruzcounty.us>; cchase@cityofsantacruz.com

Subject: Ecology Action's final comments on UCS

Dear RTC Commissioners,

Please find attached Ecology Action's comments on the final draft UCS preferred scenario for your January 17th meeting consideration.

Thank you.



Piet Canin | Vice President Transportation

Ecology Action | EcoAct.org



January 15, 2019

Ed Bottorff
Chair
SCC Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Chair Bottorff,

Ecology Action (EA) appreciates the RTC staff and consultants for their work on the Unified Corridor Investment Study (UCS). Given that the recent Intergovernmental Panel on Climate Change (IPCC) report says we must pursue "rapid, far-reaching and unprecedented changes in all aspects of society" to drastic cutback GHG emissions, EA requests the RTC staff prioritize high impact carbon minimizing strategies such as more emphasis on electrifying transportation while also increasing investments in active transportation and transit. We also believe focusing staff and funding resources on climate solution projects and programs that can be implemented in the next 1 to 7 years is crucial for turning back the tide of increasing GHG emissions. Although programs vs projects, don't have as great an impact on climate change these programs take advantage of what is available now and can be implemented immediately rather than taking years.

Ecology Action supports the RTC staff's preferred scenario as it advances active transportation and public transit projects while calling out support for worksite carpool, vanpool and telecommute programs, EV, motorist and bike safety education. We agree with RTC staff's assertion that state and federal transportation funds for highway capacity increasing projects are limited and we believe these projects run counter to minimizing our community's carbon footprint.

EA requests the following modifications to improve the RTC Preferred Scenario:

Protected bike lanes on Soquel/Freedom Corridor: Protected bike lanes (i.e. having a physical barrier that separates bicyclists from motorists) in high crash locations be included and budgeted.

EV Education and Market Acceleration: There is a dearth of public funding for consumer education and market acceleration solutions for EV ownership/leasing which is the easiest way for most people to drastically reduce their GHG emissions. The UCS states that EV adoption is the highest impact method for reducing GHG emissions from transportation. This is especially true now that Monterey Bay Community Power is providing carbon-free electricity to Santa Cruz. Please provide a program details and budget for this EV education and market acceleration.

Employer based sustainable transportation education and encouragement: a proven strategy for helping to reduce high impact commuter peak traffic is to work with employers to encourage and support their employees to reduce their drive alone commuter trips. Work with employees to move them to carpooling, telecommuting, transit, biking and walk. Santa Cruz County needs greater investment in this initiative that can generate results in the next few years while capital projects will take 5 to 15 years to implement.

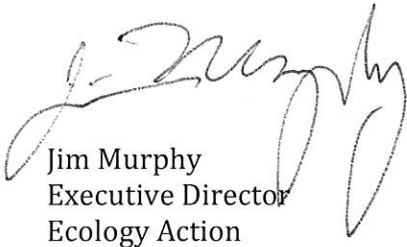
Train electrification: The passenger rail service is priced for diesel trains, but the public voiced a preference for electric trains during the 2015 passenger rail feasibility study. Electric trains cost more than diesel powered transit but emit less GHG emissions.

Trail in rail corridor over Capitola Trestle: The UCS indicates that the trail will be diverted off the rail corridor onto streets through Capitola Village. Clarify the cost and estimated timeline for building the Rail Trail (separate from car traffic) across Soquel Creek.

Given that many in the community have focused on the UCS's Rail Trail vs. Trail Only analysis, EA recognizes the benefits of Trail Only as it would allow for a wider trail, as documented by the UCS, therefore better separating faster moving ebikes and cyclists from slower moving walkers and kids on bikes, would generate more bike and pedestrian trips and cost less. However, the Trail Only approach lacks a transit option in the corridor, would take many years to undo current policy, requires returning rail funds, and faces uncertain litigation due to property rights and reversal of policy so Ecology Action supports keeping the RR tracks in place and retaining the option for public transit in the corridor.

Ecology Action supports the preferred scenario due to the sustainable transportation projects and programs that will do the most to serve the varied transportation needs of our community while improving quality of life, environmental and individual health, and shrink our carbon footprint by reducing our dependence on drive alone gasoline fueled car trips.

Thank you for your consideration,



Jim Murphy
Executive Director
Ecology Action



Citizens' Climate Lobby

January 15, 2019

Santa Cruz Regional Transportation Commission
1523 Pacific Ave.
Santa Cruz, CA 95060

Dear Commissioners,

I am writing on behalf of the Santa Cruz Chapter of Citizens Climate Lobby, an organization that lobbies Congress to pass national carbon fee and dividend legislation. We ask that you remove Highway 1 expansion projects from the investment portfolio you are promoting. We would prefer to see investment in projects that improve transit service and render streets safer for pedestrians and cyclists.

Those of us who attended Susan Handy's presentation in Santa Cruz on this subject a few years ago were informed of the counter productive effects of widening highways which actually contributes to an increase in vehicle miles. Her data was broad and quite convincing.

Especially relevant to CCL's mission is the fact that more vehicle miles traveled means more greenhouse gases. As you must know, the CARB reports that vehicle miles traveled per capita has been rising since 2012 and with it, CO2 per capita, even though fuels are cleaner and vehicles more efficient.

Please consider these alternatives to widening Highway 1:

Bus-on-shoulder of Hwy 1 could reduce travel time, making bus travel more desirable than by auto.

Increasing bus frequency and prioritizing bus travel on roads throughout the County and especially on Soquel Dr./Freedom Blvd. are immediate, moderate cost strategies.

Transit vehicles on the rail corridor alongside a bike/pedestrian trail could use the dedicated right-of-way to avoid congested roads.

As you must know, all areas of our County are unsafe for bicycling and walking, with Watsonville having the worst rate of injuries to pedestrians of the 103 California cities of similar size! And Santa Cruz is a close follow up with the worst rate of injuries to bicyclists. Numbers of our members have been the victims in those statistics. Even bicycling and walking in mountainous communities are perilous. Instead of a plan that would ultimately increase traffic and GHGs, please invest our transportation dollars in solutions that could make a lasting and healthy difference in our community.

Thank you for your consideration.

RECEIVED
SCCRTC
2019 JAN 15 PM 4:35

From: Manu Koenig

Sent: Monday, January 14, 2019 11:31 AM

To: Regional Transportation Commission <info@sccrtc.org>; john.leopold@co.santa-cruz.ca.us; Zach Friend <zach.friend@santacruzcounty.us>; greg.caput@co.santa-cruz.ca.us; Bertrand, Jacques <jbertrand@ci.capitola.ca.us>; Randy Johnson <rlj12@comcast.net>; Cynthia Chase <cchase@cityofsantacruz.com>; tim_gubbins@dot.ca.gov; ebottorff167@yahoo.com; Ryan Coonerty <ryan.coonerty@santacruzcounty.us>; bruce.mcpherson@co.santa-cruz.ca.us; Sandy Brown <sbrown@cityofsantacruz.com>; trina.coffman@cityofwatsonville.org; openup@cats.ucsc.edu

Subject: 1,000 Comments Supporting Greenway Petition

Dear Commissioners,

Attached are the approximately one thousand comments collected along with the Greenway petition. These thoughtful and heartfelt comments demonstrate the care community members put into signing this petition.

The 10,000 signatures on the Greenway petition are an order of magnitude greater than any other public input received for the UCS. How can the UCS claim to be "an open, transparent public process" as required by Measure D, if it fails to discuss the implications of this petition?

Thank you,
Manu

--



Manu Koenig, Executive Director
849 Almar Ave, STE 247, Santa Cruz, CA 95060
(831) 234-3922 | www.sccgreenway.org

Petition comments included as part of the Input Received from Community Groups document and can be found here:

https://www.sccrtc.org/wp-content/uploads/2019/01/AllComments_20181114_20190109.pdf

From: Brian Peoples

Sent: Monday, January 14, 2019 7:03 AM

To: gpreston@sccrtc.org

Cc: Zach Friend <BDS022@co.santa-cruz.ca.us>; 'Patrick Mulhearn'

<Patrick.Mulhearn@santacruzcounty.us>; rlj12@comcast.net; Regional Transportation Commission

<info@sccrtc.org>; bruce.mcpherson@co.santa-cruz.ca.us; greg.caput@co.santa-cruz.ca.us; John

Leopold <John.Leopold@santacruzcounty.us>; ryan.coonerty@santacruzcounty.us;

cchase@cityofsantacruz.com; Sandy Brown (sbrown@cityofsantacruz.com)

<sbrown@cityofsantacruz.com>; openup@cats.ucsc.edu

Subject: Trojan Horse

Guy,

Unfortunately for our community, RTC has accepted a "trojan horse" with using Proposition 116 funds to purchase the Coastal Corridor. With the requirement that market-base values be returned if tracks are removed, the cost of returning funds could get beyond any value RTC will ever have available. If RTC works out all the parcel / property legal aspects, the value of the property will go up more. With our promise to take legal action against any future plans for a passenger train, our community will forever be required to operate an amusement park ride on the corridor.

Please include this for item #20 in 1/17/19 RTC agenda.

Brian Peoples

Executive Director

Trail Now

From: Manu Koenig

Sent: Thursday, January 10, 2019 11:09 AM

To: UCS <UCS@sccrtc.org>; Regional Transportation Commission <info@sccrtc.org>; john.leopold@co.santa-cruz.ca.us; Zach Friend <zach.friend@santacruzcounty.us>; greg.caput@co.santa-cruz.ca.us; Bertrand, Jacques <jbertrand@ci.capitola.ca.us>; Randy Johnson <rlj12@comcast.net>; Cynthia Chase <cchase@cityofsantacruz.com>; tim_gubbins@dot.ca.gov; ebottorff167@yahoo.com; Ryan Coonerty <ryan.coonerty@santacruzcounty.us>; bruce.mcpherson@co.santa-cruz.ca.us; Sandy Brown <sbrown@cityofsantacruz.com>; trina.coffman@cityofwatsonville.org; openup@cats.ucsc.edu; Guy Preston <gpreston@sccrtc.org>; Sara A. Clark <Clark@smwlaw.com>; Rachel B. Hooper <hooper@smwlaw.com>; t.brooke.miller@santacruzcounty.us

Subject: UCS lacks Environmental and Economic Analysis

Dear RTC Commissioners and Executive Director Preston:

I am writing on behalf of Santa Cruz County Greenway to express our concern that the Unified Corridor Investment Study (UCS) does not comply with the terms of Measure D's Voter Approved Expenditure Plan. Specifically, the UCS lacks the "environmental and economic analysis" expressly required by the Measure. Details regarding the UCS's lack of compliance are set forth in the attached Complaint, which was filed with the Santa Cruz County Grand Jury on December 20th, 2018.

Accordingly, Greenway requests that the RTC take immediate action to revise the UCS to include a comprehensive economic and environmental analysis. In addition, RTC must refrain from voting on any transportation scenario that would limit the use of the corridor until such time as the revised UCS is completed and shared with the public. In particular, any RTC vote on the "Preferred Scenario" on January 17th, as RTC Staff recommends, would violate Measure D and undercut the will of the voters.

Greenway has made every attempt to work collaboratively with the RTC to improve the UCS, as demonstrated by our many submissions and communications. We filed the Complaint with the Grand Jury only as a last resort, because thorough analysis of the critical economic and environmental issues surrounding this project remains incomplete. We would readily withdraw the Complaint if the RTC takes action to comply with Measure D's plain requirements.

We believe that Executive Director Preston's new leadership is an excellent opportunity for the RTC to take a fresh approach in addressing the transportation needs of our County. As noted above, a critical first step for the Corridor project is to complete the required economic and environmental analysis and use this information to create an optimal scenario. In this way, the UCS will both satisfy Measure D and unite our community.

Sincerely yours,
Manu Koenig

--



Manu Koenig, Executive Director
849 Almar Ave, STE 247, Santa Cruz, CA 95060
(831) 234-3922 | www.sccgreenway.org



Santa Cruz County Greenway
849 Almar Ave, Suite 247
Santa Cruz, CA 95060

January 10th, 2019

Guy Preston
Executive Director
SCCRTC
1523 Pacific Ave,
Santa Cruz, CA 95060

Subj: UCS lacks Environmental and Economic Analysis

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Sincerely yours,

A handwritten signature in blue ink, appearing to read "Manu Koenig", with a large, stylized flourish at the end.

Manu Koenig
Executive Director
Santa Cruz County Greenway

Your Complaint

- Describe the problem in your own words, citing specific instances rather than making broad statements.
 - Include details such as dates, locations, agency and individual names, etc.
-

In 2016, Santa Cruz County voters approved Measure D, a transportation improvement expenditure plan, intended to provide “*a balanced vision to improve, operate and maintain Santa Cruz County’s transportation network.*”¹ As a key component of this planning effort, the Santa Cruz County Regional Transportation Commission (RTC) committed to provide:

*“analysis (including environmental and economic analysis) to answer important community questions about possible future transit and other transportation uses of the [Santa Cruz Branch Line] corridor through an open, transparent public process.”*²

But the RTC is at risk of assigning a use for the corridor without satisfying its obligations under Measure D. Specifically, as this complaint details, the RTC’s Unified Corridor Investment Study (UCS), which was presented to the Commission on November 15th, 2018,³ has failed to provide an economic or environmental analysis of possible transportation uses of the Corridor.

BACKGROUND

The “UCS – Draft Step 2 Analysis” was first presented to the RTC Commission Members at their October 4th, 2018 meeting. On November 15th, 2018 it was updated to include RTC Staff’s “Preferred Scenario.”⁴ A vote on the “Preferred Scenario” is scheduled for the RTC’s January 17th, 2019 meeting. As of FY 18/19, the RTC had spent \$625,000 of Measure D funds to produce the UCS.⁵

¹Measure D, Voter Approved Expenditure Plan, 2016,
https://sccrtc.org/wp-content/uploads/ExpenditurePlan-VoterApproved_8Nov2016.pdf

² Id.

³RTC, Special Meeting Agenda, Nov. 15 2018,
https://sccrtc.org/wp-content/uploads/2018/11/2018-10-15-RTC-agenda_Packet_FINAL-1.pdf

⁴ Id.

⁵ Measure D: 5-Year Program of Projects (FY18/19-FY22/23),
<https://sccrtc.org/wp-content/uploads/5yearplans/Rail-5yearProjList.pdf>

FAILURE TO PROVIDE ECONOMIC ANALYSIS

The RTC's Unified Corridor Investment Study (UCS) fails to provide even a rudimentary economic analysis of transportation uses of the Corridor. Economic analysis is meant to help decision makers evaluate their options in order to reach an optimal outcome. Thus, an economic analysis under Measure D must consider the relationship between the “production” (cost) and “consumption” (benefit) of providing transportation service. Yet, RTC Staff made a recommendation for a “Preferred Scenario” that would use Measure D funds without any meaningful consideration of costs relative to benefits. Additionally, the UCS lacks several key economic considerations such as Cost per Unit (Utility), Opportunity Cost, Funding Requirements, and an Alternatives Analysis. By omitting fundamental economic considerations, the UCS does not satisfy Measure D's requirements to provide an economic analysis.

The UCS lacks many of the fundamental elements of a true economic transportation analysis, including consideration of the cost of moving one person for one trip. This basic economic metric is commonly known as “Cost per Unit/User.” Santa Cruz County Greenway (“Greenway”) notified RTC of this deficiency in an email dated November 14th, 2018.⁶ Greenway then offered a Cost per User calculation using the project cost and ridership data contained in the UCS. The resulting numbers demonstrated that Trail, HOV and Bus transit all outperform Rail in terms of the number of people moved per dollar. Despite these crucial findings, RTC Staff has not updated their Preferred Scenario based on this input, nor have they incorporated any Cost per User data into the UCS. When a member of the public discussed Cost per User with one of Kimley Horn's project leads, the consultant admitted that Bus made the most sense as a public transit option on the Corridor. The Kimley Horn employee suggested that the UCS did not address the most cost-effective form of public transit for the Corridor because the Study became “highly political” in its final months.

There is reason to believe that another one of the UCS's glaring omissions—the lack of a true cost-benefit analysis—may have been politically motivated. While the UCS provides costs and benefits for each scenario in its *Performance Dashboard*,⁷ each scenario's costs are not considered against their respective benefits to create a cost-benefit analysis. Without a true cost-benefit analysis, the Study provides an incomplete and misleading picture. For example, Scenario B seems to outperform the other scenarios when the benefit of savings from reduced collisions is considered. Scenario B produces seventy-eight million dollars (\$78,000,000) of annual savings compared to Scenario A which only produces fifty-two million dollars (\$52,000,000) of annual savings. However, when the benefits of each scenario are divided by

⁶ Greenway, Letter to RTC, Nov. 14 2018, <https://files.sccgreenway.org/2018-11-14-Greenway-Input-to-UCS.pdf>

⁷ UCS, Performance Dashboard.

<https://sccrtc.org/wp-content/uploads/2018/11/Unified-Corridor-Investment-Study-Dashboard-Preferred-DRAFT.pdf>

their respective annual cost for operations & maintenance (\$25,000,000 for Scenario A and \$48,000,000 for Scenario B) a different picture emerges: Scenario A performs best producing \$2.08 of savings for every \$1.00 of cost whereas Scenario B only produces \$1.63 per dollar spent. The Study's focus on benefits alone, without adequately weighing them against costs, resulted in an incomplete and inaccurate representation of the potential scenarios. Yet, when a member of the public asked a Kimley Horn representative at the October 15th, 2018 public workshop why only a benefit analysis had been done, rather than a full cost-benefit analysis, she was told that RTC Staff had asked Kimley Horn not to consider costs in that way. This exchange suggests that a public records request would reveal communications from RTC leadership directing Kimley Horn consultants not to create a true cost-benefit analysis.

The UCS does not present an *optimal* scenario. Instead, the scenario based approach only serves to improve the appearance of rail transit. For example, the UCS states:

*“the greatest savings due to a reduction in the number of collisions are education and enforcement, ramp metering, the bicycle and pedestrian trail on the rail right-of-way and buffered bicycle lanes on Soquel Ave/Soquel Dr/Freedom Blvd.”*⁸

This means that Scenario A's already superior cost-benefit in collision reduction, as described above, could be *further improved* with the addition of buffered bicycle lanes on Soquel Ave/Soquel Dr/Freedom Blvd. Yet, buffered bicycle lanes were only included in Scenarios B and E, those that include rail transit.⁹

Then, relying on the incomplete analysis, RTC Staff chose a modified version of Scenario B as its “Preferred Scenario,” citing higher benefits. Unfortunately, most of the benefits will only be achieved in 17 years or more at nearly double the cost of other scenarios. Because the UCS focused only on each scenario's benefits, without adequately considering costs, the potentially devastating impacts of a modified Scenario B are not examined. Indeed, the UCS fails to grapple with the severe transportation challenges the County's residents face today.

For example, the UCS fails to consider the “Opportunity Cost” to Santa Cruz County residents of time spent in traffic and the value implications this has for projects that can be implemented sooner. In its November 28, 2018 position paper on the UCS, the Santa Cruz County Business Council (SCCBC), which represents over 80 of the top local employers in the County, said:

“[SCCBC] does not believe any of the scenarios outlined in the UCS, or the RTC staff recommended preferred scenario, should be considered a “preferred scenario” by the Commission. Instead, we believe that priority should be given to those projects that have already been funded by Measure D, and any other “shovel

⁸ UCS, Nov. 2018, pp.121

⁹ UCS, Table 52., Nov. 2018

ready” projects that do not require any additional funding to be raised through other sources.”¹⁰

The County’s traffic statistics underline the soundness of SCCBS’s position in emphasizing “shovel-ready” transportation projects:

1. Approximately 100,000 people use Highway 1 every day¹¹
2. The average user spends 15 minutes stuck in traffic¹²
3. The average wage in Santa Cruz County is \$25.24/hr¹³
4. Therefore, the average user spends \$6.31 on traffic every day and the collective traffic cost to users of Highway 1 is \$631,000 per day and \$230,315,000 per year.

The UCS provides data on traffic delays (Tables 8-13) and timeframes for project completion (Table 53), but it does not provide an *economic analysis* of this data to give the public an understanding of opportunity costs associated with projects that will take longer to implement. Given the millions of dollars lost in traffic opportunity costs each year, this omission severely undermines the UCS’s conclusions.

Moreover, the costs that the UCS *does* consider often present a distorted picture of the possible scenarios. For instance, the UCS radically over-estimates costs for the Trail Only option and ignores suggested corrections to project costs from CalTrans and Alta Planning + Design. The UCS presents a vision of Trail Only costs, including \$41 million to “reverse policy”,¹⁴ 373% greater than the \$11 million needed to repay the CTC for Prop 116 funding. Tellingly, Kelly McClendon, Senior Transportation Planner for CalTrans District 5, explained in his November 6, 2018 letter to former RTC Executive Director George Dondero:

“5.b. Reversing commitment to establish rail service (FAQs) – Caltrans cannot confirm all potential costs identified. While the Proposition 116 funds are restricted to supporting passenger rail service, the other fund sources cited such

¹⁰ Santa Cruz County Business Council, Formal Position on the UCS,
<http://sccbusinesscouncil.com/sccbc-formal-position-on-unified-corridor-study/>

¹¹ UCS, Nov. 2018, pp. 148,
<https://sccrtc.org/wp-content/uploads/2018/11/UCS-Step%20%20Analysis-%20Draft-20181111.pdf>

¹² Based on data from UCS, “Table 8: Auto Travel Time and Speed for State Route 1,” a user at AM peak period spends 12:34 in traffic, a user in PM peak period spends 17:31 in traffic. A user stuck in both AM and PM peak period traffic would spend 30:04. However not all 100,000 users travel during both peak traffic periods. In the absence of more detailed data on average traffic volume and traffic speed at different times, 15 minutes per user is used as an informed approximation.

¹³ Bureau of Labor Statistics, Occupational Employment and Wages in Santa Cruz-Watsonville – May 2017,
https://www.bls.gov/regions/west/news-release/occupationalemploymentandwages_santacruz.htm

¹⁴ UCS, Nov. 2108, pp. B-16

as Central Federal Lands, STIP and PTA are each subject to different sets of guidelines and may be managed to avoid losses or repayment.”¹⁵

The UCS’s Trail Only cost estimates have not been revised based on CalTrans’ input. Additionally, in its October 18, 2018 “Proposed Modifications to the Unified Corridor Investment Study: Step 2 Analysis Results,”¹⁶ Alta gave a line-by-line summary of revised costs for the Trail Only Option, demonstrating that costs would total \$98.4 million instead of the \$221.5 million shown in the UCS. The UCS does not incorporate this input, despite Alta’s reputation as a leading transportation consulting group that authored the “Monterey Bay Sanctuary Scenic Trail Master Plan” for Monterey County.¹⁷

The UCS’s lack of economic analysis extends to potential funding. Sources of funds to pay for costs are an essential part of any economic analysis, but the UCS does not consider the most important funding source of all: the taxpayer. RTC Staff’s Preferred Scenario includes rail transit, yet Measure D does not provide funding for rail transit and no other local sources are available. It is typical in California for regional agencies to utilize local sales taxes to get matching state funding for rail transit. For example, in 2008, Sonoma and Marin Counties passed Measure Q, a quarter-cent sales tax to support Sonoma-Marín Area Rail Transit (SMART). The UCS mentions the need for new local taxes “*such as a new sales tax, new parcel tax, or new vehicle registration fee*” just *once*.¹⁸ It does not include any discussion of the likelihood that voters would approve such taxes and it does not include a representative opinion poll of voters’ willingness to pass new taxes to fund rail transit.

Perhaps most importantly, the UCS fails to consider evidence suggesting voters will not pass a new tax to fund rail transit. In an online survey of 1,596 residents, the largest public survey conducted for the UCS, 54% of respondents rated rail transit just 1 or 2 stars out of 5, while 63% rated freight rail 1 or 2 stars.¹⁹ Respondents were not given the opportunity to “oppose” rail projects, but a 1 star rating generally corresponds to product reviews like “deeply flawed” or “horrible” on popular sites like Amazon.com or YELP. The passage of Measure L in Capitola on November 6th, 2018 further demonstrated that a majority of voters prefer to use the Corridor and its historic rail trestles for bikes and pedestrians, not a train. Measure L is the only vote ever held on the use of the rail corridor. By May 23rd, 2018, Greenway had collected 10,000 signatures from County residents on a petition to the RTC stating that “*a train does NOT deliver the*

¹⁵ RTC, Agenda Packet, Dec 6th, 2018, pp. 23-5,

https://sccrtc.org/wp-content/uploads/2018/12/000_2018-12-06-RTC_-agenda_PACKET.2.pdf

¹⁶ https://files.sccgreenway.org/UCS_Review_Alta+10172018.pdf

¹⁷ http://www.co.monterey.ca.us/planning/Long-range-planning/Moss_Landing_Community_Plan/Monterey_Bay_Sanctuary_Scenic_Trail_Master_Plan_July_2007.pdf

¹⁸ UCS, Nov. 2018, p. 99

¹⁹ UCS Draft Step 1 Analysis – Public Workshop and Survey Input October-November 2017, Figure 6: Rail Right of Way, https://sccrtc.org/wp-content/uploads/2017/11/03_InputReview_Workshop%26Survey.pdf

ridership, safety, or other benefits to justify its enormous cost.”²⁰ The UCS has not addressed this public opinion data regarding rail, and thereby fails to adequately consider rail’s (lack of) funding potential.

Thus far, there has been no review to determine whether the UCS qualifies for the \$625,000 in Measure D funds used to produce it. The legally-required Measure D Oversight Committee had its first and only meeting to date on October 29th, 2018, nearly two years after the Measure’s passage. The meeting agenda did not include the UCS.²¹ Because of this, the committee has not yet responded to the UCS or determined whether the UCS satisfies the Measure D requirement of an economic and environmental analysis.

The RTC has escaped scrutiny for its failure to provide a reasonable economic analysis to local city councils. RTC Staff presented their “Preferred Scenario” at the Watsonville City Council Meeting on October 23rd, 2018, and at the Santa Cruz City Council meeting on December 12th, 2018. Both councils requested that new projects be added to the Preferred Scenario, resulting in the creation of Scenario B+. The additional costs these projects would require was not considered nor were other projects cut to stay in budget. By ignoring any discussion of a budget and declining to undergo the requisite analysis of how any additions would impact project costs, the UCS presentations failed to provide an *economic analysis* to elected officials.

The RTC is planning a vote on its “Preferred Scenario” *prior* to completing an Alternatives Analysis of transit on the Corridor, as unanimously requested by the Santa Cruz METRO Board at its November 16, 2018 meeting.²² Approving the “Preferred Scenario” would trigger Section 2.4.1. in the RTC’s Administration, Coordination, and License Agreement (“ACL Agreement”)²³ with Progressive Rail that would grant Progressive the right to use the corridor for passenger rail and requires the RTC to make repairs to the northern 24 miles of the line. By triggering this clause, which limits use of the Corridor *before* completing METRO’s Alternative’s Analysis (which would hopefully provide the economic analysis the UCS lacks), the RTC would violate its Measure D obligations.

FAILURE TO PROVIDE ENVIRONMENTAL ANALYSIS

Equally egregious is the RTC’s failure to provide any analysis of environmental impact of the possible transportation uses of the corridor as required by Measure D. Greenway and others have provided extensive evidence that repairing the tracks and increasing rail operations on the Line could pose significant threats to the environment and public health.

²⁰ Santa Cruz County Greenway Petition, 2017-2018, <https://files.sccgreenway.org/PR+-+10%2C000+Signatures.pdf>

²¹ <https://sccrtc.org/wp-content/uploads/2018/10/MeasD-OC-Oct2018packet.pdf>

²² <https://files.sccgreenway.org/2018-11-16-METRO-UCIS-Update.pdf>

²³ [https://sccrtc.org/wp-content/uploads/2018/05/Public-Review-Draft-Operating-Agreement-\(05142018\)-wExhibits.pdf](https://sccrtc.org/wp-content/uploads/2018/05/Public-Review-Draft-Operating-Agreement-(05142018)-wExhibits.pdf)

For example, under the ACL Agreement, the RTC will perform major repair work in or near wetlands, riparian corridors, and other areas containing sensitive habitat. The work will impact Harkins Slough, among other sensitive locations. In addition, operation of rail service will cause noise and vibration impacts to nearly one thousand sensitive receptors, including homes, schools, and daycares, within 100 feet of the Line. The RTC's "Preferred Scenario" will cut down heritage trees, build new bridges/trestles, build a protective fence dividing neighborhoods, move massive amounts of earth, and build concrete retaining walls in each of the 19 segments of the trail in order to operate rail service next to a trail.

Rather than analyze these impacts, the RTC has claimed that the rail project authorized by the ACL Agreement is exempt from the California Environmental Quality Act ("CEQA") and that no environmental review is required. Greenway disputes the RTC's use of the exemption—and that legal issue is currently the subject of litigation in Santa Cruz County Superior Court. But regardless of the RTC's obligations under CEQA, Measure D separately requires the agency to conduct an environmental analysis of *"possible future transit and other transportation uses of the corridor."* The RTC flatly violated its duty under the measure by failing to provide the analysis.

AUTHORITY OF THE CIVIL GRAND JURY

The responsibility of the Santa Cruz County Civil Grand Jury is to determine whether government agencies, such as the RTC, *"comply with the[ir] stated objectives"* and *"serve the best interest of Santa Cruz County residents."*²⁴ This makes the Grand Jury the most appropriate institution to ensure that the RTC serves the best interests of Santa Cruz County residents by fulfilling its obligations under Measure D to provide *"analysis (including environmental and economic analysis) to answer important community questions about possible future transit and other transportation uses of the [Santa Cruz Branch Line] corridor through an open, transparent public process."*

CONCLUSION

In conclusion, attempts to alert the RTC to failings in the UCS's economic and environmental analysis have had no material impact on the study. The UCS's cost-benefit discussion is so minimal as to be meaningless. By ignoring basic economic metrics like Cost per User, declining to take into consideration the opportunity cost of users' time, refusing to consider peer recommendations to update project costs, neglecting to investigate voter willingness to pay for rail transit, failing to consult the Measure D oversight committee in a timely fashion, omitting

²⁴ The Superior Court of Santa California, County of Santa Cruz, Civil Grand Jury, <http://www.santacruzcourt.org/divisions/jury/grand%20jury>

description of budget constraints to city councils, and relying on inapplicable law to avoid CEQA requirements, the RTC has failed to provide valid economic and environmental analyses. Indeed, the RTC has completely avoided addressing the environmental issues raised by the various transportation scenarios for the Line. The UCS cannot satisfy Measure D's requirements until these issues are corrected. The Santa Cruz County Civil Grand Jury is the best possible check on these violations.

How Would You Like To See This Matter Resolved?

The Grand Jury should notify the RTC that they will violate their Measure D obligations if they proceed with a planned vote on **January 17th, 2019** without the requisite economic and environmental analyses. These analyses should be conducted by independent consultants with expertise in transportation economics and environmental science. A random selection of voters should be given the opportunity to provide input to the study.

INPUT FROM THE PUBLIC

**January 09, 2019 - January
16, 2019**

From: Michael Lavigne

Sent: Wednesday, January 16, 2019 12:00 PM

To: Regional Transportation Commission <info@sccrtc.org>; Ed Bottorff <ebottorff167@yahoo.com>; jbertrand@ci.capitola.ca.us

Subject: RTC neglect, delay--the Donder/Leopold Era of Neglect, Unfunded Train Fantasies, and ill-conceived Preferred Scenarios

RTC Staff and Commissioners:

Attached are four photos of damaged structural timbers in the Capitola Trestle which we discovered and reported to the RTC on Monday July 14th 2019.

These are enclosed because they are fitting symbols of the appalling bureaucratic delays, wasteful spending on unfunded and impractical diesel passenger train studies, and unnecessary deterioration of our existing infrastructure.

They are also real-world examples of the literal rot that has occurred with our trail and rail infrastructure, due to a culture of neglect and intransigence at the Dondero/Leopold era of fantasy trains to nowhere.

A vote to move forward on the RTC's latest 'Preferred Scenario' is a mistake for the following reasons:

- 1) your analysis has been devoid of proper cost-benefit analysis
- 2) you've made no mention of the 10,00 signatures obtained by Greenway that underline the opposition to train service, and prefer a trail instead
- 3) your 'preferred scenario' has a negligible impact on traffic, and is incredibly expensive, and lacks any credible financing sources.

This is not the open transparent process that we were promised with Measure D---it is a sad commentary on the leadership and priorities of the current RTC.

Michael Lavigne

Capitola resident, business owner, voter



From: Anderson Shepard

Sent: Wednesday, January 16, 2019 11:58 AM

To: john.leopold@co.santa-cruz.ca.us; openup@cats.ucsc.edu; Regional Transportation Commission <info@sccrtc.org>

Cc: zach.friend@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; cchase@cityofsantacruz.com; rlj12@comcast.net; trina.coffman@cityofwatsonville.org

Subject: please vote NO on RTC staff's preferred UCS scenario

Dear Mr Leopold, Mr Rotkin, and Commissioners representing other jurisdictions -

I live in Live Oak, not far from where the corridor crosses 30th Ave. I have been following and participating in the rail corridor planning process for a number of years now and it seems like tomorrow's meeting is a big one. I am a proponent of progressive ideas for addressing our county's growth and transportation problems, and I strongly believe that the staff's recommended "scenario", as presented at the 11/15 meeting, is NOT the way forward for our community.

First, as a decision on the UCS has gotten closer and closer, more of the county's population has become aware of what's at stake and they have been making their voices heard. Measure L in Capitola, and the 10,000+ signatures in the Greenway petition are cases in point. Anecdotally, when I talk with friends and neighbors about the issue, I am amazed at how many people are just now hearing about this, and how many are strongly opposed to (and honestly, laugh at) the idea of a commuter train in our county. This leads me to believe that public awareness is on the increase and as more people learn about the issue, more people are against the RTC staff's preferred scenario.

Second, just because we have a corridor does not mean that a train is the best use for it. Last fall I conducted a GIS analysis to look at the spatial relationship between the rail corridor and residential properties. (I spoke about this analysis at the last meeting and I shared my results in previous written comments. I have not heard anything back from RTC staff. Summary results are attached here, and all of my data is available upon request). The take away is that along the length of the corridor, residential properties are far and away the most prominent type of land adjacent and/or in close proximity to the rail corridor. This rail corridor does not follow a freeway or predominantly skirt along industrial or commercial properties as do railroads like SMART and CalTrain. For the vast majority of its length, our corridor cuts straight through residential neighborhoods. Implementing an active rail line with heavy-gauge diesel commuter and freight trains rolling through people's backyards, sometimes within 50 feet of people's bedrooms, is not a way to improve our community. We are not SMART and we are not CalTrain, and our corridor is not set up to accommodate trains without having huge impacts on residents. However, this proximity to where people live is precisely why a non-motorized, active transportation path SHOULD BE the way forward.

Third, the concept of having a path next to the rail is a red herring. No one wants to be on a path next to active trains, certainly not families or children trying to get to school, and certainly not the segment of the population who currently avoid bike commuting due to perceived dangers on the roads. The only users of this rail+trail would be the same folks who already bike commute, regardless of the dangers of riding the streets. The assumption that trail usership would be the same on a trail only vs a rail+trail is a glaring mistake in the UCS data. Furthermore, the corridor between 7th and 41th, in Commissioner Leopold's district, is exceedingly narrow and is unlikely to physically be able to

accommodate both a trail and a train, and as such, the "trail" would be diverted to city streets, further reducing the desirability to use it.

Finally, this whole process has felt contentious and at times dishonest and devious. Take the behind closed doors deal with Progressive Rail as exhibit A. Whatever the Commission decides on this matter, they need to be sure that there are not any lingering perceptions of dishonesty. As things currently stand, the Progressive deal, Capitola's Measure L, inconsistencies with meeting the requirements of Measure D, and glaring oversights in the UCS data (as mentioned above and as brought up by Metro in December), stand in the way of the Commission reaching a decision in which their constituents can be confident that the RTC is acting in their best interest.

Please, be progressive; don't be for Progressive. Prove to us, your constituents, that you are acting in our best interest. Don't ignore us. We want transparency. We want forward thinking. We do not want a train.

Sincerely,
Anderson Shepard

From: Shelley Lawrie
Sent: Wednesday, January 16, 2019 11:58 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Vote To Select Rail Transit on The Rail Corridor!

Dear Commissioner,

I vote YES to support:

To adopt the latest preferred scenario resulting from the Unified Corridor Study (UCS) but modified to select rail transit on the rail corridor – use the rail corridor for rail not bus!

Thank you,
Shelley Lawrie

From: Jack Nelson
Sent: Wednesday, January 16, 2019 11:57 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: UCS scenario considerations

Friendly greetings RTC Commissioners:

In finalizing a UCS scenario, please consider this:

If you plan to spend the public's funds for accommodating cars and traffic, we will get more cars and traffic, congestion at a bigger scale, and failure on climate action.

If you direct our attention to all the other transportation alternatives, there could exist alternatives to being stuck in traffic, as well as hope of a livable future.

Please choose wisely and with the people of the future in your concerns.

Sincerely, Jack Nelson, Santa Cruz

From: E. Hansen

Sent: Wednesday, January 16, 2019 11:56 AM

To: UCS <UCS@sccrtc.org>

Subject: I Urge the Commission to adopt the latest preferred scenario for the Unified Corridor Study and select rail transit on the rail corridor and grant the SPPR a license to provide excursion services on the rail line

I Urge the Commission to adopt the latest preferred scenario for the Unified Corridor Study and select rail transit on the rail corridor and grant the SPPR a license to provide excursion services on the rail line. This was the intended purpose for the rail corridor and excursion services will give the community an opportunity to immediately benefit from the county wide investment.

Erik Hansen

Santa Cruz County Homeowner

From: J Lighthill

Sent: Wednesday, January 16, 2019 11:55 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: UCS

Dear RTC Commissioners, Director and Staff, In the beginning, people wanted a trail.

Prop 116 requirements became sticky, and various recreational rail schemes were studied and abandoned.

The initial study of the SCCRTC Santa Cruz Rail Line Acquisition (2002) describes the acquisition "as a means to preserve the rail corridor for future uses by the public at large."

In past years, a consistent goal of the SCC Regional transportation Plan

2.4.6 has been to "Retain the option of future in-county passenger rail service for when it is financially feasible, acceptable to the community, and only after completion of an environmental impact report that concludes that all the significant impacts can be satisfactorily mitigated."

Has this goal been modified or omitted?

Over the years, the rail plan has evolved from something that would minimally satisfy a (prop 116) requirement to what was just described in the Preferred Scenario last week, as a "high capacity public transit service."

How did we get here?

Please consider the following performance measures results of UCS-draft Preferred scenario, table 3:

Reliability: The proposed cost-effective Bus-on-shoulder on Hwy 1 is FASTER than the rail. Again, bus is FASTER than train.

Equitable access: the Preferred Scenario provides the LOWEST Transit VMT, offering the WORST level of transit service.

Level of Public investment: nearly \$1 BILLION! Where will this come from?

I urge the RTC to commit to public conversation with county residents before committing the use of this vital corridor to a rail plan.

Thanks for your consideration.

Sincerely,

Johanna Lighthill

January 16th 2019
Mark D. Lee, APA, AEP
Urban Planner/Public Policy Analyst
Ben Lomond, CA 95005-9667

Santa Cruz County Regional Transportation Commission
Santa Cruz Office
1523 Pacific Avenue, Santa Cruz, CA 95060

Subject: Agenda Item #20 Unified Corridor Study – Final Report & Determination of Exemption from CEQA & Grant of Phase II of Administration, Coordination and License Agreement to St. Paul and Pacific Railroad

Dear RTC Commissioners,

On November 15th, 2016, the METRO Board of Directors unanimously supported five recommendations for adoption by the Regional Transportation Commission. I support the five METRO recommendations listed in italics below.

1. Support Bus Rapid Transit Lite operational improvements in the Soquel Ave/Dr.-Freedom Blvd corridor.

This corridor should be a priority for investment since it includes the major destinations of Downtown Santa Cruz, Dominican Hospital complex, Cabrillo College, as well as key activity centers: Soquel Village; Aptos Village; and Freedom Blvd. We recommend that the RTC set a goal of a bus priority lane on this corridor to be implemented in the long term, so that current improvements might contribute to the long term vision.

2. Support pursuit of a Bus-on-Shoulder facility on State Route 1.

I want to call your attention to the **fact that a Bus-on-Shoulder facility is not dependent on the construction of auxiliary lanes.** *The design for auxiliary lanes includes paving enough width on Hwy 1 to accommodate four lanes in each direction—far more than what is necessary for a shoulder.* **I recommend allocating the Measure D funds for Highway 1 improvements to the minimal paving that Bus-on-Shoulder would require. The savings from not building the auxiliary lanes could go to reconstruction of overpasses and bridges that constrain the bus shoulder.**

3. Commit to a public transit service and facility in the Rail Corridor and begin implementation planning by conducting in the near term a comprehensive alternatives analysis to determine the most appropriate mode

of public transit for the Rail Corridor and to support efforts to secure funding from federal and other sources, and adding a full analysis of operations funding sources as part of the alternatives analysis.

I also support a detailed and thorough analysis of the possible modes on the corridor, including automated transit vehicles.

4. Support mass transit use in the rail corridor in which mass transit system would run adjacent to bike and pedestrian facilities, but not under the "rail-banking" concept.

As I understand it, there are significant legal constraints to using the corridor for a purpose other than rail transit. Hence the first order of business for an alternatives analysis would be to address the legal issues of operating a bus or other mass transit mode or system in the rail corridor. I oppose removing the tracks along the corridor pending resolution of these legal issues. I also oppose approving Phase II grant of contract of Administration, Coordination and License Agreement to St. Paul and Pacific Railroad, because the contract does not guarantee performance and locks the RTC into an untenable uncertain confusing contract only benefiting the carrier Progressive Rail and not future mass transit users of Santa Cruz County. Please review this contract thoroughly and you will find that it is not in the best interest of the County.

5. Support an RTC policy that would commit to funding METRO [from current funding sources] at current percentage levels in perpetuity.

It is important that METRO service not be diminished by redirection of funding towards a new transit project on the rail corridor. In addition, I believe that METRO is the appropriate agency to operate whatever transit emerges on the rail corridor.

Please note the obvious, that transit on the rail corridor, Bus-on-Shoulder, and bus prioritization on Soquel/Freedom are alternatives to widening Highway

1. The California Environmental Quality Act requires consideration of alternatives to a project. I am requesting that the RTC not approve a Final EIR for the Highway 1 project that does not take into account these alternatives.

Attached are pertinent letters, 2 web links and timely transit article that generally support my recommendations and will provide additional food for thought before committing to any course of action including a continuance at today's RTC public meeting on January 17th 2019

- (a.) Letter titled 'Comments on the Santa Cruz Route 1 Draft EIR' to Matt Fowler Sr. Environmental Planner – Caltrans from Jack Nelson on January 25th 2016
- (b.) <http://thirdtrail.org/cms/index.php?id=bus-rapid-transit> published Nov. 30th 2018, by Third Rail

- (c.) Letter from CFST titled 'Highway 1 Perpetuates False Promises' January 2019
- (d.) Letter written to RTC titled 'Agenda item #23 on meeting agenda for December 6, 2018' written by Stanley Sokolow on coastal rail right of way easement problems of adjacent properties.
- (e.) 'Hard Lessons From Baltimore's Bus Redesign'
After losing \$2.9 billion on the City's light-rail project, the transit-dependent city got rebooted its bus system. Ridership and reliability has barely budged. January 14th, 2019 by Danielle Sweeny reported for CityLab magazine

https://www.citylab.com/perspective/2019/01/baltimore-bus-relaunch-mta-transit-ridership-larry-hogan/579934/?utm_source=newsletter&silverid=%25%25RECIPIENT_ID%25%25&utm_campaign=citylab-daily-newsletter&utm_medium=email

Thank you





Highway 1 EIR Perpetuates False Promises

False Promise #1: Congestion Relief

After 14 years and an expenditure of \$14 million on environmental review of expanding Highway 1, Caltrans has published the Final Environmental Impact Report. The conclusion of the Final EIR is that widening Highway 1 to add High Occupancy Vehicle (HOV) Lanes is the preferred option for reducing congestion.

How can Caltrans claim that highway expansion will relieve congestion when a California Air Resources Board (CARB) study concludes that congestion relief following highway expansion is short-lived?¹

In the fine print, the EIR acknowledges that the promised congestion relief will be of limited duration. "The addition of highway capacity will not permanently alleviate congestion problems. However, adding capacity is an effective means of alleviating congestion over a defined time period."²

So after suffering through many years of highway construction, how long would congestion-relief benefits last? The EIR is coy about defining the time period.³ Instead of claiming that congestion relief would last for 20 years, the EIR says the HOV Lane Project "would address transportation and traffic deficiencies" over a 20 year time period.

The experience of highway widening in other places is that congestion relief benefits are of much shorter duration. The CARB study reports, "One study concludes that the full impact of capacity expansion on Vehicle Miles Traveled materializes within five years and another concludes that the full effect takes as long as 10 years." In the Bay Area, the number of "extremely" congested carpool lanes has risen more than 250 percent between 2013 and 2016.⁴

In spite of fact that there is consensus in the research community that highway congestion returns following expansion (induced travel), Caltrans is slow to adopt research-based methods for estimating induced travel. The Final EIR estimates "vehicle miles traveled would increase by less than 1 percent as a result of induced demand from

¹ "Numerous studies ...consistently show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT)." –[Susan Handy, Increasing Highway Capacity Unlikely to Reduce Congestion](#)

² Final EIR Vol 3 p 38

³ "Caltrans projects are developed with consideration of the 20-year design horizon. The proposed project improvements would address transportation and traffic deficiencies over this time frame." -Final EIR, Vol 3, p38

⁴ <https://www.eastbaytimes.com/2017/11/07/carpool-crunch-caltrans-to-consider-requiring-3-people-to-drive-in-some-bay-area-hov-lanes/>



the proposed project.” Duranton and Turner⁵ estimated a long-term elasticity of approximately 1.0 for Interstate highways and major roadways within metropolitan areas. This means that adding a lane in each direction to a 4-lane highway (50% increase in lane-miles) will result in a 50% increase in VMT.

False Promise #2: Reduced Greenhouse Gas Emissions

Incredibly, the Final EIR makes the claim that doubling the size of Highway 1 would result in reduced greenhouse gas emissions. (The project would construct in each direction: 1 HOV lane, 1 auxiliary (exit-only) lane, and two through lanes).

The Final EIR attempts to justify this claim by arguing that vehicles moving faster than 20 mph (but under 55mph) emit fewer ghg's than stop-and-go traffic. Of course, that's theoretically true. But to believe that the project would reduce ghg's you would need to believe that:

1. The HOV lane project will improve traffic congestion for more than a few years, allowing vehicles to travel at just the right speeds (greater than 20mph but less than 55mph)
2. The 29% increase in Vehicle Miles Traveled as a result of the project doesn't result in increased ghg's for the project.⁶ (The 29% is likely an underestimate, given Caltrans' failure to use research-based methods of estimating induced travel.)

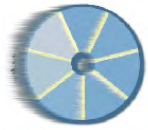
False Promise #3: Funding Will Be Available for HOV Lanes

In late 2010, the Federal Highway Administration (FHWA) notified the RTC that since the HOV Lane Project was not financially feasible, the FHWA intended to cut off funding for the environmental studies. In January, 2011, RTC Executive Director George Dondero responded to the FHWA, claiming that “full project funding” would be accomplished by a sales tax measure in 2014. The FHWA didn't buy it, writing in June 2011, “*FHWA has determined the Highway 1 HOV Project does not have sufficient funds to cover the \$503 Million HOV Lane Alternative*”.

Since 2011, the HOV Lane price tag has gone up, and there is still no funding in sight. The RTC's 2040 Regional Transportation Plan acknowledges that there is no funding for the HOV Lane Alternative during the Plan's time frame. The September 2018 Draft Unified Corridors Study indicated there would be no state or federal grant money for the HOV Lanes. Without hope of funding for the next 20 years, the HOV Lanes are still being promoted as the solution to congestion.

⁵ Duranton, G., and M. Turner. The Fundamental Law of Road Congestion: Evidence from US Cities. American Economic Review, Vol. 101, No. 6, 2011, pp. 2616–2652.
<http://dx.doi.org/10.1257/aer.101.6.2616>.

⁶ Final EIR Vol 1 Table 2.2.8-2



January 25, 2016

Mr. Matt Fowler, Senior Environmental Planner
Caltrans
50 Higuera St., San Luis Obispo, CA 93401
by email attachment to Matt.c.fowler@dot.ca.gov

Re: Comments on the Santa Cruz Route 1 Draft EIR

Dear Mr. Fowler:

Thank you kindly for the opportunity to comment on the Draft EIR. The Campaign for Sensible Transportation (CFST) has these comments.

We agree with the Santa Cruz County Regional Transportation Commission and others: peak period vehicle congestion on Highway 1, in Santa Cruz County's nine mile section included in this project, is a problem. We understand this as the primary motivation for the proposed project. However, for reasons we'll explain, we question whether the two project alternatives considered in this Draft EIR are adequate alternatives for the best way(s) to address the problem.

We observe there are other societal purposes, such as not contributing to destabilization of the climate, and providing more genuine alternatives to driving, which are due to be included in the development of project alternatives. These added essential concerns are supported more than ever before by State of California laws as well as local government plans, and by attention to the current findings of climate science.

This Highway 1 project design follows from the view that if there is traffic congestion on Highway 1, it's because there is not yet enough capacity for more vehicles to get through. This approach does not consider whether more vehicle congestion follows predictably as an outcome of overdependence on a single travel mode: automobiles as the way to move large numbers of people, especially commuters to work, in the same direction at the same time, on the same route.

The Purpose and Need described on pages 1-9 and 1-10 of the main Draft EIR document also includes "promote the use of alternative transportation modes" and "encourage carpooling and ridesharing." But the only alternative examined (TSM) that has some prospect of being funded and built during the life of the EIR is chiefly aimed at vehicle throughput on Highway 1.

The TSM (Transportation Systems Management) Alternative would have a negligible effect in reducing congestion by year 2035:

-- Building the TSM Alternative “would result in a very slight improvement in traffic congestion when compared to the No Build Alternative.”¹ (We observe, that outcome is actually overoptimistic, since the traffic analysis did not consider induced travel.)

-- The EIR predicts “severe breakdown of [traffic conditions on] State Route 1 by year 2035” following completion of the auxiliary lanes project.² This is due to an increase in car traffic.

-- “The Tier I Corridor TSM Alternative would not achieve sufficient congestion relief to attract any substantial number of vehicles that had diverted to the local street system back to the freeway. Local access to, and circulation around, community facilities near these intersections would not improve relative to no-build conditions.”³

-- “Compared to no-build conditions, traffic operations at study intersections with Tier I Corridor TSM Alternative improvements would worsen marginally.”⁴

The project’s promotion of auto-centered travel outweighs its promotion of alternative transportation modes:

The justification for stating the TSM Alternative promotes alternative transportation modes is that the project includes construction of three new pedestrian/ bicycle overcrossings over Highway 1, and improvements to pedestrian and bicycle facilities on several existing overcrossings. However, the main expenditure in the TSM Alternative is for auxiliary lanes on Highway 1, and reconstruction of overcrossings and onramps. For the amount of funding proposed to construct the auxiliary lanes, a far greater promotion of alternative transportation could be achieved.

Besides the TSM Alternative, the only other Build Alternative offered (HOV) is no longer considered financially feasible during the life of the EIR:

“The cost of completing the entire HOV lanes project on Highway 1 (approximately \$600 million) is beyond the amount of discretionary funding that can be used for highway projects in our county through 2035. Additional Highway 1 Corridor projects, including several new interchanges, that would need to be designed and constructed in advance of HOV lanes are identified in the unconstrained project list as needs that are not currently financially feasible with revenues projected through 2035.”⁵

This uncontested reality is a further argument for full consideration of environmentally superior project alternatives of greater sustainability, performance, community quality of life, and financial feasibility. We’ll name some of those alternatives later in this letter.

¹ Draft EIR, page 2.1.5-16

² page 2.1.5-14

³ page 2.1.5-17

⁴ page 2.1.5-17

⁵ 2014 Santa Cruz County Regional Transportation Plan, page 6-4

The Campaign for Sensible Transportation shares the following common concerns and questions about the Draft EIR with the Santa Cruz County Group of the Sierra Club. The Sierra Club's comments letter submitted separately to Caltrans states equally, the following comments of this letter.

The Highway 1 Draft EIR is out of date:

The Draft EIR is using out of date information in many respects, including in the model and data for the basic traffic analysis. With some of the report work prepared beginning in the early 2000s, it is no longer current and is in need of reworking.

We see a need for editors and experts to go through the documents and check: is this current information for current policies, and is the DEIR now internally consistent?

For a single example among many, on page 1 of the Technical Memorandum on Energy Impacts, May 2011, the report states the Calif. Air Resources Board has not yet set certain greenhouse gas (GHG) reduction targets for our region. But, the ARB set those targets initially in 2010, and has issued increased targets since then.

An edit for corrections, updates, and readability is needed.

Combined with the out of date information, some of the Draft EIR has not been text edited to incorporate extensive errata and editing that is already identified as needed. Some of the reports begin with over twenty pages of errata at the front before the table of contents may be found, such as the Air Quality Study Report.

The Air Quality report begins, for example, with a first errata item that is an attempt to compensate for an out of date report, but the correction is itself nearly incomprehensible, as follows: "The use of Existing as it refers to 2003 conditions is revised to Baseline. This above-described usage of the term "Baseline" supersedes any other usage of the term "Baseline" or "baseline" in the report." Should members of the public or agencies be expected to understand this and then themselves make the related edits throughout, as they read the report?

The traffic model is not current.

It appears the current-conditions traffic data presented is from 2001-2003, which is out of date. Similarly, the Association of Monterey Bay Area Governments (AMBAG) 2005 Regional Travel Demand Model that was used for traffic modeling is out of date and relied on an even older forecast of population, employment and travel, one that was far higher than the current AMBAG forecast. The report refers to a future Design Year 2015, but 2015 is now in the past.

The project's "Purpose and Need" (pages 1-9, 1-10), and the two highway widening versions identified in response, are *conceptually* out of date, considering...

(1) a present-day understanding of the most foreseeable long term outcomes of freeway widenings on existing congested California freeways, and

(2) it is now "unequivocal that anthropogenic increases in the well-mixed greenhouse gases have substantially increased the greenhouse effect, and the resulting [climate] forcing continues to increase."⁶ The science-based conclusions of climate research are clear that the present trajectory of cumulative greenhouse gas emissions is heading California and the world toward catastrophic climate changes that could make problems like traffic congestion pale in comparison. The State of California requirements to greatly reduce greenhouse gas emissions, and our science-based societal need to do so, must inform the project direction at the outset, for instance as to identifying sustainable project alternatives that do not lead to increased dependence on automobiles.

The Purpose and Need do not reflect current California state law and Governor's executive orders requiring reductions in greenhouse gas emissions and reductions in vehicle miles traveled.

The speculative reasoning in the DEIR that motor vehicles "may" more often travel at fuel-efficient travel speeds and thereby may reduce GHG emissions if/when congestion is reduced, is contradicted by the report's own findings that with either project build option, vehicle congestion will continue and vehicle miles traveled will grow substantially. If it is also correctly acknowledged that freeway expansions induce new travel by temporarily reducing the time cost and increasing the convenience of private vehicle travel, then the project outcome as to greenhouse emissions must be even worse.

The Highway 1 expansion project that this EIR analyzes was conceived in the late 1990s, at a time when a different set of understandings may have existed for three key questions:

1) How to respond to chronic, statewide problems of vehicle traffic congestion that occurs on California freeways like Highway 1 in mid-Santa Cruz County? Today it is increasingly recognized in transportation research that "Adding capacity to roadways fails to alleviate congestion for long."⁷

Thankfully, Caltrans practice is showing evidence of change in overall planning direction away from freeway capacity expansion, as evident in Caltrans' draft California Transportation Plan 2040, which states on page 59, "Reduced funding and the need to reduce GHG emissions make the case that adding automobile capacity is not the answer."

⁶ Intergovernmental Panel on Climate Change, Fifth Assessment Report, at Working Group I, "Climate Change 2013, The Physical Science Basis," page 661. Available on web at www.ipcc.ch

⁷ Susan Handy PhD, "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion," 2015, UC Davis Institute of Transportation Studies.

2) What are the interactions between freeway expansion and related travel patterns, land use patterns, population shifts, and economic activity? Today, land use plans increasingly aim to reduce, not support, sprawl and vehicle miles traveled.

Major investments in freeway expansion projects are not just costly; they run counter to land use plans for transit-oriented, compact development and sustainable communities.

3) What role, going forward, should transportation projects or programs have in greatly reducing greenhouse gas emissions as now called for by state law? The proposed Highway 1 widening project, in either alternative, would increase automobile dependency, vehicle miles traveled, and greenhouse gas emissions.

This set of concerns went poorly recognized by local Santa Cruz County transportation commissioners when the project was conceived in the late 1990s. Those commissioners at the time overruled the concluding recommendation of their consultant team in the 1998 Major Transportation Investment Study. The MTIS Final Report, December 1998, recommended a focus of transportation investment on the parallel rail corridor in Santa Cruz County and not on Highway 1.

The DEIR does not quantify and present in clear fashion, existing and future vehicle miles traveled and greenhouse gas emissions.

This is a significant gap in information for the public and decision makers. It appears these estimates were compiled in data tables in obscure, unnumbered pages at the back of the Air Quality Study Report, though with evident errors as to the units of measure and other labeling. The main DEIR document then only states VMT and GHG emissions would “increase” and gives annual GHG figures that are implausible on units of measure.

The DEIR does not provide an analysis of the potential cumulatively considerable effect of greenhouse gas emissions from the project.

On page 3-12, the DEIR excuses itself from this crucial analysis as too difficult, even though at least one court has ruled that the impact of greenhouse gas emissions is “precisely the kind of cumulative impacts analysis that NEPA requires agencies to conduct.” (We observe the DEIR is a NEPA, National Environmental Policy Act, as well as CEQA document.)

The DEIR must consider environmentally superior alternatives:

This Highway 1 project concept *began* with an evident assumption or conclusion that the only viable way to respond to freeway congestion is by adding lanes or other increased throughput to the freeway. The DEIR thus only analyzes two flavors of widening Highway 1, and compares that *only* to doing nothing. But, hundreds of millions of dollars can accomplish something for transportation besides widen a freeway.

There is great need now for dedicated effort to examine more sustainable, potentially less costly and more effective alternative projects and programs to address freeway traffic congestion, such as:

- Bus-on-shoulder for Metro buses on Highway 1. State law was amended in 2013 explicitly to allow this potential use by Metro, and Metro is seeking to study it.
- Transportation Demand Management to include deep support for employer/employee incentives to reduce peak period drive-alone commuting. Local pilot projects for TDM have shown successes but lack funding and recognition.
- Transit on the now publicly owned rail corridor.
- New safer routes for bicycles and pedestrians, including rail-trail, to reduce short-trip driving.
- Bus Rapid Transit.
- Location Efficient Mortgages or any other innovative means of encouraging less single occupant vehicle, distance highway commuting due to housing costs.
- Programs that can in any way ameliorate traffic merit consideration under CEQA's guidance, whether or not they lie within the expertise or conventional purview of Caltrans and the Santa Cruz County Regional Transportation Commission.

The DEIR does not provide an analysis of what the outcome might be of building the “next” three auxiliary lanes projects on Highway 1.

This is a specific project package that the SCCRTC is considering for inclusion in a Santa Cruz County 30 year half cent sales tax ballot measure. While proponents of this three-auxiliary-lanes scenario promote it as providing congestion relief, this limited program of auxiliary lanes construction is not analyzed as a package in the DEIR for Highway 1.

What would result, especially over time? The DEIR reports on a more comprehensive “Transportation Systems Management” (TSM) Alternative that would include two further auxiliary lanes projects (total, five) and ramp metering; this is not the same program, and people are confused by this.

The DEIR does not acknowledge the role of induced travel in affecting the outcome of adding lanes or capacity on existing congested freeways. Page 2.1.5-23 about this does not provide full citation information for the referenced studies, and the DEIR does not make those studies accessible to the public. The associated claim that recent research indicates induced travel is a minor effect, is just not true and is out of date. The research work “Handy 2003” cited to support that, should be updated to Susan Handy and Marlon Boarnet’s more current published research finding that “Given the induced travel effect, capacity expansion has limited potential as a strategy for reducing congestion.”⁸

⁸ Susan Handy and Marlon Boarnet, “Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions,” Sept. 2014, California Air Resources Board.

The outdated traffic model used for the DEIR does not account for induced travel, according to the AMBAG staff who managed it, and there is no indication that any model post-processing steps were taken to otherwise account for induced travel.

The DEIR's failure to take induced travel into account distorts the data results and leads to overly favorable conclusions regarding congestion reduction and travel time reduction from adding highway lanes, throughout the DEIR. This is no small mistake.

What would be the effect of chronic construction delay conditions if many sequential, Tier II projects were built on Highway 1? This question is not addressed in the DEIR, yet it could be a significant traffic congestion outcome for many years of construction. The recently constructed Soquel-Morrissey Auxiliary Lanes project resulted in ongoing traffic delays during construction, including when actual lanes were not closed.

The proposed Tier I HOV and TSM alternatives would damage the Valencia Lagoon habitat of the listed endangered Santa Cruz Long-toed Salamander:

The report defers answers to this concern to a later point in time, including even possibly to be resolved during construction, even though the preliminary plans do show retaining wall and fill encroachment into known existing essential habitat. The question of further impaired runoff water quality to the habitat is also not addressed.

A full Biotic Assessment is needed up front, and a USFWS approved Habitat Conservation Plan may be appropriate, before this design concept that impacts this endangered species in one of its few places of existence moves forward, including to show how any conjectures about creating replacement habitat and moving salamanders, etc., would actually be funded and accomplished.

Visual changes resulting from either project alternative are acknowledged in the DEIR to have an adverse visual quality impact.

However, we take issue with the claim that after removal of many mature and skyline trees, the remaining trees would be "providing visual interest similar to the existing landscape," and that "architectural treatments would... maintain a moderate to moderately high degree of visual quality along the Route 1 corridor."

The very extensive new hardscapes (pavement, retaining walls, sound walls, hardened slopes, etc.) would degrade the visual quality of the route, not only for residents but for tourists who presently comprise an important Santa Cruz County economic activity. Also, the visual representations should be updated to show the before and after, actual visual outcomes of the Soquel-Morrissey Auxiliary Lanes and the Highway 1/17 Merge Lanes projects, with cumulative effect considered.

For these proposed projects that could result in some hundreds of thousands of added vehicle miles traveled on Highway 1 per day (yet to be disclosed), the Campaign for Sensible Transportation also has concerns about either project option inevitably leading to increased traffic noise, increased human exposure to toxic diesel and exhaust gases and

particulate matter, potential blighting of close-by neighborhoods impacted by these effects with or without soundwalls, and increased contamination of watersheds from polluted highway runoff.

Of added concern, other worthy human beings, species, and environments in other places are incrementally impacted by the intensive resource extraction required to maintain automobile-reliant transportation systems, which depend on inefficient energy consumption and high materials and wastes throughput.

Public health and environmental justice have become better recognized as issues to address in transportation planning. Obesity, asthma, stress, and other health conditions are increased by exposure to and use of multilane freeways. Low income people often end up living in the worst adjacent-location exposures to the effects of large freeways, and an analysis at census tract scale does not capture this effect. We don't find these concerns adequately addressed in the DEIR.

In conclusion, the public's expectation for clear, accurate, current, science-based information in a Draft EIR has not yet been met. The public and commenting agencies have not been presented with the quality of information needed for making informed comments.

Accordingly, the DEIR should be withdrawn, reconceived especially as to goals and alternative projects, corrected and updated, and recirculated as a revised Draft EIR.

The Campaign for Sensible Transportation appreciates in advance, your consideration and action on these comments.

Sincerely,

A handwritten signature in black ink that reads "Jack Nelson". The signature is written in a cursive, flowing style.

Jack Nelson, Co-chair, Campaign for Sensible Transportation

cc: Santa Cruz County Regional Transportation Commission

- DESIGN
- TRANSPORTATION
- ENVIRONMENT
- EQUITY
- LIFE

In Baltimore, a better bus could be a big boost. J.M. Giordano/CityLab

PERSPECTIVE

Hard Lessons From Baltimore's Bus Redesign

After losing a \$2.9 billion light-rail project, the transit-dependent city got a rebooted bus system. But ridership and reliability has barely budged.

JAN 14, 2019

DANIELLE SWEENEY

Baltimore-based writer and transit advocate

•
Soon after he took office in 2015, Maryland Governor Larry Hogan nixed Baltimore's Red Line project, a \$2.9 billion light rail that would have served as a critical connector for the city's east and west sides. But for the city's beleaguered transit users, he also offered up a sort of consolation prize: a \$135 million bus system reboot.

Dubbed Baltimore Link, this would be the first substantial change in Baltimore's bus system in 50 years; its rollout was heavy on hype, promising a high-frequency grid, dedicated bus lanes, and transit signal priority corridors that would dramatically improve service. The revamped system was supposed to give more Baltimoreans access to jobs and better connect residents of this high-poverty city to opportunities. Baltimore Mayor Catherine Pugh promised that Baltimore Link would play a key role in the city's future economic growth. And for Maryland's new Republican governor, the reboot had a symbolic role to play in mollifying the state's heavily Democratic largest city: "Baltimore Link signifies the state's long-term commitment to the future of this city," Hogan said.

Long bus routes were broken up to be more efficient. A dozen color-coded routes replaced numbered buses that had been running for generations. And for the first time, the city would have a true high-frequency transit network, with some buses arriving as often as every 9 minutes during weekday peak hours. "Forget about carrying schedules around," MTA Administrator Kevin Quinn told local officials and politicians. "These buses show up every ten minutes."

For riders like me, the prospect of a dramatically improved system was a big deal: I'm a regular bus user, and I write about and advocate for public transportation in Baltimore. Just before the bus reboot launched in June 2017, I started a Facebook group where riders could document their experiences with the new system. Before I archived it, after 15 months of comments, my group, "Where's the Bus, Baltimore?" had more than 500 members, including MTA operators, management, and elected officials.

Overall, reviews of the new reboot have been less-than-stellar. Service quality has been all over the road, ridership is flat, and on-time improvements mixed. If you visit Charm City today, you're likely to experience poorly enforced dedicated bus lanes, buses blamed for the city's traffic problems, and riders complaining about no-show buses. Many of the dedicated lanes themselves are so faded they are almost invisible, and the MTA and Baltimore's City's Department of Transportation have yet to hammer out an agreement for maintaining them. So far, the so-called "transformative" bus system itself has few enthusiasts.

"Public opinion about the revamping isn't great," says Klaus Philipsen, an architect, author, and transit planner who has consulted to the MTA. "Transit coverage and access to jobs are about the same as before the reboot, and reliability isn't much better either, in spite of new transit signal priority and dedicated bus lanes."

Philipsen does, however, think Baltimore Link provides a better "undercarriage" for the city's transit network. "I believe that the system is more robust now, with the shorter runs and adjusted alignments. And MTA has a dedicated team working on fixing bunching and skipped runs, so incremental improvements are very likely. However, the hyped original promises have not been met."

Tafadzwa (Taffy) Gwitira has a good perspective on the revamp's impact; she's been following public transportation issues in Baltimore for years and co-chairs the regional transportation board's public advisory committee. She also works as a nurse and commutes to Baltimore County by bus and subway. "16 months later, I would say there has been little to no real improvement in service," she says of the Baltimore Link bus overhaul.

In particular, her experiences on the popular City Link Gold route, which travels from West Baltimore to the Canton waterfront on the east side, leave much to be desired. "That Gold is a hot mess," she says. "Lots of buses bunching up together. A lot of confusion."

So, what makes a bus network redesign a success—and how does Baltimore's stack up?

One key, if obvious, metric: more riders. Several other cities with recent bus system reboots of the same generation are now seeing ridership increases, says Jon Orcutt of New York's Transit Center. "They are starting to see upticks in Columbus, Austin, and Richmond. The frequent transit routes are attracting people."

Columbus, Austin, and Richmond added additional service to their systems. Columbus upped Saturday and Sunday service. Richmond added a rapid transit line and new bus routes (and low cost fares for people under 18). Austin added more service, lowered some fares, and gave all students free transit over the summer.

While Baltimore Link promised efficiency and better connections that would give more people having *access* to high-frequency service, it didn't necessarily promise *more* coverage or additional service. In fact, more than half of MTA service is still delivered by low-frequency buses that arrive every 30 to 60 minutes. The reboot added only one new local bus route—it serves Tradepoint Atlantic, an industrial and logistics facility in Baltimore County that includes big employers like Under Armour and FedEx as tenants.

Ridership numbers reflect that lack of emphasis on adding service. In fact, ridership was down from about 6.1 million rides per month in June 2017 (pre-revamp) to 5.8 million rides per month a year later, with September coming in at 5.5 million.

After a bus system re-launch in June 2017, ridership has remained stubbornly low. (MTA/Madison McVeigh)

While overall ridership has not increased, some high-frequency lines are seeing an uptick in passengers. Weekday ridership on two of most popular City Link routes—City Link Red, which connects downtown to the northern suburb of Towson, and City Link Gold was up 3 percent year-over-year for August.

Another measure of a successful bus redesign is better on-time performance, and on this front Baltimore Link looks better. Quinn recently told the Baltimore City Council that system-wide bus reliability increased from about 60 percent before the overhaul to around 67 percent over the last 15 months. It's clearly an improvement—but also one that needs a bit of unpacking.

For the last seven years, MTA had reported bus reliability in the 80 to 85 percent range—a figure that many riders found unbelievable. (One MTA document on the Federal Transit Administration website claims a wildly impressive bus on-time performance rate of 87 percent for 2016.) In November 2017, five months after the Baltimore Link launch, Quinn was telling reporters the same thing—that about 80 percent of MTA buses showed up on time, and the bus revamp improved on-time performance 9 percent in five months.

But at a hearing in January, Quinn told officials that MTA had been measuring on time performance inaccurately for years: The agency was counting buses that were unreachable as 100 percent on-time. Not surprisingly, that methodology inflated performance numbers substantially.

So MTA corrected the historic numbers, dropping them from 80 to about 60 percent on time. Quinn called this “pressing the reset button.” He also backed away from the 80 percent figure he first told the *Baltimore Sun*. By December, he told the paper system wide reliability was closer to 70 percent.

Local transit advocates appreciated the MTA's “Come to Jesus” moment. But those changes also make it hard to do a before-and-after comparison of the bus system, says Brian O'Malley, director of the Central Maryland Transportation Alliance (CMTA), a transit advocacy organization. That correction also effectively lowered the bar by which the future performance of Baltimore Link would be evaluated. His organization evaluated Baltimore Link before and after the relaunch and found it made very little difference for most bus riders in Baltimore.

O'Malley and CMTA have urged MTA to be more transparent with their data by using a tool such as the Massachusetts Bay Area Transit dashboard, where riders can see, among other indicators, route-specific reliability. While Quinn told the *Sun* this year that MTA has experienced “a real culture change toward data-driven accountability,” so far the agency has only released detailed Baltimore Link data to the public when compelled to by the state legislature.

But according to figures posted on MTA's performance improvement web site, high-frequency CityLink buses kept their headways (the black line on the chart below) an average of 67 percent of the time in September.

On-time performance hasn't gotten much better since the June 2017 reboot. (MTA/Madison McVeigh)

After 18 months, MTA hasn't published route-by-route performance data, but they shared it with me with me after months of Public Information Act Requests. Turns out, reliability is in the 65 percent range for 10 out of the 12 high-frequency routes, based on a September sample. That's nothing to brag about when you consider the goal is 80 percent, and buses can be up to seven minutes late and still be considered "on time."

The Purple line, which connects Johns Hopkins Hospital in East Baltimore to Catonsville in Baltimore County, had the lowest reliability, maintaining its headways only 61 percent of time. City Link Blue, which connects two major employment centers, the Johns Hopkins Bayview campus and the Center for Medicare and Medicaid Services, hit 66 percent on-time performance, while City Link Orange, a popular east-west route that connects residents to the West Baltimore MARC commuter train station, was only 65 percent on schedule. City Link Red topped the list, with 72 percent.

How well is Baltimore Link delivering on its other key promises— namely, getting urban residents to jobs out in the city's more economically healthy suburbs faster? On-time performance for most of the routes designed to do that has been equally underwhelming: The new #63 bus to Tradepoint Atlantic was only 62 percent on schedule in June, as was a route serving the business district near Baltimore-Washington International Airport in nearby Anne Arundel County. One positive: the #65 buses to an Amazon Fulfillment Center in Baltimore County were 74 percent on time in September—a substantial improvement over June's 68 percent.

One thing to keep in mind when looking at these reliability numbers is that no-show buses don't count toward on-time performance. And no-shows are all too common in Baltimore because of driver absenteeism or equipment shortages. What's more, MTA doesn't alert riders when trips are cancelled: They find out the hard way, when they get stranded. (It happens to me, too: A few weeks ago, my scheduled #94 bus was never on the road to begin with. I paid \$20 for a Lyft.)

If anything has improved for Baltimore bus riders, Gwitira says, it's MTA's use of technology, and I'd have to agree. MTA just launched a cashless boarding app this fall, which is supposed to help reduce "dwell time" at stops and make boarding faster. And this year, the agency installed GPS equipment on the entire bus fleet and partnered with the app Transit, which allows users track the progress of their bus on a map on their phones. Unfortunately, the new technology doesn't always track buses that get diverted because of traffic or emergencies, nor does it tell riders when service is cancelled. But most riders see it as a positive.

The biggest problem with Baltimore Link, say critics like Gwitira, Philipsen, and O'Malley, is simple: money. The phrase "limited resources" comes up a lot in discussions with MTA at community meetings when riders complain about reliability and coverage. Planners say that if they want to add more service to one route, they have to take it away from another. A bill passed in the Maryland legislature in 2018 gives MTA a small increase in its operating budget for the next few years, but the agency's capital budget is slated for sharp reductions.

Underfunding is a problem for transit agencies around the country, but it especially stings for Baltimore—a city where 30 percent of the population doesn't have access to a car, affordable housing tends to be far from job centers, and where public schools rely on the MTA to transport 27,000 students to school every day.

Recommended

1. LAURA BLISS

MAY 11, 2018

That's why the cancellation of the Red Line rail project—forefeiting \$900 million in federal funds set aside for construction, not to mention the \$290 million already spent planning it—remains such a sore point for some in Baltimore. While Democratic lawmakers sometimes pledge to resurrect the Red Line, the Maryland Department of Transportation just released a report to the legislature saying that not only is that impossible, but that no significant east-west public transportation is likely come to the city in the next 20 years.

So for better or worse, the bus will remain Baltimore's best hope for delivering the city to a more economically vibrant future. And MTA's Quinn says more improvements are coming—including new schedules based on real-time data that are set to start in February. Here's hoping that it's not too late for this still-young new system to fulfill more of its early hype.

About the Author

Danielle Sweeney

Danielle Sweeney is a Baltimore-based freelance writer and transit advocate

Stanley M. Sokolow
Santa Cruz, CA 95060

December 3, 2018

Regional Transportation Commission of Santa Cruz County

VIA email to info@sccrtc.org

Re: Agenda item #23 on meeting agenda for December 6, 2018

A letter in the Sentinel newspaper today asks: "All present tracks must be replaced with new tracks, so why preserve them in the first place?" Your staff report on the Unified Corridors Investment Study provides some insight. It explains (paraphrased):

There are approximately 120 parcels along the rail right-of-way between Davenport and Pajaro Station. Approximately 10% of these parcels include easements across other properties and there are 20 to 50 parcels with unknown title.¹ **If the rail right-of-way is not used for rail service, it could result in the loss of rights to the easements along the rail right-of-way. It is not possible to determine the extent to which this may occur as the courts would evaluate title records for each property individually to determine property rights.** There are court cases where an adjacent property owner to a rail line that was railbanked and converted to a trail sued the U.S. government and won - claiming that the trail is a new use of their land which entitles them to just compensation.

One such case was reported in 2014 in the Seattle Times newspaper: [Was public railroaded in trail deal?](#) That rails-to-trails class action concerned land previously held as a right-of-way by Burlington Northern and Santa Fe Railway Company ("BNSF") in King County, Washington, and converted into a recreational trail. That case continued even after the article was written: [Haggart v. United States, 09-103 \(Fed. Cl. 2017\)](#) in the United States Court of Federal Claims. Plaintiffs alleged that this conversion resulted in a taking of their land without just compensation in contravention of the Fifth Amendment. **After multiple trials and appeals, the court awarded compensation to some of the parcel owners where only an easement for railroad purposes had been owned by BNSF.** The federal government agreed to pay out a huge settlement, \$140 million to 253 property owners along the Eastside rail line from Renton to Woodinville. The money was compensation for using their land for the planned hiking and biking trail after removal of the tracks. A whopping \$35 million of that went as a fee to the lawyer who won the case, Stewart, of a Kansas City law firm. He said he had a perfect 26-0 record in rails-to-trails cases around the country because the law is clear and had been since the 1990s. It's the federal government that's paying this settlement, not King County or the Port, because it authorized the change in use from rail to trail. **The federal railbanking act was supposed to preclude such Fifth Amendment claims, but something often has gone wrong apparently.**

1 Records of those mystery parcel deeds may never be found. I recall that an RTC staff member earlier had said that a fire in the Union Pacific administrative office many years ago destroyed property records it held.

The [Rails to Trails Conservancy](#) advocates for and supports local agencies for creation of recreational trails on former railroad rights of way. Its website explains how railbanking can allow for the trail without the tracks while preserving the right to future resumption of railroad service: [Railbanking](#). A more thorough examination of the legal issues that often arise with railbanked corridors, as well as an overview of how some of those issues have been resolved, can be found in the Conservancy's article [Rails-to-Trails Conversions: A Legal Review](#). It concludes: "The law on rails-to-trails conversions is continually evolving as the number of rail-trails increases. Rails-to-Trails Conservancy has materials and resources on its website and **provides other services to assist governmental and non-governmental organizations** in sorting through the various legal, political and communications issues that may arise during the course of a rails-to trails conversion." **I have not heard or read yet that your staff has contacted the Conservancy for advice.**

The Unified Corridor study includes scenarios which involve replacement of the tracks with either a paved busway alongside a paved trail or a paved trail alone on the railroad corridor. The Santa Cruz Metro Board is advocating for a more detailed analysis comparing rail service with bus rapid transit (BRT) service on the railroad corridor to determine which will best integrate with the existing transit network to meet the needs of the entire county at a cost we can afford. Either the trail-only or BRT plan for the rail corridor would require railbanking done right so that the RTC retains the use of the entire corridor, not losing parts of it when easements for only a railroad are challenged by the property owners underlying those easements. **However the staff admits that even now the status of many parcels on the railroad corridor is still unknown.**

Is the RTC dreaming the impossible dream and misleading the public and the Metro by continuing to study alternatives to a train on the entire railroad corridor without first having a definitive answer on the feasibility of railbanking to replace the tracks with bus transit? Did the RTC purchase "a pig in a poke" and now has no option other than to continue railroad use of the entire corridor because to do otherwise could result in a corridor that looks like Swiss cheese? **Why hasn't the RTC taken the questionable parcels to a court for a declaration of rights and to [quiet title](#)?** An action to quiet title is a lawsuit brought in a court having jurisdiction over property disputes, in order to establish a party's title to real property against anyone and everyone, and thus "quiet" any challenges or claims to the title. An action to quiet title resembles other forms of "preventive adjudication," such as the declaratory judgment.

Sincerely yours,

Stanley M. Sokolow

From: Keith Otto

Sent: Wednesday, January 16, 2019 11:47 AM

To: Regional Transportation Commission <info@scrtc.org>

Subject: SCC RTC - Meeting Jan 17 2019 - Agenda Item 20 - UCS And Rail Phase II

Date: January 16, 2019

To: Santa Cruz County Regional Transportation Commission

Dear Commissioners,

At the Dec 6 2018 meeting, I suggested that "we all have another think coming" - that is to further consider the subject at hand, and decisions to be made.

Jun 14 2018 SCC RTC Meeting - discussion among Commissioners included:

- "the will of the people" mentioned multiple times
- voting for Phase I of the Progressive Rail contract does **not** mean the Commission is required to proceed with Phase II
- if/when Phase II is affirmed, there is no mechanism for the SCC RTC to exit the contract

Dec 6 2018 SCC RTC Meeting - discussion among Commissioners, staff, and Director included:

The "Preferred Scenario" was described as:

- providing guideposts
- a list of potential projects that might be considered
- not a commitment to any particular project

Jan 17 2019 SCC RTC Meeting

Agenda item 20 before the Commission, which includes a grant of the Phase II license of the Progressive Rail contract, is very much a commitment to the use of trains in the rail corridor. Among other items, it requires the RTC to repair the rail tracks from Buena Vista to Davenport.

Investments in train rail services:

- are too costly to implement
- are too costly to maintain - with maintenance becoming a forever liability
- are too inflexible - one example: a train can only run on its track, which may not be where services are needed most, especially when considering changing future needs

- deliver disproportionately small benefits

Such investments also represent an opportunity cost by negatively impacting more worthy projects.

There are 100,000 people that use Highway 1 each day. Daily ridership for commuter train service is projected to be 3,500. Investments should be made accordingly.

Bottom Line - What I support:

- 1) Freight rail services in Watsonville
- 2) Increased investment in Santa Cruz Metro
- 3) Increased and prioritized investment in Highway 1, including HOV lanes, which will:
 - enable express bus service
 - promote carpooling / ride sharing
- 4) A vote - to correctly determine "the will of the people" - which would either confirm the SCC RTC direction, or provide the means for a "course correction" before further steps are taken in a wrong direction

Please vote "No" on agenda item 20 of the Jan 17 2019 meeting: "No" on the "Preferred Scenario" and "No" on the grant of the Phase II license of the Progressive Rail contract.

Thank you for your careful consideration of these very important matters.

Respectfully,
Keith

From: Diana Adamic
Sent: Wednesday, January 16, 2019 11:45 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Focus on the trail now

I am NOT against trains, buses or highways. The rail line however will not serve the commute population and a trail only along that corridor will make us a beautiful destination for tourists. Please remove the train option and get the trail built.

Diana Adamic

From: Jerry Still
Sent: Wednesday, January 16, 2019 11:32 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail Trail

Please grant the Saint Paul and Pacific Railroad to provide excursion services on the rail line.

From: Santa Cruz New Tech MeetUp
Sent: Wednesday, January 16, 2019 11:31 AM
To: Ryan Coonerty <ryan@ryancoonerty.com>
Cc: Regional Transportation Commission <info@sccrtc.org>
Subject: RTC, Progressive contract

Ryan - the Santa Cruz New Tech MeetUp began conducting surveys on local issues beginning with the midterms in Nov 2018. Our group is now >4,300 local tech professionals.

In the first survey, 2018 SCNT Local Issues Survey Results, we learned that the tech community is underrepresented and not aligned with city government when it comes to local issues. See slide #7 comparing city council voting of SCNT vs actual city election results.

In the second survey (which will be published next week), we learned that 79% of the respondents want a trail built vs the Progressive freight path the RTC is taking.

There are over 20,000 tech professionals in Santa Cruz county. The SCNT intends to become a voice for this community.

I urge you NOT to vote "No" on the Progressive contract until the RTC has completed a sensible economic analysis. As my good friend Bob Cagle has said: when you find yourself in a hole, stop digging.

Doug Erickson

From: Gerald Still
Sent: Wednesday, January 16, 2019 11:30 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail Trail

I urge you to select rail transit on the rail corridor. Rail not bus.

Gerald Still
Santa Cruz, CA

From: Kim Hansen
Sent: Wednesday, January 16, 2019 11:29 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: USC comment

To whom it may concern:

I am voicing my concern of the use of the railroad tracks for freight. I live on San Andreas and my home is about 80 feet from the railroad tracks.

Currently when a big rig passes my residents my house will shake. I'm seriously concerned of damage that could happen if trains are passing on a regular basis. Also the amount of noise this will bring is also a concern.

The option of using the current railway for a bike and pedestrian path sounds much more appropriate.

Thank you, Kim Hansen

From: Geoffrey Smith

Sent: Wednesday, January 16, 2019 11:28 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Fw: Vote no on spending money only to benefit Progressive Freight!

I am extremely disappointed in the SCCRTC handling of the UCIS and the transportation problems in our county in general. The bias shown towards the train has made the whole process a sham. It also is outrageous that the SCCRTC wants to spend 10's of millions of our tax dollars for the sole benefit of a private company running freight trains on our rail corridor. Freight and tourist trains do nothing to improve transportation in our county and the amount of time and money the SCCRTC staff is spending promoting a train is not in line with Measure D funds. I will not vote for any funds for a possible commuter train decades in the future which won't solve our transportation problems. The SCCRTC should be working on improving the Metro system and Hwy 1 as soon as possible which would serve a much larger population for less money. If you ram a train down our throats you will destroy this county financially and further destroy the quality of life and beauty of our neighborhoods.

Geoffrey Smith

From: Craig Chatterton

Sent: Wednesday, January 16, 2019 11:27 AM

To: tim_gubbins@dot.ca.gov; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; rlj12@comcast.net; trina.coffman@cityofwatsonville.org; john.leopold@co.santa-cruz.ca.us; zach.friend@santacruzcounty.us; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; cchase@cityofsantacruz.com; ebottorff167@yahoo.com; openup@cats.ucsc.edu; David.reid@santacruzcounty.ca.us; patrick.mulhearn@santacruzcounty.us; aschiffr@ucsc.edu; aschiffr@gmail.com; UCS <UCS@sccrtc.org>

Subject: Please Reject the Final Draft Unified Corridor Study and Preferred Scenario

To: RTC commission and UCS team members,

As a resident of the 2nd district in Santa Cruz County, I oppose the Preferred Scenario as recommended in the Final Draft Unified Corridor Investment Study Document.

I have significant concerns about the UCS and Preferred Scenario. Like many residents, my life is significantly impacted by the transportation issues and decisions facing the county. Nonetheless, I cannot support the Preferred Scenario. Attached are more detailed comments on the Final Draft.

Thank you for time and consideration.

Craig Chatterton
Resident, 2nd District

January 16, 2019

To: RTC commission and UCS team members,

Subject: Comments on the Final Draft Unified Corridor Study (UCS)

The final draft does not appear materially change the Preferred Scenario recommendation.

Furthermore, I found Appendix H, Step 1 Scenario Analysis, potentially misleading in several ways:

- 1) The analysis does not indicate which projects are included in the Preferred Scenario. As such, longer-term projects like HOV lanes are not distinguished from near term projects. To properly compare scenarios, the time-value of benefits needs to be considered in the analysis and decisions.
- 2) Many of the projects include very vague statements like “Travel time for HOV, SOV and transit could be reduced”. Note the operative word “could”. This does not instill confidence in the study or the Preferred Scenario. The RTC appears to lack confidence in the recommendations – a big red flag.
- 3) The study metrics clearly indicate that the auxiliary lanes and HOV projects have significantly difference performance impacts. Highway speeds and transit times will be worse until and unless HOV lanes are fully implemented. Yet, the analysis rates these two projects equal in terms addressing transportation challenges. The ratings seem inconsistent with the study findings.

Several concerns also remain unanswered:

- 1) When work will be done - e.g. during the day or at night? Given the multi-year duration of many of these projects, the impact of ongoing daytime lane closures/obstacles for construction work could be severe. On the other hand, the cost of doing work at night is substantially higher and still affects traffic. What assumptions does the UCS budget make? Disruption is considered in the analysis and dashboard. These trade-offs need to be discussed and reviewed prior to approval to avoid surprises.
- 2) How will the project elements be sequenced? How long will each project/phase take? These projects will take many years to complete. Time frames will play a critical role in determining feasibility, allocating funds, and assessing the positive and negative impact to the public. Inflation will also increase costs for projects that are not started for 3-5 years. The projects are not just a menu of options. The sequencing choices have many impacts and need to be stated prior to approval.
- 3) The updated performance dashboard does not include the Preferred Scenario for many of the goals. This makes it very difficult to properly evaluate the Preferred Scenario.
- 4) There is no discussion of project risk in the study.

Given these issues and concerns, I cannot support the Preferred Scenario. Residents driving on Hwy 1, the highest volume corridor, will experience worse peak hour transit times and vehicle speeds until and unless HOV lanes are added at some unspecified and unfunded time after 2035. Furthermore, all of the scenarios have a small impact on most of stated goals, despite the massive cost and extended disruption. From a cost/benefit analysis perspective, No Build looks better on many dimensions and overall. I am thus unable to reconcile the cost/benefit trade-off in favor of the Preferred Scenario. I do not understand why we should spend ~950M\$ = \$3450/person in the county, and yet achieve such a modest benefit to the community.

Please REJECT the resolution to accept the study. Please REJECT the Preferred Scenario. In my opinion, the Preferred Scenario does not adequately address the transportation needs of the county.

Craig Chatterton

From: Jessica Oltmanns

Sent: Wednesday, January 16, 2019 11:26 AM

To: UCS <UCS@scrtc.org>

Subject: Community Input

I really don't think you can chose just 1 of these three choices. All 3 would make the county a more pleasant place to live and commute. If cost were the only measure, the answer would be simple, the cheapest. However, finances are not the only cost. Not have alternative transportation methods forces people to have to use an automobile which can be very taxing/costly mentally and emotionally -- especially when it takes an hour to go from Santa Cruz to Aptos. Who is really saving there? Aptos wants commerce, those benefits will go back to County dollars, and those realities should be part of the equation. Taking a train, or riding a bike dramatically improve one's mental health in the drudgery that can be getting to and from work.

If money is the issue, let's find it. Let's make it happen, but really ALL 3 would be wise for the community, but if I have to choose one, it's going to be the rail/trail. This topic was on the docket when I moved to this community, and the delays only seem to increase the price. This is a HUGE opportunity to make this community MORE vibrant, ecological and truly visionary. Let's see those bike tire rubber's hit the road/trail, and YES, put a train on it. Not much more relaxing than being driven.

Keep up the great work, and don't give up the fight for our right to commute in peace.

Thank you,
Jessica

From: John - Linda Brown

Sent: Wednesday, January 16, 2019 11:26 AM

To: Regional Transportation Commission <info@scrtc.org>

Subject: Rail Trail - public comment by noon today

Dear Commissioners,

We do not support the current plan for the train as currently proposed. We are not confident that enough details and cost-analysis has been done, nor the promised detailed oversight by the appropriate committee. Most of all we're concerned about using surface streets for this track!

We do not believe this is what was voted on by taxpayers in Measure D. Please postpone making major decisions on this very important topic for our community until further study has been completed.

Thank you.

Linda & John Brown

From: Jon

Sent: Wednesday, January 16, 2019 11:22 AM

To: Regional Transportation Commission <info@sccrtc.org>; zach.friend@santacruzcounty.us

Subject: Santa Cruz Rail and Trail plan. Public input

I am writing as a Santa Cruz county resident to input opinion held by many of the local population.

There is huge concern with a proposed freight rail plan. Please do not commit millions of dollars of tax payers money to repair tracks for freight rail.

Local people overwhelming want to see a trail for pedestrians and bikes. Just think what a fantastic, healthy and beautiful asset that would be for the area. Communities that have completed similar projects have shown this is a great use this is for old unused rail lines. It would be used by locals, kids accessing schools instead of going by cars. That would reduce the traffic congestions we have. It is so noticeable how traffic is less when 'school is out'. Think of the physical and mental health benefits of such an amenity.

This is not about what is best for biased business interests. This is about what the local population want. A elected officials, please do the right thing for your electorate. Do not waste this opportunity for the community.

Trail , not rail.

Sincerely,
Jon Heeley
Aptos, CA

From: Ryan Sarnataro

Sent: Wednesday, January 16, 2019 11:14 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Comment for the Jan 17 RTC meeting

The public needs better accounting from the RTC

The RTC has not provided the public with a simple, clear and understandable accounting of the costs incurred in the pursuit of rail service and the costs of the Progressive Rail contract. It would seem as a public agency spending public money this would be absolutely fundamental. How can the public make a judgement about the Progressive contract without a basic profit and loss statement?

It appears the county will lose over \$10 million over the course of the life of the contract. The Progressive contract has an opportunity cost as well, the loss of the use of the rail corridor by the vast majority of residents of the county. For these reasons I urge the commission to reject the staff's preferred scenario and renegotiate the Progressive contract to provide freight service to Watsonville without encumbering the rest of the right of way.

Additional accounting I would like to see about pursuit of rail is a comparison of the RTC's expenditures to other options. For example the first leg of segment 7 has been delayed due to the inability of any contractor to come up with an acceptable bid. This is a result of the requirement tracks remain in place. A proper public disclosure would include the information the cost differential with and without rails.

The upgrade to the bridge over the San Lorenzo river is another example of bad accounting. The difference between the new 10 foot wide extension of the bridge was celebrated as an improvement over a more expensive previous plan. Fine. But where was the contrast with the much lower cost of a trail right down the middle of the bridge that left the current path solely for pedestrian use? An even more cogent comparison would be the cost of the new bridge path with a trail going from the boardwalk to Seabright. That likely could be built for the cost of the river crossing alone.

The RTC has been spending money to preserve the rail option within the right of way. Clear accounting would have all these costs assembled in one easy to understand table with information the cost differential with and without rails. Proper projections would include comparisons for future expenditures with and without rail.

The most important accounting omission is in relation to the future. The preferred scenario will require significant additional taxes. The public has a right to know just how much before starting down the path of the staff preferred scenario – specifically the size of the sales tax increase required.. Would the public vote for a ½, ¾, 1% sales tax increase so 3,000 out of 250,000 residents can ride a train each day that has no impact on highway 1 congestion? If the public does not approve the sales tax there will never be commuter rail service and all the funds spent to preserve rail in the corridor a waste.

With new leadership I hope RTC moves to better inform the public of the options, even when the comparisons do not cast a favorable light on staff recommendations.

Ryan Sarnataro
Live Oak

From: Larry
Sent: Wednesday, January 16, 2019 11:08 AM
To: Daniel Brune
Cc: Regional Transportation Commission <info@sccrtc.org>
Subject: RE: Trail Only, Please - Widen Highway One

Dan, Very well done and I agree with all your comments. I too have gone to many meetings and it just does not make sense. I am cc a copy to the SCCTC. Larry Grant
Aptos

-----Original Message-----

From: Daniel Brune
Sent: Wednesday, January 16, 2019 8:56 AM
To: info@sccrtc.org
Subject: Trail Only, Please - Widen Highway One

Hello RTC Members,

I have been to several meetings where the wisdom and viability of a train running on our corridor has been discussed. None of the studies are realistic when claiming there is wisdom or viability. It seems as though the RTC only wants to go through the motions of holding meetings with no intention of listening to the majority of the attendees with objections.

We are simply too small of a community to economically support rail service on the corridor. The extent to which this will need to be subsidized is overwhelming. Simply counting heads on our buses shows that the majority of citizens want/need their own cars for transportation.

Widening Highway One is the only solution that will have a significant positive impact.

Parking a car before stepping onto a train is something I have not heard addressed. Where would someone park in Aptos village to ride a train? When the new Aptos village construction is completed and those units and businesses are occupied, there will simply be no space for extra parking. Potential train riders driving down from the Trout Gulch or Valencia areas will need to walk several blocks in order to park their cars. The same goes for other areas where most of the riders will need to drive to the station before boarding the train.

For riders on a shopping excursion to Costco, for instance, the logistics of hauling goods from the store to the train station and then from the destination station to their parked cars makes no sense.

Having 60 trains a day roaring through our neighborhoods at 45 mph will do nothing more than lower property values with a resulting reduction in Prop. 13 tax revenue as homeowners sell at lower prices to get away from the train and new buyers pick up those homes at a deep discount.

Conversely, if those homes have a trail near their homes with the potential to use the great assortment of electric conveyances and bicycles, those homes will be more attractive, bring higher prices at resale, and add Prop. 13 tax revenue.

Please listen to reason. Please widen Highway One and give this County a wonderful trail that generations can enjoy, like the one in Monterey and Pacific Grove. Thank you.

Best,
Dan Brune
Rio Del Mar/Seascape

From: Nadene Thorne

Sent: Wednesday, January 16, 2019 11:01 AM

To: Ryan Coonerty <Ryan.Coonerty@santacruzcounty.us>

Cc: Regional Transportation Commission <info@sccrtc.org>; Michael Rotkin <openup@ucsc.edu>; bruce.mcpherson@co.santa-cruz.ca.us; john.leopold@co.santa-cruz.ca.us; andy.schiffirin@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; cchase@cityofsantacruz.com; trina.coffman@cityofwatsonville.org; ebottorff167@yahoo.com; jbertrand@ci.capitola.ca.us; rlj12@comcast.net; zach.friend@co.santa-cruz.ca.us; sbrown@cityofsantacruz.com

Subject: Re: Unanswered Questions

Commissioner Coonerty et al,

Thanks so much for your speedy and considered reply to my correspondence; your attentiveness is gratifying.

I would like to take exception, however, with your remarks about the city councilmembers supporting a train option on the rail corridor. Surely you'll have noted that Greg Larson, one of your constituents and a staunch train supporter as well as the candidate who spent a lot more on his campaign than anyone else, was defeated. In Capitola, Sam Story, and in Watsonville, Ari Parker, both advocating

against a train, won handily. So perhaps until a public election on the subject is held, it's clear to me that the jury of public opinion on the train subject is still out.

One further point: while many of us are against a train on the rail corridor, we are not against other transit options in that space. The tracks will have to be replaced, and railbanking, as well as paying back the initial purchase money if bus on the corridor, for instance, were to be seriously considered still remain to be genuinely explored. In retrospect, the contract negotiated with Progressive that requires you commissioners to commit to giving them control of the entire rail line (and the attendant financial burden for repairing the tracks) if any train option of the UCS is to be pursued unfortunately narrows our county's transit options rather than secures them. We can all see now that there are many more transit possibilities on the rail corridor than were originally conceived when the UCS was commissioned.

Thus I hope that you will be weighing this decision carefully, not as one which is train/no-train, (although in some respects because of the impact of the Progressive contract it is) but rather as one of the best overall transportation package for the county. In my view, that would certainly entail a substantial expansion of our METRO capabilities, as well as the planned Highway 1 improvements, bike lanes, and yes, a trail on the corridor. All these we can afford now, and offer the best all around benefit to us all. I hope on Thursday you won't be stuck on the staff's choice of Scenario B which, while it has much to recommend it, sets us on a course of losing control of our corridor for the next 10 years.

Thank you,

Nadene Thorne

On Tuesday, January 15, 2019, 9:52:32 PM PST, Ryan Coonerty <Ryan.Coonerty@santacruzcounty.us> wrote:

Nadene,

Thank you so much for writing. I'm genuinely appreciative of your engagement on this issue and I read your emails closely.

In response to your comments, let me offer the following:

First, I read all the emails sent to me on this and every issue. I'm also out in the community every day talking to constituents. The overwhelming majority of my constituents want a trail with transit option. Petition signatures are informative, but are not the only way to judge political support. One good indicator of the politics on this issue is that every SC city council member and viable candidates in recent elections (with the exception of possibly one) supports a rail-trail. In my 12 years in local government, if voters' preference was different, it would be reflected in candidates' positions. However, it is important for me to note that public polls have always informed, but never determined my votes.

Second, you and others raise very good questions about the viability of rail, construction costs, etc. I take those concerns seriously. As I've told everyone from the beginning of the debate, my interest is getting the trail built and preserving the option of transit in the corridor. That is what I will be looking for in the UCS, staff analysis and public comment on Thursday and going forward.

Third, we are moving forward with the trail, highway one and soquel avenue improvements. The funds to do these projects did not exist until Measure D passed and the revenues began to flow last year. I agree that it's time to build.

Finally, I will always welcome your input and answer your questions as best I can, but if the only test of whether I'm responsive is only whether I agree with you (or any other advocate for their position) in the end, then it's not going to be satisfying for either of us.

All the best,

Ryan

From: Joni and Dan Steele

Sent: Wednesday, January 16, 2019 11:01 AM

To: Regional Transportation Commission <info@scrtc.org>

Subject: Fwd: 10 Reasons to Delay approval of Tourist Train over Highway 1/Trail

Dear RTC,

I am just going to forward this email below since Trail Now did a terrific job summarizing ten reasons to request RTC delays the vote tomorrow regarding Scenario B and the rail/trail decision.

Please, *we are begging you* to take into consideration the Trail Now/Greenway solutions for Santa Cruz County traffic congestion problems. We are new home owners in Santa Cruz County and we adore the beach lifestyle and natural sanctuary here, however, any sort of train- passenger or freight, running throughout our county, will hurt our beautiful, ocean sanctuary community. Unfortunately we feel it will not solve the traffic congestion problems and will only create a financial burden on everyone.

Please really listen compassionately to those who want a beautiful walking/biking path like Monterey County already has created for its tourists and community.

Thank you,
Joni and Dan Steele
Capitola, California

The vote for the train over widening Highway 1 and building a world-class trail NOW is Thursday, 9 am at 701 Ocean Street, Santa Cruz. Comments can be emailed (info@scrtc.org) in until noon today and an estimated time to make comments in person would be 10:30 am. Ten reasons to delay vote:

1. RTC Staff has NOT directly communicated with California Transportation Commission (CTC) staff on Proposition 116 fund requirements, so there is unclarity in how, when and how much funds would need to be returned to use Coastal Corridor for any other option than a train.

2. Highway 1 Tier I/II project is at a point where our community can get Self-Help County funds and SB1 funding. Prioritizing the train over Highway 1 widening investment sends the wrong message to CTC (CTC Staff told Trail Now). According to CTC Staff, Santa Cruz is in an excellent position to get Highway 1 Tier I funding (widening to Larkin Valley Road) and will not "compete-well" for train funding.
3. Proposition 116 funding for a train is a "trojan horse" to our community. Delaying addressing Proposition 116 requirements will increase cost to Santa Cruz taxpayers because returning funds is based on market-value of property. As RTC clarifies property boundaries, the value of the property will get to such a high level, community will not be able to return funds.
4. Tourist train to Davenport funded with \$15M of Measure D funds is unacceptable.
5. Minnesota excursion train operator license agreement will have major negative impact on North Coast farmers.
6. Fastest way to get North Coast Rail Trail built is to work with Farmers on a collaborative plan.
7. \$10M in Federal Grant funds for North Coast Rail Trail will be lost if tourist train is funded to Davenport.
8. Climate change is a real thing and allowing the Coastal Corridor to remain CLOSED for decades while operating fossil-fuel tourist trains does not align to Santa Cruz philosophy.
9. Aptos Village will continue to have major traffic congestion with Parade Street not connecting to Soquel Drive.
10. There are three (3) main corridors (Highway 1, Soquel, Coastal) for transit across the county. Coastal Corridor needs to be opened TODAY to give locals an alternative and help break the traffic crisis.

From: Ted Lorek

Sent: Wednesday, January 16, 2019 10:59 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Vote no on RTC's "Train Plan"

Please do not spend our Measure D tax revenue on rail stuff. We should try what Monterey has done by rail banking our ROW and creating a world class bike trail so tourists and locals can enjoy Santa Cruz car free. Train service should be put to the voters first, not rammed down our throats.

Sincerely,

Theodore J Lorek

From: Dean Mathiowetz

Sent: Wednesday, January 16, 2019 10:52 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Grant SPPR a License to Provide Excursion Services

Dear RTC

I have been closely following the debates over the rail trail in Santa Cruz. I'm writing to urge you to grant Saint Paul & Pacific Railroad (SPPR) a license to provide excursion services on the rail line.

If the rail falls into disuse, it will impair the rail option in the future and delay or endanger the construction of the trail.

Sincerely,
Dean Mathiowetz

From: Robert Esposito

Sent: Wednesday, January 16, 2019 10:50 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: RailTrail

Dear SCCRTC,

I am writing in support of the Trail Now option regarding the rail/trail. I feel the train aspect of the plan is poorly conceived for many reasons: 1. A single track provides poor expensive service at minimal utility, and maximum time and treasure,... a poor use of tax funds, that projects the public image of misallocation. 2. The Trail Now perspective could be operational asap for pedestrians, bikes, e-bikes, with minimal funding, and maximum benefit to environment and community in accord with Santa Cruz's natural beauty and values. I respectfully urge the board to follow the will of their constituents.

Sincerely,
Robert Esposito, Aptos.

From: Dean Mathiowetz

Sent: Wednesday, January 16, 2019 10:49 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Select Rail Transit on the Rail Corridor

Dear RTC

I have been following the debate over the trail / rail plans closely for several years. I'm writing now to Urge the Commission to adopt the latest preferred scenario resulting from the Unified Corridor Study (UCS) but modified to select rail transit on the rail corridor – use the rail corridor for rail not bus.

A thorough study has already convincingly demonstrated that the rail option will attract more users and increase transit use across the county.

Sincerely,
Dean Mathiowetz

From: Bruce Sawhill

Sent: Wednesday, January 16, 2019 10:38 AM

To: Ed Bottorff <ebottorff167@yahoo.com>; john.leopold@co.santa-cruz.ca.us; Zach Friend <zach.friend@santacruzcounty.us>; Ryan Coonerty <ryan.coonerty@santacruzcounty.us>; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; Randy Johnson <rlj12@comcast.net>; trina.coffman@cityofwatsonville.org; Cynthia Chase <cchase@cityofsantacruz.com>; openup@cats.ucsc.edu; Cc: 'tony.gregorio@santacruzcounty.us' <tony.gregorio@santacruzcounty.us>; Lowell Hurst <lowell.hurst@cityofwatsonville.org>; Patrick Mulhearn <patrick.mulhearn@santacruzcounty.us>; ladykpetersen@gmail.com; david.reid@santacruzcounty.us; darothwel@cabrillo.edu; Andy Schiffrein <andy.schiffrein@santacruzcounty.us>; Guy Preston <gpreston@sccrtc.org>; Regional Transportation Commission <info@sccrtc.org>

Cc: Sawhill Bruce

Subject: Please Approve Progressive Contract

Greetings RTC Commissioners,

I am writing to urge you to approve the contract extension for Progressive Rail. They appear to be doing a good business in Watsonville, taking trucks off the road, increasing the efficiency of transport, and providing jobs.

But my main reason for encouragement is that the stipulations of Prop 116 require us to provide passenger transport on the line, which Progressive can provide or coordinate. The option of paying back the \$11+ million to the CTC should be taken off the table immediately because it is not the end of an issue but rather the first domino in an endless morass of lawsuits and wrangling associated with abandoning a rail easement. Going the abandonment route promises to burn lots of money beyond the initial \$11M and take lots of time but does not guarantee any beneficial return.

Instead, keep the corridor and rails intact, have Progressive maintain the rails so the RTC doesn't have to do it, and work towards a clean and efficient electric passenger rail service in the future while building the rail trail ASAP. We need both rail and trail today, but it will take 10 years even at warp speed, so please no gratuitous delays.

Respectfully,

Bruce Sawhill, PhD

From: Hannah Golden

Sent: Wednesday, January 16, 2019 10:38 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Re: Grant Saint Paul & Pacific Railroad License

Hello,

I'm a Santa Cruz resident writing to submit my comments ahead of the RTC meeting Thursday in regards to granting Saint Paul & Pacific Railroad a license to provide excursion services. I fully support this move and urge the commissioners to do so.

Thank you, Hannah G.

From: Catherine Marino

Sent: Wednesday, January 16, 2019 10:36 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Grant Saint Paul & Pacific Railroad an excursion license ASAP please

Dear Commissioners,

I urge you to grant Saint Paul & Pacific Railroad (SPPR) a license to provide excursion services on our rail line as soon as possible. Use of the rail corridor for excursion services will stave off claims of abandonment of the corridor, and thus will help keep construction of our Coastal Rail Trail to move forward.

Granting an excursion license to SPPR will protect the rail right of way and keep the Measure D promise to maintain the rail line. It will avoid the \$41 Million expense of removing the tracks. It will help provide car-free access to our parks, beaches, and travel destinations along our coast to benefit businesses, residents and visitors. It will get people out of their cars and off of our streets. It will create jobs for locals, and will generate new revenue for the RTC.

Thanks for all of your work so far regarding the corridor.

Sincerely,

Cathy Marino, Santa Cruz, CA

From: Hannah Golden

Sent: Wednesday, January 16, 2019 10:35 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Re: RTC comments for Commissioner on UCS

Hello,

I'm submitting my comments to the Commission ahead of Thursday's RTC meeting in regards to the latest unified corridor study. I'm urging the Commissioner to adopt the latest preferred scenario from the study but modified in favor of rail transit.

Thank you,

Hannah G.

From: Dusty Moon

Sent: Wednesday, January 16, 2019 10:34 AM

To: Regional Transportation Commission <info@sccrtc.org>;

Subject: No more rail service on our corridor

I am writing to urge the commission to reject Minnesota St. Paul Rail Road AKA Progressive a license to operate excursion trains on our corridor. I voted for Measure D and don't want our tax money sent to Minnesota, don't want it wasted maintaining rail for a small group of hobbyist. Please preserve rail option by banking it for future use like Monterey did.

Thank you,

The Troy Family (40+ year county residents)

From: Val Cole
Sent: Wednesday, January 16, 2019 10:28 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Go Rail Trail!

Dear Commissioners,

Please move forward with building the rail trail as fast as possible. And, someday soon, provide passenger rail service on the branch line.

In the meantime, please authorize the Saint Paul & Pacific Railroad to provide excursion rail services on the rail line over the next ten years. Doing so will:

- Allow the Rail Trail to be constructed as fast as possible – we’ve been waiting since the 90s!
- Support tourism, arguably Santa Cruz’ most defensible industry. And it will encourage tourists to get out of their cars and unclog our roads!
- Put our rail line to good use allowing locals and tourists to enjoy the coast
- Protects the rail corridor easements ensuring the continuity of the corridor is maintained for the future
- Shift the burden for maintaining the rail line to a private party saving millions of taxpayer dollars.
- Make good on our promise to use the line for passenger rail service when we accepted State Prop 116 funds
- Prevent the loss of more than \$40,000,000 should the line ever be abandoned.

Thank you all for your service, and enduring all the discord over this project :}

Val Cole

From: Deb Comcast
Sent: Wednesday, January 16, 2019 10:26 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Support for Excursion Service

Dear Commissioners;
I support granting license to Saint Paul & Pacific Railroad to provide excursion services on the rail line.
Thank you,
Deborah Homan

From: Peter Hansen
Sent: Wednesday, January 16, 2019 10:23 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: UCS comment

I am voicing my concern about using the current railway between Aptos and Watsonville.

I am a resident on San Andreas Rd. The railroad tracks are 80 feet from my house. My house currently shakes when a big rig passes. I have a lot of concerns about the amount of noise and possible damage to my residence from the use of the tracks.

I am all for using the current railway for a bike and pedestrian path.

If it appears that the railway will be used by a train then i would highly recommend that some type of sound barrier be installed along with an assessment of the railways infrastructure.

Peter Hansen

From: Michael Spadafora

Sent: Wednesday, January 16, 2019 10:23 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Keep the rail build the trail

I want you guys to build the trail and the rail. My employees agree.

From: Deb Comcast

Sent: Wednesday, January 16, 2019 10:20 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Rail Trail

Dear Commissioners;

I am informing you of my support for Rail Trail via the preferred scenario with the adoption rail transit on the rail corridor.

Thank you,

Deborah Homan

From: Molly Ording

Sent: Wednesday, January 16, 2019 10:18 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Granting the License to Continue Rail Excursion Service on Coastal Rail Corridor!

Please do not abandon the rail line! We need to keep our future transportation options OPEN and available for future transportation options for our ENTIRE Coastal communities and ALL our residents and visitors.

Do not make a short-sighted decision...Transportation planning is a "long game.." Please ensure that we stay in "the game" wisely and with viable options!

Most sincerely,

MR. & MRS. MICKEY ORDING

From: Catherine Marino

Sent: Wednesday, January 16, 2019 10:17 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Please, Adopt preferred UCS with Rail Transit

Dear Commissioners,

I urge our Commissioners to adopt the current UCS corridor study scenario AND select rail transit on the rail corridor. It is more feasible and beneficial to all of us to use the rail corridor for rail transit, not bus!

I believe that the parties now proposing (again) further study to compare Passenger Rail Transit to Bus Rapid Transit are merely hoping to delay the implementation of transit of any kind on the rail corridor. I do not believe that these pro trail only groups would actually prefer Bus Rapid Transit (at a rate of 3x-4x the amount of light rail trains to carry the same amount of people) traveling on the rail corridor all day long.

The six year long comprehensive UCS has provided substantial data indicating the superiority of Passenger Rail Transit over Bus Rapid Transit.

The UCS predicts Passenger Rail Transit will carry 75% more passengers every day than Bus Rapid Transit, and can be capable of carrying carloads of passenger bicycles to satisfy "first mile-last mile" travel for the passengers.

The UCS predicts that Passenger Rail Transit travel time will be faster than Bus Rapid Transit

The UCS predicts passenger Rail Transit will result in a 25% increase of public transit use over Bus Rapid Transit

Passenger Rail Transit is eligible for substantial state funding to plan and to build, while Bus Rapid Transit is not.

Passenger Rail Transit uses the entire rail corridor, and thus will preserve the rail corridor for all future uses. Bus Rapid Transit will use less than 1/3 of the Rail corridor, putting the existing rail corridor easements at risk, and could cause loss of the rail corridor (or very large expense of legal battles over eminent domain) for any transit use between Watsonville and Santa Cruz.

Please integrate faster, equitable, better Passenger Rail Transit Service into a comprehensive public transportation service that will provide ALL of our community with the best possible transportation system ASAP!

Sincerely,

Cathy Marino, Santa Cruz

From: Molly Ording

Sent: Wednesday, January 16, 2019 10:13 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Strongly Urging Your Support of Maintaining Rail/Trail Rail Line & Corridor!

Dear RTC Members!

Congratulations on the opening of one segment of our precious rail/trail! A hard slog but...worth it!

I am writing to urge you not to eliminate **any** options for the future of the remaining rail & trail corridor!

Retain the rail line & tracks, retain our future transportation options...do not make a short-sighted decision based on a possible fleetingly popular transportation options. This corridor needs to be for ALL...not just bicyclists and walkers but for workers, students, visitors, residents, the handicapped, young and old!

Do not limit our future transportation options! Thank you for your work and consideration!

Most sincerely,

MOLLY I.ORDING

From: Suzanne Helfman

Sent: Wednesday, January 16, 2019 10:11 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: We need a trail

Dear RTC,

Please reconsider the transportation needs of our community. Below are just a few of the many compelling reasons not to put a train on the Coastal Corridor.

- Proposition 116 funding for a train is a “trojan horse” to our community. Delaying addressing Proposition 116 requirements will increase cost to Santa Cruz taxpayers because returning funds is based on market-value of property. As RTC clarifies property boundaries, the value of the property will get to such a high level, community will not be able to return funds.
- Tourist train to Davenport funded with \$15M of Measure D funds is unacceptable.
- Minnesota excursion train operator license agreement will have major negative impact on North Coast farmers.

Sincerely,

Suzanne Helfman, Aptos

From: Len Beyea

Sent: Wednesday, January 16, 2019 9:55 AM

To: UCS <UCS@sccrtc.org>

Subject: Prioritize transit and active transportation in adopted scenario

Dear Commissioners,

The UCS is an important early step in the process of transforming transportation in our County and the region. Therefore it is critical that decisions made now address the critical issues we face going forward. You have a legal responsibility to attend to the transportation needs of the County, and a moral responsibility to come to grips with a very real climate crisis and an unsustainable and inequitable existing system of transportation. To that end, I urge you to adopt the following policies in your selected scenario:

- No expansion of capacity on Highway 1 - Due to induced demand additional lanes will at best only relieve congestion for a few years, or at worst - as we observed with Highway 85 in Santa Clara County - only a few months, while increasing congestion on feeder streets and diverting much-needed funds from transit and other improvements.
- Preserve the rail corridor for transit, with a bicycle/pedestrian path alongside. Implement the most feasible transit on the corridor as soon as possible, based on what will deliver the most benefit at the least local cost. Transit on the rail corridor should be operated by Metro and integrated with their existing and future bus transit services.

- Add bus-on-shoulder to Highway 1. Your feasibility study of a limited bus-on-shoulder program indicated that this is a very cost-effective way to provide improved express transit service
- Provide additional support to Metro to enable more frequent and more optimal public transit in the County, towards a truly viable public transit system
- Make improvements to the Soquel/Freedom corridor for bus service, bicycles, and pedestrians
- Continue allocations of funds for maintenance and repair of existing roadways

Thank you for your consideration,

Len Beyea

From: Kristofer Peterson

Sent: Wednesday, January 16, 2019 9:38 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Rail Trail support

To Whom It May Concern- I am not a resident of Santa Cruz but I am one with a disability who knows the value of accessibility for people like me. I work in a community based program that is known in the area as Options For All, but I work in the San Jose program.

Anyhow, through work, I see how it can be so difficult for one with a disability or differability to get around in their community. So I strongly support any measure to make a person with a differability's life more equal to those with "normal" access" whether it is transit or trails so please better the lives of those who need this for they need more options than just sitting inside their four walls because the world is such a magnificent place.

Thank you for listening, and I hope you have a great day!

Sincerely,

Kristofer Peterson

From: Bill

Sent: Wednesday, January 16, 2019 9:33 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: no tourist train please!

stop the madness please!

end the misfeasance and any malfeasance; bring in a grand jury!

from Soquel to Hwy 17, construction is long done meaning the 41st-Soquel exit lane will result in instant benefits to motorists

hold off on the bicycle bridge to get action and immediate public benefits

as an 80-something I hope to see work begin on during my lifetime, but I am beginning to lose faith

Bill Delaney

From: Robert Stephens

Sent: Wednesday, January 16, 2019 9:29 AM

To: john.leopold@co.santa-cruz.ca.us; ed bottorff <ebottorff167@yahoo.com>; patrick.mulhearn@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; rlj12@comcast.net; trina.coffman@cityofwatsonville.org; cchase@cityofsantacruz.com; openup@cats.ucsc.edu

Cc: Regional Transportation Commission <info@sccrtc.org>

Subject: Don't Select Scenario B

Dear RTC Commissioners:

Thank you all for your effort and work on the RTC Commission. I truly believe that you want to do the best for our community.

First, I want to clarify that I and Greenway are not against public transit in the corridor, but we do want sensible transit and want to keep options open. Any public transit in the corridor besides a train will involve rail banking or abandonment of the corridor. We think a paved surface gives our community many more options and use might vary in the corridor depending on the section and time of day.

There is no reason to select a scenario now. There is a false rush to do this so as to lock into a train contract. You really need to answer some basic transportation questions in our county before you make a decision, such as: can the corridor be rail banked, can 116 funds be returned, who will pay for a train, what is the best way to improve the freeway, will buses work in the corridor and how can METRO be involved? Then do what is best for our community.

The freeway needs to be improved, METRO needs to be improved and stabilized and a cost effective trail needs to be built sooner than later. We can all agree on this. Both METRO and Caltrans have problems with scenario B.

Your last rail contract was a disaster. The operator you picked was not the problem, it is the business itself: railroading. You will get the same results with Progressive. We all agree freight to Watsonville is great, but north of that it will only cost us money and do nothing for traffic relief. Tourist trains also do nothing for traffic, but make it worse.

It really is time to look forward to the 21st century and all the potential solutions it has to offer rather than staying back in the 19th century. Look at JUMP Bikes, small electric buses and all the emerging technologies.

Kicking the can down the road for ten years, hoping a train might work eventually, will accomplish nothing, except eliminate options, create more traffic and piss off voters. I'd much rather see METRO and the RTC in charge of our corridor than Progressive and the Federal government.

There has been very little new information put forward from the UCIS. There has been no compromise proposed. Many major questions have not been answered fully. Nothing has changed, it appears your staff just wants a train.

Please step up and keep doors open, ask questions and keep an open mind. We need traffic solutions that we can afford and will work in the near term.

Let's get some answers to these basic questions and then work on a compromise. Do the train folks or your staff offer any compromise?

We already have a fight over a wall, let's not have a fight over a train and a ten year transportation shutdown in our county. If you doubt how the general public feels on this issue, put it on the ballot: you will not find the votes for a train.

Thank you for your time and for listening to me.

Sincerely,

Robert Stephens, Aptos

From: Dave

Sent: Wednesday, January 16, 2019 9:12 AM

To: Regional Transportation Commission <info@scrtc.org>

Cc: Bruce McPherson <bruce.mcpherson@santacruzcounty.us>

Subject: Hwy 1 and the Rail Corridor

Dear sirs and madams,

We no doubt have a traffic problem on our infamous Hwy 1 between Santa Cruz and Larkin Valley. At first sight you might think the congestion problem can be easily solved by adding additional lanes. This will not work. This never works. There are countless studies worldwide that show adding lanes will not only fail to solve the problem, but will actually make the problem worse by creating more traffic and adding more cars to gridlock. The reason for this counter-intuitive result is a thing called 'induced-demand'. The moment space is created on Hwy 1 we have thousands of cars waiting to fill those lanes. Many people currently make lifestyle choices to avoid the Hwy 1 whether it be holding off on grocery shopping at Trader Joe's Capitola, or making a DMV appointment that avoids rush hour, or choosing to rent a home in mediocre Live Oak vs a home in the quaint and quiet beach town of La Selva. Adding lanes will not bring more people to the area. Those people are already here.

A train on our rail corridor is the best solution. I have expert anecdotal evidence that shows the traffic on Hwy 1 will never be reduced by any action we take on our rail corridor and any claim to do so is just political rhetoric. The good news is the passengers who take the train; those folks who are displaced to south county due to our housing crisis, will not have to sit in that traffic. Anyone who makes a lifestyle choice to take the train corridor by walking, biking, or rail will not sit in traffic. Rail is a perfect solution due to the geography of our county. Most Santa Cruz communities are lined up in a row along the corridor.

I would hate to see our 32 mile long transportation corridor used as a leisure dog park. This would be a disappointing sign of gentrification in our county. Please do not waste money on adding more lanes to Hwy 1. And please no more meetings or opinion surveys or reports or letter campaigns regarding this corridor. Let's get this train and bike path built. I've been waiting decades!

Cheers,

Dave Faulkner

From: Dan Kambitsch
Sent: Wednesday, January 16, 2019 9:11 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: coastal train

We are totally opposed to any funding for the train boondoggle. Put the limited funds where it will do the most to alleviate congestion, widening the roads. Vote for Santa Cruz residents for a change, not for tourists.

Dan Kambitsch
Christine Young, **SANTA CRUZ**, Ca 95062

From: katinka
Sent: Wednesday, January 16, 2019 9:09 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail Trail

To Whom It May Concern:

I'm writing to voice my opposition to the proposed rail line. I believe our community would best be served by a bike and pedestrian trail.

RTC studies have concluded that Having rail service would increase Hwy 1 traffic. In addition to adding noise and air pollution to the county, a train making multiple runs through neighborhoods poses a serious danger to those living near the tracks. The public supports a bike and pedestrian trail as evidenced by the support of Measure L in Capitola, and by recent surveys conducted by the RTC.

We need safe and affordable transportation solutions, and a train is not one of them.

Katinka Hurley, Santa Cruz
LLAP

From: Vibeke Orsini
Sent: Wednesday, January 16, 2019 9:08 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail/Trail

I am absolutely opposed to the railway plan. Having a beautiful trail for walking and biking would be far superior to a train that very few people will use. About as we see with the bus system. Why not improve that system and let us have a nature trail that would be used by so many more people?

From: Anna Huskey

Sent: Wednesday, January 16, 2019 9:07 AM

To: Regional Transportation Commission <info@sccrtc.org>; ryan.coonerty@santacruzcounty.us

Subject: Support our Bus transit system

Dear RTC and Ryan,

Please support improved bus service and projects to improve traffic on Highway 1 and surrounding surface roads. People do ride the buses and we need to prioritize improving bus service with dedicated bus / hov lanes on Highway 1, and bus rapid transit on the rail corridor. Buses exist today and if they can beat the traffic gridlock with dedicated bus rapid transit lanes and the use of the rail corridor they will take people out of cars and reduce the Highway 1 gridlock between North and South county.

We do not need a train. It is too expensive and will take too long to build and we certainly don't need freight and excursion trains on the corridor.

Regards,
Anna Huskey

From: Daniel Brune

Sent: Wednesday, January 16, 2019 8:56 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Trail Only, Please - Widen Highway One

Hello RTC Members,

I have been to several meetings where the wisdom and viability of a train running on our corridor has been discussed. None of the studies are realistic when claiming there is wisdom or viability. It seems as though the RTC only wants to go through the motions of holding meetings with no intention of listening to the majority of the attendees with objections.

We are simply too small of a community to economically support rail service on the corridor. The extent to which this will need to be subsidized is overwhelming. Simply counting heads on our buses shows that the majority of citizens want/need their own cars for transportation.

Widening Highway One is the only solution that will have a significant positive impact.

Parking a car before stepping onto a train is something I have not heard addressed. Where would someone park in Aptos village to ride a train? When the new Aptos village construction is completed and those units and businesses are occupied, there will simply be no space for extra parking. Potential train riders driving down from the Trout Gulch or Valencia areas will need to walk several blocks in order to park their cars. The same goes for other areas where most of the riders will need to drive to the station before boarding the train.

For riders on a shopping excursion to Costco, for instance, the logistics of hauling goods from the store to the train station and then from the destination station to their parked cars makes no sense.

Having 60 trains a day roaring through our neighborhoods at 45 mph will do nothing more than lower property values with a resulting reduction in Prop. 13 tax revenue as homeowners sell at lower prices to get away from the train and new buyers pick up those homes at a deep discount.

Conversely, if those homes have a trail near their homes with the potential to use the great assortment of electric conveyances and bicycles, those homes will be more attractive, bring higher prices at resale, and add Prop. 13 tax revenue.

Please listen to reason. Please widen Highway One and give this County a wonderful trail that generations can enjoy, like the one in Monterey and Pacific Grove. Thank you.

Best,
Dan Brune, Rio Del Mar/Seascape

From: Walter Stauss
Sent: Wednesday, January 16, 2019 8:56 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Unified Corridors Study

Please respect the views of most of our community and fulfill your fiduciary duty to us.
Please reject RTC Staff's Preferred Scenario.
Please do not pay any money for anything that related to freight rail service.
Please keep the process open and transparent. RTC Staff clearly are protective/secretive and shouldn't have that right.

Thank you,
Walter Stauss, Aptos

From: Liz Whiteley
Sent: Wednesday, January 16, 2019 8:50 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Comments for January 17th RTC meeting

Dear RTC Commissioners and Staff,

As a Santa Cruz County resident, I urge you to *vote against* allowing Progressive Rail and its subsidiaries to operate an excursion train along our Coastal Corridor. In fact, this should be an easy decision, given that the environmental, economic and legal impacts of moving forward with a tourist train.

Allowing Progressive Rail to operate an excursion train to Davenport is likely a violation of Proposition 116 funding requirements, which would subsequently cost our community even more when funds have to be returned. In addition, utilizing Measure D funds for a tourist train is an insult to your constituents who voted for local, sustainable and active transportation measures -- not diesel-powered tourist trains. Moving forward with a tourist train also jeopardizes the North Coast Rail Trail, by jeopardizing federal grant funding, angering North Coast farmers and limiting the quality and accessibility of the trail.

I also will share my frustration and disappointment with RTC Commisioners over the last three years. Your role at the Regional Transportation Commission is to address the transportation needs and challenges of your County residents. It's sad to see the prioritization of a *diesel-powered tourist train, operated by legally and morally questionable company*, over safe, accessible, active transportation. The Coastal Corridor is *such* an asset to our County, one that can literally connect us with each other, and provide emissions free active transportation solutions for everyone.

Please, if you're going to ignore the facts, at least listen to your heart. Do *you* want a diesel-powered tourist train?

Regards,
Liz Whiteley

From: Chanda Properties

Sent: Wednesday, January 16, 2019 8:06 AM

To: Regional Transportation Commission <info@sccrtc.org>; zach.friend@santacruzcounty.us

Subject: Trail only

Please be progressive like Seattle, Amsterdam and even Monterey. It is time that we make a bike trail only and forego the idea of a train that is not cost affective or needed.

I have polled over 300 neighbors in Aptos and 74% of the people want a trail only now.

Most tax paying citizens seems to be baffled on why a train is even a viable option and why there is so much resistance from the committee.

Sincerely,

Guy Chanda

From: Cara

Sent: Wednesday, January 16, 2019 8:28 AM

To: UCS <UCS@sccrtc.org>

Subject: corridor study approval

Thank you, commissioners. I've been following this study since its inception, and I am so glad to have it finally reaching approval. The rail corridor is such a valuable corridor for our county, and the only corridor that reaches my end of the county. I have talked to people who have heard scare stories about trains: that they'll shake homes off their foundations, that they'll be carrying dangerous cargo, and other nonsense; people who say the train is "being imposed on us," but when I ask them if they ever looked at the plans, attended a meeting, or answered a questionnaire, say something like "I'm not political." I have faith in my government to rise above the nonsense and give us the transit we so desperately need.

Thank you.

Caroline Lamb

From: Brian Fox

Sent: Wednesday, January 16, 2019 8:24 AM

To: UCS <UCS@sccrtc.org>

Subject: Keep the railroad tracks

Keep the tracks and bring a passenger train/bus back to Santa Cruz County.

Vicki Fox, Aptos

From: Michael Bryant

Sent: Wednesday, January 16, 2019 8:22 AM

To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please delay approval of the tourist train

I urge you to delay the approval of the tourist train. Our community deserves better. There are three (3) main corridors (Highway 1, Soquel, Coastal) for transit across the county. Coastal Corridor needs to be opened TODAY to give locals an alternative and help break the traffic crisis.

Thank you,

Michael Bryant
Concerned Aptos Resident and Voter

From: Brian Fox
Sent: Wednesday, January 16, 2019 8:22 AM
To: UCS <UCS@sccrtc.org>
Subject: Rail Trail

Please keep the tracks and lets get people moving on trains or electric buses. We can also keep the trail.

Brian Fox, Aptos

From: Corrina McFarlane
Sent: Wednesday, January 16, 2019 8:17 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Public Comment for SCCRTC 1/17/2019 ~ "Aims of Santa Cruz County inaugural WCP"

"Aims of Santa Cruz County inaugural WCP"

[compiled by Center for Wise Democracy Jim Rough to help us hone our SCC WCP experience]

We have big expectations from the first Santa Cruz County Wisdom Council. Here's a list of some of them.

1) We make new headway in resolving the rail corridor issue.... a) The Wisdom Council reaches a unified conclusion; b) The live audience resonates to this conclusion; c) People in the community audience recognize that this is a voice of the public interest. d) official decision-makers reorient their thinking in response to this new public voice.

2) We spark a new high-quality public conversation ... about this and other important issues. The new conversation is higher quality, involves more people and is more involving of them.

3) We grow the change-agent TEAM. We want this small group of DF'ers to a) understand more about Dynamic Facilitation; b) feel more confident about their own DF skills; c) understand more about the Wisdom Council Process [WCP]; d) feel more empowered and connected to one another as a force for change.

4) We educate the public ... a) on the issue ... b) on this new “We the People” potential for change ... c) on the nature and importance of choice-creating vs. the usual debate/discussion/deliberation/polarization/voting/decision-making process.

5) We model the new self-governance process ... a) for other communities so they can try it. ... b) as a stepping stone to a national Wisdom Council Project; c) as a model for a global WC Project

6) We demonstrate that this really works ... so activists, investigative reporters, and change agents will orient toward “*facilitating* whole-system change” rather than the more usual: “fighting for what’s right.”

7) We improve the Wisdom Council Process ... This is one more experiment where understand more about how to put on a Wisdom Council (or Creative Insight Council) and find better ways to select random people, to run the community cafe, to convene a responder meeting, etc.

8) We awaken new energy for democracy ... This sparks a growing awareness of a hopeful new solution strategy to society’s biggest problems ... and new story of progress on the “heroic journey.”°

From: Sandra Russell

Sent: Wednesday, January 16, 2019 8:09 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Preferred scenario

I disagree with this scenario and don't think the RTC SHOULD FOLLOW IT WITHOUT MUCH MORE TRANSPARENCY WITH THE PUBLIC. From reading the existing public output, many locals don't want a train. And have said so. Is another election needed to hear the wishes of the people.

Sandy russell resident of capitola

From: RON FISHER

Sent: Wednesday, January 16, 2019 7:52 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Jan 16 Mtg

To benefit the majority of the local population, I am strongly in favor of widening and improving Hwy 1 as the TOP priority project of the decade!

Best regards,

Ron Fisher

From: Val Cole

Sent: Wednesday, January 16, 2019 7:58 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Go Rail Trail!

Dear Commissioners,

Please move forward with building the rail trail as fast as possible. And, someday soon, provide passenger rail service on the branch line.

In the meantime, please authorize the Saint Paul & Pacific Railroad to provide excursion rail services on the rail line over the next ten years. Doing so will:

- Allow the Rail Trail to be constructed as fast as possible – we’ve been waiting since the 90s!
- Support tourism, arguably Santa Cruz’ most defensible industry. And it will encourage tourists to get out of their cars and unclog our roads!
- Put our rail line to good use allowing locals and tourists to enjoy the coast
- Protect the rail corridor easements ensuring the continuity of the corridor is maintained for the future
- Shift the burden for maintaining the rail line to a private party saving millions of taxpayer dollars.
- Make good on our promise to use the line for passenger rail service when we accepted State Prop 116 funds
- Prevent the loss of more than \$40,000,000 should the line ever be abandoned.

Thank you all for your service, and enduring all the discord over this project :}

Val Cole

From: Jeff Singer

Sent: Wednesday, January 16, 2019 7:58 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Train Vote

I'm not sure if it's corruption, ineptitude, or plain ignorance on the part of the RTC that every step of the way a train/trail option is what is being promoted. It's clear a trail only is the better option for the community. Please delay tomorrow's vote.

I'm sure you won't read or acknowledge this but:

- RTC Staff has NOT directly communicated with California Transportation Commission (CTC) staff on Proposition 116 fund requirements, so there is unclarity in how, when and how much funds would need to be returned to use Coastal Corridor for any other option than a train.
- Highway 1 Tier I/II project is at a point where our community can get Self-Help County funds and SB1 funding. Prioritizing the train over Highway 1 widening investment sends the wrong message to CTC (CTC Staff told Trail Now). According to CTC Staff, Santa Cruz is in an excellent position to get Highway 1 Tier I funding (widening to Larkin Valley Road) and will not "compete-well" for train funding.
- Proposition 116 funding for a train is a “trojan horse” to our community. Delaying addressing Proposition 116 requirements will increase cost to Santa Cruz taxpayers because returning funds is based on market-value of property. As RTC clarifies property boundaries, the value of the property will get to such a high level, community will not be able to return funds.
- Tourist train to Davenport funded with \$15M of Measure D funds is unacceptable.
- Minnesota excursion train operator license agreement will have major negative impact on North Coast farmers.
- Fastest way to get North Coast Rail Trail built is to work with Farmers on a collaborative plan.
- \$10M in Federal Grant funds for North Coast Rail Trail will be lost if tourist train is funded to Davenport.
- Climate change is a real thing and allowing the Coastal Corridor to remain CLOSED for decades while operating fossil-fuel tourist trains does not align to Santa Cruz philosophy.
- Aptos Village will continue to have major traffic congestion with Parade Street not connecting to Soquel Drive.

There are three (3) main corridors (Highway 1, Soquel, Coastal) for transit across the county. Coastal Corridor needs to be opened TODAY to give locals an alternative and help break the traffic crisis.

From: Richard Shedden
Sent: Wednesday, January 16, 2019 7:55 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: No train

I do not support a train and reject RTC staff's "preferred scenario". Build the trail only infrastructure now.

Richard Shedden

From: Sandy
Sent: Wednesday, January 16, 2019 7:32 AM
To: Regional Transportation Commission <info@sccrtc.org>; zach.friend@santacruzcounty.us
Subject: Historic Rail Line use

To The RTC

I was one of 8 members of a randomly selected group of residents of Santa Cruz County invited to participate in a democracy council process. The Historic rail line was the purpose of our council to consider and draw conclusion from the knowledge we had and those heard from stakeholder groups. Below is the story and conclusion I hope that these will be considered today at the RTC meeting.

Prior to the start of this process, some of us were excited by the idea of a commuter train along the historic rail line, but after hearing from stake holders of differing views and consideration, we were unsatisfied with the rail proposal. We concluded that a rail line at this time is a poor fit for this location and does not align with our community environmental values. We do expect that the proposed commuter rail will solve the overarching problem of traffic in Santa Cruz County. Traffic is a separate issue that requires a holistic solution.

Outcomes of the Council

1. Our primary conclusion: bank the rail, start the trail development process.
 - We are not convinced that either a commuter or freight rail would be wisely used or cost effective.
 - a. Concerns over the costs of rail development and maintenance, as well as fare prices.
 - b. Logistical concerns (noise, frequency)
 - c. Concerns that a purpose of freight is obscure or obsolete (what could be transported in the future and would the people of Santa Cruz County have control over the type of freight?)
 - We believe that a bicycle / pedestrian trail would be wisely used and has a strong support among the residents of Santa Cruz County (SCC)
 - a. Include rebranding as part of the trail development process (i.e. renaming it as the "Peoples Trail" or Coastal trail").
2. We need to step away from history
 - Let go of the fight
 - Celebrate the public purchase of the historic rail line and the opportunity it presents
 - a. Think of the \$11 million dollars as an investment
 - b. Future value of a well- designed trail should not be underestimated

3. Start a public conversation where the will of the people is paramount: via process like this Council process, Charettes, and community planning meetings for:
 - a. Trail
 - b. Any future value plans for “people movers “, (i.e. modified buses or rail)
4. Possible solutions to address traffic issues throughout the county were considered, including:
 - Alternative lane on Hwy 1 for express bus from Santa Cruz to Watsonville
 - Improve existing metro services to increase ridership
 - Employee passes for SC metro and / or Jump bikes
 - Alternative future solutions should be considered involving “ people movers” on the historic rail right of way, including the possibility of non-rail vehicle.
 - a. Innovative ideas from SCC residents should be incorporated

Finally, we ask that the RTC bank the rail line, we also request that the creative work already done by the differing groups is valued and the vast creativity of the people of Santa Cruz County is included.

Sincerely Sandy Heeley

From: Jane Walton

Sent: Wednesday, January 16, 2019 6:12 AM

To: Regional Transportation Commission <info@sccrtc.org>

Cc: Jane Walton <waltoncruz@att.net>

Subject: This is California--

It's a CAR culture. Trains will never carry enough people in this county to make trains financially viable. Drop off, pick up kids to/from school on way to/from work; ditto errands.

The rail lines were laid out to carry PRODUCTS, NOT PEOPLE. An example is the tracks to the Davenport cement plant, long closed. Anyone who thinks a tourist train up to Davenport will pay for itself is delusional.

Per FEDERAL LAW, trains must sound horn every time they cross a roadway. On the lower West Side there are SEVEN such crossings between Bay and Miramar, requiring an almost continual tooting in a densely populated urban neighborhood.

The only financially viable train route was over the hill to San Jose, long since removed and now replaced by public and private buses to San Jose City and specific employers.

Thanks you,

Jane Walton

From: Christie McCullen
Sent: Wednesday, January 16, 2019 6:12 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please support commuter train potential

Hello,

I am writing to express my support for the rail and Trail option. I think the potential for light rails is a great option for Santa Cruz County. Thank you so much.

Peace,
Christie

From: Barbara Roettger
Sent: Wednesday, January 16, 2019 6:07 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please reject the "Preferred Scenario"

Dear RTC Comissioners,

I have gone to multiple RTC public hearings in regards to the Progressive Rail. After hearing so many very compelling arguments **against** the train, it makes me wonder if the RTC already has their mind made up. The only place that a freight train is needed is in the first few miles in Watsonville. This narrow freight corridor is based on 19th century technology. To give a freight train company, with ties to petro chemical industry, a permit for 10 years means we ruin any chances of having a world class trail of that accommodates for people **SAFELY** strolling and people going very fast to get from Point A to Point B on this very narrow corridor.

NONE of the scenarios accommodate for reducing greenhouse gases except one, that would permit a world-class trail that can accommodate for E bikes, etc. It doesn't take much to notice the popularity of the Jump Bikes and If this program could be extended to Watsonville we would see so many people using it. Right now regular bike can beat a car in rush-hour traffic, just imagine if they had a dedicated trail!

The traffic is horrendous, there are no alternatives that can entice people to get out of their cars. If freight train is not going to alleviate this situation it's only going to make it worse. If you really wanted to eliminate the traffic on Highway 1 a train going from Salinas to San Jose might be better. Or lanes dedicated for busses. It wouldn't take too long, if you're sitting in bumper to bumper traffic to see that a bus zooming by you in it's own lane would be a better choice.

CLIMATE CHAOS IS SCARY!!! Act like you care about future generations. Bicycles have zero emissions. People are not going to use the trail if you have to diapered at every train trestle.

Committing \$10-15 million of taxpayer money to repair 32 miles of train tracks for freight rail throughout the County is NOT what voters envisioned. It's expensive and difficult to build a Rail AND Trail -that detours onto surface streets rather than using the majority of existing rail trestles. There needs to be a cost-benefit analysis, cost-per-trip analysis, alternative analysis or anything else that could be considered the "economic analysis" required by Measure D. To railroad through without a review by the Measure D Oversight Committee is pure bait and switch! WHAT'S THE RUSH?! This is not the "open, transparent public process" we were promised with Measure D.

Please fulfill your fiduciary duty to the voters of Santa Cruz County and vote no on the "Preferred Scenario"!

Thank you.

Barbara Roettger

From: Greg Heath Santa Cruz

Sent: Wednesday, January 16, 2019 5:51 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Rail contract

You are not representing what the people want and are ignoring our cry's for no rail! You are selling your souls and your people out !

Some of the issues with the "Preferred Scenario" and the Unified Corridors Study include:

- Worsening traffic on Highway 1 through 2035.
- Committing \$10-15 million of taxpayer money to repair 32 miles of train tracks for freight rail throughout the County.
- "Staying the course" with the expensive and difficult to build Rail Trail plan that detours onto surface streets rather than using the majority of existing rail trestles.
- An utter lack of cost-benefit analysis, cost-per-trip analysis, alternative analysis or anything else that could be considered the "economic analysis" required by Measure D.
- No mention of the 10,000 signatures on the Greenway Petition or the RTC's own surveys which show a majority of respondents do not support a train.
- No review by the Measure D Oversight Committee.

This is not the "open, transparent public process" we were promised with Measure D.

From: Gray Jameson

Sent: Wednesday, January 16, 2019 12:32 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Public Comment Video

RTC Commissioners,

I urge you to support Scenario B and alternatives to congestion. I have attached the rest of my public comment in the form of a video.

Thank you,

Gray Jameson

https://drive.google.com/file/d/1WuutACKf19_CdCCMmU4fQZ6c-swQIMhO/view?usp=sharing

From: Henry Schrandt
Sent: Wednesday, January 16, 2019 12:04 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Comment on RTC's "Train Plan"

To the Regional Transportation Commission,

In regards to the rail corridor spanning over Santa Cruz county, as a local resident I know the use of this space has been a long drawn out heated process for all parties involved over the years. With this in mind, this short written comment is asking the commission and those who are concerned with this decision to consider the alternative of using the space as a trail for pedestrians, bikers, e-bikers, dog walkers, and those even commuting to work. A trail which could accommodate for all these people and be situated in the Monterey Bay would be one of the most iconic places to visit in California. Where in case of a train the maintenance of a commercial railway would be very costly and would take years to construct. Our town has very little walking space to begin with and this section of the corridor could change that. Thank you for your time and consideration. Perhaps both a train and a trail can fit in together. However, I truly believe this area of our state deserves a space where people can leave their cars and walk or ride and take in some of the most scenic outlooks in our country.

Kind regards,

-Henry Schrandt

From: Nadene Thorne
Sent: Tuesday, January 15, 2019 11:34 PM
To: trina.coffman@cityofwatsonville.org; greg.caput@co.santa-cruz.ca.us; Regional Transportation Commission <info@sccrtc.org>
Subject: UCS Study Scenario Selection

Trina and Greg,

You both voted for the Progressive Rail contract for Watsonville, which served the immediate purpose of getting rail service southbound for the few businesses who wanted it. I gather, however, that there's been no progress on repairing any of the northbound rail line, and removing the railcars from the slough's parking has been slow, in my mind a harbinger of future stalemates with the rail business.

Now, however, a vote to accept the RTC staff's Scenario B will trigger a 10-year contract with Progressive and require the RTC to spend whatever it takes of our county taxpayer dollars to repair or replace all the northbound track. Meanwhile, Progressive plans only to run freight (what freight they've never said) and has no experience with passenger service. Further, there is little evidence that eventual passenger service between Watsonville and Santa Cruz will be affordable or even take a significant number of cars off Highway 1 - and that's if the county voters approve additional taxes to fund a train.

I think you can see that however much a few people think a train is a "magic bullet" to solve south county's transportation gridlock, the actual feasibility is slim, even if it weren't a project that would limit other improvements over the next 20 years or so that it would theoretically take to actualize.

Having Progressive already in place in Watsonville and south will likely require courage on your parts to vote against any UCS scenario that doesn't include a train on the rail corridor. Even the enthusiastic conversation about bike paths, with or without a train, seems to overlook Watsonville's needs. I'm encouraging you to have that courage, however, and speak up for solutions that will genuinely benefit Watsonville, and not leave its citizens with only the fantasy hope of traffic improvements that will inevitably disappoint. This is your opportunity to be part of a viable solution that will meet the needs of your constituents sooner rather than later, at a cost they can afford.

Thank you,
Nadene Thorne

From: Malia Horn
Sent: Tuesday, January 15, 2019 10:36 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: RTC Plan concerns from Capitola Resident

Dear RTC Committee,

I am writing you in regards to the RTC meeting tomorrow.
I hope you hear my families concerns as my husband has been a life long resident of Capitola and I have lived here in Santa Cruz County for 20 years.

We feel a train is an unrealistic option for our community. It will not fix traffic on Highway 1. I work in Scott's Valley and see that the highway needs widening and solutions to the on and off ramps. We have to face the reality that some commuters work over the hill and we also have tourists who are driving through our county and will not access a train!

We hope to see a continuous bike path through our community and on the Capitola trestle. It is unsafe to have kids biking through Capitola Village and it would be a dream to see a path going over the bridge. I feel that many New Brighton students would bike more having that access to school.

Our family had the opportunity to relocate to the Netherlands for 2 years and saw first hand how the Dutch utilize public transportation as well as biking around town. They have safe designated bike paths separate from the road as well as a large population that would support public transportation. We don't have the infrastructure here that would support a one lane train in Santa Cruz County.

Please help fix the highway, metro bus system and add a beautiful bike path to Santa Cruz/ Capitola.

Thanks for your time.

Sincerely,
Malia and Kieran Horn

From: Keana Parker
Sent: Tuesday, January 15, 2019 9:49 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Grant excursion services for SPPR

Hello RTC -

My name is Keana Parker and I am a local resident, born and raised in Santa Cruz County. As a business owner and soon to be home owner, I support both RAIL AND TRAIL.

I am writing you today in support for granting a license to SPPR for excursion services. **I urge the Commission to grant the Saint Paul & Pacific Railroad (SPPR) a license to provide excursion services on the rail line.** Too often this town bickers back and forth over issues. Let's move forward with the future of Santa Cruz. The tracks are already there, let's put them to use!
At the tune of 41 million for removal, it seems worth it to me.

I currently live in Capitola and would love the option of rail use to my business downtown. Please consider the voice of the community and let's get this Rail and Trail up and running! We have waited long enough!

thank you,
keana parker

From: Steven Kenneth Ryan Duane
Sent: Tuesday, January 15, 2019 9:45 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: excursion and recreational trains on Santa Cruz County Branch Line

I would like to add my voice to the request that recreational and excursion train run on the Santa Cruz County Branch line. They are fun and I enjoy taking them when I can. There was a Polar Express train a few years ago that ran by my apartment that went to just beyond Capitola. It was a thrill to ride on it and fun to see it pass by, I was sorry that it did not return. I have also taken trains up towards Davenport in the past. One was also Christmas oriented and the other was not. These are beautiful routes. I would love to have the opportunity to ride on them again.

Steven Kenneth Ryan Duane RN, BSN

From: Steven Kenneth Ryan Duane
Sent: Tuesday, January 15, 2019 9:42 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: rail transit on Santa Cruz rail and trail

I heard there was a proposal to put commuter trains on the Santa Cruz branch line. I strongly support this idea. I like trains. I like public transportation. I hate traffic congestion and I'm not crazy about green house gases.

Steven Kenneth Ryan Duane RN, BSN

From: Keana Parker
Sent: Tuesday, January 15, 2019 9:38 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail transit for rail corridor!

Hello RTC -

My name is Keana Parker and I am a local resident, born and raised in Santa Cruz County. As a business owner and soon to be home owner,
I support both RAIL AND TRAIL.

I am writing you today in support for rail transit on the rail corridor. I urge the Commission to adopt the latest preferred scenario resulting from the Unified Corridor Study (UCS) but modified to select rail transit on the rail corridor – use the rail corridor for rail not bus!

Furthermore, an alternative analysis would probably result in additional delay in building the Coastal Rail Trail – **this community has waited long enough!** Instead of an alternatives analysis pitting bus against rail, I recommend spending that time and money on figuring out how to integrate faster, better Passenger Rail Transit Service into a comprehensive public transportation service that will provide our community with the best possible transportation system ASAP!

I currently live in Capitola and would love the option of rail use to my business downtown. Please consider the voice of the community and use the rail for rail!

thank you,
keana parker

From: deanilu moser
Sent: Tuesday, January 15, 2019 9:24 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Pro Rail and Trail

adopt the latest preferred scenario resulting from the Unified Corridor Study (UCS) but modified to select rail transit on the rail corridor – use the rail corridor for rail not bus!

Deanilu Moser (registered voter)
Born/Raised/Live in Santa Cruz

From: deanilu moser
Sent: Tuesday, January 15, 2019 9:21 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Pro Rail and Trail

grant the Saint Paul & Pacific Railroad (SPPR) a license to provide excursion services on the rail line.

Deanilu Moser
Born/Raised/Live/in Santa Cruz

From: paula quinn
Sent: Tuesday, January 15, 2019 9:15 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail ROW

Dear RTC Commissioners,

I previously forwarded you a screenshot of the data available in 2017 RTC survey.

In preparing for your vote on Thursday, I simply request each commissioner to ask themselves the following questions:

What transportation problem in Santa Cruz County will be solved by freight rail or passenger rail?
What data supports this? At what cost? Are the citizens of Santa Cruz county expressing a desire for rail transit or a desire to pay for it?

Reviewing the available RTC data, I see no clear indication or analysis that these questions have been addressed

Meanwhile, south and mid county residents experience crushing traffic on Highway one. Our county is the least safe county in the state in which to ride a bike.

We need to dedicate the wisdom and resources of our RTC to bring practical and pragmatic solutions to our county now. The rail is not such a solution

Robert Quinn, Aptos

From: Greg Rauch
Sent: Tuesday, January 15, 2019 9:06 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: SC Greenway Public Comments

To whom it concerns....

The idea of maintaining steel rails and roadbed material to handle train traffic is just plain bad.... makes no sense at all!

I've travelled through many areas of the USA and enjoyed miles of low stress walking and cycling on converted railroad right of ways... Converted in the sense that all former railroad rails and ties were removed, and replaced with paved road surfaces.

As a matter of fact, Minneapolis MN converted a former railroad right of way into a pedestrian/cycling route, that became a magnet for investors and property developers. New apartments, cafes, shops were created along the corridor, with new local residents taking advantage of and enjoying the easily accessible pedestrian/cycling corridor for downtown access. Less auto traffic, more healthy lifestyles.. Great success!!

Why not do this in Santa Cruz County? Get more people onto bikes and walking... The rail system is NO MAGNET for local residents to use. Plus, those who choose to ride bikes, need a safer riding environment than sharing space on roadways with automobile traffic.

If the Greenway planning committee really cares about people (residents and visitors alike), then move forward by creating a safe travel environment for walkers and cyclists, away from streets with automobiles, busses, trucks..

My two cents.

Thanks for considering my viewpoints!

Greg Rauch

From: paula quinn
Sent: Tuesday, January 15, 2019 9:05 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Best use of railROW

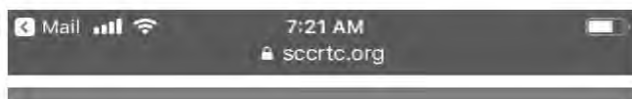


Figure 6: Rail Right-of-Way

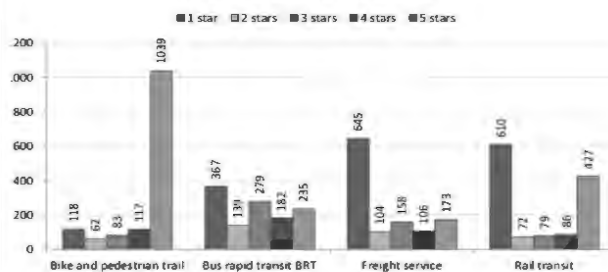


Figure 7: Place of Residence and Age Identified in Surveys submitted

City of Santa Cruz	33.90%
Los/Sea Cliff/Redwood Mar	19.51%
Capitola/Soquel	11.84%
San Jose/Oak	11.16%
San Jose/Attonville	8.52%
Other parts of Santa Cruz County	4.60%
San Lorenzo Valley	4.09%
San Jose Valley	2.98%
Outside of Santa Cruz County	1.98%
San Jose campus	0.77%
North Coast (e.g. Davisport)	0.68%

60-69 years old	29.20%
50-59 years old	23.86%
40-49 years old	16.71%
30-39 years old	12.92%
20-29 years old	9.13%
18-29 years old	6.63%
80 years or older	1.21%
17 or under	0.34%

From: William Menchine

Sent: Tuesday, January 15, 2019 8:58 PM

To: Regional Transportation Commission <info@scrtc.org>

Cc: Ryan Coonerty <ryan.coonerty@santacruzcounty.us>; Bruce McPherson <bruce.mcpherson@co.santa-cruz.ca.us>

Subject: UCS scenarios and moving forward

Dear RTC Commissioners,

I am writing to ask that you defer from supporting the Unified Corridor Investment Study's so called "Staff Preferred Scenario". It has become clear throughout the USC scoping process that Staff has not engaged in a transparent process of determining the highest and best use of the of the rail corridor as was mandated by Measure D and has ignored obvious and viable transit and transportation options that could help to reduce traffic congestion, commuter delays and greenhouse gas emissions in Santa Cruz County.

Further, the push to approve the operating contract with Progressive Rail as recommend by RTC Staff has the potential to tie up the coastal rail corridor for freight and excursion uses for the next ten years but could potentially be extended indefinitely through the power of preemption. This development would not only preclude the development of a demonstrably safer and better transportation-oriented Bicycle and Pedestrian trail system but could significantly threaten the development of mass transit options within the Highway 1 corridor as well.

The UCS failed to evaluate the potential of a highway based, Bus Rapid Transit system as part of any of the proposed scenarios. The failure to do so amounts to malpractice on the part of Staff and the consultants. The UCS also failed to evaluate emerging transportation technologies that could co-exist on a generalized multipurpose "Greenway" designed to optimize the use of both conventional and electric assist bicycle and enhanced mobility devices while protecting the rights and special needs of pedestrians, children and elders as well as mobility challenged and handicapped users.

Reallocating the space necessary for the railroad for a Bike and Pedestrian facility and general-purpose roadway for wheeled vehicles would provide greater transportation utility than the RTC's "Rail-with-Trail" plan. Imagine a fully continuous, at grade facility with a separated pedestrian sidewalk and a general-purpose roadway suitable for all manner of slower speed miniature trams and buses, velomobiles, and other micro vehicles. This is substantially different from the RTC's plan of record yet was treated as equivalent for the purpose of the UCS evaluation. The concept of a better trail system without a dividing fence and allowing full access between adjacent neighborhoods as advocated by Greenway and Trail Now is a popular idea and one that has the committed support of well over 10,000 county residents. It is time for the RTC Staff to listen to the public and take their thumb off of the scale. Rail banking protections are real. Greenways are affordable and effective facilities for active transportation. There are game changing technologies affecting personal transportation, ride share and multi-passenger vehicles. Lower speed, medium distance, mini and micro electric and human/hybrid vehicles have a place and a future in conjunction with larger municipal and commercial vehicles designed for higher speeds and mass transit.

Moving forward, the focus should be on transforming the Highway 1 corridor into an effective mass transit corridor to access the major attractors of vehicle trips today and for the foreseeable future. With the recent completion and approval of the Tier 1 EIR for Highway 1 there should be reevaluation of highway project plans with an eye towards achieving the highest reductions in GHG emissions over the shortest possible timeframe.

We need to be thinking about what can be done in the next decade, not the next 30 years. Priorities, process and planning needs to challenge conventional thinking. In terms of the environment and sustainability and in design and innovation, Santa Cruz County should be leading the way, not plodding along or dragging our feet. Aptos has been called “the mother of all bottlenecks” and the problem can be traced directly to the pair of RR bridges crossing the highway and the narrow channel sections of highway. These two bridges need to be replaced to make Bus on Shoulder or a dedicated HOT/HOV lane a reality in the future. Don’t tie up the railroad for a decade and preclude the replacement of these bridges. Instead, attack the worst of the problems first with the intention of repurposing a pair of lanes on Highway 1 as bidirectional “guideways” for buses and future autonomous vehicles. Highway 1 is simply the most viable location for fast, effective Bus Rapid Transit. It needs to be developed as such along with the ability to apply tolls to enforce congestion pricing and reward multi-passenger travel in private and commercial vehicles.

Use the new Aptos bridges in the interim for the Greenway and for small trams and minibuses as part of an integrated strategy to maintain access between Rio Del Mar and Aptos Village while successive highway overcrossings are systematically modified or replaced. All of the planned overcrossing replacements will need to be reimagined and redesigned with effective public transit in mind.

The critical issue is time. We do not have 30 years to waste. We have a decade at best to make headway in implementing best practices and new ideas that will result in substantial GHG reductions. It is time to think in terms of the planning “Triage” and implementation of the Pareto Principle (80/20 rule) to our transportation problems. We need to redouble our efforts to develop a plan that eliminates the major bottlenecks in Aptos, phases in Bus on Shoulder and accelerates the development of HOV/HOT lanes that can provide all commuters, especially those from South County, a viable option to driving solo. Real environmentalists do not resort to wasteful and punishing tactics to make their ideological points. A coastal train is a 1-2% solution at best in terms of daily vehicle miles traveled in our county. Repurposing the highway to accommodate mass transit on a scale that will help to save the planet must be the overriding goal. Building a low cost and beautiful Greenway that promotes walking and exercise, accessibility, community and human scale transportation and protected bicycle infrastructure is a “no brainer”.

The goals of the UCS were to identify options for improving transportation throughput, social equity, reducing environmental impacts, and implementing best practices. It failed to include an economic analysis or seriously consider a plan with no railroad. More work is needed, and a new approach is warranted. Please instruct the RTC’s new Executive Director to reshuffle the deck and develop a solutions-oriented plan that addresses the real issues with a planning priority and sense of urgency that the citizens of Santa Cruz County can support.

Thank you for your dedication and service.

Will Menchine

From: Robert Rico
Sent: Tuesday, January 15, 2019 8:20 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Excursion and recreational trains

I hope to see and to ride excursion and recreational trains on the Santa Cruz County Branch Rail Line. I say this enthusiastically even though the train tracks are very close to where I live. It is very special to have a rail line of this sort going through our beautiful community. Santa Cruz is one of the happiest places in the country. Let's partake of some of this joy in enjoying this treasure and share it with tourists who are lucky enough to visit here. And let's get some of those tourists out of their cars!

Sincerely,

Robert Rico RN, BSN, MSN

From: Robert Rico
Sent: Tuesday, January 15, 2019 8:18 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: commuter rail on Santa Cruz Branch Rail Line

I would like to voice my support for the SCCTR proposal that keeps commuter rail on the Santa Cruz County branch rail line. I live in a property that is very close to the line and have no problem with having the additional activity on the tracks. I also enjoy hiking and have frequently used active rail right of ways (where safe and legal) to make my way. Because the train stays on the tracks, it feels much safer than hiking on a road or on the shoulder of a road.

As a nurse I see far too much of the downside of a sedentary lifestyle that includes only automobile use as door to door transportation. Hiking, biking, and walking to public train stations to ride to another destination all seem like positive solutions to a current health crisis and all three should be utilized in the fight for better public health and community building.

Sincerely,

Robert Rico RN, BSN, MSN

From: Steve Barber
Sent: Tuesday, January 15, 2019 7:51 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: My objection to the "Preferred Scenario" and the Unified Corridors Study

I am writing this to lodge my opposition to Regional Transportation Commission accepting the Unified Corridors Study with its Preferred Scenario and commencing with Phase II of its contract with Progressive Rail.

For twenty years I worked in a Transportation Agency which did Transportation Planning. I am well aware of what is actually involved in running a rail transportation system and its potential negative consequences. This Preferred Scenario is a poster child of everything that should keep the Regional Transportation Commission from moving ahead:

- An utter lack of cost-benefit analysis, cost-per-trip analysis, alternative analysis or anything else that could be considered the "economic analysis" required by Measure D.

- No review by the Measure D Oversight Committee.
- No mention of the 10,000 signatures on the Greenway Petition or the RTC's own surveys which show a majority of respondents do not support a train.
- Worsening traffic on Highway 1 through 2035.
- Committing \$10-15 million of taxpayer money to repair 32 miles of train tracks for freight rail throughout the County. For that amount of money the Right of Way which was purchased from the State with a requirement for rail, could be done away with with a direct purchase of the right of way with no strings attached.
- "Staying the course" with the expensive and difficult to build Rail Trail plan that detours onto surface streets rather than using the majority of existing rail trestles.

You folks are not doing what you promised with Proposition D.

Shame on you,

Steve Barbe

From: Ron Burke

Sent: Tuesday, January 15, 2019 7:37 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Rail & Trail

SCCRTC Commissioners,

Please move to retain the rail line established along the rail trail corridor for future transit use.

As a former Planning Commissioner for the city of Capitola, I have learned painfully that higher density development the State is driving us to fill requires commensurate higher density modes of transportation. We all know and experience the impacts of increased density of automobile-based transportation, and it is obvious that service levels will continue to decrease not having effective high density transit options available to the workers commuting in our county. Our common rail corridor is ideally situated as a trunk line spanning the core of county's population. This route also is reliably not hindered by motor vehicle traffic conditions. There will be a time when transit via electrified tram on this corridor will become necessary for our area to remain livable. There are many in the region who regularly decry the *re-establishment* of a rail as a boondoggle or fantasy, but such a short-sighted view limits the options our county requires, particularly when the State will fund a significant percentage of the infrastructure capital cost as a means to link Santa Cruz with the rest of the state.

Please, do what is right for the future of our transportation options and do not let the rail line be removed, even temporarily.

Ron Burke
Capitola, California

From: Jeffrey Moss

Sent: Tuesday, January 15, 2019 7:25 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: proposed use of rail line for excursion and recreational trains

I am a Santa Cruz resident that lives in and owns a property next to a railroad bridge on the Santa Cruz county branch line. I totally support excursion and recreational train use on that line. I enjoy

trains. I would ride on excursion trains and would appreciate seeing and hearing them when they pass my property. I would enjoy taking my out of town guests on any trains that were running on that line. Riding on trains is an enjoyable glimpse into the history and development of the community and highlights scenery, both urban and natural, that can only be seen from the rail line. Having this rail line for recreational trains is a very special asset that should not be under utilized.

Sincerely,

Jeffrey Moss

From: Emily Susko

Sent: Tuesday, January 15, 2019 6:51 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Please Grant SPPR a License to Provide Excursion Services

Hi RTC,

I am writing to encourage you to grant the Saint Paul & Pacific Railroad a license to provide excursion services on our rail corridor.

I know a rail line would be a big adjustment for Santa Cruz and the surrounding areas-- Americans simply aren't used to rail transit in small (even many large) cities anymore, and many people here have lived near our tracks for decades without the noise of a train.

However, I think people would quickly take to it. I'd personally enjoying taking the rail from the Westside over to Seabright or Capitola for fun. But more importantly, a completely dedicated corridor parallel to Highway 1 will be very valuable for our many east-west commuters, providing an alternative to the miserable chokepoint at Aptos and opening economic opportunities for our lower-income neighbors in Watsonville.

Thank you,

Emily Susko

From: david van brink

Sent: Tuesday, January 15, 2019 6:35 PM

To: UCS <UCS@sccrtc.org>; Regional Transportation Commission <info@sccrtc.org>

Subject: [UCS] Final Staff Recommendation comments

Dear Santa Cruz Transportation Commissioners --

I saw the final Staff Preferred Scenario which now replaces "rail" with "bus or rail, TBD", which suggests that we may delay progress with some sort of "Untitled UCS Franchise Sequel" screenplay still to be written. Is my interpretation correct?

From the data we already have, rail is the clear winner. Watsonville to Santa Cruz takes 41 minutes by rail, and 50% slower at 63 minutes by bus. And per passenger subsidy at \$6 by rail, and around \$10 by bus, if I'm reading the data rightly.

I hope we can expedite this comparison, perhaps by positioning rail as preferred, and the alternatives analysis as due diligence as we seek funding. Perhaps the resolution being voted upon this Thursday

could reflect such an intent.

But even as is, the resolution should be approved, it's been long enough, let's proceed forward! Let's meet our Prop 116 obligations, and show something *happening* on our *passenger railway*.

We don't want to lose this asset.

And of course, let's move forward on the trail. And all the other county wide transportation projects.

Thank you for all your efforts.

Best regards --> David Van Brink

From: Jim Dixon

Sent: Tuesday, January 15, 2019 6:06 PM

To: Regional Transportation Commission <info@scrtc.org>

Cc: zach.friend@co.santa-cruz.ca.us

Subject: SCCRTC Meeting January 17, 2019, Agenda Item 20.

Importance: High

January 15, 2019

RE: SCCRTC Meeting January 17, 2019, Agenda Item 20. **Unified Corridor Investment Study – Final Report & Determination of Exemption from CEQA & Grant of Phase II of Administration, Coordination and License Agreement to St. Paul and Pacific Railroad**

Dear SCCRTC Commissioners:

My wife and I, residents of Aptos, request that the RTC NOT Approve the Resolution, Agenda Item 20. There are several reasons.

1. We do not see any cost/benefit analysis for the various scenarios as required by Measure D. Has the Measure D Oversight Committee weighed in this? What are their comments on the UCS?
2. The passage of Measure D was not an endorsement of, or approval for, any form of "Train Service" on the rail corridor. While it does provide for the preservation of rail options, it does not provide for any direct expenditures for rail.

Measure D's stated purpose was a: **"Safety, Pothole Repair, Traffic Relief, Transit Improvement Measure.** In order to: improve children's safety around schools; repair potholes; repave streets; improve traffic flow on Highway 1; maintain senior/disabled transit; reduce global warming pollution by providing transportation options like sidewalks, buses, bike lanes, trails; preserve rail options; shall Santa Cruz County voters adopt an ordinance establishing a half-cent sales tax for 30 years, raising approximately \$17 million annually, requiring citizen oversight, independent audits, and funds spent locally?"

3. Regarding Resolution item 10: "Authorize the Executive Director to execute a license for Phase II Railway Transportation Services (Excursion Trains) in accordance with section 2.4 of the Administration, Coordination and License Agreement (ACL) dated July 16, 2018 between the RTC and Saint Paul and Pacific Railroad (SPPR)"

It is our understanding from reading the Administration, Coordination and License Agreement (ACL), that upon completion of the UCS, the RTC has 120 days to issue the Phase II license. We do not believe the UCS is complete unless the concerns of the public are addressed, especially as relates to any costs not covered by Measure D funding.

What obligations and costs will be imposed on the residents of Santa Cruz County? How will they be paid?

If this is approved, who will pay for the needed repairs and upgrades to the tracks to comply with safety regulations? I have heard that the cost of this is in excess of \$15 Million --- just to support excursion trains. What does the public get in return? Given that Scenario B does not include freight service on rail (per Table 3 on page 8 of the UCS), why spend any money on rail at this time? We agree with Santa Cruz County Greenway in that: "A vote for RTC Staff's 'Preferred Scenario' would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide 'environmental and economic analysis...*through an open, transparent public process*' (Measure D, Voter Approved Expenditure Plan, 2016). The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures." In closing, please do not approve the Agenda Item 20 Resolution.

Respectfully,
Jim Dixon
Tish McGlynn

From: Emily Susko
Sent: Tuesday, January 15, 2019 5:58 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please Preserve Rail Corridor for Rail

Hi RTC,

I am writing to encourage you to adopt the latest preferred scenario from the Unified Corridor Study modified to select *rail transit* on the rail corridor.

We in Santa Cruz are so fortunate to have the ROW for existing tracks on a route parallel-- in fact, in some cases, the *only* route parallel-- to our major commuting corridors. Many other communities I've lived in (in the United States) do not have the option to consider reintroducing rail as an important, environmentally-friendly transit alternative.

I understand some folks have suggested skipping the rail consideration and converting a minority portion of the ROW to supporting a Bus Rapid Transit line instead. Frankly, the plan looks pretty convoluted, jumping on and off the ROW frequently. Bus Rapid Transit can be great when it is implemented seriously, but in the United States it's more frequently an excuse to water down more ambitious transit plans, resulting in not much more than a regular bus line with fancier branding.

I know a rail line would be a big adjustment for Santa Cruz and the surrounding areas-- Americans simply aren't used to rail transit in small (even many large) cities anymore, and many people here have lived near our tracks for decades without the noise of a train.

However, I think people would quickly take to it. I'd personally enjoy taking the rail from the Westside over to Seabright or Capitola for fun. But more importantly, a completely dedicated corridor parallel to Highway 1 will be very valuable for our many east-west commuters, providing an alternative to the miserable chokepoint at Aptos and opening economic opportunities for our lower-income neighbors in Watsonville.

Thank you,

Emily Susko

From: Lusijah Sutherland
Sent: Tuesday, January 15, 2019 5:45 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: I am opposed to this RTC plan!

Please listen to the massive public opposition!!!!

From: Grant Hueth
Sent: Tuesday, January 15, 2019 5:39 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail/Trail

PLEASE NO TRAIN (PASSENGER or FREIGHT)!!!!

Residents need a safe bike and walk only path to connect the community.

With safe bike/walk path we can improve community health, decrease traffic, add a tourist attraction, decrease fossil fuel use, give children and others a safe way to bike to each others house. Let's add to the community. Not add corporate and industry interests. Please, represent the people.

Grant Hueth
Mathematics Teacher
Aptos High School

From: Tina Andreatta
Sent: Tuesday, January 15, 2019 5:22 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: The best use of the Rail Corridor is Coastal Rail Trail.

Dear Commissioners and Others,

No more delays. The 6 year long, comprehensive UCS provided substantial data demonstrating the superiority of Passenger Rail Transit over Bus Rapid Transit making it difficult to justify spending any more time and taxpayer money on comparing alternatives.

Here are the key reasons Passenger Rail Transit is a better investment than Bus Rapid Transit:

- The UCS predicts Passenger Rail Transit will carry 75% more passengers than Bus Rapid Transit every day
- The UCS predicts Passenger Rail Transit travel time will be 35% faster than Bus Rapid Transit in the mornings – saving 22 minutes on your way to work is really valuable (41 min via train vs 63 min via bus)
- The UCS predicts Passenger Rail Transit will result in an overall 25% increase in public transit use than Bus Rapid Transit – increased public transit use is better for the environment and improves social equity
- Passenger Rail Transit is eligible for substantial state funding to both plan and build while Bus Rapid Transit is not
- Because Passenger Rail Transit uses the entire rail corridor, the rail corridor is preserved for all future uses. Because Bus Rapid Transit will only use 28% of the rail corridor, Bus Rapid Transit puts the rail corridor easements at risk and could result in losing the rail corridor for any transit use between Watsonville and Santa Cruz Furthermore, an alternatives analysis

would probably result in further delay in building the Coastal Rail Trail – this community has waited long enough!!! We have waited too long!

Instead of an alternatives analysis pitting bus against rail, recommend spending that time and money on figuring out how to integrate faster, better Passenger Rail Transit Service into a comprehensive public transportation service that will provide our community with the best possible transportation system as-soon-as-possible!

Let's get this done!

Best Regards,
Tina Andreatta

From: Barry Scott

Sent: Tuesday, January 15, 2019 5:51 PM

To: Regional Transportation Commission <info@scrtc.org>

Subject: Approve the Preferred Scenario Package with Rail Transit and initiate Phase II of the Progressive Rail Contract

Dear commission members and others,

We've spent years studying the best use of the rail corridor and we've honored the commitment to assess various solutions. The Unified Corridors Study, developments in Caltrans plans for modern rail network, and investments in rail transit in every county adjacent to us should provide all the proof required to move ahead without further delay.

Please accept the staff recommendation, adopt the resolution and take the concrete steps required to make sure our invaluable rail line is improved and utilized ASAP so that we and our children can find relief from congestion and become more connected to opportunities and to the rest of the state without dependence on automobile infrastructure.

BRT should be included in an alternative study but it does NOT serve south county fairly and would be a terrible waste of a 32 mile rail line to use just 9 miles of it in mid-north county, leaving out Watsonville while rewarding the wealthiest neighborhoods of Rio Del Mar and Seascape with a "linear park".

Phase II of the Progressive Rail contract should be activated, they have more than met their side of the agreement to serve our freight customers, improve and maintain the line, and they've seen to it that all the empty tank cars are gone, never to return.

Importantly, Phase II of the rail agreement requires passenger service beginning in year 3, with annual minimums of 5,000 passengers in the first year, 10,000 in year two, 15,000 in year three and permits third party passenger services and special rail events. What a GREAT opportunity for people to experience rail transportation while we are in planning stages and pursuit of funding. Coincidentally, the Coastal Rail Trail can be built without redesign and delay with the Rail and Trail plan underway.

On March 21, 2018 the CTC warned us during our last update on Segment 7, "You better NOT take out the tracks", said commissioner Ghielmetti to our planner Rachel Moriconi. Video: <https://www.youtube.com/watch?v=QonyTYiPMuU>

So, it's time to move forward and build the trail, and move ahead apace with the process of delivering rail transit to our suffering citizens. The future will thank you!



"You better NOT take out the Tracks!"

CTC discussion related to Segment 7
construction of the Coastal Rail Trail,
March 21, 2018.

Warmest regards and thanks to you all for your dedicated service to our community.

Barry Scott
Treasurer, Santa Cruz County Friends of the Rail and Trail
www.railandtrail.org

Aptos, CA

From: Richter, Eric
Sent: Tuesday, January 15, 2019 4:58 PM
To: INFO@SCCRTC.ORG
Subject: re: Unified Corridor Study with support for Rail Transit

Honorable Commissioners,

I urge the Commission to adopt the latest preferred scenario resulting from the Unified Corridor Study, and with Rail Transit on the rail corridor; and also, to grant the Saint Paul & Pacific Railroad (SPPR) a license to provide excursion services on the rail line.

WHY?

In 1970, our county's population was 125,000 people. Today, it's 275,000! Tourism then was much smaller too compared to the 4 million visitors and \$800 million dollars we collect each year via tourism...Given those numbers, we've done a good job of minimizing sprawl and preserving open space. But the bottom line is that we can't rely on automobile-based transit and infrastructure if we want to sustain our quality of life or our economy.

If you, like me, are tired of delays in bringing the benefits of the trail to life, and believe that a 32-mile long car-free corridor for pedestrians, cyclists and passenger light rail could make our lives and communities better for generations to come, please take the steps necessary to make a positive difference in the lives of millions of people every year.

I believe that Passenger Rail Transit is a better investment than Trail only or Bus Rapid Transit because:

- The UCS predicts Passenger Rail Transit will carry 75% more passengers every day than Bus Rapid Transit
- The UCS predicts Passenger Rail Transit travel time will be 35% faster than Bus Rapid Transit in the mornings
- The UCS predicts Passenger Rail Transit will result in an overall 25% increase in public transit use compared to Bus Rapid Transit – better for the environment and our communities’ social equity
- Passenger Rail Transit is eligible for substantial state funding to both plan and build, while Bus Rapid Transit is not
- Because Passenger Rail Transit uses the entire rail corridor, the rail corridor is preserved for all future uses. Because Bus Rapid Transit will only use 28% of the rail corridor, Bus Rapid Transit puts the rail corridor easements at risk and could result in losing the rail corridor for any transit use between Watsonville and Santa Cruz
- Protects the rail right of way and keeps the Measure D promise to maintain the rail line (a promise that generated a super majority of support county wide!)
- Avoids \$41 million expense of removing the tracks
- Provides a spine for multi-modal access to parks, beaches and other destinations along our coast benefiting both residents and visitors – and potentially reducing the impact of cars on the environment and neighborhoods by reducing need for parking near open spaces.

Furthermore, an alternatives analysis would probably result in additional delay in building the Coastal Rail Trail – this community has waited long enough! Instead of an alternatives analysis pitting bus against rail, recommend spending that time and money on figuring out how to integrate faster, better Passenger Rail Transit Service into a comprehensive public transportation service that will provide our community with the best possible transportation system ASAP!

Thank you in advance for your service to our community.

Kind Regards,

Eric Richter

From: Rajan Khokhar

Sent: Tuesday, January 15, 2019 4:31 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: RTC Preferred Scenario

I am writing to urge the commissioners to fulfill their fiduciary duty to the voters of Santa Cruz County REJECT this boondoggle of a train plan. I am a property owner in Santa Cruz county and this train plan will be ridiculously expensive and underutilized. Please conduct a cost benefit analysis and or an economic analysis. This train plan will not benefit the tax payers of this count and will be a huge waste of money.

Raj Khokhar

From: Dianne

Sent: Tuesday, January 15, 2019 4:20 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Adopt the preferred UCS scenario with Rail Transit and Trail

I urge the Commission to adopt the latest preferred scenario resulting from the Unified Corridor Study (UCS), including Passenger Rail Transit on the rail corridor.

We don't need an additional alternatives analysis. The six year long, comprehensive UCS provided substantial data demonstrating the **superiority of Passenger Rail Transit** over Bus Rapid Transit, making it difficult to justify spending any more time and taxpayer money on comparing alternatives.

Passenger Rail Transit

- will carry 75% more passengers than Bus Rapid Transit.
- will be 35% faster than Bus Rapid Transit in the mornings.
- will result in an overall 25% increase in public transit use compared to Bus Rapid Transit.
- is eligible for substantial state funding to both plan and build while Bus Rapid Transit is not.
- uses the entire rail corridor, preserving it for all future uses, including the Watsonville to Santa Cruz section, which is critical for traffic reduction.

Another alternatives analysis would probably result in further delay in building the Coastal Rail Trail. Almost everyone wants the trail built ASAP.

Please vote to **move forward now with the trail and electric rail transit!**

Dianne Dryer

Santa Cruz County resident

From: Susan DeQuattro

Sent: Tuesday, January 15, 2019 4:06 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Re Train Plan

Dear SCCRTC,

I do NOT at all support a train in this plan. It will be too costly. It will not be climate friendly. It will not allow for the trail for pedestrians and bikers.

Furthermore, I don't understand why more attention isn't being paid to the 10,000 signatures on the Greenway Petition or your own surveys which show that a majority of respondents don't want the train. We are telling you what we want and you seem to think you can ignore us.

The lack of analysis that is required by Measure D is deeply troublesome. Not acceptable!

Sincerely,

Susan DeQuattro

From: Bill Comfort

Sent: Tuesday, January 15, 2019 4:04 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: STOP THE NONSENSE!

Commissioners:

I tried to read the jumble of metaphors and jargon in this report and it was just too much. It was bad enough in the era of the MTIS (1998). This is far worse, more useless and misleading!

Stop wasting money on the rail right-of-way, rail bank it, and replace it with a pedestrian/bicycle trail. Make the obvious highway 1 modifications and build the additional HOV lanes. Let transportation in Santa Cruz County WORK again!

Bill Comfort

From: Nadene Thorne

Sent: Tuesday, January 15, 2019 3:57 PM

To: Ryan Coonerty <ryan.coonerty@santacruzcounty.us>; andy.schiffrin@santacruzcounty.us

Cc: Regional Transportation Commission <info@scrtc.org>; trina.coffman@cityofwatsonville.org; ebottorff167@yahoo.com; john.leopold@co.santa-cruz.ca.us; bruce.mcperson@co.santa-cruz.ca.us; greg.caput@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; rlj12@comcast.net; openup@cats.ucsc.edu; sbrown@cityofsantacruz.com; cchase@cityofsantacruz.com; zach.friend@co.santa-cruz.ca.us; patrick.mulhearn@co.santa-cruz.ca.us

Subject: Unanswered Questions

Commissioners Coonerty, Schiffrin, et al:

I've written to ask questions and express my concerns before, but like many of your constituents with whom I have spoken, I am frustrated by the absence of not just feedback, but of explanations, considerations, and most importantly genuine answers to questions, relayed either personally or expressed in the RTC meetings. It can't help but be apparent that a substantial amount of public comment, in person and as tallied from emails, is evidently disregarded when it comes to a commissioner's vote. I refer most specifically and recently to the Progressive Rail contract, as well as the evident opinions of you and most of the other commissioners on the optimum UCS scenario.

Apparently, many of the commissioners subscribe to George Dondero's published opinion that "In public life, the opposition always speaks louder and they show up for more public meetings than anybody else." In my view, however, for an elected public servant to assume, as Dondero asserts, "...that's because most people think that things are running well and they don't need to come out and say positive things" would be the height of foolishness. In my experience, most people simply don't have time to campaign for everything they think is important, particularly when they feel that **elected officials aren't going to pay any attention to them anyway**. This seems to be pretty definitively the case with the opinions expressed by the public at the RTC meetings regarding the discussions of the disposition of the rail corridor – there's no evidence, based on the votes, that the majority of the commission is paying any attention to the public.

If you needed any further hard evidence, you have only to look at the over 10,000 Greenway supporting signatures, not to mention a simple tally of written and spoken opinion at the meetings, and yet with all this support for a trail only, commissioners voted for an expensive, unnecessary, and poorly crafted contract giving Progressive Rail sole control of the corridor – for FREIGHT! – not even for public transportation! Now, with the Measure L vote solidly against rail service in Capitola, the UCS touts its community input, but even a passing glance makes it clear that those events and methods were brief

and ambiguous, meant only to check the box of community involvement, but not to genuinely reflect any range of public opinion. And with that flimsy foundation, the staff recommends the scenario with a train which extends Progressive's control of the entire corridor for ten years, thus eliminating the prospect of any other competing use.

Further, as part of its community speaker series, this last year the RTC engaged several professionals in the transportation industry to offer educated public commentary. Incredulously, subsequent to these presentations, most of the RTC commissioners have taken actions and expressed opinions which patently ignore the advice and experiences of these professionals. So if the commissioners won't listen to the public, and won't listen to the professionals, what are we citizens to do?

The RTC has studied rail service in the county since the 1980's. Measure D passed with a financial allocation to study rail further, but not to actually initiate it. Not surprisingly, the UCS mixed and matched its data so that the result will once again support a train, even though specific data points like ridership, cost, financing and public opinion argue loudly against it. Can we citizens assume that the RTC intends only to continue to study rail service ad infinitum, with the ten-year Progressive Rail contract as merely an (expensive and limiting) data point in the argument that they are making progress, but never to take any substantive action – like putting the topic to a public vote?

Finally, this unexplained and uncommitted stance of small actions but no apparent will to get all in or all out of the decision on the use of the corridor leaves it sitting empty and unused for at least ten years, if you commissioners accept Scenario B. [OK, maybe at some point there will be a few short sections of a trail constructed on approximately a quarter of the width of the corridor, if the money is found...] Highway improvements will be fine, but the RTC's unexplained, unjustified, and only semi-committed stand on the future of the corridor is not only distressing but also counterproductive. With no definitive public vote, you commissioners can continue to talk train but do little, the county loses out on prospects for an active transportation corridor, and the future of METRO, either on the corridor or expanded in the county will only degrade. We citizens would like answers and explanations.

Thank you,

Nadene Thorne

From: Peter Stanger

Sent: Tuesday, January 15, 2019 3:49 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Unified Corridors Preferred Scenario

Dear Commissioners,

The open, transparent public process the citizens of Santa Cruz County were promised with Measure D has been less than a sham. The SCCRTC commissioners have not been open to public input, you have merely gone through the motions of listening to the public. Listening and compromise? **Not!**

This is not the "open, transparent public process" we were promised with Measure D.

This process has gained controversy every year because the SCCRTC commissioners and the retired executive director and staff have given deaf ears to public input while pushing their agenda. The SCCRTC has blurred, mired and abused the separation of its mission as government servants with funding and promoting sympathetic non-profits (Friends of the Railtrail, Bike Santa Cruz County, and

Ecology Action) while those same entities in-turn lobby and campaigned for the SCCRTC. With the levers of the government, you have corrupted the process of public hearings, and public consensus to drive your own agenda.

You are now on the eve of committing our county to a transportation plan that will drain our resources for the next 30 years. You will be remembered for:

- Worsening traffic on Highway 1 through 2035.
- Committing \$10-15 million of taxpayer money to repair 32 miles of train tracks for freight rail throughout the County.
- "Staying the course" with the expensive and difficult to build Rail Trail plan that detours onto surface streets rather than using the majority of existing rail trestles.
- An utter lack of cost-benefit analysis, cost-per-trip analysis, alternative analysis or anything else that could be considered the "economic analysis" required by Measure D.
- No mention of the 10,000 signatures on the Greenway Petition or the RTC's own surveys which show a majority of respondents do not support a train.
- No review by the Measure D Oversight Committee.

If you really believe you have the best ideas for our future public transportation, then you'd put this monumental decision on the ballot to gain the affirmation on the citizens of Santa Cruz County.

Submitted by,
Peter Stanger

From: Janet Starr

Sent: Tuesday, January 15, 2019 3:51 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Rail Trail

Representatives,

I do not believe that the rail trail solution is the best choice. The train tracks do not go to the places where people need to go. People need to get from Watsonville to Cabrillo College, to the Capitola Mall, to downtown, to the Boardwalk and to UCSC. Therefore, there would need to be buses to get to these places after getting off the train. There would also need to be adequate parking near the train stops. This would add so much time to the ride that I do not believe many people would actually use it. It would need to be subsidized because of low ridership. I do not see where there is much freight traffic between Watsonville and Santa Cruz, so why do we need a train for freight? There are also so many trestles that would need rebuilding that the cost would be very high for very little usage. I was very disappointed when I went to the opening of the trestle bridge in La Selva Beach and there was no bike path or way to attach a bike path to the trestle in the future. With no trains running, that was a complete waste of money. If a bike path is ever put in there, it will entail building a new bridge which would cost much more than if it been planned in the first place along with the trestle construction. This exemplifies why this proposal is being pushed by train advocates and is not in the best interest of cyclists.

I don't think it is short sighted to eliminate the train option. What is short sighted is to build a train that will not get used. A much better long term solution is to put in light rail or monorails that go directly to the above destinations.

It would be so much less expensive and faster to just put a bicycle/pedestrian path where the existing train tracks are. Perhaps the existing trestles could support the weight of people and bikes without a train and could be repaired. If there was a safe way for cyclists to travel in this county, I believe more people would use bicycles. Separate bicycle paths have increased ridership in other cities. After spending 20 years to get the Arana Gulch bike path installed, I am happy to see that many people are using this space who could not before. Monterey certainly has more people out walking and riding bicycles because of their bike path. We could do better.

Sincerely,
Janet Starr

From: jeremy
Sent: Tuesday, January 15, 2019 3:45 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Greenway model works the best for me and my neighbors

Hello,

I wanted to let you know that I strongly believe that the Greenway model is the right model for our community. I have lived on the lower Westside of Santa Cruz for 20+ years and have seen the problems that come along with the train. I still remember when the Cemex factory would send the train through town and how it would adversely affect traffic. The sound of the train horns at every intersection was a major intrusion into our daily living. There are so many problems that are raised with the train. Please do what is right for our community by voting to create a world-class transit corridor that gives pedestrians and bikers separate lanes!

Look how quickly Jump bikes have solved a major transport problem in this town! Imagine Jump bikes and other electric bikes having a safe and secure way to transport people across this town. We could even have Jump bike station all along the corridor. This just makes sense! This is the future! Thank you,

Jeremy Ertl

From: dan bolger
Sent: Tuesday, January 15, 2019 3:43 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: No Train!

No Train
Widen Highway 1
Trail
The train is going to cost taxpayers with subsidies to a Private train operator
Dan Bolger

From: Frank Kertai
Sent: Tuesday, January 15, 2019 3:42 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Unified Corridor Study (UCS)

I urge the commission to adopt the latest preferred scenario resulting from the Unified Corridor Study (UCS) modified to select rail transit on the rail corridor - please use the rail corridor for rail, not buses!

Respectfully,

Frank Z. Kertai

From: Jeanne Mulhern

Sent: Tuesday, January 15, 2019 3:37 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Fw: Passenger Rail Transit is a much better investment than Bus Rapid Transit

To whom it may concern

Please don't ignore: The six-year-long, comprehensive UCS provided substantial data demonstrating the superiority of Passenger Rail Transit over Bus Rapid Transit, making it difficult to justify spending any more time and taxpayer money on comparing alternatives.

Please seriously consider these key reasons Passenger Rail Transit is a better investment than Bus Rapid Transit:

- The UCS predicts Passenger Rail Transit will carry 75% more passengers every day than Bus Rapid Transit
- The UCS predicts Passenger Rail Transit travel time will be 35% faster than Bus Rapid Transit in the mornings – saving 22 minutes on your way to work is really valuable (41 min via train versus 63 min via bus)
- The UCS predicts Passenger Rail Transit will result in an overall 25% increase in public transit use compared to Bus Rapid Transit – increased public transit use is better for the environment and improves social equity
- Passenger Rail Transit is eligible for substantial state funding to both plan and build, while Bus Rapid Transit is not
- Because Passenger Rail Transit uses the entire rail corridor, the rail corridor is preserved for all future uses. Because Bus Rapid Transit will only use 28% of the rail corridor, Bus Rapid Transit puts the rail corridor easements at risk and could result in losing the rail corridor for any transit use between Watsonville and Santa Cruz

Furthermore, an alternatives analysis will most likely result additional delays in building the Coastal Rail Trail – this community has waited long enough!!!

Instead of an alternatives analysis pitting bus against rail, recommend spending that time and money on figuring out how to integrate faster, better Passenger Rail Transit Service into a comprehensive public transportation service that will provide our community with the best possible transportation system ASAP!!!

JEANNE MULHERN | REALTOR®, ABA,GRI,SCAS

The Kroft & Hulsey Team / Santa Cruz Coastal Living
Keller Williams Realty - Santa Cruz

From: Chris Bowman

Sent: Tuesday, January 15, 2019 3:27 PM

To: Regional Transportation Commission <info@sccrtc.org>; john.leopold@co.santa-cruz.ca.us; ebottorff167@yahoo.com; ebottorff167@yahoo.com; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; Jacques Bertrand <jbertrand@ci.capitola.ca.us>; sbrown@cityofsantacruz.com; rlj12@comcast.net;

trina.coffman@cityofwatsonville.org; cchase@cityofsantacruz.com; openup@cats.ucsc.edu;
tim_gubbins@dot.ca.gov

Subject: "Preferred Scenario" is NOT preferred

Dear Regional Transportation Commission Members,

Many folks jumped on board to the notion of using our rail corridor for passenger trains for earnest reasons, because at first it sounded great. We like trains, and alternative transit options.

But now that we have looked more closely we have discovered many problems - the location of our corridor south of the Boardwalk Trestle is not appropriate for this application in many sections due to the high impact on our physical environment, our community, our neighborhoods, and our neighbors in their homes. There is geological instability in many spots requiring as yet unknown engineering. There is inadequate population and no economic center destination to support it. The financial taxpayer and tax draining impact is high, and there are still unknown, potentially large financial expenditures. And we now know it would provide NO significant diminishment of Highway 1 traffic.

What is the carbon footprint of adding trains, running partially empty, without diminishing freeway traffic?

Compare this to a safe, designated bike/pedestrian cross-town path.

What is the community impact of commuter trains passing far, far too close to homes through narrow streets and neighborhoods?

Compare this to a safe, designated bike/pedestrian cross-town path.

As the community learns more, fewer community members support a train or the partial rail/trail option.

Compare all these negatives to a safe, designated, beautifying bike/pedestrian cross-town path.

Initial support was understandable.

Ignoring the negatives is inexcusable.

Thank you.

Christine Bowman

Douglas Bowman

From: Nadine Burke

Sent: Tuesday, January 15, 2019 3:14 PM

To: UCS <UCS@sccrtc.org>

Cc: Regional Transportation Commission <info@sccrtc.org>

Subject: Rail & Trail: Support for Scenario B

Dear Regional Transportation Commission:

I am a Capitola resident and support Scenario B which has the rail + trail component. Measure L was a very confusing ballot measure that was passed by a very slim margin considering the misleading campaign Greenway put on.

I live on 47th Ave and would welcome a future light rail train option which will more than likely cross my street. There are many of us who want to find a solution to the ever increasing traffic on Highway One and relieve traffic congestion for those who live in Watsonville.

Here are some other reasons I support Scenario B:

- economic equity (people can access jobs, bring customers to local businesses, better transit will encourage car-free life and could allow 2-car families to get rid of one car)
- convenience (fastest public transit travel times across county)
- tourism (bring people to and around our county without their cars)
- quality of life (escapes traffic congestion, nothing beats the smooth, quiet ride of modern rail travel, plus the recreational options on trail)
- safety (Scenario B will result in more than 100 fewer collisions and save us more than \$25M every year, you could walk and bike car-free on the trail)

I personally would use the rail trail to take the train from Capitola Village to downtown Santa Cruz, also travel up to Davenport on occasion with way less hassle! Please consider the many "No on Measure L" supporters living in Capitola.

I look forward to hearing your vote for Scenario B!

Nadine Burke

From: Steve Troth
Sent: Tuesday, January 15, 2019 3:05 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Re: Rail Trail

Commissioners,
Please, cut through the politics and get this done.
Thank You, Steve Troth

From: Jean Mahoney
Sent: Tuesday, January 15, 2019 2:57 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: no train, bike pedestrian, alternatives best

At this point in time it unwise to vote for a train along our County's corridor. This single track train is antiquated and will soon need to be replaced with lighter, smaller technology. Remove these tracks now and make way for the future of transportation in Santa Cruz. There is no room for all who want to use this corridor for commuting to work, play and errands to feel safe on the corridor with a single track train whizzing by them. Allow bikeriders, wheelcharis, walkers, strollers e bikes and runners access to the tracks for the safety and opportunity of all those who seek alternative and real transportation solutions.

Thank you,
Jean Mahoney

From: Eliece Horton
Sent: Tuesday, January 15, 2019 2:52 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Passenger Rail

Dear Commission,

I am in support of adopting the latest preferred scenario resulting from the Unified Corridor Study (UCS) but modified to select rail transit on the rail corridor. The comprehensive UCS provided substantial data demonstrating the superiority of Passenger Rail Transit over Bus Rapid Transit, making it difficult to justify spending any more time and taxpayer money on comparing alternatives. Passenger Rail Transit is eligible for substantial state funding to both plan and build, while Bus Rapid Transit is not. Because Passenger Rail Transit uses the entire rail corridor, the rail corridor is preserved for all future uses. I love to ride my bike and take the train and dream of having that opportunity here in Santa Cruz County.

R E C Y C L E: Ride your Bike again Today!
Eliece Horton

From: Coni Hendry
Sent: Tuesday, January 15, 2019 2:51 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: UCS

Dear Commissioners,

Please do NOT finalize the UCS study and commence Phase II of the contract with Progressive Rail. We need a trail for citizens now to commute to work by foot or bicycle. If we had a safe way to get around Santa Cruz, many people would be happy to use the trail.

I see no reason to have a train other than from Watsonville to Salinas.
What freight needs to be moved through the rest of the county. We have enough tourists already and do not need a scenic excursion train to promote more people.

If we had a train you would have to take over a lot of private properties to widen the path not to mention to provide parking for the hoards of passengers that you think will come (they will not come).

A train running through the county will further hold up traffic at every crossing——this would not be helpful.

Why is UCDC promoting their carpool vans—Google buses have taken so many drivers off the roads and provides a quiet, safe environment with wi-fi.

The rail-trail also moves the trail off the path and through the streets—where it is not safe to walk or ride.

Sincerely,

Coni Hendry

The SCCRTC received the following email sent by the individuals listed below:

Sent: Saturday, January 15, 2019
Subject: UCS lacks environmental and economic analysis

Dear Commissioner Leopold,

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

January 15, 2019			
Ann Laner Kaplan	Irana Shepherd		

From: Marilyn Schultz

Sent: Tuesday, January 15, 2019 2:49 PM

To: bruce.mcpherson@co.santa-cruz.ca.us; Regional Transportation Commission <info@sccrtc.org>

Subject: Choo choo trains versus citizens enjoyment and use of the most beautiful cliff and coastline views imaginable! Think of the coming generations and the legacy you could be creating.

Dear Commissioner McPherson,

The RTC plan is an idiotic plan. Anyone can see there must be an underlying dishonest reasoning behind such stupidity. Who are you all trying to please with your obsequious speech and actions?

You have a chance on Thursday to do the right thing for your constituents and your neighbors. Vote NO

We have a shot at creating the most beautiful bike and hike path on our invaluable coastline, for ourselves and generations to come.

Choo choo trains are an old folks pipe dream. Get over it.

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

Thank you

From: Dana Abbott
Sent: Tuesday, January 15, 2019 2:47 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: RE: Rail/Trail

Dear RTC Members, including my rep, Zach Friend:

Please REJECT the “Preferred Scenario” and consider a better, more fiscally responsible way to get people moving around Santa Cruz County and beyond! I also believe the Preferred Scenario will be disruptive and not really address the traffic problem we have for commuters going between San Jose and Watsonville. Some addition issues involve the following:

- Worsening traffic on Highway 1 through 2035.
- Committing \$10-15 million of taxpayer money to repair 32 miles of train tracks for freight rail throughout the County.
- “Staying the course” with the expensive and difficult to build Rail Trail plan that detours onto surface streets rather than using the majority of existing rail trestles.
- An utter lack of cost-benefit analysis, cost-per-trip analysis, alternative analysis or anything else that could be considered the “economic analysis” required by Measure D.
- No mention of the 10,000 signatures on the Greenway Petition or the RTC's own surveys which show a majority of respondents do not support a train.
- No review by the Measure D Oversight Committee.

Thank you,
Dana Abbott, Aptos resident

From: Ann Benvenuti
Sent: Tuesday, January 15, 2019 2:43 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Trail

Trail NO Rail

From: Marilyn Schultz
Sent: Tuesday, January 15, 2019 2:40 PM
To: ryan.coonerty@santacruzcounty.us; Regional Transportation Commission <info@sccrtc.org>
Subject: A boycott on your lovely bookstore which I’ve frequented since 1977 might make me feel a bit less outraged.

Dear Commissioner Coonerty,

I’ve attended ten or more meetings. I’ve spoken at three of them. I have received no information from the RTC that makes sense of their insane plan.

You of all people! I used to really respect you. It would be so easy for you to do the right thing. VOTE “no!”

We need bike paths and hiking paths. A speed commuter line could come later with all the details worked out in advance. It’s easy. It’s cheaper.
Railroad banking makes sense.

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

Thank you

From: Mike Weatherford

Sent: Tuesday, January 15, 2019 2:37 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: No Train

Please do not continue the work that involves a train from Watsonville up through the north coast.

The train will be expensive and will not adequately handle the volumes needed to offset highway 1 commuters.

Thanks

Mike Weatherford

From: Della Davis

Sent: Tuesday, January 15, 2019 2:29 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Railroad track repair and HWY 1 widening

Dear Commissioners,

Both of these ideas are bad, and should be put on the back burner. The voters will never vote for more money for Highway 1 widening. The voters of Capitola told you they did not want repairs on the trestle for a train going over it. 10,000 voters and residents signed petitions asking for a linear bike trail, with no diversions onto city streets for the cyclists and pedestrians. When people were polled by the RTC, the majority asked for a trail only, and that was before the reality of the "money-pit" repairing the railroad tracks came out.

Please. Vote against a wasteful expenditure of money with both the track repair and the widening of Highway 1.

From: Marilyn Schultz

Sent: Tuesday, January 15, 2019 2:27 PM

To: zach.friend@co.santa-cruz.ca.us; Regional Transportation Commission <info@sccrtc.org>

Subject: You can do it

Dear Commissioner Mulhearn,

You have the power to vote NO on this absurdity. We, the citizens can see clearly what will work. Tear up rails and let us ride our bikes and walk in safety for very little expense compared to the monstrosity being presented.

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

Thank you
Marilyn Schultz

From: Woutje Swets
Sent: Tuesday, January 15, 2019 2:25 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please reject the so called "Preferred Scenario"!

Dear RTC members,
Please, please, please reject the "Preferred Scenario" - it is not what "we the people" want - it's what George Dondero wanted, but he's gone and it's time to have some reality checks.
Some of the reasons to reject this scenario are listed below:

- Worsening traffic on Highway 1 through 2035.
- Committing \$10-15 million of taxpayer money to repair 32 miles of train tracks for freight rail throughout the County.
- "Staying the course" with the expensive and difficult to build Rail Trail plan that detours onto surface streets rather than using the majority of existing rail trestles.
- An utter lack of cost-benefit analysis, cost-per-trip analysis, alternative analysis or anything else that could be considered the "economic analysis" required by Measure D.
- No mention of the 10,000 signatures on the Greenway Petition or the RTC's own surveys which show a majority of respondents do not support a train.
- No review by the Measure D Oversight Committee.

This is not the "open, transparent public process" we were promised with Measure D.

Thank you,
Wouterina (Woutje) Swets

From: Marilyn K. Schultz
Sent: Tuesday, January 15, 2019 2:25 PM
To: john.leopold@co.santa-cruz.ca.us; Regional Transportation Commission <info@sccrtc.org>
Subject: You can do it!

Commissioner Leopold,

You can stop this absurdity.

Think of the beauty of the residents of our county using the bike and hike path for generations to come or at least to try it out for a few years while determining how a speed passenger might play out here.

Do the right thing. Vote NO.

Marilyn K. Schultz

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

Thank you

From: Ken Shelden
Sent: Tuesday, January 15, 2019 2:18 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: no train

I do NOT support \$\$ for the train. Instead, I support a safe bike/pedestrian route across the county.
Ken Shelden Santa Cruz

From: Don
Sent: Tuesday, January 15, 2019 2:09 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: SPPR License for Services on the Rail Lne

RTC Commissioners,

Please grant the Saint Paul & Pacific Railroad a license to provide services on the rail line. This will protect and utilize the rail line for needed transit in the near term for excursion type trains and for commuter rail in the future.

Thanks,

Don Lauritson

From: Anna Kammer
Sent: Tuesday, January 15, 2019 2:08 PM
To: Regional Transportation Commission <info@sccrtc.org>; Trina Coffman <trinacgo@gmail.com>;

Greg Caput <greg.caput@santacruzcounty.us>; Tony Gregorio <tony.gregorio@santacruzcounty.us>
Subject: Please Adopt the Preferred Scenario!

Dear Chair Leopold and RTC Commissioners,

As Watsonville residents, we urge you to adopt the *Preferred Scenario* from the Unified Corridor Study, modifying it to specifically select **Rail Transit** on the rail corridor. Selecting **Rail Transit** rather than Bus Rapid Transit, would serve the transportation needs of the greatest number of County residents, and allow South County folks, who represent one-third of the County population, a faster more reliable transit option.

By increasing our use of public transit, we are able to meet our environmental goals of reducing VMT and GHG. Increasing the use of reliable, economical public transit improves social equity for lower income residents, many of whom live in South County. By prioritizing funding and improving **Rail Transit** on the rail line, we also open our connection to the main north/south line on the Statewide Rail Network. As we go into the future, this transportation option will become crucial to the economic development of Santa Cruz County.

Please consider the needs of the Santa Cruz County community as a whole, equally balancing the needs of North and South County residents. Let's seize this opportunity to spend our transit dollars on better Passenger Rail Service to provide our County with the best possible transportation system!

Thank you so much for your consideration.

Sincerely,

Anna Kammer and Dan Fallorina

From: Don Lauritson
Sent: Tuesday, January 15, 2019 2:04 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: UCS Action

RTC Commissioners,

Please approve the latest preferred scenario resulting from the UCS but modified to select rail transit on the rail corridor. Do not postpone action to restudy bus rapid transit as this would result in more delays in moving forward with important and urgently needed improvements to our transportation system.

Thanks

Don Lauritson

From: William Martin
Sent: Tuesday, January 15, 2019 2:03 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please stop the boondoggle of the train; we need a contiguous trail ASAP

With the train, the gigantic taxpayer cost dwarfs the benefits.

We have a great opportunity for a world class trail, which would be well used. Let's not blow this rare opportunity.

Please do not approve the train.

Thanks,
Bill Martin

From: Amy Thompson
Sent: Tuesday, January 15, 2019 2:02 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail Line Excursion Service

Dear Commissioners:

I support the decision to run excursion service on the rail line. Along with other Rail & Supporters, I urge you to grant the Saint Paul & Pacific Railroad (SPPR) a license to provide excursion services on the rail line.

Thank you for your consideration.

Amy Thompson

From: Amy Thompson
Sent: Tuesday, January 15, 2019 2:00 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Passenger Rail Transit

Dear Commissioners:

I support the decision to keep the tracks for future passenger rail transit. Along with other Rail & Supporters, I urge you to adopt the latest preferred scenario resulting from the Unified Corridor Study (UCS) but modified to select rail transit on the rail corridor – use the rail corridor for rail not bus!

Thank you for your consideration.

Amy Thompson

From: Terry Jelcick
Sent: Tuesday, January 15, 2019 1:52 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Coastal rail corridor

I address this to all those in a position to govern in oversight, all future development of our coastal corridor. By "our", I'm including myself as a resident and a community member of Soquel and Santa Cruz County.

I feel that future development of our rail corridor consider the widest spectrum of citizens to benefit from that development.

I am a recent recipient of a new defibrillator stuck in my chest and a totally new, metal and plastic left knee. My wife, of soon to be 34 years on the 19th of January, is scheduled for a hip replacement, on Valentine's Day.

The importance of maintaining the rail, for commuting around the county, from Davenport to Watsonville, for those of us who once enjoyed good health, is vital to considerations in corridor development. Taking my mother-in-law down to Aptos, Seascapes, or Watsonville for lunch, or to shop. An afternoon shopping and lunch in Davenport.

The trail remains important to the younger me. That time when I peddled my bike, towing a surfboard on a 2x4 wheeled litter to surf spots to the north of Capitola. A time when I could take my skateboard around the bowls and lips of the Skate Park Soquel.

Trail for the kids in us all and a (train) for all those whose "peddling" days have come and gone, or lurking just over the horizon. A load of bags from a day of shopping, too much, or too heavy for a long bike ride. Or rain.

Please don't give up on the tracks. They've served well in the past and have the same capacity to serve us into the tomorrows.

I want the option to drive my fancy powered chair, or scooter on a trail, and the capacity to drive my fancy powered chair aboard a people carrier traveling the tracks and cover distances that my scooter on a trail would labor to make the journey, not to mention my bladder.

Must I mention the aging process and how it affects the bladder?

I'd like to voice my vote for the Tracks, with Trail scenario.

Thanks for listening,

Terry

From: John Steele
Sent: Tuesday, January 15, 2019 1:42 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: NO Rail, just trail please

Hello,

The rail trail plan is not sustainable or wanted by the majority of county residents.

Please abandon the well outdated and low function rail plan and make a better trail.

Thanks,

John Steele

From: Bill Cook
Sent: Tuesday, January 15, 2019 1:37 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: ucs vote

I urge you to vote no on any UCS option tomorrow. All options are flawed deeply. Individual choices may be made cost effectively and incrementally. As the study indicates all choices considered are within the margin of error of doing nothing. Continuing to subsidize a fantasy in the public's mind that there are any solutions is irresponsible when the UCS shows none. Transport and housing are much related. The UCS indicates that regardless of the scenario a billion dollars spent on transportation will make no difference. A billion spent on permanent, affordable worker housing would. Shifting priority to housing land use as opposed to transportation land use will take vehicles off the road. Each worker who lives near work would drive little if at all commuting. A transportation focussed approach trying to shift commuters to more efficient forms results in no net gain.

Thank you and

Sincerely

Bill Cook

From: Brunelli MD, Brian T

Sent: Tuesday, January 15, 2019 1:37 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Vote NO on rail contract

Please vote NO on the rail contract. We give up our rights to the corridor while simultaneously paying the rail operator to maintain tracks for their profit. The corridor should be for transportation, not cargo or tourist trains. Use common sense here. Please, rip up the tracks and build a multi-use trail. Thank you.

Brian Brunelli

Aptos, CA

From: Martin Engel

Sent: Tuesday, January 15, 2019 1:25 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Comments for Thursday UCIS meeting

Honorable Members of the SCCRTC:

With all due respect it is clear, from the Unified Corridor Investment Study, regardless of any public objections, that you are determined to enable and facilitate a commuter passenger train on the SCC ROW. This, despite the fact that you have received many comments indicating the lack of solid, substantive research/due diligence to support this aspiration. These publicly provided comments challenge both the overstated promises of benefits and the understated capital and operational costs of such an enterprise.

It has become demonstrably evident that the real motivations behind this push is the acquisition of and spending of public funds from a variety of sources. In brief, railroads, especially passenger railroads, are extremely expensive to develop and operate. And that's good "business" for your Commission. There is ample evidence (See: Bent Flyvbjerg research) that illuminates how railroad

projects have become a highly "profitable" game for government bureaucracies. The choice and appointment of your new Executive Director confirms my contention.

Putting trains on the ROW is not actually about transit. This RTC effort is not, ultimately, about trains or transit. It's about the seeking, obtaining and spending of money, pure and simple. Having worked in a government bureaucracy, I do understand that the life-blood of that bureaucracy is head-count and budget; bigger is better, regardless of the presumed benefits. And, it looks great on resumes and benefits careers.

Bottom line: I strongly urge and advocate -- not your already internally accepted and confirmed "Preferred Scenario" -- but, instead, "Scenario A" which rail-banks the corridor but converts it for public, individual mobility transit; in short, a wide, multiple-use trail, a compelling case for which already exists.

Respectfully,

Martin Engel
La Selva Beach

From: steven mendivil
Sent: Tuesday, January 15, 2019 1:13 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Finalizing Unified Corridors Study Vote

Dear RTC members

I am writing to encourage you to vote against contracting with Progressive Rail and the Preferred Scenario. I don't believe our money being spent on continuing a train is not the best use of our money. I vote for rail banking and utilizing a trail for pedestrians, bikes and other small vehicles.

I plan on attending the RTC meeting on Thursday.

Thank you for listening to the people that you represent.

My best regards

Steve Mendivil

From: Dieter Siegmund
Sent: Tuesday, January 15, 2019 1:13 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Grant the Saint Paul & Pacific Railroad (SPPR) a license to provide excursion services on the rail line

I am writing to voice my support to grant the Saint Paul & Pacific Railroad (SPPR) a license to provide excursion services on the rail line.

I am in favor of retaining the railroad tracks for excursion services and for eventual passenger rail service.

Best regards,
Dieter Siegmund

From: Dieter Siegmund
Sent: Tuesday, January 15, 2019 1:11 PM
To: Regional Transportation Commission <info@sccrtc.org>
Cc: Dieter Siegmund <dieter@mac.com>
Subject: I support passenger rail service on the Rail Corridor Right of Way

I am writing to voice my support for adopting the latest preferred scenario from the Unified Corridor Study that favors Passenger Rail Transit on the Rail Corridor Right of Way. There are many advantages to Passenger Rail Transit vs. Bus Rapid Transit.

I urge the commission to vote in favor of passenger rail service.

Best regards,
Dieter Siegmund
Santa Cruz, CA

From: Boris Baggerman
Sent: Tuesday, January 15, 2019 1:03 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: No Trains Needed

Some of the issues with the "Preferred Scenario" and the Unified Corridors Study include:

- Worsening traffic on Highway 1 through 2035.
- Committing \$10-15 million of taxpayer money to repair 32 miles of train tracks for freight rail throughout the County.
- "Staying the course" with the expensive and difficult to build Rail Trail plan that detours onto surface streets rather than using the majority of existing rail trestles.
- An utter lack of cost-benefit analysis, cost-per-trip analysis, alternative analysis or anything else that could be considered the "economic analysis" required by Measure D.
- No mention of the 10,000 signatures on the Greenway Petition or the RTC's own surveys which show a majority of respondents do not support a train.
- No review by the Measure D Oversight Committee.

This is not the "open, transparent public process" we were promised with Measure D.

From: Keith Redfield
Sent: Tuesday, January 15, 2019 12:57 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Objection to rail plan

I live in Aptos, and also own rental property there. I am writing to express my objection to the "Preferred Scenario" plan (rail + trail) because it locks us into an expensive experiment into sustaining a 200 year old technology that has seen it's day.

We will see transportation options in the next 10 years that will make any consideration of traditional heavy rail seem ridiculous, especially in light of the serious obstacles preventing a clean right of way.

A trail-only plan which supports many different uses will be an incredible addition to our tourist attractions and with all the mobility options available now and coming soon, an effective commute resource as well.

Keith Redfield

From: Lleni Carr

Sent: Tuesday, January 15, 2019 12:51 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Rail service in SC

Hi, I want to let you know that I hope you will be promoting rails service along the existing rail line through the county. I'm in favor of whatever action promotes that development. I don't know enough about which particular policies will bring it to fruition the quickest, but I hope you will be using that as a criteria. Good rail service will promote the future of Santa Cruz County in my estimation.

--

Lleni

From: Becky

Sent: Tuesday, January 15, 2019 12:49 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Progressive Rail idea

We've been living in the Santa Cruz area since 1976 and home owners since 1981. The railroad tracks run behind our home.

We feel this concept "Progressive Rail" is not only a terrible idea, it runs contrary to many of the promises made through the passage of Measure D. "Open, transparent public process"? No, more of a slide this through before anyone notices. Over 10,000 signatures on the Greenway Petition indicate that this is NOT a popular concept with residents of this county, and yet the commissioners continue to move forward.

What a supreme waste of \$10 to \$15 million to repair existing tracks and detour the 'Trail' part to side streets. Do you really think moving the bike traffic back onto the streets is a scenic idea?? How about a valid economic analysis required by Measure D?? Is this a financially viable solution or merely wishful thinking?

Yes, I'm aware of the worsening traffic on Highway 1. There is NOTHING that is a permanent fix, neither railroad trains for freight nor additional lanes that will make the coast highway here in Santa Cruz a quiet, empty road. At least an additional lane, (AKA merging lanes) will help a bit.

Furthermore, a lot of people already find joy in walking on the railroad tracks as their trail. I know this personally because there is a constant stream of walkers behind our home.

The concept of "staying the course" feels a lot like Trumpville to me, with someone in charge deciding unilaterally that their decision is best no matter what anyone else says. Let's not be Trumpville. Please.

"Concerned home owner"

Becky

Aptos, CA

From: Trevor Paque

Sent: Tuesday, January 15, 2019 12:44 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject:

I am a resident of Santa Cruz and I support Santa Cruz County Greenway and their vision for the use of the existing rail corridor. My family and I would best be served by a bike and pedestrian trail where the existing tracks are. I would not be served by a train there. I'm from Sacramento, a city that is blessed to have an amazing 26 mile bike trail along the American River Parkway. The city is also plagued by noise and traffic congestion from train lines that go through the city. My family and I would get a lot of use from a bike trail. It would be a safe place for us to ride and we would use our bikes more. A train will only add noise and traffic congestion. If a commuter light rail is built at a later date it should be constructed along the freeway, not where the existing tracks are. An environmental study should be made before any project is implemented.

Best regards,

Trevor Paque

From: Anne Carr

Sent: Tuesday, January 15, 2019 12:40 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Progressive Rail

Do not vote to approve Progressive Rail on our public rail corridor! It is time to turn the old rails into a healthy vibrant pedestrian trail that can be used by all. No to freight train and freight train storage!
Anne Carr

From: Gail Bentley

Sent: Tuesday, January 15, 2019 12:39 PM

To: UCS <UCS@sccrtc.org>

Cc: Regional Transportation Commission <info@sccrtc.org>

Subject: Support for UCS SCENARIO B

Dear Chair Leopold and Commissioners:

I support Scenario B, which will allow for electric rail transit in the future and construct the adjacent trail as soon as possible. The reasons are many, such as the importance of not squandering an existing rail resource. Other reasons include:

- climate crisis
 - electric trains emit less GHG and pollution than cars or buses per mile.
 - reduces Vehicle Miles Traveled, saving 9,000 gallons of gasoline every day (over a trail-only scenario).
- economic equity: more people can easily access jobs; customers can more easily get to local businesses; better transit could allow 2-car families to get rid of one car.
- social equity: will give more transportation options to people of all abilities.
- convenience: rail would provide the fastest travel times across county, encouraging use of additional public transit options.

- tourism: rail could bring people to and around our county, decreasing traffic congestion.
- quality of life: reduces time spent in traffic congestion.
- safety - studies show that Scenario B will result in more than 100 fewer collisions and save us more than \$25M every year. And the trail is far safer than roads for bikes and walkers.

Please also consider the November 2 recommendations of FORT for modifying Scenario B.

Thank you.

Respectfully,
Gail Bentley

From: Laura Livingston
Sent: Tuesday, January 15, 2019 12:38 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Your "Train Plan"

To Whom this may concern -

I find it hard to believe that you will not acknowledge the 10,000 verified signatures from County residents that Greenway has submitted to you showing that they that they **DO NOT** support the train! I will watch how you respond and vote on this matter and *will not support you* if you fail to consider Greenway's petition.

Laura Livingston

From: Mister Churro
Sent: Tuesday, January 15, 2019 12:35 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: No to RTC's "Preferred Scenario"

Hi not sure if it's already too late to prevent the train line from impeding the bike/pedestrian only option for the trail but I would like to express my vote against the RTC's current vision of implementing the train on the tracks. Sounds like it is not in the best interest of our community.

Thanks for your time,
Mister Churro

From: Ken Miller
Sent: Tuesday, January 15, 2019 12:28 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: NO TRAIN - TRAIL ONLY!!!

We do not support a train of any kind on the rail corridor through Santa Cruz County - TRAIL ONLY!!!

Some of the issues we have with the "Preferred Scenario" and the Unified Corridors Study include:

- Worsening traffic on Highway 1 through 2035.
- Committing \$10-15 million of taxpayer money to repair 32 miles of train tracks for freight rail throughout the County.
- "Staying the course" with the expensive and difficult to build Rail Trail plan that detours onto surface streets rather than using the majority of existing rail trestles.

- An utter lack of cost-benefit analysis, cost-per-trip analysis, alternative analysis or anything else that could be considered the “economic analysis” required by Measure D.
- No mention of the 10,000 signatures on the Greenway Petition or the RTC's own surveys which show a majority of respondents do not support a train.
- No review by the Measure D Oversight Committee.

This is not the “open, transparent public process” we were promised with Measure D.

Thank you.

Ken and Andrea Miller
Aptos

From: Theresa Silveira
Sent: Tuesday, January 15, 2019 12:24 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please provide excursion services on the rail line

Hello -

I would love to see excursion rail trips on the RT corridor. I live very near the Rail Tracks, and it would be great to take my friends on an excursion! What a fun time. I love riding trains!

Please grant the Saint Paul & Pacific Railroad (SPPR) a license to provide excursion services on the rail line.

Preserve and use the RAIL for all kinds of great things!!

Sincerely,
Theresa Kepple

From: f o l e y
Sent: Tuesday, January 15, 2019 12:23 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject:

No train

Trains are too loud.

From: Theresa Silveira
Sent: Tuesday, January 15, 2019 12:21 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Input

Please save the RAIL! I would love to see the adoption of RAIL on the corridor - NOT BUS!

I would prefer to ride rail on the corridor. I prefer to use the trail with rail transit going by, not bus. It will be much more enjoyable to take the train to where I want to go, instead of a bus. And the train tracks are right across the street from my house - please preserve the RAIL.

Thanks for listening,
Theresa Kepple

From: James Brudnick
Sent: Tuesday, January 15, 2019 12:17 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Train

Dear Friends,

I've lived in Santa Cruz County for 40 years.

I don't want a train; period.

We need exercise, safe biking and strolling from one end of the county to the other. We don't need more tourism, traffic, pollution, and crime.

Thank you

From: Jonathan Cesena
Sent: Tuesday, January 15, 2019 12:15 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail Trail Concerns

Good Morning,

I am concerned that the proposal for moving forward with this rail line project does not take into account the local communities concerns and is neglecting to conduct an environmental impact evaluation. I am also worried about the following issues:

- Worsening traffic on Highway 1 through 2035.
- Committing \$10-15 million of taxpayer money to repair 32 miles of train tracks for freight rail throughout the County.
- "Staying the course" with the expensive and difficult to build Rail Trail plan that detours onto surface streets rather than using the majority of existing rail trestles.
- An utter lack of cost-benefit analysis, cost-per-trip analysis, alternative analysis or anything else that could be considered the "economic analysis" required by Measure D.
- No mention of the 10,000 signatures on the Greenway Petition or the RTC's own surveys which show a majority of respondents do not support a train.
- No review by the Measure D Oversight Committee.

I find it problematic that the county is going forward with a project that is no longer supported by the local community, disregards the impact on our beautiful local environment, and seems to put a big companies interest first, over the citizens best interests.

Unfortunately I cannot attend the meeting to voice my concerns in person but this project does not seem to benefit Santa Cruz county as a whole and caters toward special interests.

Thank You,

Jonathan Cesena

From: Jerilyn Bock

Sent: Tuesday, January 15, 2019 12:14 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject:

Dear Commissioners,

Some of the issues with the "Preferred Scenario" and the Unified Corridors Study include:

- Worsening traffic on Highway 1 through 2035.
- Committing \$10-15 million of taxpayer money to repair 32 miles of train tracks for freight rail throughout the County.
- "Staying the course" with the expensive and difficult to build Rail Trail plan that detours onto surface streets rather than using the majority of existing rail trestles.
- An utter lack of cost-benefit analysis, cost-per-trip analysis, alternative analysis or anything else that could be considered the "economic analysis" required by Measure D.
- No mention of the 10,000 signatures on the Greenway Petition or the RTC's own surveys which show a majority of respondents do not support a train.
- No review by the Measure D Oversight Committee.

This is not the "open, transparent public process" we were promised with Measure D.

Please fulfill your fiduciary duty to the voters of this County, reject RTC Staff's "Preferred Scenario," and develop a plan that gets our county moving.

Thank you and sincerely,
J. Bock

From: Ed Hopkins

Sent: Tuesday, January 15, 2019 12:11 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Greenway

Best environmentally and financially sound plan is for trail only. Please implement now. Thank you!

Keep Santa Cruz region green serene, and clean.

Chantal Hopkins
Aptos

From: Mike Alperin

Sent: Tuesday, January 15, 2019 12:07 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: oppose train in our county

Dear sirs,
I oppose a train being proposed for our county, and:

- Committing \$10-15 million of taxpayer money to repair 32 miles of train tracks for freight rail throughout the County.
- “Staying the course” with the expensive and difficult to build Rail Trail plan that detours onto surface streets rather than using the majority of existing rail trestles.
- An utter lack of cost-benefit analysis, cost-per-trip analysis, alternative analysis or anything else that could be considered the “economic analysis” required by Measure D.
- No mention of the 10,000 signatures on the Greenway Petition or the RTC's own surveys which show a majority of respondents do not support a train.
- No review by the Measure D Oversight Committee.

This is not the “open, transparent public process” we were promised with Measure D.

Sincerely,

Mike Alperin

From: W B

Sent: Tuesday, January 15, 2019 12:05 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Public comment

No train please.

Will E. Bachar

From: Stephanie Raugust

Sent: Tuesday, January 15, 2019 11:15 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Saint Paul & Pacific Railroad

Please grant the Saint Paul & Pacific Railroad a license to run excursion trains along the transportation corridor known as the Rail Trail.

These trains will reduce car use within our County including the North Coast.

Another benefit of this train service will be economic.

It will create jobs and new sources of revenue for the RTC.

This license will insure that we do not absorb the dramatically expensive cost of removing the tracks .

This license also protects the right of way and keeps the spirit of Measure D in protecting and maintaining the rail line.

Please grant the Saint Paul & Pacific Railroad this license.

Please take into consideration the future of our County and its citizens.

Sincerely,

Kristen Raugust

From: David Date
Sent: Tuesday, January 15, 2019 11:51 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Standing in opposition to the process

I stand not in favor of a particular scenario, but in opposition to staff recommendations because of a non transparent and preordained process.

In the early 1980's Santa Cruz County found its self in the grips of Cable TV interests. We recognized the threat these corporate giants had towards our representative democracy, and we dealt with them, by adopting Cable Television Lobbying (Chapter 8.08) into law. This defined what a Cable Lobbyist is, and what they can and cannot do to advance their interests.

Today, we find ourselves in a similar situation with unregistered lobbyists, but lack the will to address or resist their influence. Lobbyist attend parties, organize the public, and pass gifts, without ever having to register or declare their allegiances.

One Board member of FORT, Friends of the Rail Trail, has raised ethics concerns with his financial ties, and interactions with County personal.

Barry Scott is employed by PG&E and is the state director of the NEED Project, a petroleum education fund.(Figure 1 LinkedIn 1/15/2019) He manages various Facebook groups (e.g. Coastal Rail Santa Cruz) to push a pro rail agenda in Santa Cruz, but lists his latest tax address in Stockton, CA (Figure 2)

Ethics concerns were raised after he posted a Live video of him and members of local government enjoying a New Years Eve ride on the Daisy. When probed about the expedition, he claimed it was official business with members of "Coastal Zoning and Planning expertise" (Figure 3). When asked what he was doing on the train, the video was promptly removed.

Similar concerns are raised with an apparently preordained contract with Progressive Rail, having been in communication with the RTC 83 days before before A request for quotation was ever issued. (Figure 4.)

Unfortunately, it is no longer enough to just elect Democrats into power. The people need to remain involved, and informed about the workings and process's inside our government institutions, and our public servants need to be cognizant that they are being watched.

Respectfully,

David Date





1	434	392	\$358,050
MLS Beds	MLS Sq Ft	Lot Sq Ft	MLS Sale Price
1	1978	CONDO	02/14/2014
MLS Baths	Yr Built	Type	MLS Sale Date

Owner Information

Owner Name:	Scott Barry S	Tax Billing Zip:	95204
Tax Billing Address:		Tax Billing Zip+4:	4951
Tax Billing City & State:	Stockton, CA	Owner Occupied:	No

Location Information

School District:	Pajaro Vly	Property Carrier Route:	C022
Community College District:	Cabrillo Jt	Zoning:	RM-2.5
Census Tract:	1222.01	Market Area:	48

Tax Information

APN :	043-331-02-000	Tax Area:	69273
% Improved:	25%		

Assessment & Tax

Assessment Year	2018	2017	2016
Assessed Value - Total	\$385,753	\$378,189	\$370,773
Assessed Value - Land	\$289,274	\$283,602	\$278,041
Assessed Value - Improved	\$96,479	\$94,587	\$92,732
YOY Assessed Change (\$)	\$7,564	\$7,416	
YOY Assessed Change (%)	2%	2%	

Tax Year	Total Tax	Change (\$)	Change (%)
2016	\$4,859		
2017	\$4,997	\$138	2.85%
2018	\$5,050	\$53	1.06%

Special Assessment	Tax Amount
Santa Cruz Co Sanit. District	\$676.80
2013 B Ref 2002 Pajaro Sch Bd	\$70.52
2012 A Pajaro Valley Sch Bnd	\$67.44
County-Refuse Csa 9c	\$56.94
9d2- Road Repair	\$56.40
Cfd No. 2016-1 Library Facilit	\$49.50
2012 C Pajaro Vly Sch Dist Bon	\$38.68
2013 A Ref 2002 Pajaro Sch Bd	\$37.78
Cabrillo Col Ds 1998 Ser B	\$23.92
Cabrillo Coll Debt Svc 2004a	\$21.74
642589 Cabrillo College 2016 R	\$21.42
County-Highway Lighting Csa 9	\$16.60
2012 B Pajaro Valley Sch Bd	\$15.36
Other Misc	\$39.46
Total Of Special Assessment	\$1,192.56

Characteristics

Land Use - CoreLogic:	Condominium	Total Baths:	1
Land Use - County:	Condominium Unit	MLS Total Baths:	1

Courtesy of Terri Mayall, MLS Listings

The data within this report is compiled by CoreLogic from public and private sources. The data is deemed reliable, but is not guaranteed. The accuracy of the data contained herein can be independently verified by the recipient of this report with the applicable county or municipality.

UCS - Comments Received

Property Detail
Page 139

Generated on 01/06/2019
Page 1 of 4

Lot Acres:	0.009	Full Baths:	1
Lot Area:	392	Fireplaces:	1
Year Built:	1978	Patio Type:	Deck
Effective Year Built:	1978	Parking Type:	Carport
Building Sq Ft:	434	Roof Type:	Concrete
Stories:	MLS: 1	Roof Material:	Concrete
Basement Type:	MLS: Concrete Perimeter	Water:	Public
Total Rooms:	2	Sewer:	Public Service
Bedrooms:	MLS: 1		

Estimated Value

RealAVM™ (1):	\$546,593	Confidence Score (2):	73
RealAVM™ Range:	\$459,138 - \$634,048	Forecast Standard Deviation (3):	16
Value As Of:	12/27/2018		

(1) RealAVM™ is a CoreLogic® derived value and should not be used in lieu of an appraisal.

(2) The Confidence Score is a measure of the extent to which sales data, property information, and comparable sales support the property valuation analysis process. The confidence score range is 60 - 100. Clear and consistent quality and quantity of data drive higher confidence scores while lower confidence scores indicate diversity in data, lower quality and quantity of data, and/or limited similarity of the subject property to comparable sales.

(3) The FSD denotes confidence in an AVM estimate and uses a consistent scale and meaning to generate a standardized confidence metric. The FSD is a statistic that measures the likely range or dispersion an AVM estimate will fall within, based on the consistency of the information available to the AVM at the time of estimation. The FSD can be used to create confidence that the true value has a statistical degree of certainty.

Listing Information

MLS Listing Number:	ML81342531	MLS Sold Date:	02/14/2014
MLS Status:	Sold	MLS Closing Price:	\$358,050
MLS Status Change Date:	02/28/2014	MLS Listing Agent:	159448-Daniel Miles
MLS Listing Date:	12/05/2013	MLS Listing Broker:	MONTEREY BAY REAL ESTATE SERVICES
MLS Curr. List \$:	\$320,000	MLS Selling Broker:	NON MULTIPLE LISTING OFFICE
MLS Orig. List \$:	\$320,000		
MLS Listing #	MI81052729	MI80710904	MI80534658
MLS Status	Expired	Expired	Sold
MLS Listing Date	11/01/2010	03/06/2007	06/22/2005
MLS Listing Price	\$1,199,000	\$1,595,000	\$550,000
MLS Orig List \$	\$1,199,000	\$1,595,000	\$550,000
MLS Close Date			08/19/2005
MLS List Close \$			\$535,000
MLS List Exp Date	04/25/2011	07/21/2007	10/20/2005
MLS List Cancel Date	04/26/2011	07/22/2007	

Last Market Sale & Sales History

Recording Date:		02/14/2014		Document Number:		5093	
Settle Date:		Tax: 01/21/2014 MLS: 02/14/2014		Deed Type:		Grant Deed	
Sale Price:		\$358,500		Owner Name:		Scott Barry S	
Price Per Square Feet:		\$826.04		Seller:		Bank Of Ny Sr Fhasi 2005-Ar5	
Recording Date	02/14/2014	11/26/2013	02/14/2006	01/27/2006	08/19/2005		
Sale Price	\$358,500	\$425,000			\$535,000		
Nominal			Y	Y			
Buyer Name	Scott Barry S	Bank Of Ny Mellon Sr 2005-Ar5	Rowe Darla Trust	Eazarsky Trust	Rowe Darla L		
Seller Name	Bank Of Ny Sr Fhasi 2005-Ar5	Quality Loan Svc Corp	Rowe Darla L	Eazarsky W B & Gail	Blockhus 1991 Trust		
Document Number	5093	54645	8972	5221	58003		
Document Type	Grant Deed	Trustee's Deed (Foreclosure)	Grant Deed	Grant Deed	Individual Grant Deed		
Recording Date	05/07/1984	01/31/1978					
Sale Price		\$50,000					
Nominal							

Courtesy of Terri Mayall, MLS Listings

The data within this report is compiled by CoreLogic from public and private sources. The data is deemed reliable, but is not guaranteed. The accuracy of the data contained herein can be independently verified by the recipient of this report with the applicable county or municipality.

UCS - Comments Received

Property Detail
Page 140

Generated on 01/06/2019

Page 2 of 4

Buyer Name	Blockhus Donald W & Wandaa	
Seller Name		
Document Number	37090423	2867209
Document Type	Grant Deed	Deed (Reg)

Mortgage History

Mortgage Date	02/14/2014	08/19/2005	08/19/2005
Mortgage Amount	\$180,000	\$428,000	\$53,440
Mortgage Lender	Rpm Mtg	First Horizon Hm Ln Corp	First Horizon Hm Ln Corp
Mortgage Code	Conventional	Conventional	Conventional
Mortgage Type	Resale	Resale	Resale

Foreclosure History

Document Type	Notice Of Trustee's Sale	Notice Of Default	Notice Of Trustee's Sale	Notice Of Default	Release Of Lis Pendens/ Notice
Default Date		09/06/2012		04/26/2012	
Foreclosure Filing Date	12/11/2012	09/06/2012	08/13/2012	04/26/2012	
Recording Date	12/13/2012	09/10/2012	08/15/2012	04/30/2012	11/19/2010
Document Number	62376	43447	38751	20805	48322
Default Amount		\$73,819		\$60,836	
Final Judgment Amount	\$494,809		\$487,614		
Original Doc Date	08/19/2005	08/19/2005	08/19/2005	08/19/2005	10/25/2010
Original Document Number	58004	58004	58004	58004	43633
Document Type	Notice Of Default				
Default Date	10/22/2010				
Foreclosure Filing Date	10/22/2010				
Recording Date	10/25/2010				
Document Number	43633				
Default Amount	\$24,373				
Final Judgment Amount					
Original Doc Date	08/19/2005				
Original Document Number	58004				

Property Map



*Lot Dimensions are Estimated



From: [George Dondero](#)
To: [Neil Bagaus](#)
Cc: [Luis Mendez](#)
Subject: RE: New Railroad Operator
Date: Thursday, July 27, 2017 1:27:16 PM

Hello Neil,
Thanks for contacting us. We are not actively looking for a new operator, but if that should change we will let you know.

Best regards,

- George Dondero

-----Original Message-----

From: Neil Bagaus [<mailto:nbagaus@aol.com>]
Sent: Tuesday, July 25, 2017 9:34 AM
To: George Dondero
Subject: New Railroad Operator

Good morning George,

Have read about and heard about your troubles with Iowa Pacific.

Our company is very interested in operating your line and doing it correctly.

Progressive Rail operates in 8 states. We are ready to make California our 9th.

Our reputation is flawless. Please let me know if we can visit.

Check us out at www.progressiverail.com

Thank you for your time.

Sent from my iPhone

From: Don Lauritson

Sent: Tuesday, January 15, 2019 11:07 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: KEEP THE TRACKS FOR FUTURE RAIL AND OR BUS RAPID TRANSIT

Dear Commissioners,

Please take action to keep the tracks to assure future rail transit on the rail right-of-way. The bike and bed trail can be built also.

Sincerely,

Don Lauritson

From: Prema Pam Keachie

Sent: Tuesday, January 15, 2019 10:49 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Saint Paul and Pacific

Thank you for considering my email. I urge you to grant Saint Paul and Pacific a license for excursions on the rails. We need this to ensure legally that we continue to own the rail right of way.

Pam Keachie, RN

From: Prema Pam Keachie

Sent: Tuesday, January 15, 2019 10:44 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Rail or bus

Thank you for considering my email. I urge you to choose rail travel on the corridor instead of bus. It makes sense for financial reasons, as well as for benefits to riders and the environment.

Pam Keachie, RN

From: Lizann Keyes

Sent: Tuesday, January 15, 2019 10:42 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Excursion Service

Dear Commissioner,

As a long-time Santa Cruz citizen, I support the rail and trail and the decision to run excursion service on the rail line.

Thank you,

Lizann Keyes

95062

From: Prema Pam Keachie

Sent: Tuesday, January 15, 2019 10:41 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Keep the rails

Thank you for considering this email. I live in a mobile home park that abuts the rail line in Capitola. Unlike many Greenway supporters who voted for Greenway's Measure L, **I am in favor of keeping the rails**. I also used to live in a house on the rail line in Seacliff when freight trains still ran. If we lose the rail right of way, we cannot regain it ever, in practical terms. There is state of California money available to develop rail travel. Rail travel may take 10 or twenty years to complete, but we must not block it from the beginning.

Pam Keachie, RN

From: Lizann Keyes

Sent: Tuesday, January 15, 2019 10:40 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Keep the rail tracks!

Dear Commissioner,

As a long-time member of the Santa Cruz community, I support the building of the rail and trail without further delay, and I support the decision to keep the tracks for passenger trail transit. Thank you,

Lizann Keyes

95062

From: Stephanie Raugust

Sent: Tuesday, January 15, 2019 10:31 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Unified Corridor Study

Please adopt the current preferred scenario for the Coastal Rail Trail.

Please maintain the tracks in place for future Passenger Train Transit.

Passenger Train Transit will service more people, per day, than Bus Rapid Transit along the corridor.

The train is way more environmentally friendly, faster and efficient than Bus Rapid Transit.

Adopt the latest UCS scenario as it has been in process for over 6 years and any further analysis will cost more time and taxpayer money.

Passenger Rail Transit is eligible for State funding as Bus Rapid Transit is not.

Bus Rapid Transit would jeopardize corridor easements and threaten any transportation use between Watsonville and Santa Cruz.

The time for alternative analysis is exhausted and over.

Go with the latest UCS scenario that has been modified and let's get going.

Sincerely,

Kristen Raugust

From: Tim Hudson

Sent: Tuesday, January 15, 2019 10:17 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Rail

Allow excursion service.

RECEIVED
SCCRTC

2019 JAN 15 PM 4:21

Santa Cruz County Regional Transportation Commission

Dear Commissioners,

Please delete Highway 1 expansion projects from your preferred investment scenario. Instead, invest in projects that improve transit service and make streets safe for bicycles and pedestrians.

The California Air Resources Board commissioned a survey of highway expansion studies by UC Davis researcher Susan Handy. She reports, "Adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled." After expansion, more vehicles take to the highway and traffic clogs once again.

More vehicle miles traveled on the highway means more greenhouse gases. The Air Resources Board reports that vehicle miles traveled per capita has been rising since 2012 and with it, CO₂ per capita. This is despite cleaner fuels and more electric cars.

The good news is that there are alternatives to widening Highway 1:

- Bus-on-Shoulder of Highway 1 has the potential to reduce travel time, making bus travel competitive with auto travel. This can be implemented at great cost savings without widening the highway for auxiliary lanes.
- Increasing bus frequency and prioritizing bus travel on roads throughout the County and especially on Soquel Dr./Freedom Blvd. are immediate, moderate-cost strategies that can make a difference.
- Transit vehicles on the rail corridor (train, bus or other) alongside a bike/pedestrian trail, can use the dedicated right-of-way to avoid congested roads.

All areas of our County are unsafe for bicycling and walking. Watsonville has the worst rate of injuries to pedestrians of 103 California cities of similar size. Santa Cruz is not far behind. Santa Cruz has the worst rate of injuries to bicyclists. And bicycling and walking in our mountain communities are perilous as well. Every dollar spent on the futile attempt to reduce congestion on Highway 1 is a dollar that could make a real difference in our community safety.

Thank you for your consideration,



From: Tim Hudson
Sent: Tuesday, January 15, 2019 10:16 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail

Please keep the tracks in place for future rail transportation. Tearing them out for a trail only is short sighted.

The SCCRTC received the following letter sent by the individuals listed below:

Dear Santa Cruz County Regional Transportation Commission,

- We need fast, reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students, residents, visitors, and everyone.
- Please make our streets safer for bikes and pedestrians.

I support the rail and trail improvements in Scenario B of the Unified Corridor Study. Please move forward quickly. We have waited long enough for a car-free, safe trail, and we are tired of being stuck in traffic!

☐ I am a resident of the County of Santa Cruz

☐ I am a visitor who wants to see improvements done when I come back again.

COMMENT

January 15, 2019				
Kirk Woelke	Kathee Skow	Susie Stelle	Bridget Olp	Daniel Gallegos
Carlos Plascenciu	Darcy Mekis	Bonnie O'Hara	Jonathan Lear	Tracy Lesperance
Wally Jacdlon	Lara Golland	Joanna Hildebrand	Georgia Sullivan	Matt Hoehn
Coreyl Trevena	A. O'Kuirohttons	Ireland Conti	Jen Jackson	Anita Barrhera
Matt Farrell	Matthew Trevena	JP Ditkowsky	Joe Yuhas	Lizann Keyes
Roland Saher	Gino Moraga	Stan Trevena	Julie Bowen	Robert Ereale
Thomas Celli	Tina Gomez	Matt Sullivan	Michael Doherty	Heather Shannon
Joseph Wier	Reynolds Perose	Chael Glassley	Hubert Brown	Josh Faul
Sarah Walker	Kathy Webster	Kaitlyn Hennigan	Anita Lecituga	Brieana Gleitsman
Bonnie Krietz	Tina Vigent	Edward Thorp	Margret Leome	Betty Berdahl
Nina Donna	William Milliot	William Koch	Jane Beauchamp	David Silva Espinoza
Gary Walker	Gerald Still	Eva Hout	Jaime Lucat	Danica Dileonardo

Patrick McCrystle	Robert Ross	Kellie Treeve	Jullian McCord	Jason Luroliv
Aimee Merrill	Tegan Speiser	Chelsey Otis	Shaelyn	Krista Meyers
Felipe Hernandez	Meghan Puich	Michael Oconner	Charles Beauchamp	Eben Lindsey
Christen Morell	Rachel Kupper	Tamara Meyer	Wendy Strimling	Susan Mast
Mia Klein	Jay Ambrose	Frank Benko	Lauren Bloomquist	Erik Steinges
Andy Shamrock	Miranda Gilmore	Chris Wilder	Teri Potratz	Caroline Spvrgin
T. O'Malley	Steve Rippen	Chris Connery	Kenny Stepheson	Ellise Gallagher
Cruz Colps	Joseph Stephensen	Merly Escalona	Natzlie Gonzalez	Ken Martin
Jillianne Rhodes	Gienelle Heim	Jeffery Reid	Nancie O'Malley	Mike Stivala
Miriam Hitchcock	Triana Marleauitz	Anateve Rolsom	Kris Stromberg	Marilee Hanson
Jeanne Boudreau	Deb Culmer	Yosi Almoy	Diniana Diekutousk	Alan Anderson
Suzette Gilmare	James Roleus	Elizabeth Reid	Charlotte Rogers	Mackenzie Peplazle
Greg Fine	Linda Benko	Ayelet Almog	Carol Campbell	Lauren Fleming
Andres Gonzalez	Marina Eovaldi	Ahna Kristen Backstrom	Marcos Cortez	Stephen Pearl
Deborah Homah	Cyndy Crogan	Renee Oliver	Sue Kaufman	Jeannie Collins
Liv Laein	Casey Linstrum	Denys Gil	Dana Warner	Cruz
Cheryl Edmonds	Spomenka Zanvich	Hannah Smith	Maryellen Garcia	Diana Collins
Annalisa Morris	Anjai Schiller	Marie Cortez	Leslie Kern	Jaynie Ecker
David Johnso	Patricia Ruppert	Carrie Luther	Larry Gable	Samantha Nielse
Kaia Wilkins	Barbara Rusman	Laurel Green-Craford	Jacqueline McDow	Jen Gurt
Nancy Heischman	Deborah Whliger	S. Wrzeste	Karolin Schwartz	Richard Myers
Code Wilkins	Ashley Edgar	Mary Gerbic	Morgan Oliver	Carly Chavez
Lincoln	Melanie Geisl	J Duaglie	Carlyle Osborne	Maryann Williamson
Adoniyah	Tina Kitts	Virginia Goodman	Steven B.Fine	Nancy Green-Crawford
Charlotte Chavez	Brittany Cole	Lowie Durham	Parl Glass	Holly Burk
Mike Clark	Marylin Wexlen	Bill Beebe	Santos Gomez	Pam Milliken
Alita Johnson	Steve Wilkins	Debra Gable	Patricia Baldo	Marisa Johnson
Larry Olmstead	Paul Drescher	Jeanne Mulhern	Gloria Jimenez	Barbara Gaebe
Tina Gilgen	Katherine Smith	Dale Hiltgen	Bill Walker	Mari Cope
Jessica Wilkins	Richard Nielsen			

Postcards with additional comments can be seen at this link:

https://www.sccrtc.org/wp-content/uploads/2019/01/20190115_ScenarioB_Postcards_wComments_Redacted.pdf

From: Bob F

Sent: Tuesday, January 15, 2019 12:31 PM

To: UCS <UCS@scrtc.org>

Subject: Efficiently Transporting people across Santa Cruz County

Please help to circulate the following to cost-effectively help improve HWY1 congestion. This is a very common-sense implementation which should satisfy everyone as it immediately benefits those traveling on foot, bicycle and bus. (Some of this was already circulated in the Santa Cruz Sentinel on 11/24/18, but their 150 word limit in "Letters to the Editor" does abbreviate justifications.)

Phase 1 takes advantage of an already proven existing specific foundation that has served years of heavy freight train use, to expedite relief to HWY1 congestion ASAP. (It is acknowledged that worn-out bridges will need to pass inspection to accommodate buses, but these are not excessively heavy freight trains, which will reduce costs & schedules.) Phase 1 is a low-cost, initial base implementation that will safely provide practical travel for people on foot, riding bicycles and riding in buses. It can be modified to even better suit the needs of those in the county. Once this is implemented, this paved(?) single lane opens the Corridor to a variety of favorable possibilities. Phase II could build upon feedback from Phase I and be implemented after approvals.

I initially envisioned passenger train service along the California coast up from LA through Santa Cruz, going over the Santa Cruz Mountains to then circulate the Bay Area and branch off to Sacramento. This would feature non-stop service throughout, involving as much as a hundred stations. That is, it would allow any passenger a non-stop trip from wherever station they got on, to wherever station they decide to get off. (This may seem impossible, but the patent pending for such a passenger rail system is attached here for your perusal. To achieve All-Express on branches, interleaving would be applied. I did sent some of this to you years ago, but All-Express is academic for Santa Cruz County because it would not be recommended on a single railroad track only intended for slow-moving freight.)

When I realized that the rail segment going through Santa Cruz County would be limited to only one track and the portions near HWY17 through the Santa Cruz Mountains were disjoint, everything changed. Concerns also arose even if a perfect system could be implemented. This led to a lengthy justification for a preferred implementation in the Central Valley which also would improve the housing situation in Santa Cruz County and in the Bay Area. (This is attached and was put on the web with links by the San Jose Mercury News on 8/21/18. It was also circulated by the Watsonville Pajaronian and Aptos Life. Unfortunately, this was submitted too late for the High-Speed Corridor through the Central Valley - as the speed of government was already years underway (with very little to show for all the money and time spent). Who knows, as more and more time passes and more billions "disappear", maybe reality will sink in.)

Anyway, I reside in Aptos and am now focused upon having a transportation system that would definitely benefit those in this county and am confident that the following (or variations of it) WILL improve traffic congestion on HWY 1 during commute times and allow everyone to safely enjoy bicycling all over it on weekends. (Note that it is actually also accessible for bicycling and hiking on weekdays, but until Phase II gets implemented, people wandering the Corridor may have to avoid popular buses as frequently as 5 minute intervals. Also realize that this frequency of activity would never be possible by a Passenger Train on such a long single track unless multiple trains were put in use, which allows a foolish potential for a major head-on disaster!)

Improving Transportation of people across Santa Cruz County

The 32-mile corridor could improve HWY 1 congestion. It also has picturesque views waiting to be shared.

Within a few years, these qualities can be appreciated by all after implementation of an effective bus system summarized in "Rail-Trail or Trail-Only or a Better People Corridor?" (Letters 11/24/18). This mates HWY1 congestion characteristics in conjunction with a shared single lane through the corridor (accessible by buses, bicycles, foot-traffic).

On weekdays, passengers can enjoy this corridor while riding safely across the county in less than a half-hour (cars are taking over twice that)! On weekends, that same environment provides safe, serene settings for bicycling and those on foot.

This is all possible for less than the multi-millions RTC will charge taxpayers for just allowing a questionable freight train "service" across the county over the next 10 years. They admit passenger trains are not possible until at least 2035 (if ever)!!! Why wait?

"Rail-Trail or Trail-Only or a better people Corridor?"

Imagine in a few years, safely riding proven means across Santa Cruz County during commute times to practical destinations in minutes (not the present hour and a half)! Other than freight train organizations, everyone will appreciate the following useful phase allowing the multi-use corridor to provide inexpensive HWY1 relief ASAP.

Phase 1:

<> Cover the existing obsolete single railroad track with a surface that is drivable by existing buses

<> During morning commutes, buses depart the Watsonville terminal to pick-up this single lane Corridor (only accessible by buses, bicycles, pedestrians and emergency vehicles) at the most convenient spot and travel westward unimpeded through the Corridor to the Santa Cruz terminal and then return via the free-moving (at this time) eastbound HWY1, back to the Watsonville terminal to repeat the process for hours

<> During evening commutes, the flow reverses

<> Bus stops could strategically be placed. Without bus activity on weekends, family activities could safely take place.

This initial phase can be upgraded ASOG (At the Speed of Government), but in the meantime, aspects of all promises can be enjoyed. Flexibility allows adjustments to be made sooner and saves more money.

All of this can be accomplished within the schedule of the presently "Approved Plan" which involves a "Freight Train to Nowhere" (see Watsonville Pajaronian-Register Letters 11/16/18 -11/20/18). (Providing for a freight train would not only result in costly track and bridge upgrades, dedicating the

single track to a freight train will lock-out access to easily improving HWY1 congestion for AT LEAST 10 years!)

Millions upon millions can be saved and schedules significantly expedited by making use of existing buses and infrastructures, rather than trying to accommodate such a "Freight Train to Nowhere". Please use your own common sense and help to take part in improving the Quality of Life for those in Santa Cruz County! Don't be deceived by an outside freight organization, not concerned with your well-being, telling only half-truths. Please let your government representatives know that you do not want obsolete freight train service. (The spacious Industrial area of Watsonville could retain freight lines that do not extend into residential areas to the west).

Implementing the above, will also provide a tremendous traffic relief to the new Aptos Village. Traffic was a problem before all the new housing went in and many in that area were adamantly against making matters worse. Hopefully the following will soon appear in a local newspaper ...

"Easing Aptos Village Traffic during rush hours"

Imagine taking an Express bus right in front of the Bayview Hotel and traveling unimpeded for miles through the presently unused freight train corridor to the Santa Cruz Bus Terminal during morning commutes without any transfers! Providing this would be one of many "freebees" as part of the pending Bus-Trail intended for people not freight (see Letters 11/24/18). Safely and efficiently accommodating people on foot, bicycle, or bus is all doable across the county before the planned freight train can even begin making any runs on this pending "Rail-Trail".

(This could possibly also serve as an efficient non-stop weekday trip to the Boardwalk / shuttle to UC Santa Cruz.)

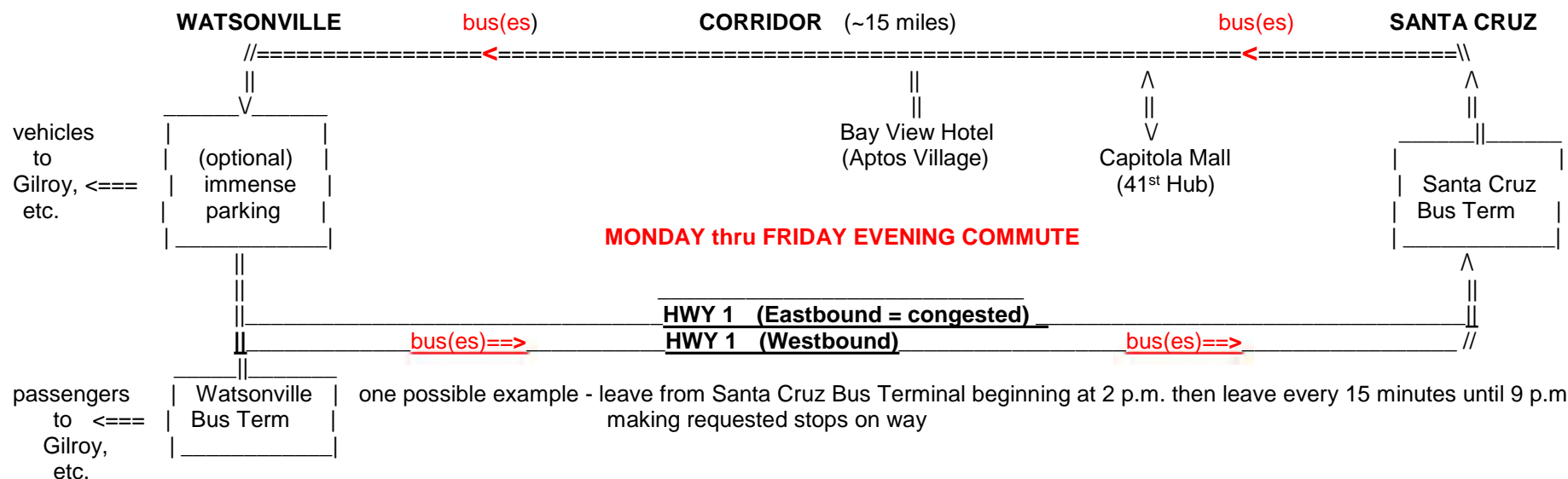
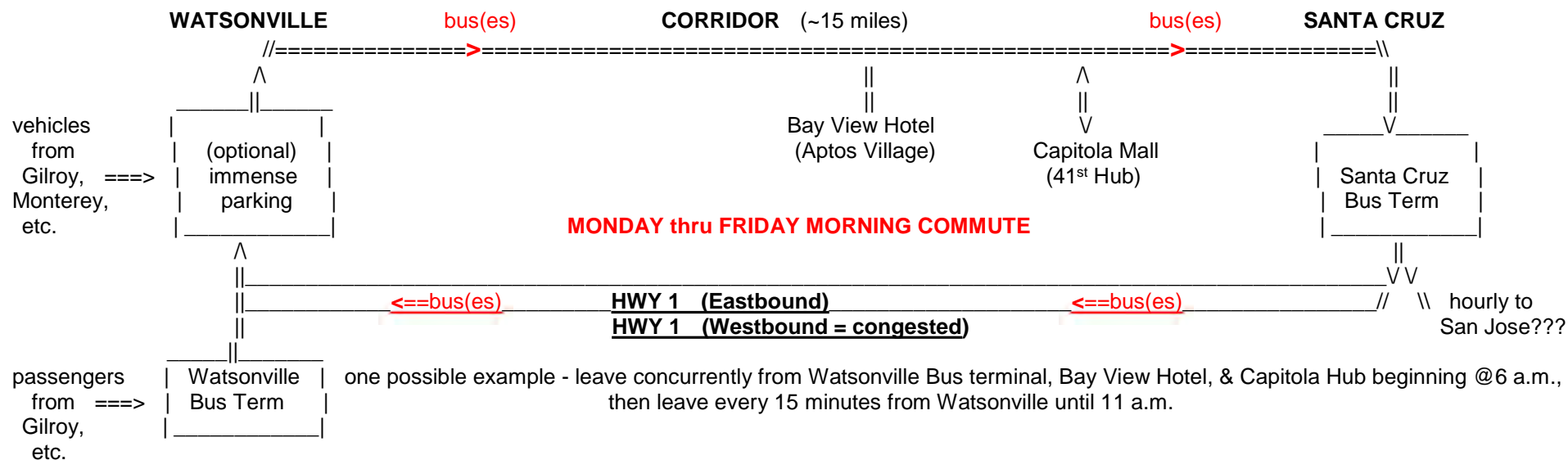
The local government notes passenger train service MAY BE possible in this county "as soon as 2035". Why not implement something definitely useful ASAP to ease HWY1 traffic, rather than "donating" millions to an out-of-area freight organization spreading half-truths?

Please let your local government representative know that you want to transport people across Santa Cruz County, not questionable freight (and also save millions).

The goal is to improve Quality of Life for those in Santa Cruz County. Please thoroughly scrutinize every aspect of this bus method to transport people efficiently across the county and feel free to email me of any questions or concerns. Phase I allows all multi-users of the presently unused Corridor. Other than freight train organizations losing millions of taxpayer dollars, what are any negatives???

Transporting passengers safely across Santa Cruz County within 30 minutes, anytime of day, Monday thru Friday RWF 1/12/19

(The following could be appended to existing bus schedules. Note that <4 buses in the loop can continuously provide less than 15 minute appearance intervals over the needed hours)



Building upon this could include special HWY17 buses running once an hour from Watsonville to the Diridron Station in San Jose without requiring any transfers, to further improve public transportation ridership. (Unfortunately, the people of Santa Cruz County are on the verge of losing out on all of this (and more), if the RTC sells out to an outside Freight Train Organization at a cost of millions to taxpayers.) (This low-cost implementation to improve HWY congestion will not be practical if the single railroad track in the corridor is not removed or paved over.)

Highway 1 relief at our fingertips

Rather than investing in an endless money pit for years for something that is extremely unlikely to ever happen, better use of the now obsolete 32-mile freight train corridor through Santa Cruz County will bring about immediate benefits. Common sense says that the following simple solution will provide relatively inexpensive HWY1 relief ASOG (at the speed of government). It also will provide a trail across Santa Cruz County to allow full usage for bicyclists and those on foot. (This will obviously also provide immediate relief to Aptos Village traffic.)

Phase I (Briefly):

<> Cover the existing obsolete single railroad track with a surface that is drivable by existing buses.

<> During morning commutes, buses depart the Watsonville bus terminal to pick-up this single lane Corridor (only accessible by buses, bicycles, people on foot and emergency vehicles) at the most convenient spot and travel westward unimpeded through the Corridor to the Santa Cruz bus terminal and then return via the free-moving (at this time) eastbound HWY1, back to the Watsonville terminal to repeat the process for hours

<> During evening commutes, the flow reverses

<> Bus stops could strategically be placed to help remedy non-full express buses. The number of buses on this route (or abbreviations of it) and frequency of pickups can increase with demand. Without bus activity on weekends, family activities could safely take place. Note: Bicyclists and those on foot could access this Corridor at any time. On weekdays (when there is bus activity), they have to realize that they have to share the "trail" with higher priority buses (until a more expensive Phase II may be phased in).

This initial phase can be upgraded, but in the meantime, aspects of all promises can be enjoyed. Flexibility allows adjustments to be made easier and sooner. Millions upon millions can be saved and schedules significantly expedited by making use of existing buses and infrastructures. **(The spacious Industrial area of Watsonville could retain freight lines that do not extend into residential areas to the west).**

The advantages of this concept are numerous. Of major note is that to save hours of commute time, people will be drawn from driving HWY1 during congested commute times, to safely riding (and relaxing) on public transportation for less than they could be wasting on gas. (This means of riding public transportation efficiently across Santa Cruz County would definitely be more affordable than any "fantasized years-in-the-future" passenger train trip would cost as well as quicker. With the money saved and to introduce this service, it could even be offered free of cost to bus passengers for the first few days.) Those who aren't interested in public transportation and prefer to drive their own cars, would still gain significantly from the resulting less cars traveling on the roadways.

In the meantime, try getting from Santa Cruz to Watsonville around 4 p.m. on a weekday in less than an hour (without taking chances on a motorcycle)! Check out existing traffic flow for yourself. In the morning (~6 a.m. to 10 a.m.), the congestion occurs traveling west on HWY1 while the opposite direction is acceptable. Later in the day, when the evening commute begins to develop, everything reverses (~2 p.m. to 7 p.m.).

Please convince your local government representative to help implement such common sense benefits for those who desire to travel safely and efficiently in Santa Cruz County.

The Gem of Santa Cruz County

If done effectively, the 32-mile corridor that was intended only for slow-moving freight trains decades ago, has the potential to become the Gem of Santa Cruz County. It has picturesque coastal and mountain views along a tranquil environment waiting to be shared. It also essentially runs parallel to HWY 1, so it can improve commuter congestion.

These qualities can be appreciated by all after strategic implementation of an effective bus system as summarized in "HWY 1 relief at our fingertips" (Dec. 14-20, 2018). This strategy makes use of HWY1 unique congestion characteristics in conjunction with a shared single lane on the corridor (only accessible by buses, bicycles, foot-traffic, and emergency vehicles). This would all be possible in a few years / ASOG (At the Speed Of Government) and would allow:

<> bicyclists and those on foot to traverse the county 24/7 without annoying barriers - best on weekends

<> safe family activities on weekends without vehicle traffic or ever having freight trains rumbling only feet away.

<> on weekdays, passengers can safely enjoy all that this corridor has to offer without having to exert any effort as they ride across the county in less than a half-hour even during rush-hours, while those stressed out in cars are taking over twice that!

<> with such time savings and affordable ridership, people will be lured from driving HWY1 during rush hour into taking (and enjoying) such public transportation. Even those who don't take public transportation will gain from less cars on roadways

<> minimum costs for all aspects - a bonus is that this solution eliminates need to widen HWY1

<> easy expandability - accommodates an ever expanding future - buses can appear every half-hour or every minute without limit

<> improvements in alleviating HWY 1 congestion w/o even touching HWY 1 (other HWY 1 recommended "improvements", make matters even worse during the construction process)

This is all possible for less than the multi-millions that the RTC presently intends for just allowing a questionable freight train "service" across the county over the next 10 years at taxpayer expense. All the deception has still not been fully circulated. The RTC admits that passenger train service will not be possible until at least 2035 (if ever)!!! Why wait years while "donating" millions to outside interests for ??? In the meantime please note Steven DeCinzo "Transformers" illustration (Pajaronian Nov. 9-15, 2018).

Any perception that Rail-trail saves by keeping the existing track in place is not true. Rail-trail requires shifting the existing single railroad track off-center to provide proper spacing for the demanded multi-use. (The tracks are so worn in many places anyway that all the tracks would probably be replaced in the process.) This also involves building-up the shifted area from the ground up to support the newly located path for a heavy freight train.

On the other hand, Phase I of this lower cost alternative continues the original intent of the heaviest activity down the very center of the corridor, so the existing obsolete single track could still be used as reinforcement and simply paved over as needed. Phase II could evolve from experience gained from Phase I and probably involve widening of this single lane to better provide for everyday multi-using which could be phased in at any time.

A bus can emulate anything a train can do and do it for less. It also minimizes needs for transfers which encourages use of public transportation. If need be, it could also drive up to your door, so the flexibility is many times greater and the implementation just a matter of what makes sense over time.

Help to allow a Bus-Trail Corridor not a Freight Train -Trail Corridor.

From: Zachary Teske
Sent: Tuesday, January 15, 2019 8:48 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Use the rail corridor for rail not bus!

Hello,

Please support a decision for keeping the tracks for future passenger rail transit.

Thank you.

Zachary Teske

From: Philip Boutelle
Sent: Tuesday, January 15, 2019 8:08 AM
To: General Info <info@sccrtc.org>
Subject: RTC: please support the preferred UCS recommendation

Commissioners,

Please vote to unequivocally support the staff/preferred recommendation for the UCS, including a commitment to use high-capacity public transit on the corridor. In your vote, you should clarify the intent for passenger rail, then direct staff to pursue design/development funding from the CA State Rail Plan and SB-1. Also, the staff report was very clear that if rail is not selected, there is a high risk of lawsuits due to abandonment of the rail line; that alone should make it a clear easy choice to keep the rail line active.

If you are to make any modifications to staff recommendations to the UCS, then consider multi-modal intersection improvements, but clarify that the priority should be safety improvements for bikes and pedestrians.

Lastly, when you select language for active transportation treatment on the Soquel/Freedom corridor, please use the term 'protected bike lane', or similar strong verbiage to indicate that changes in road striping won't be enough to encourage the 60% of people who would bike more for short trips, if only it were safer. Bikes must be physically separated from car/bus traffic, and the recommendation you make on the UCS should reflect this commitment.

Thank you,
-Philip Boutelle
Santa Cruz

The SCCRTC received the following email sent by the individuals listed below:

Sent: Tuesday, January 15, 2019 8:07 AM
To: info@sccrtc.org
Subject: Please grant Saint Paul & Pacific an excursion services license

Dear Commissioners,

Please grant the Saint Paul & Pacific Railroad (SPPR) a license to provide excursion services on the rail line. Some people are trying to derail any use of the rail corridor in the hopes that failing to use the

tracks will lead to abandonment of the rail corridor. Please don't let this happen. Abandonment of the railroad tracks will definitely delay construction of the Coastal Rail Trail and trigger a plethora of expensive and time-consuming litigation. Santa Cruz County cannot afford these time-consuming and expensive delays.

Here are the key reasons the RTC should grant the license:

- Protects the rail right of way and keeps the Measure D promise to maintain the rail line
- Avoids \$41 million expense of removing the tracks
- Provides car-free access to parks, beaches and other destinations along our coast benefiting both residents and visitors
- Gets people out of cars and off our streets
- Will generate new revenue for the RTC
- Will create jobs for locals

Thank you

January 15, 2018		
Scott Ruble	Paula Bradley	Tina Andreatta
Dianne Dryer	Frank Z. Kertai	Jeanne Mulhern

From: Scott Ruble

Sent: Tuesday, January 15, 2019 8:03 AM

Subject: Please adopt the UCS preferred scenario - Rail in the Rail Corridor!

Please adopt the latest preferred scenario resulting from the Unified Corridor Study (UCS) but modified to select rail transit on the rail corridor – use the rail corridor for rail not bus!

Why do we want the RTC to adopt the latest preferred scenario modified to select rail transit on the rail corridor? Some parties are proposing the RTC further study and compare Passenger Rail Transit to Bus Rapid Transit by providing an additional alternatives analysis. The six-year-long, comprehensive UCS provided substantial data demonstrating the superiority of Passenger Rail Transit over Bus Rapid Transit, making it difficult to justify spending any more time and taxpayer money on comparing alternatives.

Here are the key reasons Passenger Rail Transit is a better investment than Bus Rapid Transit:

- The UCS predicts Passenger Rail Transit will carry 75% more passengers every day than Bus Rapid Transit
- The UCS predicts Passenger Rail Transit travel time will be 35% faster than Bus Rapid Transit in the mornings – saving 22 minutes on your way to work is really valuable (41 min via train versus 63 min via bus)
- The UCS predicts Passenger Rail Transit will result in an overall 25% increase in public transit use compared to Bus Rapid Transit – increased public transit use is better for the environment and improves social equity
- Passenger Rail Transit is eligible for substantial state funding to both plan and build, while Bus Rapid Transit is not
- Because Passenger Rail Transit uses the entire rail corridor, the rail corridor is preserved for all future uses. Because Bus Rapid Transit will only use 28% of the rail corridor, Bus Rapid

Transit puts the rail corridor easements at risk and could result in losing the rail corridor for any transit use between Watsonville and Santa Cruz

Furthermore, an alternatives analysis would probably result in additional delay in building the Coastal Rail Trail – this community has waited long enough! Instead of an alternatives analysis pitting bus against rail, recommend spending that time and money on figuring out how to integrate faster, better Passenger Rail Transit Service into a comprehensive public transportation service that will provide our community with the best possible transportation system ASAP!

The SCCRTC received the following letter sent by the individuals listed below:

Dear Santa Cruz County Regional Transportation Commission,

- We need fast, reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students, residents, visitors, and everyone.
- Please make our streets safer for bikes and pedestrians.

I support the rail and trail improvements in Scenario B of the Unified Corridor Study. Please move forward quickly. We have waited long enough for a car-free, safe trail, and we are tired of being stuck in traffic!

☐ I am a resident of the County of Santa Cruz

☐ I am a visitor who wants to see improvements done when I come back again.

COMMENT

January 14, 2019				
David Bornstein	Kathleen Chapman-Ross	Barry Pearlman	Donna Hall	Lexi White
Leah Ulnea	Janet Osinsk	Stephanie Coffman	Will Posey	Pauline Seales
Demion Ashley	Thanh Ly	Kathleen Beaman	Amanda Warden	Larry Detloff
Derek Turk	Alicia Keen	Steve Beaman	Peter& Susan Canepa	Sean Ulrich
Jane Lear	Linn Cricuckshan	Susan Myers	Josh Brah	Kyle Martin
Baberre Turk	Nellie Bol	Brian Nordman	Keneth K	Leslie Roble
Nina Turk	Bella Webster	Gene Burk	Leflora Cunningham	Willian Glaum
Sarah Files	Sally Aizenman	Charlotte Teeple Salas	Adelina Nordman	Sarah Smith
Linda Walker	Anne Wulczynski	Mimi Edgar	Martha Barette	Mark Aizenman
Brian Laufes	Mar Wayne	James Korman	Cynthia Baker	Robert Elledse
Mike Johnson	Joan Spahin	Stephane Salas	Daniel Benuenuit	Ron Pomerantz
Hannah Kram	Jason Stahl	Kathy Kram	Nate Ulmer	Nancy Marsh
Van Boughner	Constance Greene	Marina Frunger	Tracy Enzuveiler	Frank Rimicci
Shaun Rudolph	Brandon Turk	Chelsea Satterthwaite	Michael Spadafort	Greg McLean

Peter Canepa	Tom Culross	Suzanne Ulmer	Donna Longluy	Will Aurton
Mary McKenna	Tiernan Still	Andrea Massalski	Mike Sherrod	Virginia Bliss
Jim McKenna	Jeffery Moss	Michol Martin	Beverly Will	Mike Rebensdon
Jeff Emery	Bruce Jakte	Wandis Wilcox	Less Beyeh	Walt Froloff
Danielle Storneth	Deborah Culmer	Charlea Massion	Barry Scott	Owen Silveira
Angelina Medina	Ofeera Garcia	Donna Thomas	Steven Godfrey	Megan Patterson
Debora Friedman	Paul Sghbell Hamer	Danielle Bartlett	Gerald Sawick	

From: Ryan Hoffman

Sent: Monday, January 14, 2019 10:26 PM

To: General Info <info@sccrtc.org>; john.leopold@co.santa-cruz.ca.us; ebottorff167@yahoo.com; zach.friend@santacruzcounty.us; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; Randy Johnson <rlj12@comcast.net>; trina.coffman@cityofwatsonville.org; cchase@cityofsantacruz.com; openup@cats.ucsc.edu; tim_gubbins@dot.ca.gov

Subject: Input for Thursday Meeting: Trail-Only, Trail Now

Greetings All,

I am writing to express my strong support of a dedicated pedestrian trail for the SC railway path, and my strong disdain for a train system. Neither the UCIS nor Feasibility studies included data that would justify the extremely high cost of the train (design, build, operate, and maintain) given that a trail-only solution offers high return on investment, fast speed to implementation, improvements in safety and traffic, and broad utility among a diverse user group. The trail suffers from acomodating the train, and this community cannot endure any further increases to cost of living, especially for this train. Thank you for your consideration. Sincerely,

Ryan Hoffman, RN, MBA, Live Oak, SC

The SCCRTC received the following email sent by the individuals listed below:

Sent: Monday, January 14, 2019 12:29 AM

Subject: The rail trail please

Please adopt the latest preferred scenario resulting from the Unified Corridor Study (UCS) but modified to select rail transit on the rail corridor – use the rail corridor for rail not bus!

Why do we want the RTC to adopt the latest preferred scenario modified to select rail transit on the rail corridor? Some parties are proposing the RTC further study and compare Passenger Rail Transit to Bus Rapid Transit by providing an additional alternatives analysis. The six-year-long, comprehensive UCS provided substantial data demonstrating the superiority of Passenger Rail Transit over Bus Rapid Transit, making it difficult to justify spending any more time and taxpayer money on comparing alternatives.

Here are the key reasons Passenger Rail Transit is a better investment than Bus Rapid Transit:

- The UCS predicts Passenger Rail Transit will carry 75% more passengers every day than Bus Rapid Transit

- The UCS predicts Passenger Rail Transit travel time will be 35% faster than Bus Rapid Transit in the mornings – saving 22 minutes on your way to work is really valuable (41 min via train versus 63 min via bus)
- The UCS predicts Passenger Rail Transit will result in an overall 25% increase in public transit use compared to Bus Rapid Transit – increased public transit use is better for the environment and improves social equity
- Passenger Rail Transit is eligible for substantial state funding to both plan and build, while Bus Rapid Transit is not
- Because Passenger Rail Transit uses the entire rail corridor, the rail corridor is preserved for all future uses. Because Bus Rapid Transit will only use 28% of the rail corridor, Bus Rapid Transit puts the rail corridor easements at risk and could result in losing the rail corridor for any transit use between Watsonville and Santa Cruz

Furthermore, an alternatives analysis would probably result in additional delay in building the Coastal Rail Trail – this community has waited long enough! Instead of an alternatives analysis pitting bus against rail, recommend spending that time and money on figuring out how to integrate faster, better Passenger Rail Transit Service into a comprehensive public transportation service that will provide our community with the best possible transportation system ASAP!

January 14, 2019		
Susie Stelle	Russell Weisz	Eric Horton

From: robin spring

Sent: Monday, January 14, 2019 9:31 PM

To: ucs@sccrtc.org

Subject: Support Scenario B

I support the Rail Trail to reduce highway congestion. Begin the trail immediately while keeping rails for implementation of this type of public mass transit in the future.

Robin Spring, Watsonville

From: Wendy Strimling

Sent: Monday, January 14, 2019 9:15 PM

To: info@sccrtc.org

Subject: keep the tracks for passenger rail transit

Please keep the tracks for passenger rail transit! The Central Coast needs to invest in light rail, so that people have a viable, attractive transit alternative to driving. The Bay Area, San Jose, even Los Angeles have invested in light rail and passenger rail systems. It's high time for Santa Cruz County to take that step.

Sincerely,

Wendy Strimling

(resident of City of Santa Cruz and daily commuter --in my car, alas -- to Monterey County for work.)

RECEIVED
SCCRTC
2019 JAN 14 PM 4:40

1/12/19

Santa Cruz County Regional Transportation Commission

Dear Commissioners,

Please delete Highway 1 expansion projects from your preferred investment scenario. Instead, invest in projects that improve transit service and make streets safe for bicycles and pedestrians.

The California Air Resources Board commissioned a survey of highway expansion studies by UC Davis researcher Susan Handy. She reports, "Adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled." After expansion, more vehicles take to the highway and traffic clogs once again.

More vehicle miles traveled on the highway means more greenhouse gases. The Air Resources Board reports that vehicle miles traveled per capita has been rising since 2012 and with it, CO₂ per capita. This is despite cleaner fuels and more electric cars.

The good news is that there are alternatives to widening Highway 1:

- Bus-on-Shoulder of Highway 1 has the potential to reduce travel time, making bus travel competitive with auto travel. This can be implemented at great cost savings without widening the highway for auxiliary lanes.
- Increasing bus frequency and prioritizing bus travel on roads throughout the County and especially on Soquel Dr./Freedom Blvd. are immediate, moderate-cost strategies that can make a difference.
- Transit vehicles on the rail corridor (train, bus or other) alongside a bike/pedestrian trail, can use the dedicated right-of-way to avoid congested roads.

All areas of our County are unsafe for bicycling and walking. Watsonville has the worst rate of injuries to pedestrians of 103 California cities of similar size. Santa Cruz is not far behind. Santa Cruz has the worst rate of injuries to bicyclists. And bicycling and walking in our mountain communities are perilous as well. Every dollar spent on the futile attempt to reduce congestion on Highway 1 is a dollar that could make a real difference in our community safety.

Thank you for your consideration,

David Bornstein

Santa Cruz, CA 95060

From: Debbie Bulger
Sent: Monday, January 14, 2019 9:10 PM
To: info@sccrtc.org
Subject: Choose rail on the rail corridor

Dear Commissioners,

I urge you to adopt the preferred scenario of the UCS with the modification of selecting train service on the rail corridor alongside the bike/pedestrian trail.

Rail has the ability to carry more passengers than buses which require higher labor costs for multiple drivers instead of just adding another rail car as ridership increases.

Additionally, rail transit would go all the way to Watsonville rather than only part way, thus ensuring that critical easements are preserved and not challenged by property owners.

I am looking forward to both riding a train and bicycling on the rail corridor.

Meanwhile, excursion service on the rail corridor preserves the right of way and offers worthwhile tourist experiences.

Thank you,

Debbie Bulger, Santa Cruz

From: ROBERT ELLEDGE
Sent: Monday, January 14, 2019 8:14 PM
To: info@sccrtc.org
Subject: Yes to the excursion services on the rail line

Dear RTC Commissioners,

I urge you to grant the Saint Paul and Pacific Railroad license to provide excursion services on the rail line. Santa Cruz County is ready for this and wants the momentum to continue. Many have worked very hard to get this far. Keep the ball rolling. It's time to realize the bold vision of the 32 mile rail with trail corridor.

Thank you,

Bob Elledge, Santa Cruz

From: ROBERT ELLEDGE
Sent: Monday, January 14, 2019 8:02 PM
To: info@sccrtc.org
Subject: Let's Move on the Rail with Trail

Dear Commission Members,

The large turn out at the recent ground breaking at the San Lorenzo River bridge demonstrates that after waiting 20 years Santa Cruz county citizens are ready to see the rail with trail move forward. I urge you to adopt the latest preferred scenario with rail transit on the corridor. Please

do not listen to those who would remove the rail option from the rail corridor with various disingenuous proposals which would undermine the efforts of so many in the community who have been working diligently for 20 years to realize this amazing project.

Thank you,

Bob Elledge, Santa Cruz

From: mark wegrich
Sent: Monday, January 14, 2019 7:39 PM
To: info@scrrtc.org
Subject: license agreement

Your attention please,
I am writing to protest against a license agreement for Progressive Rail. The county can not afford any more rail maintenance. Regardless of the ultimate use for the rail line the fact that none of it meets spec. for passenger rail means it would be better to remove all of it and then see if you can get the money to build it to spec. Since the County doesn't have that kind of money it would be better to build a bike trail and see how much use it gets. The taxpayers do not want to fund Progressive's operations and would want a recreational trail so it would be wisest to rail bank the right of way until it becomes financially viable. As a taxpayer I have no interest in paying for a rail line that would have to be subsidized forever. I would be willing to pay a little more if a bike trail were built. Let the public decide, put it to a vote. Its a serious investment to ask of the taxpayers.

Mark Wegrich

From: Steven Bennett
Sent: Monday, January 14, 2019 7:09 PM
To: info@scrrtc.org
Subject: Supporting a decision to run excursion service on the rail line

To whom it may concern,

I am writing this email (personally, not for either commission) to the Regional Transportation Commission in support of giving a licence to provide an excursion service on the rail line.

I am a lifelong resident of Santa Cruz county, I grew up in Live Oak and now reside in Watsonville. We have the rails, we might as well make something off them.

Please vote to grant the Saint Paul & Pacific Railroad a licence to provide excursion services.

Thank you,

Steven Bennett

Commissioner District 4 (Chair)
Santa Cruz County
Parks and Recreation Commission
Community Representative
Santa Cruz County

<p>Hazardous Materials Advisory Commission Committee Chair BSA Troop 599 Corralitos CA</p>	
<p>From: Steven Bennett Sent: Monday, January 14, 2019 7:04 PM To: info@sccrtc.org Subject: I support a decision to keep the tracks for future passenger rail transit</p> <p>To whom it may concern,</p> <p>I am writing this email (personally, not for either county commission) to the Regional Transportation Commission in support of preferred scenario resulting from the Unified Corridor Study, but modified to select rail transit on the rail corridor.</p> <p>I am a lifelong resident of Santa Cruz County, growing up in Live Oak and now residing in Watsonville.</p> <p>Please vote to keep the tracks for future use.</p> <p>Thank you,</p> <p>Steven Bennett</p> <p>Commissioner District 4 (Chair) Santa Cruz County Parks and Recreation Commission Community Representative Santa Cruz County Hazardous Materials Advisory Commission Committee Chair BSA Troop 599 Corralitos CA</p>	
<p>From: Rob Martin Sent: Monday, January 14, 2019 6:58 PM To: info@sccrtc.org Subject: Coastal Rail Trail Concerns</p> <p>To Whom it May Concern,</p> <p>I am writing to express my strong preference that the coastal railroad tracks be completely removed and a coastal trail connecting Monterey and Santa Cruz counties built for the sole purposes of walking and cycling. I believe this to be the best use of this corridor and would best serve the transportation needs of residents of SC County.</p> <p>I am also against using the existing rail for an excursion train to Davenport.</p> <p>I am a homeowner in Aptos, member of the Capitola Aptos Rotary Club and former school principal.</p> <p>Thank you,</p> <p>Rob Martin</p>	

From: David Lieby
Sent: Monday, January 14, 2019 6:32 PM
To: Jenn Eames <info@sccrtc.org>
Subject: The Unified Corridor Study

Dear Commissioners,

I am writing to ask you to approve the leading Unified Corridor Study at the January 17th meeting. I believe that any delay will result in higher costs, given the present surge in construction and material costs.

I also would like the construction of the Rail Trail to proceed as soon as possible. The hazards that bicyclists and pedestrians face daily need to be assuaged.

It seems most urgent to me that excursion services be enabled on the existing rail right-of-way to show the public how much better it is to use the the rail than be in cars or buses. Please grant the Saint Paul & Pacific Railroad (SPPR) a license to provide excursion services on the rail line.

Please accept my sincere thanks to you for serving our county.

David Lieby

From: Jason Wehmhoener
Sent: Monday, January 14, 2019 5:58 PM
To: info@sccrtc.org
Subject: Use the rail corridor for rail

Dear members of the SCCRTC,

Please select rail-based mass transit as part of your upcoming January 17 meeting. The UCS makes it clear that it will be the most cost effective mass transit option for the rail corridor, offering service to the broadest diversity of county citizens at the best possible cost.

In addition, please also grant the Saint Paul & Pacific Railroad a license to provide excursion services on the rail line. Granting this license will protect our ROW and deliver on the Measure D promise to maintain the rail line.

Thank you,
Jason Wehmhoener
Watsonville, CA

The SCCRTC received the following email sent by the individuals listed below:

Sent: Monday, January 14, 2019 5:58 PM

To: info@sccrtc.org

Subject: Please grant Saint Paul & Pacific an excursion services license

Dear Commissioners,

Dear Commissioners and Others,

Please grant the Saint Paul & Pacific Railroad (SPPR) a license to provide excursion services on the rail line. Some people are trying to derail any use of the rail corridor in the hopes that failing to use the tracks will lead to abandonment of the rail corridor. Please don't let this happen. Abandonment of the railroad tracks will definitely delay construction of the Coastal Rail Trail and trigger a plethora of expensive and time-consuming litigation. Santa Cruz County cannot afford these time-consuming and expensive delays.

Here are the key reasons the RTC should grant the license:

- Protects the rail right of way and keeps the Measure D promise to maintain the rail line
- Avoids \$41 million expense of removing the tracks
- Provides car-free access to parks, beaches and other destinations along our coast benefiting both residents and visitors
- Gets people out of cars and off our streets
- Will generate new revenue for the RTC
- Will create jobs for locals

Thank you

January 14, 2018		
Russell Weisz	Brendan Quirk	Sue Kaufmann

From: Steve Troth

Sent: Monday, January 14, 2019 5:58 PM

To: info@sccrtc.org

Subject: Rail Trail

Commissioners,

I support future rail excursion service on the Rail Trail.

Thank You, Steve Troth

From: Brandon Kett

Sent: Monday, January 14, 2019 5:57 PM

To: info@sccrtc.org

Subject: Unified Corridor Study

Dear SCCRTC Commissioners,

I urge you to accept the plan B (with some modifications) of the Unified Corridor Study at your meeting this week. This has gone on way too long, we need to start taking care of our crumbling

rail line and to turn it into a useful transportation option for all the citizens of our county. This corridor should not be just for bicyclists, it should be for both cyclists and non-cyclists.

I also urge you to give permission to the new rail operator to start working on the rails to eventually develop excursion light rail trains.

Thank you,
Brandon Kett

From: Steve Troth
Sent: Monday, January 14, 2019 5:53 PM
To: info@sccrtc.org
Subject: Rail Trail

Commissioners,

Please keep the tracks for future passenger travel.

Thank You, Steve Troth

From: Larry Detloff
Sent: Monday, January 14, 2019 5:48 PM
To: Info@sccrtc.org
Subject: Rail-Trail

I really think that it is very important to keep the rails along with the trail. The future potential for the rail usage is wide-ranging. With the rails, we can have a commuter train, a scenic tourist ride, and occasional freight transport. I would also hope you would consider excursion services in the near future. In the far future, it would be wonderful if it would provide service to Monterey/Carmel. Instead of busing school children to the MBA, they could take the train! Our rail corridor is unique and beautiful and it would be a shame to give up this valuable rail asset.

Thank you

From: Sue Kaufmann
Sent: Monday, January 14, 2019 5:42 PM
To: info@sccrtc.org
Subject: Passenger Rail Transit is a much better investment than Bus Rapid Transit

To Whom It May Concern;

Please don't ignore: The six-year-long, comprehensive UCS provided substantial data demonstrating the superiority of Passenger Rail Transit over Bus Rapid Transit, making it difficult to justify spending any more time and taxpayer money on comparing alternatives.

Please seriously consider these key reasons Passenger Rail Transit is a better investment than Bus Rapid Transit:

- The UCS predicts Passenger Rail Transit will carry 75% more passengers every day than Bus Rapid Transit
- The UCS predicts Passenger Rail Transit travel time will be 35% faster than Bus Rapid Transit in the mornings – saving 22 minutes on your way to work is really valuable (41 min via train versus 63 min via bus)

- The UCS predicts Passenger Rail Transit will result in an overall 25% increase in public transit use compared to Bus Rapid Transit – increased public transit use is better for the environment and improves social equity
- Passenger Rail Transit is eligible for substantial state funding to both plan and build, while Bus Rapid Transit is not
- Because Passenger Rail Transit uses the entire rail corridor, the rail corridor is preserved for all future uses. Because Bus Rapid Transit will only use 28% of the rail corridor, Bus Rapid Transit puts the rail corridor easements at risk and could result in losing the rail corridor for any transit use between Watsonville and Santa Cruz

Furthermore, an alternatives analysis will most likely result additional delays in building the Coastal Rail Trail – this community has waited long enough!!!

Instead of an alternatives analysis pitting bus against rail, recommend spending that time and money on figuring out how to integrate faster, better Passenger Rail Transit Service into a comprehensive public transportation service that will provide our community with the best possible transportation system ASAP!!!

Sue Kaufmann

From: Saladin Sale

Sent: Monday, January 14, 2019 5:39 PM

To: General Info <info@sccrtc.org>

Subject: Saint Paul & Pacific Railroad

Dear Commissioners:

I write to urge you to act on January 17 to grant the Saint Paul & Pacific Railroad (SPPR) license to provide excursion rail services on our rail line and secondly, to adopt the UCIS and Preferred Scenario, modified to select rail transit on the rail corridor..

Granting the excursion license without further delay will benefit the entire county - attracting new tourism and benefiting residents by introducing a new car-free way to experience our beaches, parks and other destinations. Protecting the rail right of way by this use will also allow steady progress towards the worthy twin goals of both a bike/pedestrian trail and modern light rail high-capacity public transit along the rail line.

The UCIS was the study everyone was waiting for. The expertise of the selected consulting firm was never questioned until they concluded that the best use of the rail corridor is to use the rails. Now those unalterably opposed to any resumption of decades of use of those rails want still more studies in the hope of a different finding. "Study to death" is a well-known tactic.

Now is the time to continue to move ahead with trail and rail together. Unfortunately, there is no way to give everyone everything they want. Yet much work is still ahead and there will be abundant opportunities for people currently interested in the future of transit to provide input and creative ideas based on their personal values.

We stand today on the shoulders of those who, for decades, have demonstrated their sustained commitment to the best transit planning for Santa Cruz County. Their work has been sound. The

SCCRTC staff and contracted consultants are not villains. The voices of "the people" have been heard every step along the way to today. I am one of the people. I support rail and trail along the corridor.

Respectfully,

Saladin Sale, Santa Cruz City Resident

From: Brendan Quirk

Sent: Monday, January 14, 2019 5:34 PM

To: info@sccrtc.org

Subject: Unified Corridor Study

Hello!

I am a constituent of Santa Cruz and I am urging the Commission to adopt the latest preferred scenario for the rail trail resulting from the Unified Corridor Study (UCS) but modified to select rail transit on the rail corridor – use the rail corridor for rail not bus!

Here are the key reasons Passenger Rail Transit is a better investment than Bus Rapid Transit:

- The UCS predicts Passenger Rail Transit will carry 75% more passengers every day than Bus Rapid Transit
- The UCS predicts Passenger Rail Transit travel time will be 35% faster than Bus Rapid Transit in the mornings – saving 22 minutes on your way to work is really valuable (41 min via train versus 63 min via bus)
- The UCS predicts Passenger Rail Transit will result in an overall 25% increase in public transit use compared to Bus Rapid Transit – increased public transit use is better for the environment and improves social equity
- Passenger Rail Transit is eligible for substantial state funding to both plan and build, while Bus Rapid Transit is not
- Because Passenger Rail Transit uses the entire rail corridor, the rail corridor is preserved for all future uses. Because Bus Rapid Transit will only use 28% of the rail corridor, Bus Rapid Transit puts the rail corridor easements at risk and could result in losing the rail corridor for any transit use between Watsonville and Santa Cruz

Furthermore, an alternatives analysis would probably result in additional delay in building the Coastal Rail Trail – this community has waited long enough! Instead of an alternatives analysis pitting bus against rail, recommend spending that time and money on figuring out how to integrate faster, better Passenger Rail Transit Service into a comprehensive public transportation service that will provide our community with the best possible transportation system ASAP!

Thanks!

--

Brendan Quirk

From: CRIS HART
Sent: Monday, January 14, 2019 5:30 PM
To: info@sccrtc.org; cris hart
Subject: Railroad excursion service on the railroad corridor

Dear Commissioners,

Railroad excursions over the former SP railroad right of way is sound and logical use of the corridor in all reasoning. I urge you to grant the Saint Paul and Pacific RR a licence to operate passenger trips over the railroad.

The cultural benefit is bringing families and friends together for social activities (rail excursions and short-line experiences are successful all across the nation)and preserve a historic railroad way, something that would never be recreated if it is lost. It can also serve to alleviate congestion and traffic from the boardwalk and beaches if outlying areas can be used to park incoming tourists and let them take the train to their destination.

Additional cultural benefits are the improved reliability passenger carrying capacities of rail over bus when used by commuters.

The ecological benefits of rail passenger service on the line is the lower carbon footprint of many passengers in one vehicle 'consist' of railcars. It is also increasing access to the beaches without building additional roads or parking facilities.

The economic benefit is to broaden the tourism base in Santa Cruz, including off seasons. A railcar is a comfortable ride in any kind of weather, not just the summer. The railroad needs a support staff for ticketing, concessions, catering and other types of tourist support jobs. The railroad jobs would stable than just the summer boardwalk or hotel jobs. Across the US, the tourist railroad business employs nearly 400,000 people and is growing strongly with the industry spokes-group Heritage Rail Alliance.

Of course the major economic benefit would come from not jeopardizing the Measure D mechanism that allowed for the purchase of the rail line.

Thank you for you time and efforts, please act to keep the rails in place.

Cris Hart
Brisbane, CA

Former director at Golden Gate Railroad Museum; original stakeholder in railroad preservation and operation of the rail line.

From: Enda Brennan
Sent: Monday, January 14, 2019 5:27 PM
To: info@sccrtc.org
Subject: UCS vote January 17

Dear commissioners, I know you have important book to make today and that you have all studied this issue thoroughly. I am asking you to strongly consider delaying action on this matter because there's a huge elephant in the room that I believe has not been properly addressed . A Friend of mine

who is a supporter of the rail trail forwarded to me an article regarding the Kirkland Corridor issue up in the north west that references the \$130 million legal settlement paid by the federal government as a result of a "Takings" case By easement holders. Looking more deeply into this issue(I am a licensed attorney in California) it has become clear to me that liability for "takings"law suits by easement owners is a very real reality whether we go with rail trail or just trail here in Santa Cruz County. I would love to be proved wrong or misguided on this matter but strongly believe that your fiduciary duty as commissioners requires you to really investigate and address this issue before you unwittingly set the stage for taxpayers in Santa Cruz County up for a several hundred million Dollar lawsuit.

Thank you,
Enda Brennan

From: Brooke Elliott
Sent: Monday, January 14, 2019 5:08 PM
To: info@sccrtc.org
Subject: Keep the Tracks for Passengers

I support the RTC to adopt the latest preferred scenario modified to select rail transit on the rail corridor. Stop dragging this out and wasting taxpayer money.

Brooke Elliott

From: Brooke Elliott
Sent: Monday, January 14, 2019 5:06 PM
To: info@sccrtc.org
Subject: Yes on Excursion Rail Line

I support granting **the Saint Paul & Pacific Railroad (SPPR) a license to provide excursion services on the rail line.**

Brooke Elliott

From: Jeff
Sent: Monday, January 14, 2019 5:03 PM
To: info@sccrtc.org
Subject: Railroad Excursion License

I urge the Commission to grant a license to the St Paul Railroad for an excursion license to use the rail corridor. I definitely would like the option to ride the railroad to all of the many destinations in Santa Cruz along the rain I corridor.

Thank you,
Jeff Wallace.

From: Jeff
Sent: Monday, January 14, 2019 4:59 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Unified Corridor Study Alternatives

I urge the Commission to adopt the preferred UCS alternative but modified to allow rail use on the rail corridor... I believe this transportation use definitely makes the most sense for our Community.
Thank you!
Jeff Wallace.

From: CRIS HART

Sent: Monday, January 14, 2019 4:46 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Rail transit on the rail corridor, not bus transit!

Dear Commissioners,

I urge you to adopt the latest preferred scenario of the Unified Corridor Study but modified to select rail transit on the corridor.

I've been following this program for over 5 years now and have seen many efforts to prevent the well thought out plans for the transit corridor/trail.

This is the most long term sustainable use of the corridor to allow rail transportation.

thank you for your time and efforts,

Cris Hart, Brisbane, CA

From: Donna

Sent: Monday, January 14, 2019 4:44 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Rail/Trail

I believe it is very important to keep the rails in tact for near future and hopefully permanent rail line use. Our area's transportation issues have not been solved and the population will only become denser. Not all can bike and especially in the winter months.

Donna Hall

From: Jessica Guild

Sent: Monday, January 14, 2019 4:41 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Please grant the Saint Paul and Pacific Railroad licence

Dear RTC Commission,

My name is Jessica Guild and I live in Live Oak. I urge you to please grant the Saint Paul and Pacific Railroad a license to provide excursion services on the rail line.

Thank you for your consideration of my comment.

Best regards,

Jessica Guild

From: Jessica Guild
Sent: Monday, January 14, 2019 4:38 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please adopt the latest preferred scenario from UCS

Dear RTC Commission,

My name is Jessica Guild. I live in Live Oak and bike to work to UCSC daily. I would like to urge you to adopt the latest preferred scenario from the Unified Corridor Study. I believe that the rail corridor should be used for Passenger Rail Transit, not Bus Rapid Transit.

Thank you for your time and consideration of my comment.

Best regards,

Jessica Guild

From: Peggy Kenny
Sent: Monday, January 14, 2019 4:37 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: License the SPPR for excursion service

Dear Commissioners,

I really urge you to allow the Saint Paul and Pacific Railroad to provide excursion service along the rail corridor. This can eliminate auto traffic, and give people easy and fun access to the many parks and beaches along the right of way. If an affordable, efficient and fun way is offered to citizens as an alternative to driving, they will use it.

Thank you,

Peggy Kenny, Aptos, CA

From: Athena Locke
Sent: Monday, January 14, 2019 4:34 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Unified Corridor Study

Hello!

I sit in traffic for 45+ minutes, going from Aptos to Santa Cruz, on my way to work, and vice versa on my way home. A passenger train would take me straight to work and very close to my home. Also, an alternative route to Monterey Bay, and hopefully San Jose, in the future, would be fantastic.

Please support the Unified Corridor Study preferred scenario! The bus would not provide the same experience or occupancy limit.

Thank you,

Athena Locke

From: Peggy Kenny
Sent: Monday, January 14, 2019 4:33 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Keep the rail part of the Rail/Trail corridor for rail transit

Dear Commissioners,

I urge you to support the use of the rail corridor for rail transit, rather than undertake further studies to evaluate other options. The studies have gone on long enough, and we need a useful rail service and accessible and usable trail as soon as possible.

Thank you,
Peggy Kenny, Aptos, CA

From: Dave Osterhoudt
Sent: Monday, January 14, 2019 4:26 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please keep the tracks and rail corridor for trains

Hello RTC,

Please adopt the latest preferred scenario resulting from the Unified Corridor Study, but modified to select rail transit on the rail corridor – use the rail corridor for rail not bus!

Additionally, I support granting the Saint Paul & Pacific Railroad a license to provide excursion services on the rail line.

I am an active e-bike rider that supports the rail as well as the trail. Many of our citizens such as the elderly or disabled, are not capable of bike riding or even long walks.

Sincerely,

Dave Osterhoudt, Soquel, CA

From: Dean Silvers
Sent: Monday, January 14, 2019 4:22 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Support the Rail Trail

Dear Commission Members,

I bought my house in downtown Santa Cruz in 1986 because it is very close to the railroad. I'm still hoping and waiting for the Rail/Trail to move forward. You can do your part by adopting the plans of the Unified Corridor Study. Please don't go for more studies, which will only delay things further. I also encourage you to give the St. Paul and Pacific RR the right to have excursion trains on the railroad. By doing so, you will be honoring the intent of Measure D to keep having rail service, and there will also be the savings of ripping out the tracks. I can't wait to not be stuck in traffic and to have the railroad as an alternative. So let's keep the momentum moving forward!

Thank you,
Dean Silvers

From: Jeffrey Moss

Sent: Monday, January 14, 2019 4:07 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: proposed use of rail and trail line for passenger rail service

I want to register my strong support for the recommended SCCTRC proposal which includes passenger rail service on the Santa Cruz branch rail line.

I am a residential property owner in The City of Santa Cruz whose property is in full view (and sound) of the rail line. I am one property removed from touching the rail line where the track crosses over the bridge over the San Lorenzo River. I look out upon just before that bridge, one property from being next to the rail line, so I clearly hear and see any activity on the rail line. I say "yes in my backyard" to a service that helps bind the community together and gets people out of their cars, reduces traffic congestion on the roads and reduces green house gases. I also appreciate pleasant to use modes of public transportation that help me meet my neighbors and our town's guests. I find automobile transportation, while convenient, to be isolating. I also foresee a time when I may not be able to drive.

Seemingly unlike other property owners, I was aware of the rail line when I bought my property. Had I had an extreme distaste for rail service I would not have purchased the property. When I purchased the property in 1997 there was regular freight service which included heavy freight service to the now ceased concrete plant in Davenport. That did not disturb my peace or enjoyment of my property and I am certain passenger service would be less disrupting than that was. Dare I say that it would be pleasant to see commuter rail cars serving our community. Any small disruption to my peace and quiet would be more than offset by the benefits this service would bring to me and my community. It would bring me joy to see, as well as use, a service like this that binds the community together.

Sincerely,

Jeffrey Moss

From: Robert Arko

Sent: Monday, January 14, 2019 10:15 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Support for UCS Scenario B

I urge the RTC Commission to adopt the latest preferred scenario B resulting from the Unified Corridor Study (UCS) but modified to select rail transit on the rail corridor.

While some parties are proposing the RTC further study and compare Passenger Rail Transit to Bus Rapid Transit by providing an additional alternatives analysis, the 6 year long, comprehensive UCS provided substantial data demonstrating the superiority of Passenger Rail Transit over Bus Rapid Transit making it difficult to justify spending any more time and taxpayer money on comparing alternatives resulting in further delay in building the Coastal Rail Trail – this community has waited long enough! Instead of an alternatives analysis pitting bus against rail, recommend spending that time and money on figuring out how to integrate faster, better Passenger Rail Transit Service into a comprehensive public transportation system ASAP!

Last week's groundbreaking ceremony for the San Lorenzo Trestle Trail modifications we saw the communities enthusiastic support to get this project going. Let's finally move beyond the tyranny of

private interests constant efforts to obstruct this and demonstrate we can do common sense projects that will benefit the whole community and transform life in Santa Cruz.
Respectfully submitted,

Robert Arko

From: Grace Voss

Sent: Monday, January 14, 2019 8:22 AM

To: UCS <UCS@scrtc.org>

Subject: letter asking for scenario B approval

January 14, 2019

Dear Santa Cruz County Supervisors,

The sooner the better! Please approve **Scenario B** of the United Corridors Study at your Jan. 17th meeting to insure future rail transit throughout Santa Cruz County. It's the right thing to do. It will alleviate both greenhouse gases and Highway 1 congestion.

Your affirmation of Scenario B means the (up to) 16-foot-wide **off-road** rail trail will boost health and wellness for your constituents as well as promote safe travel for all to parks, schools and work. Wow!

Removal of the rail line is costly. It will open a can of worms by causing litigation over property rights/easements. It will mean a payback of \$11 million to the State Transportation Commission. Not good!

Keeping the rail line opens the door to grants from Caltrans for its State Rail Plan. (Caltrans is investing in rail lines over new highway construction throughout the state.) Our branch rail line, with access to Salinas and San Jose, will benefit from this approach to transit.

Rail travel is cleaner, smoother and quieter than ever. Solar and wind will be powerful energy sources for future rail travel.

Protect the future and your citizens by voting YES for Scenario B. Keep that \$11 million grant from the State Transportation Commission intact by allowing Progressive Rail to sponsor a tourist train for our county.

Sincerely, Grace Voss

From: Heather Shannon

Sent: Monday, January 14, 2019 8:03 AM

To: info@scrtc.org

Subject: Scenario B

Please consider keeping the railroad tracks while building the new Rail Tail for pedestrians and cyclists. It is an existing infrastructure that was built largely on the backs of slave labor and has been a necessary and useful means of transporting goods and people across the state.

Please consider the present, future and past before making decisions, and don't forget to include All of us, for in doing so, greed, corruption and disruption can be avoided in this endeavor by keeping the justifications of the ego out of the planning.

Thank you,

Heather Shannon of Aptos 95003

From: Lizann Keyes

Sent: Monday, January 14, 2019 7:59 AM

To: info@sccrtc.org

Subject: Build the Rail Trail

SCCRTC,

Please do not delay the start of the Rail and Trail with alternate proposals. My husband and I have lived in Santa Cruz for close to 40 years and have seen the exponential rise of traffic and gridlock. For our county, for our environment, start the building of the Rail and Trail immediately! Thank you!

From: Micah Posner

Sent: Sunday, January 13, 2019 8:37 PM

To: info@sccrtc.org

Cc: Mark Mesiti-Miller <mark@dm5.biz>

Subject: for the Thursday Meeting

Dear Transportation Commissioners,

Please support the rail option in the Unified Corridor Study without any further study. Rail is the best use of a rail line.

Micah Posner

From: Jessica Evans

Sent: Sunday, January 13, 2019 7:37 PM

To: info@sccrtc.org

Subject: Rail Corridor

Dear members of the SCCRTC,

I am writing today to urge you at your upcoming January 17 meeting to make a concrete decision to preserve the freight easement on the Santa Cruz Branch Line in order to preserve capacity for rail-based mass transit service.

Please definitively reject abandonment and select rail-based mass transit as part of the Preferred Scenario.

The Unified Corridor Study is clear that rail-based mass transit outperforms bus rapid transit (BRT) by every cost and service measure. This is not surprising given that the existing infrastructure is a *rail corridor*.

The only area where BRT appears at first look to be less expensive is where someone forgot to include the cost of BRT infrastructure: stops, shelters, dedicated lanes, signal controls, etc. (In contrast, these costs are included in the Unified Corridor Study rail-transit cost estimates.)

Santa Cruz Metro was clear that they do not support abandonment/rail-banking. Caltrans actively opposes abandonment on the Santa Cruz Branch Line. FORT and the Land Trust and the Sierra Club do not support abandonment.

My own informal estimate from speaking with members of the public at farmer's market is that only about 4 people out of every 80 support abandonment. The rest are pleased and relieved to hear that rail transit is still a possibility. They prefer rail transit in combination with the trail.

Therefore, considering the demonstrated superiority of rail transit and the lack of general community support for abandonment/rail-banking, any desired additional study of BRT should be done only in the context of a *preserved freight easement* on an *intact rail track*. If desired, this additional study could be readily accomplished by studying BRT as part of the Alternatives Analysis, as part of planning for rail-based transit, *after* selecting rail transit for the Preferred Scenario.

It is time to begin Phase 2 of the Progressive Rail contract. It is time to implement rail-based excursion service on the Branch Line. It is time to reject abandonment as an option.

Please have the political courage and the will to stand up to narrow anti-transit special interest and to do what is right for Santa Cruz County.

At your January 17 meeting, please:

- * specify rail transit in the Preferred Scenario,
- * implement excursion service,
- * explicitly reject the abandonment concept so that we can all move on to more constructive planning.

Sincerely and respectfully yours,

Jessica Evans

From: Meghan Puich

Sent: Sunday, January 13, 2019 7:34 PM

To: info@sccrtc.org

Subject: I strongly support Scenario B!

I strongly support Scenario B!

Meghan Puich

From: David Silva-Espinoza
Sent: Sunday, January 13, 2019 7:20 PM
To: info@sccrtc.org
Subject: re: Rail Trail Vote

To Whom It May Concern,

Today I happened to be visiting the Live Oak Farmer's market with my family when I was approached by some folks petitioning about the Rail Trail. They recommended I drop you all a line as they thought it would be useful to share my perspective as a 20 + year resident of Santa Cruz County and a longtime supporter of this project.

To put this in proper context, I've spent a good portion of my adult life in Santa Cruz yet do not have a mortgage and as such, have moved around a lot despite being employed full time and leading what I'd like to think, is a decent responsible life, one that involves participating in and contributing to the culture of Santa Cruz. During the past 20 years I've graduated college, married, and raised a family - I've also been consistently disappointed in our town's inability to move forward in a meaningful way on this project.

I've often joked with fellow bicycle advocates how by the time a functioning rail trail is built, it'll be something my grandkids will be able to enjoy. Sadly, this looks like it may prove true - My daughter is already ten, we used to live in Live Oak and biked everywhere, but due to having a house sold out from under us, now reside in Scotts Valley. My bike commute for 10 years involved riding from Live Oak to the Westside near Natural Bridges State Park - precisely the route of the proposed, planned, and perpetually stalled on Rail Trail. During this time, while commuting home, I was hit by a car on the corner of Murray and Mott Ave - only 50 feet away from the very area where the rail trail should be by now. During this time, a friend of mine named Josh Alper died in a head on car collision while riding just a few miles north of Santa Cruz, again, only a few feet from where the rail trail should have been.

I won't mince words, there is little doubt in my mind that my accident and Josh's death would have been prevented by having a dedicated bike path and rail line as an option. Furthermore, the years that I could have put my daughter in a bike trailer and rode safely either downtown or south to Aptos and beyond are now gone.

I therefore write in support once more of the Rail Trail (train AND bike path) though not so much for where I find myself in life but for the future generations of individuals fortunate enough to carve out a life here in Santa Cruz. A bike AND light rail line going from Monterey to Davenport is unequivocally a net win for the majority of people in the tri-county area. It's been disheartening to witness the greenwashing of this project by NIMBY-minded property owners who assert that a commuter rail line cannot co-exist with a hiking/bike path. They are totally misguided and lack a 21st century vision for sustainable transportation.

Remember, a century ago, there was a plan to build a rail line along the coast from San Francisco to Santa Cruz that fell through. The south side got as far as Davenport while the north side got as far as Half Moon Bay - I think of this often when driving up the coast to visit Waddell Creek, Gazos Creek, Pescadero and so on - It's a lovely drive but given the option of sitting in a passenger train-car looking out at the Pacific Ocean without worrying about oncoming traffic, wild animals, etc, there's simply no comparison. Your commission is faced with a similar prospect now - Don't let this be yet another

“what could have been, what should have been” moment. Please vote in favor of keeping the rail option alive, please vote to get moving on breaking ground on the trail portion of the project. My grandchildren will thank you.

Sincerely,

David Silva-Espinoza

From: Megan Patterson

Sent: Sunday, January 13, 2019 6:59 PM

To: info@sccrtc.org

Subject: I support scenario B

I support Scenario B.

From: Nina Donna

Sent: Sunday, January 13, 2019 6:05 PM

To: info@sccrtc.org

Subject: let's make an equitable decision

Thanks for all your commitment and long hours towards decision on the UCS.

Please count me as a strong supporter of SCENARIO B, with train transport on the rails. County traffic is only going to worsen, the train as a public transport option would get folks to work in SC from South County and offer cyclists a way to cover more area than they might by cycling only.

Nina Donna, Live Oak area, 95062

From: Sally Arnold

Sent: Sunday, January 13, 2019 5:35 PM

To: info@sccrtc.org

Subject: Restart the excursions on the rail corridor

Dear RTC Commissioners and Staff,

I am writing to support the resumption of excursion service on the rail line. As I understand it, Saint Paul & Pacific Railroad is seeking a license to provide this service. Given that we must provide some kind of passenger service to protect our right of way, it seems logical to get an operator in contract as soon as we can.

Besides, providing another tourist attraction creates local jobs and brings money to our community. I hope that the visitors will use the train to access to parks, beaches and other destinations along our coast getting out of their cars and off our streets. Who knows, maybe some locals will ride it too and the experience will generate more support for our eventual passenger rail service.

Thank you for all you are doing to protect our precious ROW and provide transportation alternatives for our community.

Sally Arnold

From: Trician Comings
Sent: Sunday, January 13, 2019 5:09 PM
To: info@sccrtc.org
Subject: Forget Bus Rapid Transit - Save and Use the Tracks

Dear Commissioners,

Having read up on Bus Rapid Transit, I have to say it is a dumb idea!

Passenger Rail Transit is an all-around a better use of the corridor.

Passenger Rail Transit on the corridor

- ☑ attracts more riders and more active transportation users
- ☑ offers significantly faster travel times
- ☑ offers unparalleled reliability and scalability
- ☑ protects the existing rail easements and avoids costly time consuming litigation
- ☑ allows the rail trail to be completed ASAP
- ☑ is eligible for substantial outside funding
- ☑ will require less local money to build and operate
- ☑ will give our community the best public transportation system possible

Rail would also be great in case of evacuation:

When the slides blocked 101 in Santa Barbara and the trains were the only way in or out.

The SMART train had just started service when the fires in Santa Rosa broke out a couple of years ago. Turns out lots of people evacuated on the train because they could avoid the traffic jams on 101.

No more delays! Let's get moving!

Sincerely,
Trician Comings

From: Tom Butz
Sent: Sunday, January 13, 2019 4:49 PM
To: info@sccrtc.org
Subject: RTC Meeting and Rail Corridor ROW.

Dear Commissioners,

As a licensed psychologist and a 39 year resident and professional in this community, I am writing to urge you to take any and all action to expedite and move forward with the licensing and building of the scenic rail/trail corridor.

Two reasons:

1. This will be a signature piece to Santa Cruz County for decades to come... a truly unique opportunity not to be squandered by short term thinking.

2. Transportation issues dictate that we take a very long term position in keeping future options open.

Forty or fifty years from now, will the people of our county look back and call us short sighted, or will they appreciate the courage and risk taken to keep unforeseen options open for the future?

Let's keep moving forward.

Thank You,

Tom Butz, PhD

From: Clinton Angus

Sent: Sunday, January 13, 2019 12:56 PM

To: sbrown@cityofsantacruz.com; info@sccrtc.org; ryan.coonerty@santacruzcounty.us

Subject: Fwd: End Game? RTC votes on "Train Plan" Thursday Jan. 17th, 9:00 AM

Hi Sandy and Ryan,

We do not need a tourist train. We already have plenty of tourists who prefer to be active via walking and cycling. Rail will not be relevant until greater technology is available and more support from state and federal entities make large-scale public transit feasible again. This effort does not start in Santa Cruz.

Please make sure you consider the needs of the community you represent. A vote for RTC Staff's 'Preferred Scenario' would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide 'environmental and economic analysis...through an open, transparent public process' (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

Thank You,

Clint Angus

From: Kristin Tosello

Sent: Sunday, January 13, 2019 7:46 AM

To: info@sccrtc.org

Subject: No Progressive Rail!

Please do not approve of Progressive Rail! This is not the right use of OUR community land. All of the studies have shown that using a train will NOT solve our transportation issues. Not to mention the absurd debt we will be leaving to our children and grandchildren. This is NOT the answer!

Thank you,

Kristin

From: Dan
Sent: Sunday, January 13, 2019 7:03 AM
To: info@sccrtc.org
Subject: Excursion train

To RTC

Once again you are failing to act in best interest of the citizens. In addition to braking the law. You all should be put in jail. Stop this foolish train idea. DO NOT APPROVE the excursion train.

Daniel Benvenuti

From: Karen Menehan
Sent: Saturday, January 12, 2019 10:25 PM
To: info@sccrtc.org
Subject: Opposed to excursion trains!

Hi. I was born and raised in Santa Cruz. Despite the fact that I love trains in general, I am thoroughly opposed to any sort of excursion train here in Santa Cruz County. What we really need is a world-class trail. I can't imagine why anything else is being discussed.

Karen Menehan

From: GARY PLOMP
Sent: Saturday, January 12, 2019 10:35 AM
To: Undisclosed recipients:
Subject: RE: Appeal to approve Phase II rail

To all:

I respectfully ask that Phase II of the SCCRTC plan for the historic Santa Cruz Branch rail line and the 10 year contract with Progressive Rail be approved without delay on January 17th.

The anti-rail groups have put forth erroneous information and used misleading and questionable tactics in their attempt to remove the rail line and force their self serving agenda on the public. They have **paid canvassers** in a dubious way, to garner "10,000 signatures"(??) against rail. We need the historic and viable rail line for Santa Cruz County's future transit, providing both local and intercity options. We need the rail line to reduce traffic. We need the rail line to reduce pollution. We need the rail line for passengers & freight.

Progressive Rail has proven to Watsonville and Santa Cruz County that it has the best interest of the community in mind. The rail tank cars are gone as promised. It has brought new freight business to the industrial area of Watsonville, employed local people and is helping to revitalize the area. Assimilating into the community, PGR has also joined the Pajaro Valley Chamber of Commerce & Agriculture and in a spirit of goodwill, named their locomotive, The City of Watsonville.

I respectfully ask that you support Phase II rail plan for the benefit of all. Contact the SCCRTC (info@sccrtc.org or ucs@sccrtc.org) Thank you.

Gary V. Plomp
Rail Advocate

From: Kathy Haber
Sent: Saturday, January 12, 2019 9:45 AM
To: ucs@sccrtc.org
Subject: Rail Trail

Hello SCCRTC, I am writing to support the preservation of the railroad tracks in the process of providing walking and biking access on the old rail right of way. I believe this is referred to as "Scenario B". We must preserve the possibility of having electric mass transport on this valuable corridor in the future.

Thank you for your public service
Kathy Haber 95060

From: Santhire Menon
Sent: Saturday, January 12, 2019 9:30 AM
To: zach.friend@co.santa-cruz.ca.us; info@sccrtc.org
Subject: UCS lacks environmental and economic analysis

Dear Commissioner Mulhearn,

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

Thank you
Santhire Menon

From: G Craig Vachon
Sent: Saturday, January 12, 2019 7:40 AM
To: info@sccrtc.org
Subject: No more excursion trains. No tax dollars spent of excursion trains. Trail now

When you see voters support Measure L in Capitola, it is entirely because our community favors having a trail [not a train]. Please listen to the people that employ you, the voters and tax payers. No silly excursion trains. No tax dollars spent for excursion trains. Make this corridor a bike trail and deploy your resources more responsibly.

--
G Craig Vachon

From: Janie Soito
Sent: Friday, January 11, 2019 8:14 PM
To: info@sccrtc.org
Subject: Please approve "preferred scenario"

Dear Commissioners,

I am a Watsonville native and have read the new "preferred scenario" documents carefully. I support the staff recommendation. I urge the SCCRTC to move forward on the contract with PGR for the following reasons:

1) No business along the rail line in Santa Cruz County should be deprived of the opportunity to use rail freight and benefit from the economic and environmental advantages that it offers. Threats to punish companies west of MP 7 that would like to use rail freight are ridiculous; bullying has no place in this process. It diminishes the arguments that those bullies make in favor of "anything but rail."

2) PGR is doing a great job of moving forward to make the SCBL a success. Repairs are being made, the empty tank cars are all gone, new customers have been recruited and modernization of rail business is being explored like nothing we have seen in Watsonville since the heyday of produce shipment 50 years ago. I look forward to PGR's vision and the benefits to the economy of Watsonville and the Pájaro Valley that PGR brings to the table. There is no reason why communities beyond Watsonville should not also benefit from their vision.

I note that the timeline for implementation of rail transit is quite lengthy; this is disappointing though I understand that big projects take a very long time. Look how long it took to get to the point of breaking ground for the walkway expansion on the San Lorenzo River Bridge that took place this week. I encourage the SCCRTC to do everything in its power to move forward on development of transit on the rail line. In the first SB1 funding cycle, I saw that TAMC got \$10 million for extension of commuter service to Salinas and that they have broken ground on the project. It is discouraging to me that SCCRTC got zero dollars for rail transit on that funding cycle. Proposition 6 was soundly defeated in Santa Cruz County. I hope that voters and taxpayers are rewarded with increased efforts by the SCCRTC to obtain funding to move a shovel ready rail transit ROW forward. Implementation of rail transit seems to me like the easiest, most environmentally friendly, durable and economically viable addition to our transportation cocktail.

I am encouraged by the communication from UCSC. Without a doubt, college students will benefit by increased commute options that transit on the SCBL will bring. I recall that transit consultant Jeff Boothe said that the SCBL has two big things going for it: college students will use it like crazy and it will be surprising how many people will use the line for short, non-commuting trips. I suspect that usage estimates of 3,500 passengers per day are greatly underestimated.

Therefore, I urge the commissioners to adopt the preferred scenario so that more in depth options can be studied. This will be required so that the best transportation option is chosen for the SCBL. I also urge approval of the contract with PGR. I am very much looking forward to the start of excursion service from Watsonville that I hope will lead to commuter service within my lifetime.

Sincerely,
Janie Soito

From: shahe moutafian
Sent: Friday, January 11, 2019 5:23 PM
To: info@sccrtc.org
Subject: NO to rail and Progressive

I am writing to voice my dismay and opposition to the idea of giving Progressive a 10 years contract. To do what??? Run freight??? If you are justifying and rationalizing that a rail/train is going to alleviate Hwy 1 congestion, why would you give a contract to a freight company? It makes no sense to pay out repairs and maintenance costs, at my taxpayers expense., with no guarantee that it will even serve the purpose.

Give the public good bus transport, a trail for use of active transport, and forget the rail.

If you must keep the rail lines, why not invest in buses that can run on the tracks with modified retractable wheels. The buses could then exit the rail tracks and deliver the commuters to their destinations.

PLEASE do not invest my taxes in old expensive technology that can't deliver.

Thanks

Shahe Moutafian, resident of Capitola.

From: William Walker
Sent: Friday, January 11, 2019 5:21 PM
To: Info@sccrtc.org; gpreston@sccrtc.org; greg.caput@co.santa-cruz.ca.us; Ryan.Coonerty@santacruzcounty.us; Zach.Friend@santacruzcounty.us; john.leopold@santacruzcounty.us; bruce.mcpherson@co.santa-cruz.ca.us; BDS023@co.santa-cruz.ca.us; tim_gubbins@dot.ca.gov; sbrown@cityofsantacruz.com; openup@cats.ucsc.edu; Andy.Schiffrein@santacruzcounty.us; ladykpetersen@gmail.com; dlindslind@earthlink.net; lowell.hurst@cityofwatsonville.org; citycouncil@ci.capitola.ca.us; brooksforcitycouncil@gmail.com; samforcapitola@yahoo.com; jbertrand@ci.capitola.ca.us; ebottorff167@yahoo.com; mwatkins@cityofsantacruz.com; ckrohn@cityofsantacruz.com; cmathews@cityofsantacruz.com; dglover@cityofsantacruz.com; jcummings@cityofsantacruz.com; jimreedSV@gmail.com; jackdilles@gmail.com; dtimm@montalvohomes.com; rlj12@comcast.net; integrity_lending@yahoo.com; rebecca.garcia@cityofwatsonville.org; Felipe.Hernandez@cityofwatsonville.org; aurelio.gonzalez@cityofwatsonville.org; francisco.estrada@cityofwatsonville.org; ari.parker@cityofwatsonville.org
Subject: Reject Santa Cruz County Greenway's Overtures

Dear Commissioners,

Santa Cruz County Greenway is currently encouraging a renegotiation of the Progressive Rail contract which would jeopardize continued operations of the rail corridor and seriously impact our community's ability to relieve traffic on Highway 1.

Phase II of the agreement not only permits some level of passenger service, it requires it.

2.4.1.3

After the effective date of the grant of a license to Railway to provide Transportation Service (Phase II) pursuant to Section 2.4.1, any new third-party license for Transportation Service on the Freight Easement Property, other than special events as described in Section 2.4.1.10, will be deemed to materially conflict with Railway's Transportation Service license. The limiting provisions of this Section 2.4.1.3 are conditioned on the Railway meeting the following conditions:

a. Levels of Service: Railway's Transportation Service shall carry the following numbers of revenue passengers beginning on the third anniversary of receipt of the license to begin Transportation Service (Phase II):

I. First Year of Service: 5,000 passengers.

II. Second Year of Service: 10,000 passengers.

III. Third Year of Service and Thereafter: 15,000 passengers.

What better way for people to see what rail transit would be like than to ride on rail vehicles? Additionally, the agreement allows for third party passenger service and special events passenger service. Roaring Camp has expressed interest, as have other providers including Rail Explorers (pedal operated) and the famous Daisy Trolley.

The influence that Greenway has tried to exert on this commission is regrettable; when a wealthy few try to influence a public process it is offensive. This influence has extended to donations to some of your political campaigns.

Please prove you are not bound to the will of those with money, but rather the community and vote to move forward with the staff recommended Preferred Scenario and reject the calls for a renegotiated contract. Let the company continue to serve freight customers and provide passenger services over the entire line, as well as the potential for freight.

--William Walker

From: Tina Andreatta

Sent: Friday, January 11, 2019 4:54 PM

To: Tina Andreatta

Cc: Regional Transportation Commission <info@sccrtc.org>

Subject: Approve the Staff Recommendation for Transit and Trail

Dear Commissioners and Others,

The community is aware of the efforts by Greenway to encourage a renegotiation of the Progressive Rail contract which would jeopardize continued operations on the line and seriously impact our community's ability to make informed decisions.

Phase II of the agreement not only permits some level of passenger service, it requires it.

2.4.1.3

After the effective date of the grant of a license to Railway to provide Transportation Service (Phase II) pursuant to Section 2.4.1, any new third-party license for Transportation Service on the Freight Easement Property, other than special events as described in Section 2.4.1.10, will be deemed to materially conflict with Railway's Transportation Service license. The limiting provisions of this Section 2.4.1.3 are conditioned on the Railway meeting the following conditions:

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III.Third Year of Service and Thereafter: 15,000 passengers.

What better way for people to see what rail transit would be like than to ride on rail vehicles? Additionally, the agreement allows for third party passenger service and special events passenger service. Roaring Camp has expressed interest, as have other providers including Rail Explorers (pedal operated) and the famous Daisy Trolley.

The influence that Greenway has tried to exert on this commission is regrettable, when a wealthy few try to influence a public process it is offensive.

Please vote to move forward with the staff recommended Preferred Scenario and reject the calls for a renegotiated contract, let the company continue to serve freight customers and provide passenger services over the entire line, as well as the potential for freight.

Sincerely,
Tina Andreatta

From: Mary Lyn Rusmore-Villaume
Sent: Friday, January 11, 2019 4:13 PM
To: ucs@sccrtc.org
Subject: Rails to trails

As a property owner on Aptos I am deeply concerned about about the increasing congestion. Please keep the public ROW open to future rail and pedestrian and bicycle use.
I urge you to support option B.

Thank you for your consideration.

Mary Lyn Rusmore Villaume

From: Linda Rosewood
Sent: Friday, January 11, 2019 2:17 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: do not delay contract with progressive rail

I dont know why people keep trying to keep us from using our own rail line, but I'm sick of it.

We have a rail line.

Progressive wants to use it. They have customers. Go forward with the contract and lets get on with it.

Linda Rosewood

From: Saladin Sale
Sent: Friday, January 11, 2019 1:21 PM
To: UCS <UCS@sccrtc.org>
Subject: UCIS and Preferred Scenario - Accept and Adopt Staff Recommendations

Dear Commissioners:

I write to urge your acceptance January 17, 2019 of the Unified Corridor Investment Study and the Preferred Scenario as recommended by SCCRTC staff.

Planning the future of public transportation in Santa Cruz County requires optimal utilization of *all* modes of transit as well as acknowledging the inevitable future emergence of new technologies not presently known or in practice.

Key to planning our future is optimizing the three north-south travel corridors existent in our narrow, coastal county. Along with improvements along the Highway One and Soquel Drive/Freedom Boulevard corridors, the completion of the Rail Trail followed by high-capacity public transit service along the Branch Rail Line will be a singular achievement.

While it will be important to closely compare the initial and operating costs of BRT and rail transit service along the Branch Rail Line, the evidence I have seen to date clearly favors rail due to it's inherent operating economies arising from the ability to serve higher and lower demand hours by adding or subtracting connected rail units without the increased operating cost of additional operators.

By ultimately moving to rail as the public's primary intra-county north-south transit mode, we will be able to utilize bicycles, buses, shuttles, ride hailing, bikeshare and other complementary modes to optimize sustainable in-county transit coverage along the "ribs" emanating from our central north-south rail transit spine.

Thank you for the years of dedicated SCCRTC work, which has enabled us to reach this milestone.

Respectfully,
Saladin S. Sale

From: Jim Cumming

Sent: Friday, January 11, 2019 1:10 PM

To: ebottorff167@yahoo.com; Regional Transportation Commission <info@sccrtc.org>

Subject: UCS lacks environmental and economic analysis

Dear Commissioner Bottorff, Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019. A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016). The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L. Please help us stop this madness of actually considering 60 trains per day in our backyard.

We have a beautiful little town, please don't let it go to an industrial eyesore and support a trail only scenario. Counting on you!!

Thank you Ed

Jim Cumming
Estimator
Earthworks Paving Contractors

From: Catherine Marino

Sent: Friday, January 11, 2019 1:09 PM

To: Andy.Schiffrein@santacruzcounty.us; BDS023@co.santa-cruz.ca.us; Felipe.Hernandez@cityofwatsonville.org; Info@sccrtc.org; Ryan.Coonerty@santacruzcounty.us; Zach.Friend@santacruzcounty.us; ari.parker@cityofwatsonville.org; aurelio.gonzalez@cityofwatsonville.org; brooksforcitycouncil@gmail.com; bruce.mcpherson@co.santa-cruz.ca.us; citycouncil@ci.capitola.ca.us; ckrohn@cityofsantacruz.com; cmathews@cityofsantacruz.com; dglover@cityofsantacruz.com; dlindsind@earthlink.net; dtimm@montalvohomes.com; ebottorff167@yahoo.com; francisco.estrada@cityofwatsonville.org; gpreston@sccrtc.org; greg.caput@co.santa-cruz.ca.us; integrity_lending@yahoo.com; jackdilles@gmail.com; jbertrand@ci.capitola.ca.us; jcummings@cityofsantacruz.com; jimreedSV@gmail.com; john.leopold@santacruzcounty.us; ladykpetersen@gmail.com; lowell.hurst@cityofwatsonville.org; mwatkins@cityofsantacruz.com; openup@cats.ucsc.edu; rebecca.garcia@cityofwatsonville.org; rlj12@comcast.net; samforcapitola@yahoo.com; sbrown@cityofsantacruz.com; tim_gubbins@dot.ca.gov

Subject: Yes to Phase II Progressive Contract, Yes to Rail and Trail

Dear RTC Commissioners,

As a senior citizen and native of Santa Cruz County, I ask the RTC to implement phase II of the Progressive Rail contract with the SCCRTC as soon as possible. Progressive Rail has to date carried out it's promise to provide freight service to customers in Watsonville, helping to preserve at least 700 jobs at the businesses using this freight service. Progressive has also removed every one of the stored tank cars that were left behind by Iowa Pacific. Progressive has shown to be a partner willing to work with the SCCRTC.

I have heard Greenway and Trail Now urge the RTC to renegotiate the contract with Progressive. Listening to Greenway and Trail Now voice their agenda, I believe that their motives are not to benefit the entire citizenry of our county, but are to "Cherry Pick" parts of our Rail Corridor for their own monetary and recreational benefit. I certainly do not believe that most working folks in Watsonville who commute to Santa Cruz, & vice-versa, would ever consider commuting the distance on bicycles. Nor do I believe that most working folks could afford the cost of electric bikes and scooters to commute, or that commuting in all weather on bikes would ever happen. But my MAIN concern is the ability of our senior citizens and disabled community to get fair use out of the Rail Corridor, and for this to happen, Rail & Trail will serve our needs in the best way possible.

Please protect our easements for the Rail Corridor, save our taxpayers millions if not billions in lawsuits to preserve the Rail Corridor Easements, and provide the safest, least expensive, and most beneficial services to ALL of our county residents and tourists by moving forward with the staff recommended Preferred Scenario as soon as possible! Please reject further attempts to stall development of our much needed transportation corridor by special interest groups. Please implement Phase II of the contract with Progressive Rail and allow continued use for existing freight services, potential new freight services over the entire line, and provide passenger service over the entire Rail Corridor. Please keep moving forward on the adjacent Monterey Bay Scenic Rail Trail adjacent to the Rail Corridor.

Thank you,

Cathy Marino, Santa Cruz, CA

From: Jim Cumming

Sent: Friday, January 11, 2019 1:04 PM

To: Regional Transportation Commission <info@sccrtc.org>; john.leopold@co.santa-cruz.ca.us

Subject: UCS lacks environmental and economic analysis

Dear Commissioner Leopold, Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019. A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016). The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L. It's obvious that nobody wants to walk or ride a bicycle next to a train. The thought of 60 trains per day in my back yard is preposterous. The economic feasibility of a train does not support a community the size of Santa Cruz. Please listen to your community and not the train advocates.

Thank you
Jim Cumming

From: Don Lauritson

Sent: Friday, January 11, 2019 11:48 AM

To: UCS <UCS@sccrtc.org>

Subject: SUPPORT FOR JANUARY 17TH MEETING ACTION

Hello SCCRTC,

I fully support the recommended actions at your upcoming meeting. Your agency has done an enormous amount of work to study and prepare this well-balanced plan to improve transportation in our county. I live in the mid-county and look forward to the proposed improvements. I especially support retention of the train tracks until a mass transit facility is developed on this important right of way.

Thanks,

Don Lauritson

From: Jared Boggs

Sent: Friday, January 11, 2019 10:51 AM

To: BDS023@co.santa-cruz.ca.us; cchase@cityofsantacruz.com; tim_gubbins@dot.ca.gov; openup@cats.ucsc.edu; Andy.Schiffrein@santacruzcounty.us; ladykpetersen@gmail.com; dlindslind@earthlink.net; lowell.hurst@cityofwatsonville.org; greg.caput@co.santa-cruz.ca.us; Ryan.Coonerty@santacruzcounty.us; Zach.Friend@santacruzcounty.us; john.leopold@santacruzcounty.us; bruce.mcpherson@co.santa-cruz.ca.us; Regional Transportation Commission <info@sccrtc.org>; Guy Preston <gpreston@sccrtc.org>

Subject: Please move forward with the Rail Trail on 1/17

To Whom It May Concern,

My wife Nelly and I are local public school teachers, and live about a mile from City Hall.

We believe strongly that the Rail Trail is worth the investment. It will address social injustice, combat

climate change, and improve quality of life for thousands. Please do not cater to the voices of the relative few who have recently given up on tearing out the rails and now have shifted their focus. This project has been delayed for long enough! Be remembered for taking action and moving forward, for giving something to our community. Don't be another in a long line of folks who have postponed.

Sincerely,
Jared & Nelly Boggs

From: Dan Dion

Sent: Friday, January 11, 2019 10:35 AM

To: Regional Transportation Commission <info@sccrtc.org>; Guy Preston <gpreston@sccrtc.org>; greg.caput@co.santa-cruz.ca.us; Ryan.Coonerty@santacruzcounty.us; Zach.Friend@santacruzcounty.us; john.leopold@santacruzcounty.us; bruce.mcpherson@co.santa-cruz.ca.us; BDS023@co.santa-cruz.ca.us; tim_gubbins@dot.ca.gov; sbrown@cityofsantacruz.com; openup@cats.ucsc.edu; Andy.Schiffrein@santacruzcounty.us; ladykpetersen@gmail.com; dlindslind@earthlink.net; lowell.hurst@cityofwatsonville.org; citycouncil@ci.capitola.ca.us; brooksforcitycouncil@gmail.com; samforcapitola@yahoo.com; jbertrand@ci.capitola.ca.us; ebottorff167@yahoo.com; mwatkins@cityofsantacruz.com; ckrohn@cityofsantacruz.com; cmathews@cityofsantacruz.com; dglover@cityofsantacruz.com; jcummings@cityofsantacruz.com; jimreedSV@gmail.com; jackdilles@gmail.com; dtimm@montalvohomes.com; rlj12@comcast.net; integrity_lending@yahoo.com; rebecca.garcia@cityofwatsonville.org; Felipe.Hernandez@cityofwatsonville.org; aurelio.gonzalez@cityofwatsonville.org; francisco.estrada@cityofwatsonville.org; ari.parker@cityofwatsonville.org

Subject: Support for Phase II of Progressive Rail Contract

Deal Commissioners, Council members, Supervisors and other decision makers,

We are 20+ year residents of Santa Cruz and are writing to urge you to continue your support of the Coastal Rail Trail including ratifying Phase II of the Progressive Rail contract. We happily voted for the funding and support the Coastal Rail Trail because we believe that our communities' best interests are in increasing bike & pedestrian transit now while maintaining rail transit options for the future. The UCIS unconditionally concludes that Rail is the preferred option for mass transit on the corridor and the best use of our infrastructure. Clearly, we should move confidently into Phase II of the Progressive Rail contract.

Importantly, Phase II provides our communities with the opportunity to conveniently experience rail transit first hand. This is a smart step to test mass transit on our corridor. Phase II will lead to a better decision. Once our communities experience rail transit as most of the developed world has had for decades we believe support will further strengthen conclusively.

I have serious concerns about the motives of the opposition to our Coastal Rail Trail. Every sidestep made to accommodate moves us one step closer to losing the public right of way. We cannot let this happen. It is irresponsible to risk breaking the easements and doing so invites lengthy, costly and unproductive litigation at the first foothold.

We see the increased pressure on our infrastructure from steady population increase and mass transit on the corridor is part of the solution. As you know, the simple act of going to dinner or attending an appointment anywhere south of Hwy 1 and Soquel is now a lengthy, dangerous

unpleasant episode and if we do endure it, we are further contributing to the congestion problem. Frankly, its just not a practical option any longer.

We urge you to steel yourselves and cease the delays. Limiting our mass transit options by losing the public right of way is a fiscally irresponsible proposal put forth by insatiable wealthy special interests for their selfish benefit at the expense of ALL residents and taxpayers. Stay the course, build the Coastal Rail Trail ASAP and keep our mass transit options open for the future. Its what most of your constituents want you to do.

Sincerely,

Jill and Dan Dion, Santa Cruz

From: James Schwartz

Sent: Friday, January 11, 2019 10:11 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Rail/Trail

Dear Friends,

Having watched the rail/trail process for all this time, I am stunned that you are considering the contract with Progressive Rail.

The economics of this deal are appallingly bad for the people of Santa Cruz. The financial commitment Santa Cruz faces will dwarf the revenue coming from the contract, and importantly, this plan will impact numerous neighborhoods in a serious way, lowering the quality of life for anyone unlucky enough to live near the rail line.

A simple walking/bicycling path is easy to build and will be a wonderful community asset.

PLEASE rethink this! Please drop the Progressive Rail contract and simply build the path.

Thank you,

James L. Schwartz, Santa Cruz

From: Kim

Sent: Friday, January 11, 2019 10:09 AM

To: Kim <kymster@sbcglobal.net>

Subject: Progressive Rail 🙏🙏

Dear All,

As a lifetime resident, I fully support Rail services in Santa Cruz County. Please proceed with the Progressive Rail 10 year contract for freight and passenger service.

As a grandparent, I look forward to picking up my grandchildren in South County on the Train vs. inching along in gridlocked traffic each week.

Thank you very much for your support.

Sincerely,

Kim Salisbury, Santa Cruz resident

From: Jennifer Shaw
Sent: Friday, January 11, 2019 9:49 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: DON'T PROCEED WITH THE RAIL PROJECT!!!

I cannot tell you how much it upsets me to think that our precious funds will be spent on what is surely a boondoggle. You're giving Progressive Rail a great deal, and screwing our citizens.

Jennifer Shaw

From: Doug Huskey
Sent: Friday, January 11, 2019 9:23 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Unified Corridor Study

Dear Commissioners,

Please vote for Scenario A with the possible inclusion of bus rapid transit on the rail corridor.

Traffic on Highway 1 faces daily gridlock and our transportation spending needs to be focused on this, not on supporting Progressive rail for the next 10 years and/or for a future train that costs too much for the expected population growth in our County.

Thank you,
Doug Huskey

From: bill gielow
Sent: Friday, January 11, 2019 9:14 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail+Trail

Dear RTC staff and new ED,

Thank you for your continuing support of the rail option for the coastal trail. Congratulations on the beginning of a great county addition! We have faith in your process and carefully crafted recommendations.

Thank you,
Bill Gielow, Soquel

From: Della Davis
Sent: Friday, January 11, 2019 8:50 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: NO freight or supposed passenger train on old tracks and trestle

Dear Incoming Director and other members of the RTC,

The only train that ever carried passengers in SC county was the Suntan Special, which ceased years ago. It stopped running because automobiles were more efficient. Why does the RTC think that an old fashioned train will be useful a decade from now?

It won't. There are many new options for commuter travel. Please vote against this ridiculous Progressive contract that will just cost SC money. Build a safe , wide and uninterrupted trail for recreation and commuters alike. Return the state money and end the train fantasy.

Recently a petition was handed to the RTC with 10,000 signatures opposing the train and asking for a dedicated active transportation path. It is the will of the community.

Thank you,
Della Davis

The SCCRTC received the following email sent by the individuals listed below:

Sent: Wednesday, January 9, 2019 12:02 PM

Subject: UCS lacks environmental and economic analysis

Dear Commissioner Leopold,

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

January 10, 2019			
Terry Ballantyne	Trevor Paque	Ann Laner Kaplan	Diana Hayden

From: Carey Pico

Sent: Thursday, January 10, 2019 9:43 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Progressive Contract to Lose \$15 Million (for Jan.17 RTC meeting)

County Rail Contract to Lose \$15M

Last August Santa Cruz's Regional Transportation Commission (RTC) signed a 10-year railroad contract with Minnesota-based Progressive Rail to offer freight and passenger service on our county's rail line. The fiscal impact of this contract is easily determined by literally plugging in Progressive's business plan (see RTC 1/18/18 meeting) directly into the RTC/Progressive contract (RTC website). In short, Progressive will take in \$80 million while paying the RTC up to \$3.6 million in fees.

As to the RTC's role in the contract, it must spend \$15 million to administer, repair, and improve the tracks at its own expense during the ten-year contract. Its rail related administration and maintenance expenses are \$3 million over 10-years. The repairs include a washout near Buena Vista for \$1M-\$2M. Committed track improvements to its 32-mile length adds \$10M. This doesn't include \$1.2M in required bridge safety improvements and other unforeseen repairs or improvements. Except the washout, none of these would be useful for any potential future commuter rail. All told, this sum comes to about \$15M. The math: \$15M minus \$3.6M equals a

County loss of \$11.4M. This amount holds only if Progressive can deliver on its business plan which, below, is shown to be highly doubtful if not impossible.

Progressive's multi-year plan promises to increase both freight and local tourist (e.g. Polar Express) rail traffic ten times higher than the previous operator, Iowa Pacific, could ever attain under its own 10-year contract with working tracks. Annual freight would magically jump from 400 cars per year to 3,000 per year while Polar Express type passenger ridership would increase from 6,000 per year to 60,000 per year. Mind you, Progressive is the RTC's third identical train contract signed since 2010, indicating a seismic shift is required to achieve Progressive's goals.

Most important, in Progressive's plan fully 86% (\$70M) of the \$80M revenue is from passenger service. Yet, Progressive is a freight company and doesn't do passenger rail by its own admission.

Worse, \$50 million of this would come from its newly proposed train route from the Bay Area to Santa Cruz. Progressive predicts within five years 140,000 riders annually would forgo the standard one-hour drive from Silicon Valley to Santa Cruz in favor of a 3 to 4-hour trip that includes driving to a Caltrain station, taking Caltrain to San Jose, transferring onto a not-yet-existing Capitol Corridor train from San Jose to Pajaro (where no station exists), and finally onto a Progressive train from Pajaro to the Boardwalk. Expecting a family of four to pay \$464 for the round trip for a day at the Boardwalk sounds crazy.

Why would Progressive sign such a contract? Perhaps because the RTC bears the main costs with Progressive exposed to little financial risk: there is no non-performance penalty, no fine for quitting. Or it misjudged the opportunity just as Sierra Northern and Iowa Pacific had.

Realistically, Progressive will achieve exactly the same freight and passenger volume as Iowa Pacific and Sierra Northern had in years past. The net fees from Progressive to the RTC would then be \$132,000 over ten years. We, the taxpayers, would lose \$15M, just as we lost under the same contract with Iowa Pacific. Sierra Northern lost \$364,000 against \$136,000 freight revenue one year according to a Surface Transportation Board filing in 2011.

Losing \$15M of taxpayers' money in a contract-for-profit is fiscally negligent, especially on the RTC's third identical try. How much must the taxpayers lose before the public says, "ENOUGH!"

There's still a short window of time to stop this mess. Stop the Progressive Rail contract before it's too late!

From: Peter Haworth

Sent: Thursday, January 10, 2019 6:38 PM

To: john.leopold@co.santa-cruz.ca.us; zach.friend@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; ebottorff167@yahoo.com; sbrown@cityofsantacruz.com; cchase@cityofsantacruz.com; rlj12@comcast.net; trina.coffman@cityofwatsonville.org; openup@cats.ucsc.edu; Regional Transportation Commission <info@sccrtc.org>

Subject: County Transportation Future

Over the last few months, RTC staff and their consultant have produced the Unified Corridor Study. It attempts to forecast benefits and costs over the next 17 years, a hopeless task since most of the benefits of the various scenarios vary by 5% or less which is far less than the margin of error inherent

in forecasting anything that far in the future. Clearly the UCS is not a reliable source of information on which to base a decision involving enormous costs for the county's future transportation needs.

More seriously though, the study is in violation of Measure D, some of whose funds were to be used, according to the RTC website, to "Perform in-depth environmental and economic analysis of future transit and other **transportation options on the right-of-way** through an open, transparent public process" (emphasis is mine). Instead, the study groups right of way options with arbitrary groups of other projects, thus obscuring the true costs and benefits of rail right of way options. This constitutes a violation of the intended use of Measure D funds.

Throughout the whole process, RTC staff under Mr Dondero's leadership have steadfastly refused to accept any project for the right of way that does not include rail service, in spite of the huge costs, low ridership, environmental impact, and close to zero effect on the county's transportation problems as a whole. Guest speakers were heavily biased towards rail service, there has been no attempt to investigate the possibility of rail banking which was called a myth and claims were made, incorrectly, that no rail banked trails had ever been returned to rail service. The costs of abandoning rail service were inflated and even if they were not, would be a fraction of the cost of implementing rail service. The RTC's so-called "preferred" scenario ignored badly needed projects so their costs could be used for rail service.

The RTC's own poll and Greenway's petition signed by 10,000 or more supporters show clearly that the respondents do not want rail service on the right of way. Additionally, the recent passage of Measure L, while a localized measure, shows support for a trail only option.

Santa Cruz Metro questions the assumptions made in the UCS. Caltrans states that is "unable to verify" many of the statistics included in the report. The Santa Cruz County Business Council is highly critical of all the UCS scenarios, including the RTC staff's preferred scenario, from the perspective of the best way to move people and goods around the county.

In short, there is little demonstrable support for any right of way option that includes rail service, the UCS violated the terms of Measure D, and provides no useful guidance for the future.

I call upon the RTC to postpone its vote on the UCS, scheduled for the January meeting. It is simply not possible to make a sensible decision based on the number of projects identified in the UCS and the unreliability of the data provided. The RTC needs to comply with the terms of Measure D, produce a study as indicated in Measure D, and make a decision on the rail right of way usage.

Peter Haworth
Soquel, Greenway Supporter along with 9,999 others.

From: Eva Strnad

Sent: Thursday, January 10, 2019 4:17 PM

To: john.leopold@co.santa-cruz.ca.us; Regional Transportation Commission <info@sccrtc.org>

Subject: UCS vote - BIKEWAYS not railways

Dear Commissioner Leopold,

As a homeowner and voter and avid bicycle rider and commuter I encourage you to support trailways . Get people out of their cars to a safe place to recreate . A multi use path for cyclists, pedestrians and e-bikes will benefit local businesses and increase tourists and tourist dollars.

Wait no longer - we need this trailway now !

As for a train from Santa Cruz to Watsonville, not one person I have spoken to is interested in taking a train to/from Watsonville to Santa Cruz. Each potential train commuter I spoke to either needs his/her truck for work or works odd hours (non commute hours).

Thank You,
Eva Strnad

From: Dawn Binder

Sent: Thursday, January 10, 2019 9:57 AM

To: Regional Transportation Commission <info@sccrtc.org>; zach.friend@co.santa-cruz.ca.us

Subject: UCS lacks environmental and economic analysis

Dear Commissioner Mulhearn,

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019. A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

We need a trail.

The rail is just not affordable.

Thank you

Dawn Binder

From: Randy Repass

Sent: Thursday, January 10, 2019 8:06 AM

To: john.leopold@co.santa-cruz.ca.us; Regional Transportation Commission <info@sccrtc.org>

Subject: Vote No on UCS!

Dear John,

I don't know how the process of deciding the best use of the rail corridor has gotten so sideways!!

On first blush I favor smart commuter rail, who wouldn't. After further study of this proposed route a number of major questions that must be answered:

1. How does a commuter rail financially work in a community of our size, or even in a community the size ours is projected to be?
2. The routing of the trail with rail is problematic and dangerous to say the least.
3. The amount of earth moving/major landscaping to make both rail and reasonable trail fit seems very unreasonable.
4. New modes of personal transportation like electric bikes are dramatically changing the practicality of commuting via bike.

And then there are these argument:

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

Thank you,

Randy Repass
Founder West Marine

From: Walter J Smith
Sent: Thursday, January 10, 2019 6:34 AM
To: john.leopold@co.santa-cruz.ca.us; info@sccrtc.org
Subject: Measure D & RTC Vote January 17, 2019

Thank you for welcoming public participation into your deliberations.

I hope your vote(s) there indicate you cherish it as much as we all should.

Just making sure this doesn't slip past your attention.

A vote for RTC Staff's 'Preferred Scenario' would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide 'environmental and economic analysis...through an open, transparent public process' (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L."

Running shucks like that "study" on the public is not sustainable; it is repugnant. It is preferred only by those who want us all divided against one another. It is anti-democratic; it is anti-republican; it is anti-community; it is anti-American.

Thank you for hearing me out.

--

Walter J Smith

The SCCRTC received the following email sent by the individuals listed below:

Sent: Wednesday, January 9, 2019 12:02 PM

Subject: UCS lacks environmental and economic analysis

Dear Commissioner Leopold,

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

January 9, 2019				
Karyl Rader	Katie Hansen	Marcia White	Don Hoernschemeyer	Lawrence Kaplan
Royce Fincher	Ted Burke	Leslie Altman	Martin Whitmore	Jim Bozanich
DeAnna Lopez	Alice Schmidt	Chuck McLeod	Greg Heath	Steve Plumb
Jose Martinez	Hannah Caisse	Jessica Hansen	Jeff Anderson	Francine Byers
Terry Ballantyne			Richard & Sheri Watson-Riley	

From: Andrea Miller

Sent: Wednesday, January 9, 2019 4:54 PM

To: john.leopold@co.santa-cruz.ca.us; Regional Transportation Commission <info@scrtc.org>

Subject: UCS lacks environmental and economic analysis

Dear Commissioner Leopold,

My name is Andrea Miller, I live in Seacliff and am vehemently opposed to the boondoggle of a train. Aptos streets are at a stand still during traffic hours. Pave the tracks, and get this county moving, on bikes, E- bikes, running, walking etc. We'll be healthier and GREENER. Our population can't support a train; it's WAY too expensive, it will be a burden for generations to come.

Thanks,
Andrea Miller

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration

the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

Thank you

From: Brad Mills

Sent: Wednesday, January 9, 2019 4:40 PM

To: greg.caput@co.santa-cruz.ca.us; Regional Transportation Commission <info@sccrtc.org>

Subject: UCS lacks environmental and economic analysis

Dear Commissioner Caput,

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

Thank you,
Brad Mills

I am the guy at the Watsonville meeting with the pictures of the bald eagle nest, with mom feeding the baby eagle. Also have photos of the train tracks where a ravine was washed out and for 20 yards the tracks are in the air, and in another spot not too far, the tracks are covered over from growth from 20 years. The ground is unstable out there, and that is why there has not been train service there. It is also a wildlife refuge and there are a lot more wildlife and birds out there. A large tree has recently fell on the tracks. I have a lot more photos if you need or want them

From: David Giannini

Sent: Wednesday, January 9, 2019 4:38 PM

To: bruce.mcpherson@co.santa-cruz.ca.us; Regional Transportation Commission <info@sccrtc.org>

Subject: UCS lacks environmental and economic analysis

Dear Commissioner McPherson,

I believe the current thinking by RTC staff is flawed.

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of

Measure L.

Thank you

David Giannini

From: Tom Davis

Sent: Wednesday, January 9, 2019 4:20 PM

To: john.leopold@co.santa-cruz.ca.us; Regional Transportation Commission <info@sccrtc.org>

Subject: UCS lacks environmental and economic analysis

Dear Commissioner Leopold,

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

Further, as the current contract with Progressive Rail stands, it is in direct conflict with the stated goals of the development of the Rail Trail, and with the intent and law of Measure D. The amount of \$ in the Preferred Scenario allocated to develop and maintain the rail line grossly favors said infrastructure and does not follow the percentages expressly laid out in Measure D. To vote for approving this contract with Progressive is to violate your elected duties to uphold our laws and the will of the people of this county. It is not okay to pass a law taxing us to the tune of \$20 million a year, with very specific funding allocation, then simply steal the money for whatever the RTC chooses. In fact it is illegal.

Lastly, the contract with Progressive grants them exclusive right to build infrastructure in the rail corridor right-of-way. This can and will prevent the Trail from being built and used. The entire contract is an abysmal conflict of interest at best, and/ or the product of crony, inside dealing at worst. I cannot stand while meeting the goals and law that were approved by 2/3 of Santa Cruz voters.

Sincerely,
Tom Davis
CEO, Co-Owner
Pacific Edge Climbing Gym

From: Bob Landry
Sent: Wednesday, January 9, 2019 4:16 PM
To: john.leopold@co.santa-cruz.ca.us; Regional Transportation Commission <info@sccrtc.org>
Subject: UCIS vote

Dear Commissioner Leopold,

Greenway Plan vs. Current Plan

Comparing the Greenway plan for the Rail Corridor to the current SCRTC plan is like comparing apples and potatoes. By rail-banking the existing right of way and using it to build a continuous, separate from cars, alternative transportation path, Santa Cruz would lead the way in reducing carbon emissions while adding a valuable alternative transportation route through our county. The current plan call for a non-continuous path along the rail road tracks where convenient **but** diverts the users to the streets at all the bridges and trestles. This trail is inferior in every way to the Greenway Plan.

Greenway has a petition signed by 10,000 Santa Cruz County residents that all agree that "We want the better path". It is the obligation of the SCRTC to implement the will of the people and so far they have been implementing the will of staff and special interest groups.

It has been shown in study after study over the years that a rail transit system in that footprint would not reduce the load on Hi-way 1 in a significant way. If you combined that with the cost of such systems, both capital outlay and maintenance, you can see that it would be a giant waste of our precious tax dollars to build the current plan.

A Greenway, at a fraction of the cost would be a true asset, with a real return on our investment.

We should be capitalizing on the Metro System we have now and tweaking it to be more effective rather than contemplating a freight-rail place holder till the day when our population could support such a massive outlay.

Please vote to reject the Progressive rail contract and rail-bank the right of way and build the Greenway ASAP. 10,000 of your fellow citizens agree with me.

Sincerely,

Bob Landry
Santa Cruz 95060

From: Michael Modest
Sent: Wednesday, January 9, 2019 4:01 PM
To: zach.friend@co.santa-cruz.ca.us; Regional Transportation Commission <info@sccrtc.org>
Subject: UCS lacks environmental and economic analysis

Dear Commissioner Mulhearn,

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic

analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

On a personal note, to even consider freight traffic on an ocean corridor line with numerous street crossings I find totally ludicrous, detestable, criminal—I cannot find the words.

Thank you

Michael F. Modest

From: Andrea Ratto

Sent: Wednesday, January 9, 2019 2:37 PM

To: greg.caput@co.santa-cruz.ca.us; Regional Transportation Commission <info@sccrtc.org>

Subject: UCS lacks environmental and economic analysis

Dear Commissioner Caput,

You are intelligent and know that spending the majority of the Measure D money (not to mention the millions that will be needed for trestle and track improvement and purchasing easements on the corridor) will not benefit the majority of our South County residents. With the exception of Big Creek and frozen food production the rest of us will continue to get in our cars and spend an hour getting to Santa Cruz, producing greenhouse gases, irritability, increased accidents and doing nothing to alleviate our transportation nightmare

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

Thank you

From: Tim Brattan

Sent: Wednesday, January 9, 2019 1:26 PM

To: ryan.coonerty@santacruzcounty.us; Regional Transportation Commission <info@sccrtc.org>

Subject: UCS lacks environmental and economic analysis

Dear Ryan,

I urge you and/or Andy Schiffon to vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure

D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

We are also trusting that your public statements regarding the Progressive Rail freight contract NOT be approved for the entire rail corridor. We need real transportation solutions in our county ASAP. An affordable, dedicated, safe, protected and contiguous multi-modal trail (not diverted onto dangerous streets) - open to the new wave of e-mobility - is by every evidence-based analysis the best solution.

Thanks for your consideration of my comments!

Tim Brattan

From: David Bernard

Sent: Wednesday, January 9, 2019 12:32 PM

To: ryan.coonerty@santacruzcounty.us; Regional Transportation Commission <info@sccrtc.org>

Subject: UCS lacks environmental and economic analysis

Dear Commissioner Coonerty,

I am baffled by the thinking involved in coming up with the Rail Trail idea.

By nearly every measure the cost of developing a sustainable rail line is unrealistic. It feels like forces are at play that are moving this idea forward without considering practical realities related to local commuting needs, changing transportation technologies and costs related to construction and on-going maintenance. A low cost, simple, path that can accommodate alternative modes is more flexible for evolving around future needs and easier to implement and maintain. I would gladly get on a Jump bike and go to Capitola Mall via a nice path. I would not take the time to go to and from stations, wait for trains and pay for a ticket. And frankly, I'm guessing I will probably be dead before the county can actually get a train up and running.

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

Thank you

David Bernard

From: Jean Mahoney

Sent: Wednesday, January 9, 2019 12:02 PM

To: John Leopold <john.leopold@co.santa-cruz.ca.us>; Regional Transportation Commission <info@sccrtc.org>

Subject: UCS lacks environmental and economic analysis

Dear Commissioner Leopold,

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

Also I am a senior bike rider. I would do all my shopping and errands and attend cultural events in the county from my Live Oak home if the corridor is solely devoted to a bike, wheelchair, walking path that will enable all residents to commute safely to work, shop and attend cultural events in our county. As the current plan stands, the corridor is not wide enough in too many places to safely hold bike riders, walkers, and wheelchairs if a train is going to be placed on this corridor.