

14. Accepted correspondence log
15. Accepted letters from RTC committees and staff to other agencies
  - a. Letter to Sharon Beasley, Compliance Liaison, Caltrans Division of Rail and Mass Transportation regarding the Draft State Management Plan – Federal Transit Programs from Guy Preston, RTC Executive Director
16. Accepted information items –Item moved to regular agenda as item 16a.  
  
Letter from the County of Santa Cruz regarding Designing and Constructing a Safe Crossing of Highway 1 in Davenport

### **REGULAR AGENDA**

- 16a. Accept information items- Item pulled from Consent agenda
  - a. Letter from the County of Santa Cruz regarding Designing and Constructing a Safe Crossing of Highway 1 in Davenport

Public comments received from:

Rachel Spencer	Stephanie Raugust
Ken Fine	Knou Garinbauch
Tina Andreatta	Paul Hannon
Brian Peoples	Jessica Wolfe
Jessica Evans	Cesar De Santos
John Mc Keenan	

*Commissioners Coffman-Gomez and Gonzalez joined the meeting at 9:36 am.*

Commissioners discussed that this has been a long standing need; funding has been delayed and that it is a multi-agency project.

Commissioner Schiffrin motioned to direct RTC staff to meet with Santa Cruz County Public Works Directors and Caltrans to develop a proposal for design and construction of traffic safety improvements in Davenport [and that staff report back to the Commission in a few months](#). Commissioner McPherson seconded the motion. The motion passed unanimously with Commissioners: Brown, Coffman-Gomez, McPherson, Friend, Bottorff, Leopold, Gonzalez, Bertrand, Johnson, Caput and Commissioner Alternates Lind and Schiffrin voting aye.

17. Commissioner reports – oral reports – Commissioner Friend disclosed that he would recuse himself from voting on items 22 and 23 as he has a financial conflict because his primary residence is within 500 feet of the rail property and items 22 and 23 are related to the rail property.
18. Director’s Report – oral report  
  
Guy Preston, Executive Director, reported that after 23 plus years, Senior

**AGENDA:** October 3, 2019

**TO:** Regional Transportation Commission  
**FROM:** Guy Preston, Executive Director  
**RE:** Director's Report

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**THIS ITEM FOR INFORMATION ONLY**

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**RTC Organizational Assessment, Staffing Vacancies and Project Management Consultant Services**

I'm sad to announce that Joanna Edmonds, Planning Technician, will be leaving RTC. Although Joanna has only been with RTC for a little over 1-year, her experience has been very helpful at the RTC with a variety of programs and projects including preparation of and outreach for the Highway 9 San Lorenzo Valley Complete Streets Plan; Elderly and Disabled Transportation Advisory Committee and Pedestrian Safety Workgroup tasks; update of RTC's Guide for Sustainable Transportation; outreach, implementation and development of Cruz511 activities; and park and ride lot assessments. Joanna will be missed but fortunately, she will be working with the City of Santa Cruz as a Transportation Coordinator. Santa Cruz County will continue to benefit from her education, skills and experience and RTC staff will continue to work with her as a partner on implementation of the Cruz511 Commute Manager. Joana's last day with RTC is this Friday, October 4, 2019.

Last month, I reported that I was planning to proceed concurrently with the procurement of both an Organizational Assessment contract and a Project Management Services contract. The primary purpose of the proposed Organizational Assessment is to assess the functions being performed by RTC, the staffing available and needed to perform the work, and how RTC should be organized to best serve its mission and goals. The primary purpose of the proposed Project Management services contract is to provide temporary expertise for the delivery of capital infrastructure projects, including those on the State Highway system and the RTC owned Santa Cruz Branch Rail Line.

I also reported that there were concerns from staff about the need for consulting out certain work. I have met with RTC staff to address their concerns. In general, staff is supportive of an Organizational Assessment. We have drafted the Request for Proposals (RFP) for the assessment and are circulating it for staff to review and provide comments before issuance. Staff concerns regarding the Project Management consultant contract were based on getting a better understanding of the scope of work for the proposed consultant to ensure that it did not include work that current staff positions could perform. Additionally, staff was concerned that several existing RTC staff vacancies have been filled provisionally and two new vacancies are forthcoming with the retirement of Cory Caletti and departure of Joanna Edmonds. I believe I have addressed staff's concerns regarding consulting with our discussions as well as some revisions to the RFP for a Capital Project Management Delivery consultant. I have also agreed to concurrently move towards

permanently filling staff vacancies, as I do feel these positions are needed, and I want to create stability and security for RTC's workforce.

Pending final review of proposed RFPs, I plan to start issuing RFPs and recruiting for staff vacancies such that proposed contracts for consultant work will be presented to the commission for approval at the December RTC Board meeting.

Finally, RTC has hired Karena Pushnik as a retired annuitant to help fill the staffing gap, until permanent positions can be filled. I am sure many of you remember Karena who retired in 2017 with over 25-years of service. Karena will be assisting RTC in developing the Ride Amigos platform being developed for RTC's Commute Manager as well as work associated with the Elderly and Disabled Transportation Advisory Committee and TDA claims.

### **Monterey Bay Sanctuary Scenic Trail (MBSST) – Segment 7**

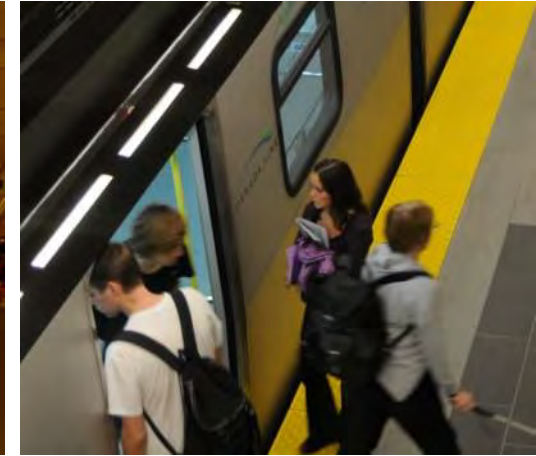
The City of Santa Cruz has opened bids for Segment 7 – Phase 1 of the MBSST, from Natural Bridges Drive to the intersection of Bay Street and California Street for construction bids. As of the writing of this report, bids were still being analyzed, but were within range of the Engineer's Estimate. City staff anticipates being able to award the project to the lowest responsible bidder. I will have more information on a potential ground breaking ceremony at subsequent RTC meetings.

### **2019 Rail~Volution Conference**

Ginger Dykaar, RTC Planner, and I attended the annual Rail~Volution Conference in the City of Vancouver, British Columbia, Canada from September 8-11. Rail~Volution is four days of mobile workshops and panel discussions that help to promote, plan and implement transit and transit oriented development projects. The conference helps to connect practitioners in all aspects of transit planning, implementation and housing developments including community organizations, housing advocates, transportation system operators, and government officials from around the country. Metro Vancouver's multi-modal transportation network was showcased at Rail~Volution this year.

Surrounded by mountains and water, Metro Vancouver consistently ranks as one of the most livable regions in the world. Metro Vancouver has unprecedented growth in transit ridership, transit-oriented development and investment in the transit system. Vancouver's SkyTrain is one of the world's longest automated rapid transit systems, it runs on a third rail, similar to BART, with trains almost every minute at high peak times. Half of all new development occurs around the Frequent Transit Network, with approximately 100 active projects within a block of a SkyTrain station. Presently, transit, walking and cycling account for approximately half of all trips in the City of Vancouver. Vancouver is working on a goal of increasing these trips to two-thirds of all trips by 2040.

Attachments – So You Built It. Did They Come – Presentation from 2019 Rail~Volution  
Additional Staff Photos of Bike Facilities and SkyTrain from Rail~Volution



## SO YOU BUILT IT. DID THEY COME?

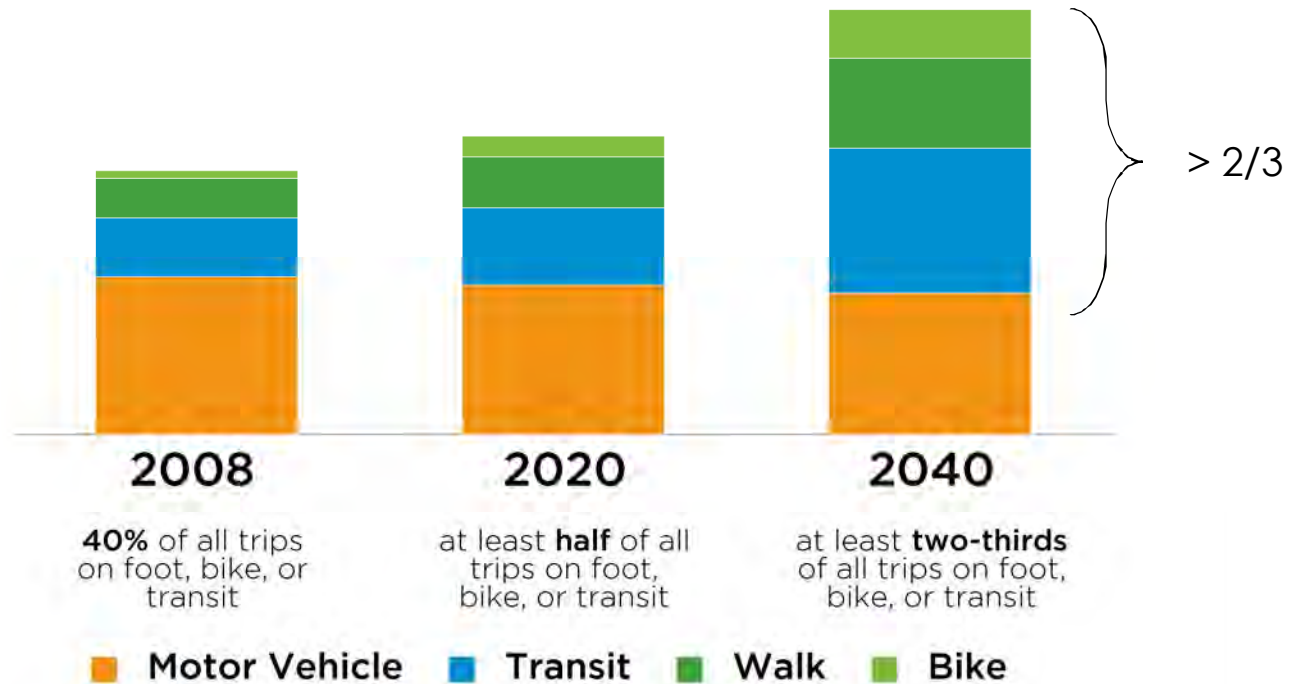
**Rail~Volution**  
2019

**Lon LaClaire**  
Director, Transportation  
Engineering, City of Vancouver



# Transportation Targets

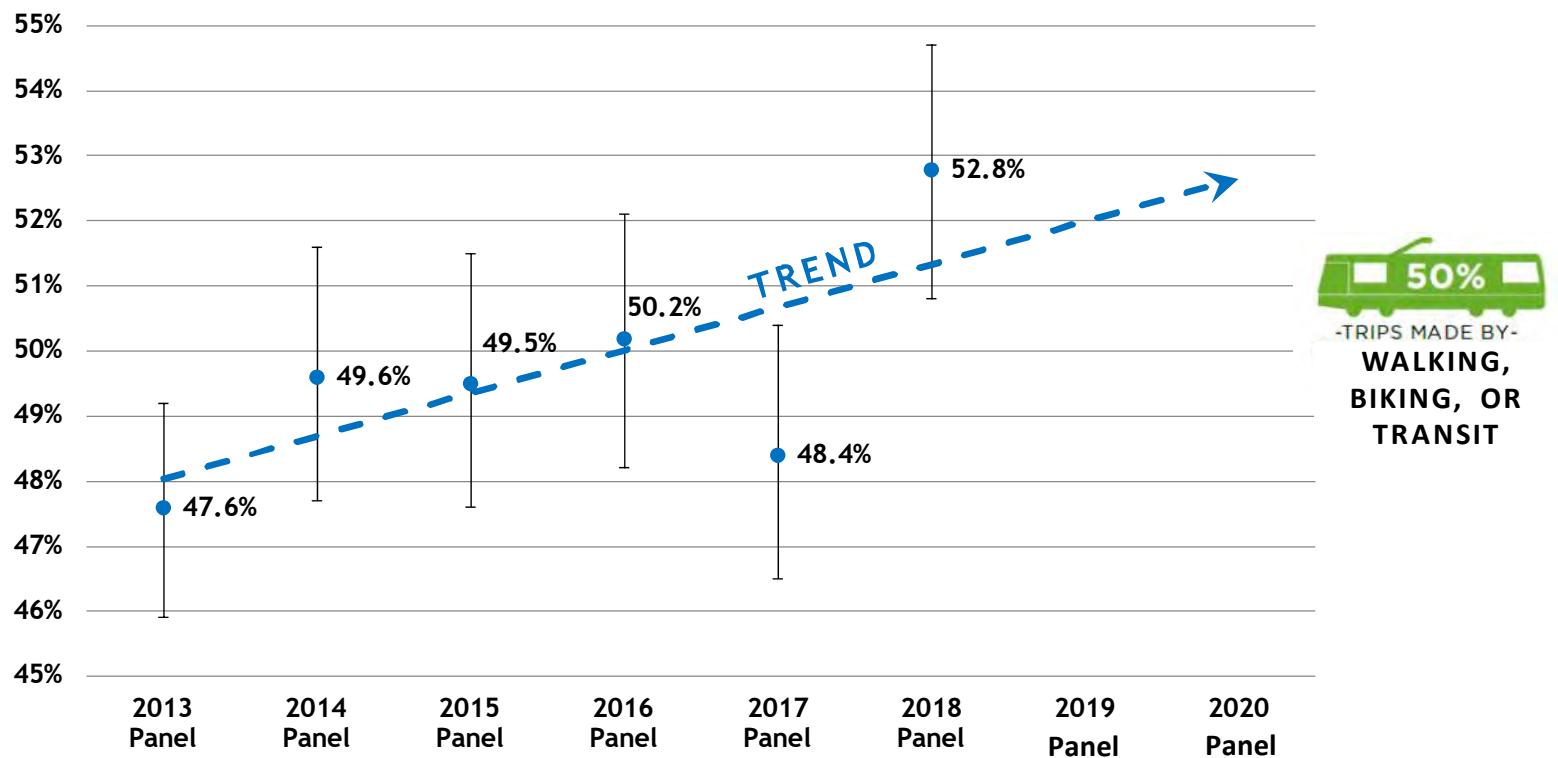
MAKE AT LEAST 2/3 OF ALL TRIPS BY FOOT, BIKE OR TRANSIT



For all trips originating in the City of Vancouver.  
Source: 1994, 1999, 2004, and 2008 TransLink Trip Diary Surveys. 1994, 1999, and 2008 data was collected in the Fall, while 2004 data was collected in the Spring and adjusted for seasonal transit variation. 2008 data corrected for removal of 0-4 age group (not included in past survey results). Trips by commercial drivers (couriers, taxis, trucks, and bus drivers) not included.

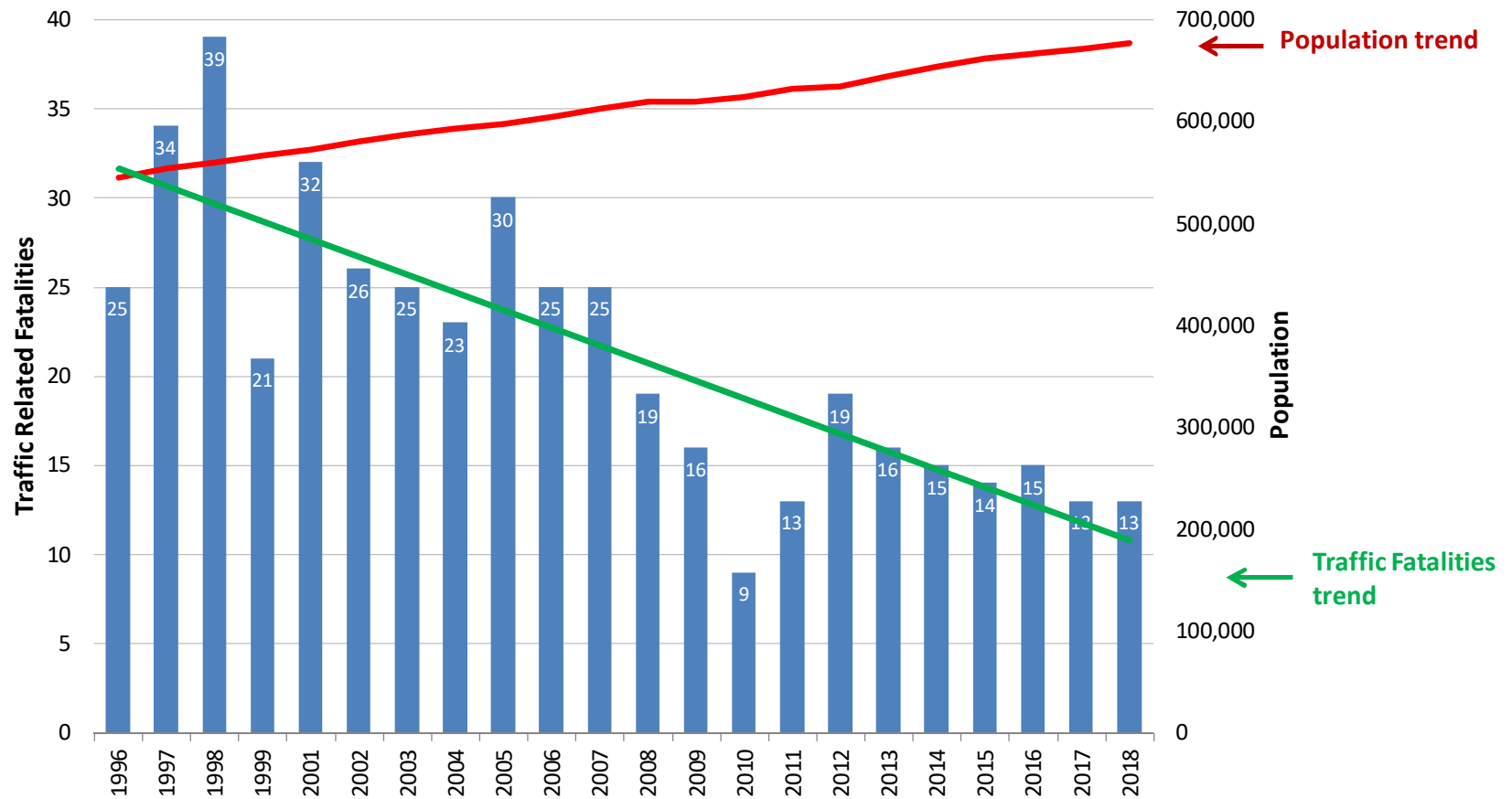
# Transportation Trends

- Walking + biking + transit = sustainable mode share



# Safety

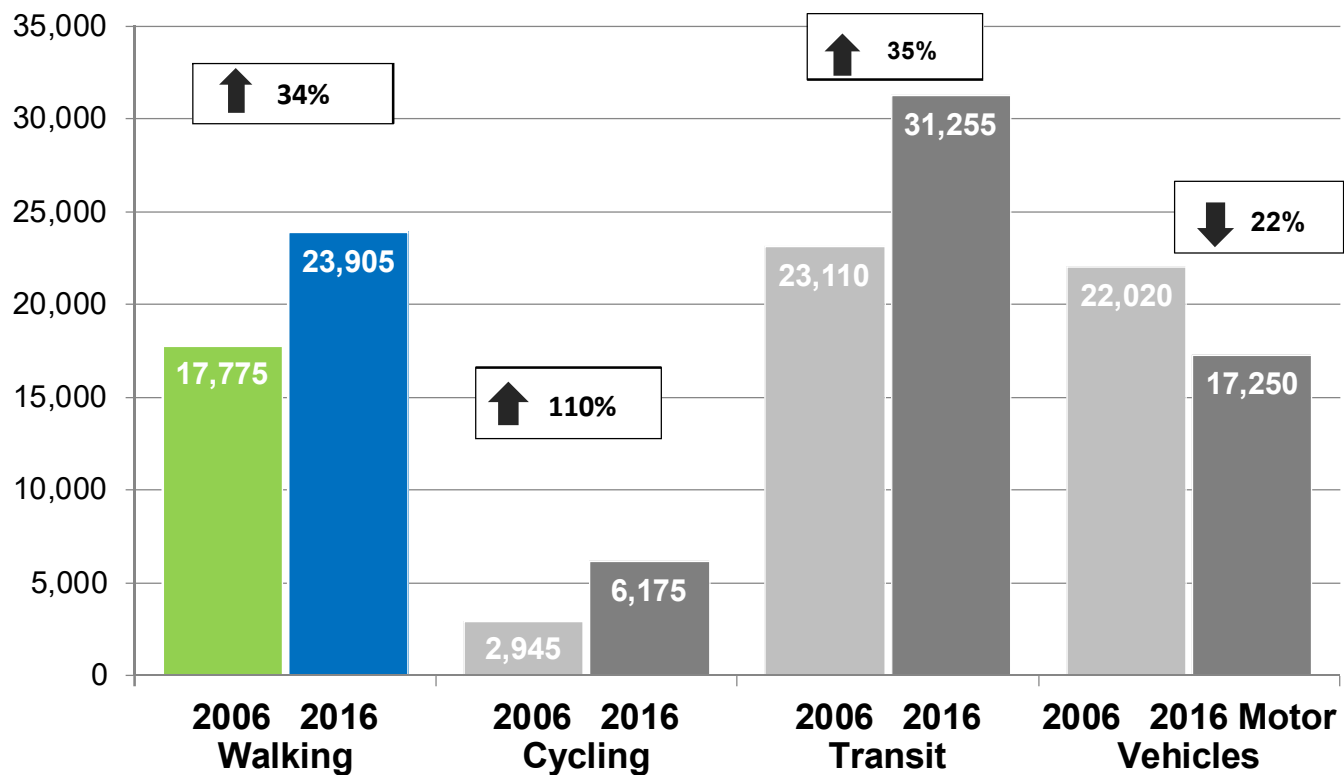
## Traffic-Related Fatalities



Source: VPD Traffic Fatality Data (1996-2019)

# Result of Walking Investment

Commuters destined for [Downtown Vancouver](#) from the City of Vancouver



Source: 2006 Census, 2016 Census

# Result of Walking Investment

Downtown  
Population 2006

**43,415**

Density : 117 (p/ha)

**50%↑**

Downtown  
Population 2016

**62,030**

Density : 167 (p/ha)



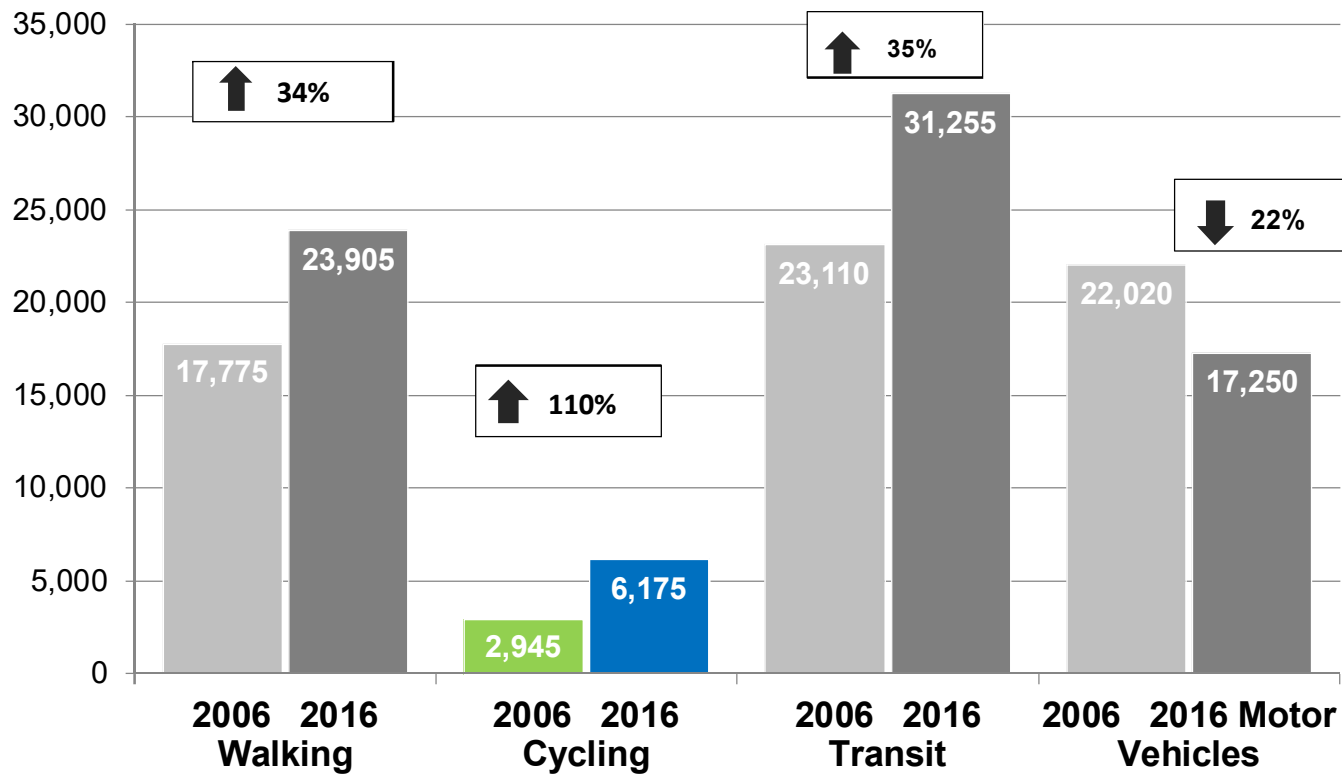
Source: wikitravel.org



Source: wikimedia.org

# Result of Cycling Investment

Commuters destined for Downtown Vancouver from the City of Vancouver



Source: 2006 Census, 2016 Census

# Result of Cycling Investment

## BURRAD BRIDGE



Before

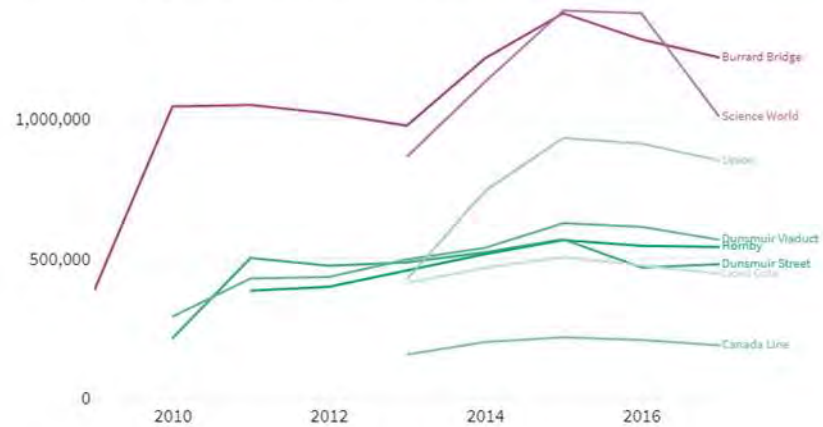


After

# Result of Cycling Investment

## Millions of riders can't be wrong

Annual bike trips on protected bike routes, 2009-2017



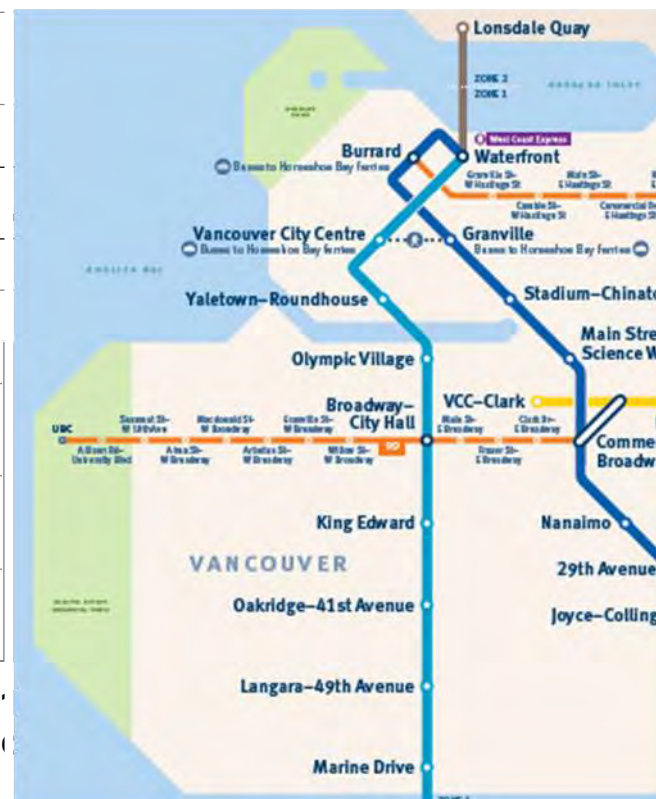
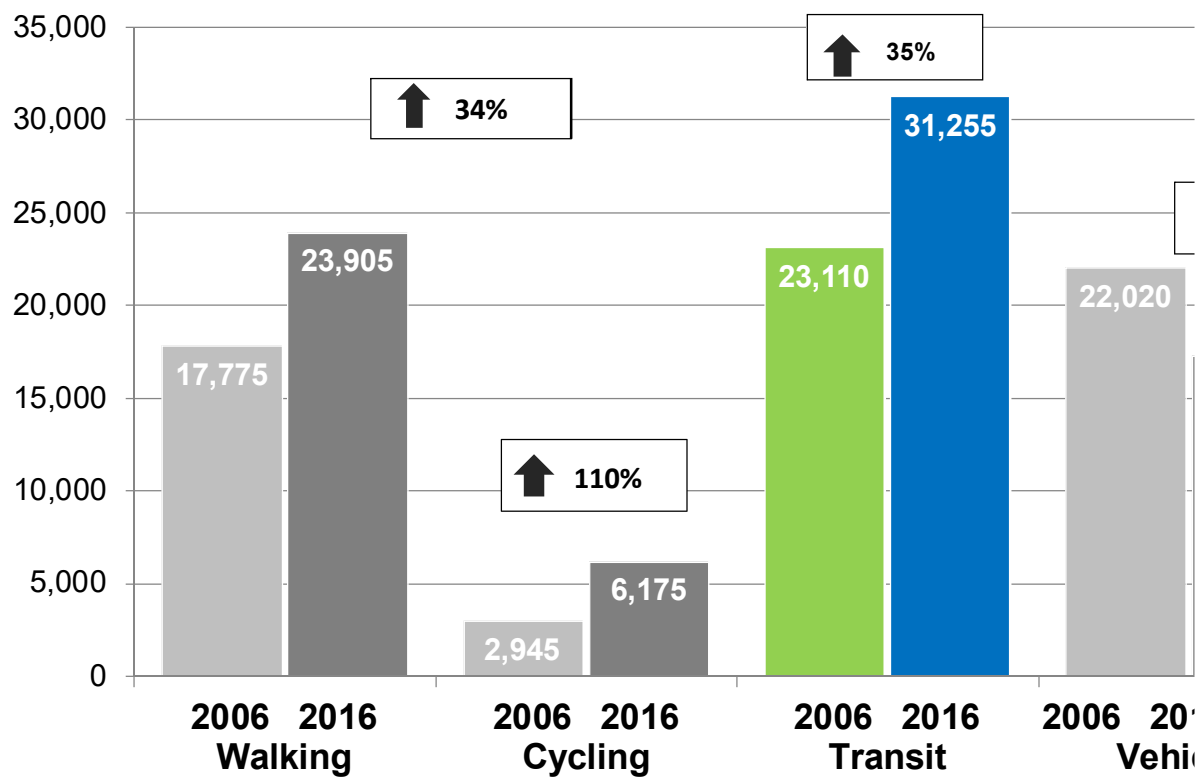
Source: City of Vancouver • Bike trip data is only available until July 2018. The City of Vancouver expects to resume data collection on protected bike routes in fall 2019.

- The Burrard bridge bike lane is now the busiest bike lane in North America.
- More than a million cyclists ride across the bridge each year



# Result of Transit Investment

Commuters destined for Downtown Vancouver from the City of Vancouver



Source: 2006 Census, 2016 Census

# Transit Ridership Trends



# What's next?

- Climate Emergency
- City – wide Plan



# Future Priority on Walking

1

BIG MOVE



## A WALKABLE CITY

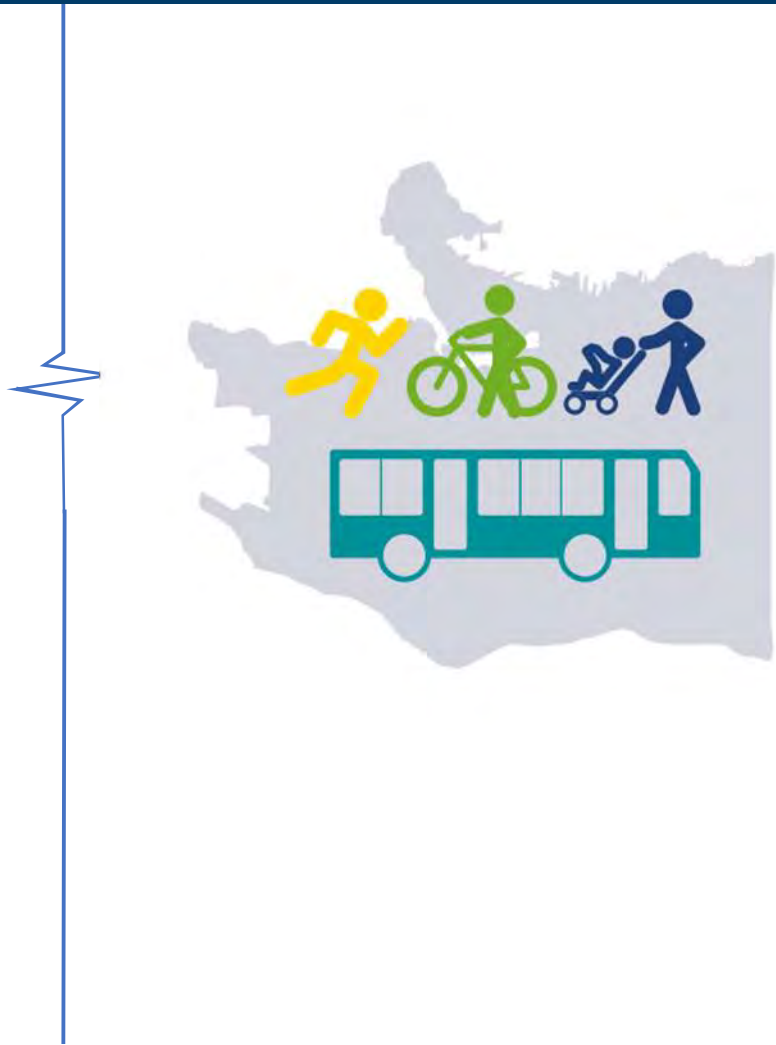
**BY 2030, 90% OF PEOPLE LIVE WITHIN AN EASY WALK/ROLL\* OF THEIR DAILY NEEDS.**

\*Walking or other pedestrian- scale mobility devices like wheelchairs

# Future Priority on Walking, Cycling & Transit

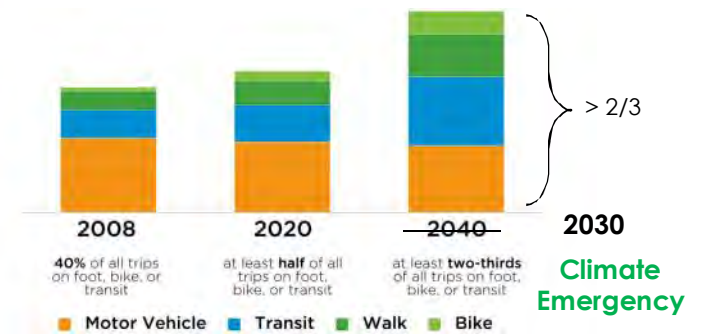
# 2

BIG MOVE



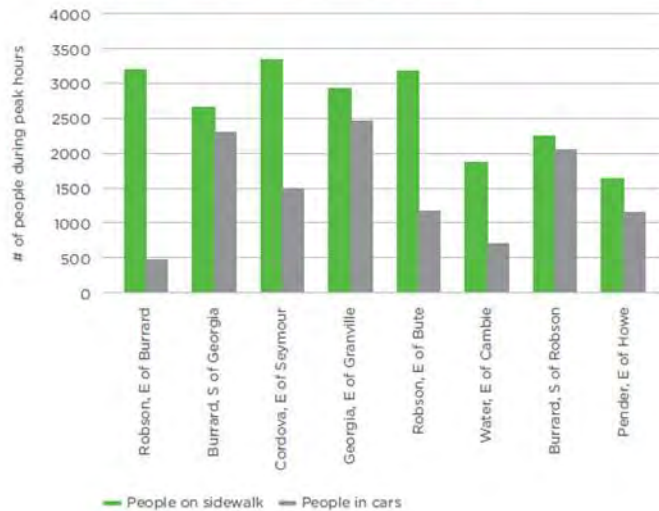
## SAFE AND CONVENIENT ACTIVE TRANSPORTATION AND TRANSIT

BY 2030, TWO-THIRDS OF TRIPS IN VANCOUVER WILL BE BY ACTIVE TRANSPORTATION AND TRANSIT, WHICH WOULD BE 10 YEARS EARLIER THAN CURRENTLY PLANNED.

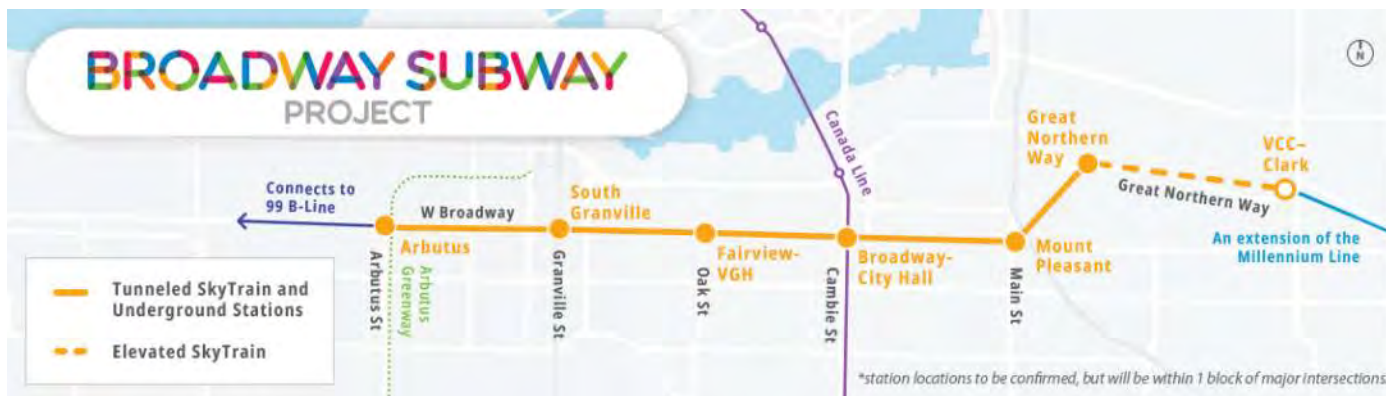


# Future Priority on Walking, Cycling & Transit

Pedestrian counts in Downtown



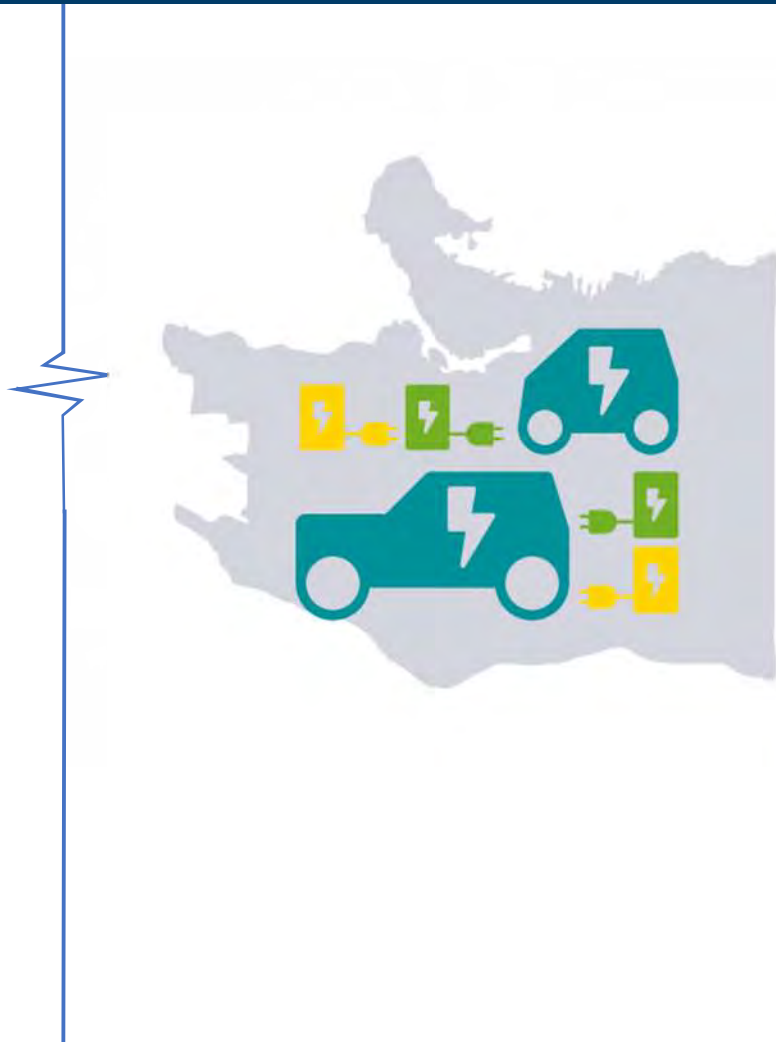
5-Year Cycling Network Additions & Upgrades 2016-2020



# Future Priority on Lower Emissions

# 3

BIG MOVE



**POLLUTION-FREE  
CARS, TRUCKS AND  
BUSES**

BY 2030, 50% OF THE KILOMETERS DRIVEN ON VANCOUVER'S ROADS WILL BE BY ZERO EMISSIONS VEHICLES.



**Thank You**

Lon LaClaire  
City of Vancouver



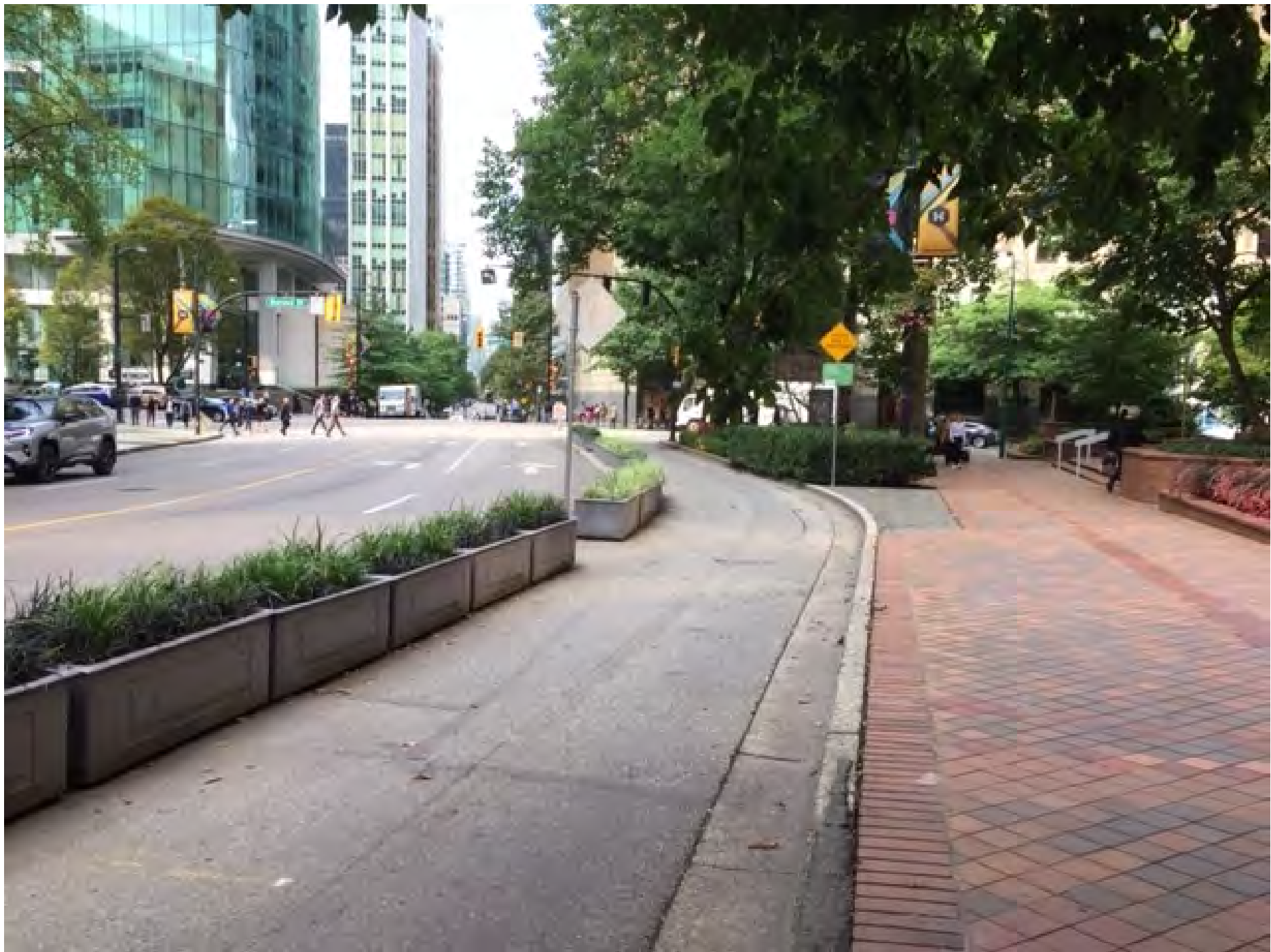


# Additional Staff Photos of Bike Facilities and SkyTrain

Vancouver BC

2019 - Rail~Volution Conference

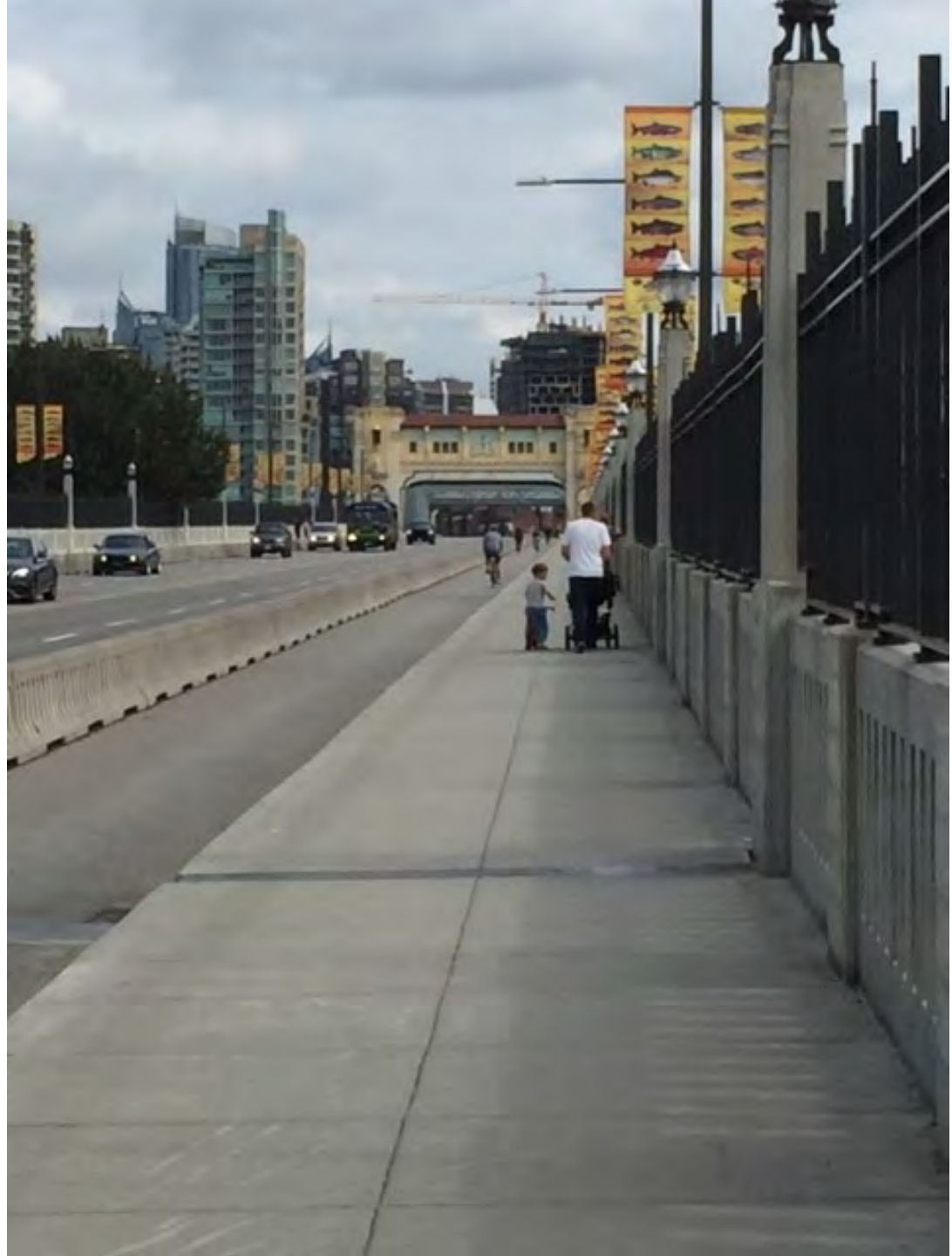


























  
WRONG  
WAY

500



BICYCLES TODAY

THIS YEAR

1,9658

Bike Trips on both  
East and West Sides of  
the Burrard Bridge







**AGENDA:** October 3, 2019

**TO:** Regional Transportation Commission  
**FROM:** Ginger Dykaar, Senior Transportation Planner  
**RE:** Alternatives Analysis for High Capacity Public Transit on the Rail Right-of-Way – Consultant Contract

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**RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission:

1. Adopt a resolution (Attachment 1) authorizing the Executive Director to negotiate and enter into an agreement with HDR Engineering Inc for professional consulting services totaling up to ~~\$640,007~~\$640,077 to perform the Alternatives Analysis for High Capacity Public Transit on the Rail Right-of-Way.
  2. Amend the Measure D – Rail Corridor Five-Year Program of Projects to provide \$370,000 in additional Measure D-Rail funds to complete this study.
- 

**BACKGROUND**

The Santa Cruz County Regional Transportation Commission is developing an alternatives analysis to evaluate transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the rail right-of-way as a dedicated transit facility. A performance-based planning approach based on a triple bottom line sustainability framework will be utilized to assess various public transit options for the rail right of way. Transit alternatives will be compared to define a viable project that will provide the greatest benefit to the Santa Cruz County residents, businesses and visitors in terms of equity, environment and economy. Proposed future intercounty and interregional connections to the Bay Area, Monterey, Gilroy and beyond will be considered.

**DISCUSSION**

On August 5, 2019, the RTC released a request for proposals (RFP) for consultant services to prepare the Alternatives Analysis for High Capacity Public Transit on the Rail Right-of-Way. Proposals were due on September 3, 2019. A draft scope of work was brought to the RTC for input on June 27, 2019 RTC meeting and again at the August 1, 2019 RTC meeting. Information about the consultant request for proposals and associated scope of work can be found at <http://sccrtc.org/about/opportunities/rfp/>.

RTC received a proposal from one consultant team, HDR Engineering Inc with subconsultants from Fehr & Peers and Alta Planning. The HDR team proposal can be

found at <https://sccrtc.org/about/opportunities/rfp/>. An evaluation committee comprised of an RTC commissioner alternate, RTC staff and METRO staff reviewed the proposal for completeness and content. Based on criteria specified in the RFP and information from the written proposal, interview, and references, the evaluation committee recommends negotiating and entering into a contract with HDR Engineering Inc. The draft scope of work (Attachment 2) was revised based on the work plan proposed by HDR Engineering Inc. The total consultant cost is ~~\$640,007~~ \$640,077 with the cost by task detailed on Attachment 3. As shown in the draft scope of work (Attachment 2), tasks to be completed by the consultant team include:

- Project management and coordination
- Develop a public and stakeholder outreach plan
- Identify goals and performance measures based on the triple bottom line of environment, equity, and economy
- Assess transit funding
- Develop and evaluate initial set of alternatives
- Conduct value engineering including service planning to refine and further define alternatives
- Conduct performance measure analysis of final list of alternatives and recommend locally preferred alternative
- Develop Alternatives Analysis report
- Develop a Business Plan for locally preferred alternative

In addition to the cost of the consultant, RTC will need sufficient budget to perform their work, including overall project management, administration, public outreach coordination, legal fees, event fees, publications. Staff has analyzed costs on similar projects and anticipated needs for this project and has determined that \$370,000 in additional budget is needed to complete this study.

**RTC staff recommends that the Regional Transportation Commission 1) adopt a resolution (Attachment 1) authorizing the Executive Director to negotiate and execute an agreement for consultant services with HDR Engineering Inc and 2) approve an additional \$370,000 from the rail allocation portion of Measure D to be added to the Alternatives Analysis project budget and amend the Measure D 5-year plan accordingly.**

### **Next Steps**

October 2019: Consultant Notice to Proceed.

December 2019: Outreach Plan

February 2020: Goals, Criteria, Performance Measures

February 2020: Transit Funding through 2045

April 2020: Develop and Evaluate Initial Alternatives

July 2020: Conduct Value Engineering including Service Planning

September 2020: Develop Performance Measures on Final List of Alternatives

November 2020: Draft Alternatives Analysis report and preferred alternative recommendation

January 2021: Final Alternatives Analysis report and preferred alternative

January 2021: Business Plan for locally preferred alternative

## **FISCAL IMPACT**

The RTC received a \$100,000 state grant from Caltrans for developing a Rail Integration Network Study which is a component of the Alternatives Analysis. RTC also programmed \$563,000 in Measure D-Rail Corridor funds for this work as part of the 5-year plan, approved on June 6, 2019 for a net budget of \$663,000.

The cost proposal for the Alternatives Analysis from HDR Engineering is ~~\$640,007~~ \$640,077 and ~~\$392,993~~ \$392,923 is estimated for RTC's direct cost work on this project, for a net cost of \$1,033,000. Staff recommends that the Measure D five-year plan be amended to add \$370,000 in additional Measure D Rail funds for the Alternatives Analysis. Funds are available from the Measure D Rail Corridor revenues for this project for the FY20-21 fiscal year. There is sufficient budget in FY19-20 to perform this year's work. RTC's subsequent FY20-21 Budget and Overall Work Program will reflect additional budget.

## **SUMMARY**

The Alternatives Analysis will evaluate transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the rail right-of-way as a dedicated transit facility. RTC staff released a Request for Proposals on August 5, 2019 for consultant services to develop the Alternatives Analysis. An evaluation committee recommends entering into a contract with HDR Engineering Inc.

### Attachments:

1. Resolution to enter into a contract with HDR Engineering Inc for the Alternatives Analysis
2. Draft Scope of Work for Alternatives Analysis
3. Draft Fee Proposal for Alternatives Analysis

S:\RTC\TC2019\TC1019\Regular\Alt Analysis\0-SR\_AltAnalysis-Contract.docx



**RESOLUTION NO.**

Adopted by the Santa Cruz County Regional Transportation Commission

on the date of October 3, 2019  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO A CONTRACT WITH HDR ENGINEERING INC. FOR CONSULTANT SERVICES TO PREPARE AN ALTERNATIVES ANALYSIS FOR HIGH CAPACITY PUBLIC TRANSIT ON THE RAIL RIGHT-OF-WAY FOR AN AMOUNT NOT TO EXCEED ~~\$640,007~~\$640,077

WHEREAS; the outcome of the Unified Corridor Investment Study directed staff to work jointly with Santa Cruz Metropolitan Transit District to develop a scope of work for additional analysis of high-capacity public transit alternatives on the Santa Cruz Branch Rail Line including their cost, operations, and funding plans and a plan to protect METRO's current funding sources; and

WHEREAS, transit along the Santa Cruz Branch Rail Line right-of-way can offer an alternative to the congestion on Highway 1 and Soquel Ave/Dr in Santa Cruz County; and

WHEREAS, greenhouse gas emissions can be reduced through increased transit use; and

WHEREAS, funds from Measure D are available to analyze the rail corridor and its future potential use to better serve Santa Cruz County residents and visitors; and

WHEREAS, a performance-based planning effort is needed to determine transit investments in the rail right-of-way; and

WHEREAS, the California Department of Transportation (Caltrans) has awarded the Santa Cruz County Regional Transportation Commission (RTC) \$100,000 from a State Highway Account planning grant to prepare a Rail Network Integration Study that will be a component of the Alternatives Analysis; and

WHEREAS, the RTC's previously approved FY19/20 budget includes \$563,000 from the rail allocation portion of Measure D to prepare an Alternatives Analysis for High Capacity Public Transit on the Rail Right-of-Way for a total approved budget of \$663,000;

WHEREAS, the total cost to perform the study is estimated at \$1,033,000, which includes ~~\$640,007~~\$640,077 for the proposed HDR contract and ~~\$392,993~~ \$392,923 for additional RTC expenses to complete the study.

WHEREAS, additional funds of \$370,000 are needed to perform the Alternatives Analysis.

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION THAT:

1. The Five-Year Program of Projects for the Measure D Rail Corridor regional category (5-year Plan) is hereby amended to add an additional \$370,000 to the Alternatives Analysis project.
2. The Executive Director is authorized to negotiate and enter into an agreement with HDR Engineering Inc. for a maximum amount of ~~\$640,007~~\$640,077 for consultant services to prepare an Alternatives Analysis for High Capacity Public Transit on the Rail Right-of-Way; and
3. The Executive Director is authorized to make amendments to this agreement provided that the amendments are consistent with the RTC's approved budget and approved by RTC General Counsel as to form.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

ATTEST:

\_\_\_\_\_  
Ed Bottorff, Chair

\_\_\_\_\_  
Guy Preston, Secretary

Distribution: RTC Fiscal, RTC and Consultant Project Managers

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**From:** Carey Pico [mailto:carey.pico@yahoo.com]  
**Sent:** Tuesday, October 1, 2019 7:55 AM  
**To:** Regional Transportation Commission <info@sccrtc.org>  
**Cc:** Ginger Dykaar <gdykaar@sccrtc.org>; William Menchine <menchine@cruzio.com>; Zach Friend <zach.friend@santacruzcounty.us>; Andy Schiffrin <andy.schiffrin@co.santa-cruz.ca.us>; Jacques Bertrand <jbertrand@ci.capitola.ca.us>; Supervisor Caput <greg.caput@santacruzcounty.us>; Bruce McPherson <bruce.mcpherson@santacruzcounty.us>; Ed Bottorff <ebottorff167@yahoo.com>  
**Subject:** meeting Item 21: origin-destination traffic study: Use the data to find the solution, not the other way around.

Regarding any corridor transportation study or commitment, the RTC should first do a transportation study on point-of-origin/final-destination in the county. Where are people/cars going? For example, in Watsonville nearly 2/3 (actually 64%) of all Hwy 1 traffic comes from Monterey County. Similarly, 60-65% of northbound Hwy 1 traffic exits onto Hwy 17N (towards Silicon Valley). 50% of all Hwy 1N traffic after 41st exits onto Hwy 17N. All data comes from Caltrans. At a first glance, it appears the county is a pass-through for traffic. Having discussed traffic data with the RTC director, I've been told they have no true champion (or understanding) of it.

The RTC should partner with Verizon or Google to origin-destination traffic data. What good is a lane widening, trail, corridor bus transit, or a train if the data shows the proposed solution doesn't address the problem?

Let's be smart about it. Use the data to find the solution, not the other way around. Please bring this up as an amendment.

Carey Pico, Ph.D.

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**From:** Brian Peoples [mailto:brian@trailnow.org]  
**Sent:** Monday, September 30, 2019 3:26 PM  
**To:** Patrick Mulhearn <Patrick.Mulhearn@santacruzcounty.us>  
**Cc:** Zach Friend <BDS022@co.santa-cruz.ca.us>; 'Bruce McPherson (bruce.mcpherson@co.santa-cruz.ca.us)' <bruce.mcpherson@co.santa-cruz.ca.us>; John Leopold <John.Leopold@santacruzcounty.us>; 'Ed Bottorff (ebottorff167@yahoo.com)' <ebottorff167@yahoo.com>; Bertrand, Jacques <jbertrand@ci.capitola.ca.us>; openup@cats.ucsc.edu; aurelio.gonzalez@cityofwatsonville.org; greg.caput@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; trina.coffman@cityofwatsonville.org; sbrown@cityofsantacruz.com; Gine Johnson <Gine.Johnson@santacruzcounty.us>; rlj12@comcast.net; Alex Clifford <AClifford@scmt.com>; Matt Machado <Matt.Machado@santacruzcounty.us>; Guy Preston <gpreston@sccrtc.org>; Ginger Dykaar <gdykaar@sccrtc.org>  
**Subject:** RTC Planning

Hi Patrick,

I plan to come to your Aptos Village office this Wednesday to continue our discussion of the rail corridor.

At the last RTC meeting, we disclosed again the fact that the contract with Progressive Rail DOES NOT alleviate RTC from being responsible for maintaining the railroad tracks north of Buena Vista, and Progressive Rail will never have to take responsibility. It is frustrating for our community because the RTC Commissioners' primary reason for signing the contract was to alleviate Santa Cruz taxpayers from the cost of maintaining the tracks. Measure D funding for maintaining the tracks was never planned to be an endless funding source for track maintenance. This is a major cost burden to Santa Cruz taxpayers.

The purpose of our discussion this week is to highlight the need for the RTC to address the setback requirements for a trail adjacent to a "passenger" train versus "recreational" train. A trail adjacent to a recreational train going 5 MPH is substantially different than a passenger train travelling 45 MPH. If RTC wants a passenger train along the corridor, federal guidelines is 25 feet or more between trail fence and railroad centerline. With the multiple deaths occurring by the SMART train in Sonoma, Feds are likely to get more restrictive on separation of train from the public. Trains travelling 45 MPH through Santa Cruz County neighborhoods will be very dangerous and major safety controls will need to be constructed between train and trail, as well as other public areas.

Santa Cruz County Planning (SCCP) is planning to do a 30% design and CEQA analysis over the next 3 years for Trail Segments 8-12 - based on a design for a recreational train. If RTC approves moving forward with the \$1M passenger train study, we suggest RTC either put on-hold the design / CEQA work on Segments 8-12 until study is complete, or publicly notify SCCP that the system requirements to the trail must meet passenger train federal guideline requirements.

Unfortunately, both these actions will adversely impact the trail construction in cost and time. We don't like to put design of trail on-hold, and if the trail is built to meet Federal guidelines, the majority of the corridor will never see a trail due to cost and physical constraints. We suggest RTC wait to sign \$1M study and look at the impact federal guidelines will have on building the Santa Cruz Coastal Trail next to a passenger train. We believe that the passenger train will remove so many sections of the trail, it is not worth the expensive and time to build.

Hope to discuss this with you Wednesday.

Best regards,

Brian Peoples  
Executive Director  
TrailNow.org

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**From:** Brian Peoples [mailto:brian@trailnow.org]

**Sent:** Sunday, September 29, 2019 6:32 AM

**To:** Ginger Dykaar <gdykaar@sccrtc.org>

**Cc:** Guy Preston <gp Preston@sccrtc.org>; Zach Friend <BDS022@co.santa-cruz.ca.us>; Patrick Mulhearn <Patrick.Mulhearn@santacruzcounty.us>; 'Ed Bottorff (ebottorff167@yahoo.com)' <ebottorff167@yahoo.com>; rlj12@comcast.net; greg.caput@co.santa-cruz.ca.us; 'Bruce McPherson (bruce.mcpherson@co.santa-cruz.ca.us)' <bruce.mcpherson@co.santa-cruz.ca.us>; Gine Johnson <Gine.Johnson@santacruzcounty.us>; Alex Clifford <AClifford@scmtd.com>; Bertrand, Jacques

<jbertrand@ci.capitola.ca.us>; Matt Machado <Matt.Machado@santacruzcounty.us>

**Subject:** RTC Meeting / Item 21 - Analysis of High Capacity on Coastal Corridor

Hi Ginger,

Comments on Item 21:

- Project cost increasing by more than 60% to over a million dollars - this is not acceptable.
- Due to fact that project cost have increased by 60%, we recommend a "Go / No-Go" decision milestone be included in February/2020 - based on results of "Transit Funding available analysis" to be provided at that time. If there is no guarantee funding available for train, end analysis.
- Included in "Go / No-Go" determination should be the Trestle assessment - that identifies current conditions of trestles and capability of handling 60 trains a day travelling 45 MPH.
- Timber trestles (Seascape, Hidden Beach, Capitola) do not have capability to have train and trail. During public outreach, RTC should be clear to public on capabilities of timber trestles and expected requirements to replace with new bridges.
- Current planning for trail is based on a trail next to a "recreational train". Federal guidelines require great distance in setbacks. Analysis should clarify requirements of trail and identify locations where train and trail is not possible due to limited space. We have included a link to a TrailNow video to give more clarification on setback requirements and limitations to the corridor. <https://www.facebook.com/aptos.railtrail/videos/689217504873918/>

### [Trail Now - Not Wide Enough | Facebook](#)

Santa Cruz Coastal Corridor is not wide enough for train and trail. We need to use the corridor TODAY for walking, biking, rickshaw, commuting and...

[www.facebook.com](http://www.facebook.com)

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Finally, there should be a real concern that Santa Cruz County Planning is doing a 30% design and CEQA analysis on Segments 8-12 based on the plan for a trail next to a recreational train. You are using public funds to design a trail that DOES NOT meet the current Master Plan for 60 trains a day travelling 45 MPH.

Best regards,

Brian Peoples  
Executive Director  
TrailNow.org