

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

From: Regina Kuehn <regina.kuehnrk@gmail.com>
Sent: Tuesday, March 30, 2021 5:13 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Support for passenger rail in Santa Cruz County and please accept the business plan

Dear RTC Commissioners,

My name is Regina Kuehn and I'm writing to express my support for passenger rail in Santa Cruz County.

Originally, I'm from Germany, where I learnt to appreciate all the advantages passenger rail offers: On a rail vehicle people could use the time to read, work or chat with friends instead of being stuck in traffic; at the same time people could relax instead of getting stressed due to bad driving habits of some people.

People using the train reduced greenhouse gas and other bad emissions from motorized vehicles, leading to better air quality. Implementing more passenger rail would reduce more greenhouse gases and mitigate climate change.

Some people might not know yet the advantages of passenger rail, because they haven't had a chance to experience it. I'm convinced, however, that once people experience passenger rail with all its advantages, more people will appreciate and use it and ridership will increase.

In addition, the State of California is investing in rail infrastructure and it would be great if Santa Cruz County could be connected to the planned (2018 California State Rail Plan) Integrated network (including High-Speed Rail). I think it would be quite a disadvantage for the County if we miss this opportunity.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible.

Thank you.

Sincerely,
Regina Kuehn
Santa Cruz County resident

From: individual87@everyactioncustom.com
<individual87@everyactioncustom.com> on behalf of Will Spangler
<individual87@everyactioncustom.com>
Sent: Tuesday, March 30, 2021 5:17 PM

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Will Spangler, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:
Dramatically improve commute options for all residents and especially South County workers stuck in car traffic. It will accomplish this while reducing greenhouse gas emissions and improving mobility for those who do not own cars, like seniors and people with disabilities and those of us who prefer safe and healthy ways to get around the county and greater Monterey Bay area. I could not be more excited for the trail plus passenger rail.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Will Spangler, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Will Spangler
406 Pennsylvania Ave Santa Cruz, CA 95062-2434
individual87@yahoo.com

From: conlen.ameliawren@everyactioncustom.com
<conlen.ameliawren@everyactioncustom.com> on behalf of Amelia Conlen

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

<conlen.ameliawren@everyactioncustom.com>

Sent: Tuesday, March 30, 2021 4:56 PM

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

Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Amelia Conlen, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters

Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel.

I can't wait to visit my parents in San Luis Obispo and other family in Los Angeles by train! Please move towards 21st century transportation options and give Santa Cruz County residents good alternatives to driving.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Amelia Conlen, a supporter of rail transit

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for Santa Cruz County.

Thank you.

Sincerely,
Amelia Conlen
325 Pennsylvania Ave Santa Cruz, CA 95062-2431
conlen.ameliawren@gmail.com

From: egyptredseashells@everyactioncustom.com
<egyptredseashells@everyactioncustom.com> on behalf of MARY LYN VILLAUME <egyptredseashells@everyactioncustom.com>
Sent: Tuesday, March 30, 2021 4:53 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is MARY LYN VILLAUME, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Dramatically improve my commute.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters

Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel.

All of the above!!!

I and my family own property in Aptos. The new construction in "downtown" in what used to be a quiet friendly village has increased the traffic to unbearable levels. Please build the passenger rail as soon as possible.

Thank you for the opportunity to submit my comments.

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Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, MARY LYN VILLAUME, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
MARY LYN VILLAUME
3006 NE 16th Ave Portland, OR 97212-3347
egyptredseashells@gmail.com

From: lexi@everyactioncustom.com <lexi@everyactioncustom.com> on behalf of Alexandra White <lexi@everyactioncustom.com>
Sent: Tuesday, March 30, 2021 4:41 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Alexandra White, and I'm writing to express my support for passenger rail in Santa Cruz County.

We have been waiting such a very long time to see passenger rail implemented across our county and I hope very much to see the day when I can enjoy combining rail with bicycle to get to different areas without using a car or getting stuck in traffic. There has never been a better time to apply for federal funding nor a project more perfectly matched to stated administration goals.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many

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new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Alexandra White, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Alexandra White
319 Brook Ave Santa Cruz, CA 95062-3708
lexi@cruzio.com

From: lilithob@everyactioncustom.com
<lilithob@everyactioncustom.com> on behalf of Holly Zynda
<lilithob@everyactioncustom.com>
Sent: Tuesday, March 30, 2021 4:41 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Holly Zynda, and I'm writing to express my support for passenger rail in Santa Cruz County.

I recently moved to Santa Cruz, and I have been using the trail that runs parallel to Mission on the Westside, and would love to see it extended and combined with light rail service. Santa Cruz is known globally for being home to many earth-conscious people, and having more options for getting around town and down to areas like Watsonville without having to burn more fossil fuels is a great way to maintain that reputation and show through action that we care about the world, reducing carbon emissions, and providing transportation options to all of our neighbors. We already have much of the infrastructure. Please make sure the light rail system happens!

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Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Holly Zynda, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Holly Zynda
222 Columbia St Santa Cruz, CA 95060-6535
lilithob@gmail.com

From: jeb@everyactioncustom.com <jeb@everyactioncustom.com> on behalf of Jeb Bishop <jeb@everyactioncustom.com>

Sent: Tuesday, March 30, 2021 4:39 PM

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

Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Jeb Bishop, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Dramatically improve my commute.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle

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commuters

Increase the use of public transportation across the county by 250%.
Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Jeb Bishop, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Jeb Bishop
319 Brook Ave Santa Cruz, CA 95062-3708
jeb@baymoon.com

From: slustgarden@everyactioncustom.com

<slustgarden@everyactioncustom.com> on behalf of Steve Lustgarden
<slustgarden@everyactioncustom.com>

Sent: Tuesday, March 30, 2021 4:31 PM

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

Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Steve Lustgarden, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz

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County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Dramatically improve my commute.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters

Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Steve Lustgarden, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Steve Lustgarden
28 Hanover Ct Santa Cruz, CA 95062-2651
slustgarden@gmail.com

From: freestyle89@everyactioncustom.com

<freestyle89@everyactioncustom.com>

Sent: Tuesday, March 30, 2021 5:31 PM

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

Subject: Accept Business Plan and Take Next Steps for Passenger Rail

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Dear RTC Commissioners,

My name is Andrew Hall, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Dramatically improve my commute.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Andrew Hall, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,

Andrew Hall

610 Laguna St Santa Cruz, CA 95060-6111 freestyle89@gmail.com

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

From: Catherine Marino <predicat1536@gmail.com>
Sent: Tuesday, March 30, 2021 6:07 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Vote to accept Business Plan for Rail Transit please!

Dear RTC Commissioners,

My name is Cathy Marino, and I am a member of a local family that is now on it's seventh generation of Santa Cruz County residents. We've seen lots of changes and growth over the decades, and one thing that I know for certain is that change is inevitable, and we must plan for it. I applaud the RTC for it's thorough research to enable us to use our rail corridor to the maximum benefit for the most citizens.

As a senior citizen, the benefits of rail and trail are obviously the most inclusive.

Our population of seniors is over 30%. Students, workers in county, and disabled people will certainly benefit from a light rail option, as well as those wishing to inter connect to the planned rail systems that our state is planning and building.

Please give us the ability to have more transportation freedom.

Sincerely,
Cathy Marino
Santa Cruz, CA

From: Sue Kaufmann <suegkaufmann@gmail.com>
Sent: Tuesday, March 30, 2021 6:25 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Santa Cruz Residents and Voters encourage YES Votes to approve the "Rail Transit Business Plan"

Dear RTC,

My friends and I have read about the great news that the Regional Transportation Commission staff has recommended the Commissioners approve the **Rail Transit Business Plan** and authorize staff to start applying for federal and state funding.

The recently released [TCAA business plan](#) has some pretty awesome news for passenger rail service in Santa Cruz County.

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1. Caltrans and the State of California are showing their **strong support** for our project by making funds available with **little or no local match** for the next step in the process: the preliminary engineering and environmental documentation phase.
2. There are **current funding possibilities for more than 57% of the total project cost**, this is fantastic at this stage of the project development.
3. **President Biden and Transportation Secretary Buttigeig continue to promise even more support for rail projects, and our triple bottom line methodology (Environment, Equity and Economy) will put us at the front of the pack to receive these funds.**
4. Every study done has shown **rail transit to have the greatest benefit to equity, the environment, and the economy.**
5. Rail will provide **more funding for Metro and help stimulate use of a new expanded public transit network. This will create more jobs for locals!**
6. The adjacent trail will encourage use of bicycles and ebikes, which will be permitted to **roll on the rail system.**
7. There is \$17M in **Caltrans money for study and a new administration in Washington that supports new funding for transit.**
8. **55% of the funding has been identified for construction and operations and more** is likely to be available.
9. **Dramatically improve commute options for Watsonville & South County workers stuck in traffic. Help them!**
10. Dramatically improves workers commute. **Win-win.**
11. **Reduce greenhouse gas emissions and fight climate change.**
12. **Improve mobility for seniors, people with disabilities, and bicycle commuters.**

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13. **Increase the use of public transportation across the county by 250%.**

14. **Improve safety and walkability in my neighborhood** by taking cars off neighborhood streets.

15. **Connect to the state rail network** and provide car free ways for me to travel.

16. Your **YES** vote permits us to find the transit solution we can afford.

Please do the right thing vote **YES benefiting** everyone.

Best Regards,
Sue Ginsburg- Kaufmann
[Capitola, CA 95010](#)

From: gstocker2@everyactioncustom.com

<gstocker2@everyactioncustom.com>

Sent: Tuesday, March 30, 2021 6:33 PM

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

Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Gabrielle Stocker, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Although I'm retired, this passenger rail would help me get to downtown Santa Cruz and Cabrillo College from the Westside for shopping, dining, doctor visits, library visits, attending performances and classes at Cabrillo, and other activities.

Reduce greenhouse gas emissions and fight climate change which is a leading cause of wildfires and resultant flooding.

I am a senior, with some handicaps, and passenger rail will improve my mobility as well as promote bicycle riders to bring their bicycles on the rail for accessing more remote destinations.

Increase the use of public transportation across the county by 250%.

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Very important : Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.
Connect to the state rail network and provide car free ways for me to travel.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Gabrielle Stocker, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Gabrielle Stocker
118 Las Ondas Ct Santa Cruz, CA 95060-3316 gstocker2@cruzio.com

From: bobvorce@everyactioncustom.com
<bobvorce@everyactioncustom.com>
Sent: Tuesday, March 30, 2021 7:28 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Robert Vorce, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am 80 and need to get to Safeway from Neary Lagoon on my bike. The present day path is a hazard. I have fallen trying to navigate the sharp turns. PLEASE...Build me a path along the rail line: it would be a godsend as I don't drive well and would love to get to Safeway without impediment.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Thanks for your service to our community and I know you will do the right thing.

The rail + trail is a winner!

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Robert Vorce, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Robert Vorce

318 Everson Dr Santa Cruz, CA 95060-7131 bobvorce@gmail.com

From: Vicki Miller

Sent: Tuesday, March 30, 2021 7:38 PM

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

Subject: Rail Trail Biz Plan

I have reviewed the Draft Business Plan for the Rail/Trail. I am asking the Commission to continue forward movement to make this a reality. It is time our County moved forward with solidifying the plans for a train service that will connect our northern and southern portions of the county and eventually connect us to the greater bay area and the entire state.

I look forward to the day I can jump on a train in Santa Cruz, jump off in Capitola and visit the restaurants and shops without the hassle of driving or parking. I look forward to the day I can jump on a train and travel south via a station connection in Gilroy to visit my family without the stress of driving to San Luis Obispo. I also look forward to the day I can either bike the local trail or take the train north or south for other biking options.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Please do not listen to the small but vocal group in our County that do not see the positive affects that a train service can have on our economy.

I am a District 1 Resident and I support the Rail/Trail.

Thank you.

From: Nora Beardsley <1punkieslave@comcast.net>
Sent: Tuesday, March 30, 2021 8:20 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: SCCRTC Meeting 4/12

Before any more money is spent on anything...please put this issue to the voters of Santa Cruz County. This issue is to important to be decided by a few passionate and vocal supporters of either the rail or trail.

Thank you for your consideration.

Nora Beardsley
La Selva Beach

From: Jim Burns <knowsoup4u@live.com>
Sent: Tuesday, March 30, 2021 8:28 PM
To: Regional Transportation Commission <info@sccrtc.org>
Cc: Zach Friend <Zach.Friend@santacruzcounty.us>
Subject: Opposed to RTC plan

We are La Selva Beach residents at 432 Camino Al Mar. We love our home and believe the RTC plan will dramatically lower the quality of life of all our residents.

We absolutely love this sleepy and dreamy beach community and the thought of ~60 trains a day running through our community at 30 to 60 MPH is very upsetting.

I understand the need to reduce traffic. I don't think this is the right option. Add a lane on Hwy 1 instead.

Jim and Kelly Burns
432 Camino Al Mar
La Selva Beach, CA 95076

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

From: Paula Madonia <pauladalejansen@gmail.com>
Sent: Tuesday, March 30, 2021 8:35 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Passenger rail

To all concerned,

I am against the proposed electric passenger rail described in the RTC business plan. Please count my vote as a NO.

Sincerely,
Paula Madonia

From: Michele Claussen <michele.claussen@gmail.com>
Sent: Tuesday, March 30, 2021 8:47 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: NO TRAIN!!

As a long time La Selva resident, not only do we desperately need a SAFE bike path to traverse the area towards Santa Cruz but we definitely do NOT need a train. The trestles will NOT allow for safe riding or walking alongside a ridiculous train. The alternate bike routes to bypass the trestle bottlenecks are NOT safe along San Andreas or Sumner roads. We tax payers are sick and tired of this costly, stupid plan, that has been so obviously manipulated by corrupt RTC members and certain politicians. LET THE PEOPLE VOTE!!!! And in the mean time, pull the tracks so at least people can easily walk and ride bikes on the gravel trails.

Michele, Jim, Sawyer and Eva Claussen
La Selva Beach, CA

From: Dan Purnell <dandp626@gmail.com>
Sent: Tuesday, March 30, 2021 8:54 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Support For Rail/Trail Corridor

This is to support the staff recommendation for the appropriation of funds to continue the light rail/bike trail planning process. There are many residents here in La Selva who support the project. Thank you.
Daniel Purnell

From: Vicky Purnell <pippi56go@gmail.com>
Sent: Tuesday, March 30, 2021 8:59 PM

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To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rails to Trails please

As a LaSelva Beach resident who deeply appreciates the peace & tranquility of this lovely area, I do not want a light rail train to frequent the train tracks in the future. Instead, I am hugely in favor of a bike trail/walking path; which would be much more in keeping with this community.

Sincerely,

Victoria Purnell
110 Solano Ave
LaSelvaBeach

From: debjani deb <debjanideb2012@gmail.com>
Sent: Tuesday, March 30, 2021 9:26 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: No to train

Dear SCC RTC

I reviewed this draft document at https://sccrtc.org/wp-content/uploads/2021/03/TCAA_RNIS-Passenger-Rail-Business-Plan-DRAFT.pdf. Thank you for transparency in publishing it.

As a resident of La Selva Beach I strongly oppose building this train.

With best regards

Debjani Deb

From: Vidya Phalke <phalke@gmail.com>
Sent: Tuesday, March 30, 2021 9:27 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Strongly oppose train; Extremely strongly support bicycle trail

Dear SCC RTC

I have been made aware of "Transit Corridor Alternatives Analysis & Rail Network Integration Study Business Plan for Electric Passenger Rail on the Santa Cruz Branch Rail Line".

I am a resident of La Selva Beach and a tax payer in Santa Cruz County.

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Simply put - I strongly oppose the plan for a train going through my community for reasons of environmental and financial impact.

I extremely strongly support a plan for converting the track for bicycles, walking, and jogging.

With best regards

Vidya Phalke

From: KumKum Deb <kumkumdeb2004@yahoo.com>
Sent: Tuesday, March 30, 2021 9:32 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: No train please

Dear SCC RTC

As a senior citizen of La Selva Beach I oppose the train proposal here https://sccrtc.org/wp-content/uploads/2021/03/TCAA_RNIS-Passenger-Rail-Business-Plan-DRAFT.pdf.

Thank you for reading my email.

With best regards

Kumkum Deb

From: Nadene Thorne <nadenetd@yahoo.com>
Sent: Tuesday, March 30, 2021 9:48 PM
To: greg.caput@co.santa-cruz.ca.us; Manu Koenig <manuforsupervisor@gmail.com>; Bruce McPherson <bruce.mcpherson@co.santa-cruz.ca.us>; Ryan Coonerty <ryan.coonerty@santacruzcounty.us>; Michael Rotkin <openup@ucsc.edu>; Patrick Mulhearn <patrick.mulhearn@santacruzcounty.us>; Andy Schiffrin <andy.schiffrin@santacruzcounty.us>; Randy Johnson <rlj12@comcast.net>; Jacques Bertrand <jbertrand@ci.capitola.ca.us>; eduardo.montesino@cityofwatsonville.org; aurelio.gonzalez@cityofwatsonville.org; sbrown@cityofsantacruz.com; ladykpetersen@gmail.com; Regional Transportation Commission <info@sccrtc.org>
Subject: Comment on the Draft Business Plan for the TCAA

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

As a county resident and voter, I'm confident that your years of experience in government enable you to sensibly discount robot emails in support of any initiative. I don't have to explain to you that any survey (including the RTC's!) is only as good as the sample size and make-up, in conjunction with the questions asked and how they are framed. So it will be clear to you that the loudly trumpeted assertions of public support for a train on the rail corridor can only be assuredly verified by a county-wide voter ballot, and not by counting single-click responses or questions designed to elicit a favorable answer.

More to the point, I would conjecture that there might be a considerable discrepancy between the number of voters who support a train in principle, and the number who are willing to commit additional tax dollars to it.

This seems to me to be the pivotal consideration in evaluating the TCAA business plan. Any external funding will be contingent on a significant local match. If you don't know at the outset that voters are willing to support this with their wallets, then there's no point in continuing to study rail transit, at least for the foreseeable future. Even if state or federal grant money (free money!) is available to further examine planning and environmental impacts, without knowing the voters' willingness to make a financial commitment these studies only prolong the discussion to no end: the rail corridor remains off limits, METRO continues to degrade without the necessary support to improve its capabilities, and the county's traffic woes are only exacerbated during this already too-lengthy period of indecision.

I hope you see clearly the crossroads we are at and you will be courageous enough to bring us to a point of decision-making. Much needs to be done to improve transit of all kinds in the county, and it's plain that ongoing disputes about the disposition of the rail corridor only delay any progress in addition to fomenting unproductive dissention among our residents. Please decline to pursue any further action on train studies until a county-wide vote is taken to ascertain the willingness of voters to fund a train; only then can we move forward together with a cohesive transit program.

Thank you!
Nadene Thorne
140 Averitt Street
Santa Cruz 95060

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

From: rmb12010@everyactioncustom.com
<rmb12010@everyactioncustom.com>
Sent: Tuesday, March 30, 2021 9:58 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Steven Schieffer, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Dramatically improve my commute.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel. As soon as the rail becomes usable, my wife and I will be buying a home as close to a trolley stop as possible. Hopefully, we can walk there.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Steven Schieffer, a supporter of rail transit for Santa Cruz County.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Thank you.

Sincerely,
Steven Schieffer
444 Whispering Pines Dr # 136 Wahoo, NE 68066 rmb12010@aol.com

From: Patrick Mottram <patmottram@gmail.com>

Sent: Tuesday, March 30, 2021 10:12 PM

To: greg.caput@santacruzcounty.us; ryan.coonerty@santacruzcounty.us; manu.koenig@santacruzcounty.us; patrick.mulhearn@santacruzcounty.us; bruce.mcpherson@santacruzcounty.us; jacques.bertrand@sbcglobal.net; ladykpetersen@gmail.com; openup@cats.ucsc.edu; sbrown@cityofsantacruz.com; rlj12@comcast.net; aurelio.gonzalez@cityofwatsonville.org; eduardo.montesino@cityofwatsonville.org; Regional Transportation Commission <info@scrtc.org>

Subject: Support for utilizing the corridor as soon as possible

Hi all,

Thank you for the job you do as RTC commissioners. I appreciate that there are strong arguments with respect to the future of the rail corridor.

Whilst I, along with my 6 yr old son, am a train enthusiast (and love the idea of rail and trail), I am also a realist and strongly urge you to end the pursuit of rail on the corridor. Whilst the TCAA recommended electric rail, it did not consider using the corridor simply as a wide multi-modal trail. This is the most achievable and desired outcome for our community - it is not financially or physically feasible to have both rail and a continuous trail.

We live in Rio Del Mar and the thing that concerns me in the analyses is that it is fixated on the SC - Watsonville commute. There are so many local journeys that would be replaced by having a safe trail to commute to Aptos and beyond. This is the case for so many places along the trail.

We can do something amazing - build a world-class trail that will actually be used day in day out by many, many more people than would get benefit from the train. Look at Monterey and many other examples around the country of how this should be done.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Don't get fixated on the train and waste our time pursuing this. Travel patterns have moved on and so should we - railbank the corridor or simple build the trail.

Thank you,

Patrick Mottram

From: bennett.williamson@everyactioncustom.com

<bennett.williamson@everyactioncustom.com>

Sent: Tuesday, March 30, 2021 10:23 PM

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

Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Bennett Williamson, and I'm writing to express my support for passenger rail in Santa Cruz County.

Thank you for your continued attention to and support of this issue. I am disappointed that my own representative Commissioner Koenig opposes this project. Passenger rail has the potential to completely change the infrastructure, housing, and commercial corridors in our country for the next generation, all by focusing on public transit that will be most utilized by the working class and BIPOC communities.

I am excited to hear about Caltrans' support and urge you to approve the business plan and let staff get moving on next steps.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Bennett Williamson, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Bennett Williamson
1434 El Rancho Dr Santa Cruz, CA 95060-1508
bennett.williamson@gmail.com

From: DONALD SCHMITZ <donschmitz@comcast.net>
Sent: Tuesday, March 30, 2021 10:37 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Train/Rail Corridor

I strongly oppose further spending on any form of train service on the rail corridor.

We should salvage whatever we can of the corridor's use as a simple pedestrian/bike trail.

Donald Schmitz
La Selva Beach, CA 95076

From: isabelle@everyactioncustom.com
<isabelle@everyactioncustom.com>
Sent: Tuesday, March 30, 2021 10:52 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

My name is Isabelle Brightman, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Dramatically improve my commute.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Isabelle Brightman, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Isabelle Brightman
108 Echo St Santa Cruz, CA 95060-3011
isabelle@illuminee.com

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

From: ROBERT STEPHENS <awranch@aol.com>
Sent: Tuesday, March 30, 2021 10:53 PM
To: greg.caput@santacruzcounty.us; ryan.coonerty@santacruzcounty.us; manu.koenig@santacruzcounty.us; patrick.mulhearn@santacruzcounty.us; bruce.mcpherson@santacruzcounty.us; jacques.bertrand@sbcglobal.net; ladykpetersen@gmail.com; openup@cats.ucsc.edu; sbrown@cityofsantacruz.com; rlj12@comcast.net; aurelio.gonzalez@cityofwatsonville.org; eduardo.montesino@cityofwatsonville.org; Regional Transportation Commission <info@sccrtc.org>
Subject: Comments for the April RTC Meeting

Dear RTC Commissioners:

I think we can all agree that our community desires a trail in our corridor. I'm sure some people "want" a train also. If a train made sense and we could afford it, I would support a train. The sad reality, after looking over the business plan, is there is no money for a train and this business plan is nothing but a dream. We can no longer keep delaying the inevitable outcome that a train will not work in our community. It is time to move on and try to build a Great Trail, something that is affordable, within reach and works for the vast majority of our community. By adhering to a dream, there is actually a lot of harm being done to our community. This current pandemic points out how important bicycling walking and open spaces are to our community. All of these activities' popularity have increased tremendously and I think will continue to increase. The vast majority of our community wants to have a trail that they and their children can use and wants to see METRO work.

Every attempt at keeping an active railroad going in our corridor has failed and will continue to fail. Freight trains have failed, tourist trains have failed and certainly public transit via rail will fail. Some dreams die hard. Certainly, the idea of a successful passenger rail in our corridor is a dream or wish. It's time to stop wishful thinking and try to get something done that benefits our community. I am very confident the residents of our county agree. I had to laugh at FORT's recent survey, they only released half of the survey, where only the positives on rail were asked about. Why did they not release the results of the other half of the survey? I am sure it was because once voters heard the negative sides of the train, they would not support a train.

The current business plan fails miserably to identify sources of income to

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build a train and operate one. The cost to build and operate are also way too low for most train projects. Just look at any costs to build rail in our state and you will see big problems: SMART or the Bullet train are two that come to mind. Is this the sort of business anybody would consider investing in? No. Please reflect on the fact that the building of the Golden Gate bridge was supported by most in the community (except the Southern Pacific Railroad, as they ran the ferries) because it could be built with a 30-year bond which would be repaid by bridge tolls. They had a real business plan. Is that possible with our train? No. It will need to be subsidized with sales tax dollars, which will require a two thirds vote. Will the voters go for this? No. Is this a regressive tax, which will hurt low-income people? Yes.

Why will rail not work in our county? Our population is too small to support a train. Areas with a much higher density population are not making rail work, why would we think it would work here. Unfortunately, the train doesn't go where people want to go such as Downtown Watsonville, Cabrillo College, 41 Avenue Mall, Dominican Hospital, the Pacific Garden mall and UCSC. Mass transit is a lot like a retail store, it is all about location, location. It is so hard to make either work, if you are not where the people are. The ridership is too low to justify the costs. So much is changing as far as technology goes, do we really want to be stuck with an 1800s technology? Do we think we can "grow" our way into making the ridership number work? No one wants our county population to triple or double in size soon.

There is renewed enthusiasm about federal funding for our train. There is no guarantee that the federal government will be funding trains, as we all know political power in Washington shifts all the time. Any federal or state grants will be competitive and will be going to larger Metropolitan areas. These areas have the density to make rail work. Again, federal and state grants will only cover about ½ the costs. Where is the rest of the money going to come from? You need to answer this question if you ever hope to move forward with a train.

The current plan of trying to make rail work in our corridor causes a real functioning trail to never to be built. Please don't continue to keep the trail and this generation hostage anymore. Just look across the bay to Monterey as a well-liked solution. We can't wait any more. Make the trail the priority and not the dream of a train but please save the train option for future generations to implement, if they so choose. They should be the

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

ones to decide on this issue, we do not need to decide for them what is best.

I don't think any policy that depends on kicking the can down the road continually is a winning strategy. A business plan that cannot show where the funds come from to implement the plan is not a plan. Having a valuable community asset sitting idle for 20 years does not make sense. It's the time to do something positive for this generation and our community. This would be building a functioning trail and improving METRO. Set a target of how many people you want to move in a sustainable, healthy and equitable way and I will show you an active transportation network. I also think that it would have a much lower capital cost and operating cost than a train ever would have. Let's make something positive happen for our community for a change. Make the trail the priority.

Sincerely,

Robert

Robert Stephens

Aptos, CA

From: Freddy Menge <freddymenge@gmail.com>

Sent: Tuesday, March 30, 2021 11:01 PM

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

Subject: Train/Trail corridor plan

I just want to weigh-in on the plan to run light rail on the rail corridor between Watsonville and Santa Cruz.

The survey purporting to demonstrate support of a rail plan was laughably insufficient and lacked transparency.

Light rail on this corridor is a bad idea. The right of way is narrow, and subject to erosion in many places. The plan doesn't take into account, for just one example, the added expense involved in the long-term stabilization of the bluff section between the La Selva Trestle, and Manresa beach parking lot.

Everything about this plan screams cost over-run, and the finished product would still be so problematic, ridership would disappoint.

What resident, living in Watsonville, will board the train to ride north, disembark along the rails somewhere, and scramble to complete the journey, by what means? Bus connections?

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Our bus system could be made to accomplish better what the light rail would fail at. Why not a dedicated express bus lane along hwy 1 between Monterey County and Santa Cruz?

This is the reason I voted for Prop. D.

Modify five or six overpasses and bridges, and a third lane dedicated to buses could become a reality. Would this cost \$400 million?

Would people ride it? When the bus races past the clogged automobile traffic, and completes the route in less than half the time, folks will get the idea.

The rail corridor may be a good place to run some sort of train someday, but for now it is an impractical, unworkably expensive, awkward, and unpopular plan, that makes impossible the use of this corridor for it's highest use: As a practical and a beautiful walking and biking trail.

An issue this big needs to be put to the vote, and decided by the citizens who will be using and paying for it.

Seems simple to me.

Fred Menge,
La Selva Beach

From: dieter@everyactioncustom.com <dieter@everyactioncustom.com>

Sent: Tuesday, March 30, 2021 11:31 PM

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

Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Dieter Siegmund, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Connect to the state rail network and provide car free ways for me to travel.

Provide a car-free way to visit the numerous parks along our coast.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Dieter Siegmund, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Dieter Siegmund
223 Fridley Dr Santa Clara, CA 95050
dieter@mac.com

From: Thomas Hinga <thinga@sbcglobal.net>
Sent: Wednesday, March 31, 2021 12:14 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: LONG TERM RESIDENTS OF LA SELVA BEACH OPPOSE THE RAIL

We oppose the rail option.

Tom and Crockett Hinga

From: Bonnie Terribilini <bonnieterribilini@gmail.com>
Sent: Wednesday, March 31, 2021 12:58 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Against SCCRTC

Dear Commissioners,

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

I am a resident of La Selva Beach in Santa Cruz County. I am writing in opposition of RTCs March 2021 Plan to forge ahead with this project.

The 2015 RTC feasibility study stated that a commuter rail in Santa Cruz County is not feasible. The project will misuse huge sums of taxpayer dollars instead of actually improving transportation within the county. So why is the RTC pursuing this unattainable fantasy?

The RTC plan suggests that to build/finance this project from 2021-2035, it will cost \$478 million dollars. Federal & State Grants may amount to \$280 million dollars, leaving a gap of \$200 million! Grants are uncertain & often require matching funds, making this a VERY risky venture.

Even IF funds were obtained, the cost of operation & maintenance of the storied train in 2036 would cost \$25 million dollars annually! The projected revenue from passengers, operating funding grants, & passengers is thought to be \$12.5 million, so the annual operation deficit cost would be \$12.5 million. Local taxpayers can not and should not be responsible for this annual cost, especially after the COVID losses we all incurred in 2020/21.

With the climate changes, fires, & our electricity often being cut, we need to think about where our dollars are going. A Rail System should be dead LAST on Santa Cruz County's "to do" list. Improving our highways, addressing climate change, making the county safe in terms of fires, improving the electrical infrastructure, & collecting the precious water wasted during the winter rains should be at the top of your list.

There are many risks & expensive repairs to be addressed: right of way problems, retaining walls, bridges, train stations, track improvements, making crossings safe for pedestrians and vehicles....and inflation will be a huge factor in covering these expenses. Even now, in 2021, and since 2017 the RTC has or will spend \$11 million dollars on salaries, rail services & supplies, passenger rail studies, bridge & track improvements, & the rail corridor.

A commuter/freight rail system isn't at all feasible for SO many reasons. The cost is unnecessary and prohibitive for taxpayers in Santa Cruz County. Please do not accept the RTCs Plan.

Thank you,
Bonnie Terribilini
112 Alta Drive

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

La Selva Beach, CA 95076

From: angie_rou@everyactioncustom.com
<angie_rou@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 1:00 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is angie reed, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Offer me a viable commute option

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters

Connect to the state rail network and provide car free ways for me to travel.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

To reiterate, please consider me, angie reed, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
angie reed
4622 Fairway Dr Soquel, CA 95073-3037
angie_rou@yahoo.com

From: Sercntr@everyactioncustom.com
<Sercntr@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 4:32 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Teresa McFarlane, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Dramatically improve my commute.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Teresa McFarlane, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,

Teresa McFarlane

112 Molina Dr Santa Cruz, CA 95060-9689 Sercntr@gmail.com

From: neonlizard1@everyactioncustom.com

<neonlizard1@everyactioncustom.com>

Sent: Wednesday, March 31, 2021 5:13 AM

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

Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Ian Schragg, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Dramatically improve my commute.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Ian Schragg, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Ian Schragg
1337 E 27th St Oakland, CA 94606-3205
neonlizard1@yahoo.com

From: Brian Peoples <brian@trailnow.org>
Sent: Wednesday, March 31, 2021 6:41 AM
To: rlj12@comcast.net; Patrick Mulhearn <Patrick.Mulhearn@santacruzcounty.us>; 'Bruce McPherson (bruce.mcpherson@co.santa-cruz.ca.us)' <bruce.mcpherson@co.santa-cruz.ca.us>; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; Manu Koenig <manu.koenig@santacruzcounty.us>; aurelio.gonzalez@cityofwatsonville.org; eduardo.montesino@cityofwatsonville.org; ladykpetersen@gmail.com; openup@cats.ucsc.edu; sbrown@cityofsantacruz.com; Bertrand, Jacques <jbertrand@ci.capitola.ca.us>
Cc: Zach Friend <BDS022@co.santa-cruz.ca.us>; Gine Johnson <Gine.Johnson@santacruzcounty.us>; Gina Pye <GPye@scmtd.com>; Alex Clifford <AClifford@scmtd.com>; Matt Machado <Matt.Machado@santacruzcounty.us>; Guy Preston <gpreston@sccrtc.org>; 'jimmy.dutra@cityofwatsonville.org' <jimmy.dutra@cityofwatsonville.org>; Regional Transportation Commission <info@sccrtc.org>; Shannon Munz <smunz@sccrtc.org>; Yesenia Parra <yparra@sccrtc.org>
Subject: Comments to Item 21: Train Business Plan

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

RTC Commissioners,

Last week at the Santa Cruz Metro Board meeting, a forecast of Metro budget was presented (attached) demonstrating that our community public transit agency will have major budget shortfalls in the coming years. Metro is a valuable service to our community for both fixed and paratransit services. The benefit that Metro paratransit service provides to my handicap mother is life-changing for her. It is critical that RTC supports Metro long term plans for effective fixed and paratransit services, while looking for ways to expand such services.

The current Train Business Plan has so many shortfalls:

- Competes with Santa Cruz Metro funding
- Major funding gaps
- Does not address impact to Coastal Trail
- Results in miles of trail diverted to surface-streets
- Does not show the miles of fencing that closes beach access
- Proposes demolition of all historic trestles (Capitola, Hidden Beach, Seascape, etc)
- Proposes 60 trains a day (6 am to 9 pm) traveling 40-60 MPH through our neighborhoods
- Has zero impact on Highway 1 traffic
- Does not provide details on train stations or operational strategy
- Increases cost of building Coastal Trail to over \$500M
- Increases surface-street traffic
- Does not address Sea-Level-Rising restrictions on State/Federal projects

The Metro budget forecast is probably the easiest illustration for us to understand why a train along the Coastal Corridor is not affordable or practical for our community. In short, the “estimated” operating & maintenance cost for the **single transit train system** is \$25M per year, 50% of current Metro budget. Really, our community is going to commit to long term cost for a single transit route that is 50% of current Metro budget?

Moving forward with an expensive train plan is poor public policy by our transit leadership.

Best regards,

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Brian Peoples

Trail Now

Santa Cruz Metro Budget Problems

Operating Deficit – 5 Year Projections (in \$ millions)

	FY21	FY22	FY23	FY24	FY25	FY26
Revenue*	\$57.3	\$53.9	\$53.6	\$53.8	\$54.1	\$54.5
Expense	\$55.0	\$55.9	\$57.4	\$58.7	\$60.0	\$61.5
Transfer to Capital Budget	\$2.3	\$2.4	\$2.3	\$2.4	\$2.4	\$2.4
Transfer to CalPERS UAL & OPEB	\$0.0	\$2.0M	\$2.0M	\$2.0M	\$2.0M	\$2.0M
Operating Balance <i>(Before Transfers from COVID Reserve)</i>	\$0.0	(\$6.3)	(\$8.2)	(\$9.3)	(\$10.3)	(\$11.4)



From: Keith Otto <keith_otto@yahoo.com>

Sent: Wednesday, March 31, 2021 7:03 AM

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

Subject: Please Vote NO On The SCC-RTC TCAA Train Business Plan

Please vote NO on the SCC-RTC TCAA train business plan!

There have been ample studies that show this train project is not appropriate for Santa Cruz County.

Please consider:

1) Costs Are Too Great

The cost estimates to build, operate, and maintain a train are MASSIVE! Actual costs will certainly be even higher.

Assumed Funding - Less Than 60%

Even the list of "likely" or "assumed" sources of funding totals less than 60% of the dollars estimated to be needed for the project.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Bus Connections - Not Included

First / last miles services are NOT included in project cost estimates. Bus connection services alone would add \$145M to this business plan. [Per the Unified Corridor Investment Study Jan 2019 page B-12: Capital Cost \$11.7M, Operating Cost \$12.1M/year; Cost to implement and operate for 11 years: $(\$11.7M) + (\$12.1M/year * 11 \text{ years}) = \$144.8M$]

Local Match Needed

Many of the funding sources identified require a local match. Lookout Santa Cruz quotes Guy Preston, Executive Director of the RTC, stating that local funding equivalent to a 1/2 cent sales tax for 30 years, followed by a 1/4 cent sales tax, will be needed. [Lookout Santa Cruz, March 24, 2021 <https://lookout.co/santacruz/coast-life/story/2021-03-24/santa-cruz-county-rtc-rail-trail-biz-plan-findings-funding-gaps>]

SC Metro

SC Metro is projecting budget deficits in the coming years (discussed during most recent board meeting March 26 2021). Bus service in my community was eliminated in September 2016 with no signs of returning. How can enormous spending on a train be justified while SC Metro is so budget challenged?

2) Train Not Effective

Even if ample public funds were to magically appear, the project should still not be pursued as it is not an effective solution to County transportation challenges. All are called upon to be good stewards of public funds.

Low Ridership

Estimated ridership numbers are low. Actual numbers will invariably be even lower. The only ridership number mentioned in the TCAA Business Plan is 7,150 boardings/day (page 6-11) - equivalent to 3,575 people (1 person = 2 boardings per day). The 7,150 number appears to come from the TCAA Jan 2021 report (page 5-66) and is the 2040 weekday ridership number for the CRT option 'considering future general plan updates'. Note that the 2040 weekday ridership number for the CRT (without general plan updates, also on page 5-66) is only 5,150. The 7,150 number assumes general plan updates and is a rather sizable (39%!) increase above the 5,150 boardings (2,575 people) number.

Long Transit Times

Train transit times from Watsonville to Santa Cruz are long. The Unified Corridor Investment Study noted that Bus on Shoulder has shorter transit time than train, and Bus in an HOV lane has an even shorter transit time (UCIS Jan 2019 Table 54).

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No Environmental Benefits

A train provides no real environmental benefits. Based on numbers from the UCIS and the TCAA, reduction in Greenhouse Gas Emissions amounts to 0.16%, and reduction in Vehicle Miles Traveled amounts to 0.40%. [GHG: UCIS Jan 2019 page 77 955,288 MT, TCAA Jan 2021 page 5-67 1482 MT; VMT: UCIS Jan 2019 page 126 ~ 5.5M miles, TCAA Jan 2021 page 5-67 22,020 miles]

3) Unintended Consequences

If the train project is implemented there are also 'unintended consequences'.

Fence Along Train Tracks

A fence along the train tracks will prevent pedestrians from crossing over to tracks to, for example, access the beach near New Brighton State Park from Park Avenue.

Increased Congestion At Rail Crossings

There will be increased traffic congestion at rail crossings including 41st Avenue, 17th Avenue, and 7th Avenue.

Disruption Along Coastal Bluff

Implementation of train service will further impact coastal bluffs, such as near Manresa Beach, where erosion is already affecting the rail corridor.

Neighborhood Impacts

Train service will add noise and other impacts to neighborhoods along the rail corridor.

4) Lack Of Public Support

Projects of this size and scope require significant public support.

Incorrect Public Support Characterization

The TCAA business plan states: 'There is much support for electric passenger rail in the Santa Cruz County community, but there is also some opposition.' (page 8-4) This does not align at all with my experience. Remember the 10,000 signatures from SCC Greenway in opposition to a train.

County Vote Needed

A County wide vote should take place to truly and accurately assess the will of the people before this train project is allowed to proceed any further.

Bottom line:

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Let's not spend gigantic sums of money on a train. Let's invest in SC Metro.

Please vote NO on the SCC-RTC TCAA train business plan!

Thank you for reading and considering these comments!

Regards,
Keith

Keith Otto
La Selva

From: pjlsb@att.net <pjlsb@att.net>

Sent: Wednesday, March 31, 2021 7:25 AM

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

Cc: Manu Koenig <manu.koenig@santacruzcounty.us>; Bruce McPherson <bruce.mcpherson@santacruzcounty.us>; Gine Johnson <gine.johnson@santacruzcounty.us>; Patrick Mulhearn <patrick.mulhearn@santacruzcounty.us>; AClifford@scmtd.com; aurelio.gonzalez@cityofwatsonville.org; sbrown@cityofsantacruz.com; ladykpetersen@gmail.com; eduardo.montesino@cityofwatsonville.org; greg.caput@santacruzcounty.us; ryan.coonerty@santacruzcounty.us; Andy.Schiffrin@santacruzcounty.us

Subject: RTC's TCAA business plan

Dear Commissioners,

I ask that the SCCRTC reject the TCAA business plan as presented. Agenda Item 21 recommends Commissioners adopt a plan to accept a business plan that does not have the support of Santa Cruz County residents.

The community of La Selva Beach, after hearing arguments from both train supporters, RTC staffers, and trail supporters took a vote that strongly rejected implementation of the sort of plan set forth in Agenda Item 21. Voters in Capitola took a vote that rejected the RTC's plan for the train and trail through their village. The voters of the 1st District took a vote to replace their county supervisor who was a adamant train supporter.

All of these votes of rejection have taken place while RTC commissioners and staff and political proxies have rallied earnestly for the past five years to sell a train through our community.

The majority of county residents DON'T WANT the plan presented. I ask that if you don't recognize this for yourself, then at the very least pause

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

from Agenda Item 21, to make and support a motion that the SCCRTC put the issue before the voters countywide.

Thank you for your consideration,
Peter and Janis Stanger
19 Escuela Road, La Selva Beach, CA

From: Sybil Hudson <sybHUDSON@yahoo.com>
Sent: Wednesday, March 31, 2021 7:25 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail and bike path

To whom it may concern. The rail plan is too expensive and will not supply the transport needed. I support only a bike and walking path. We should fund more electric buses in the county not keep throwing away money on this rail idea. Stop the madness and focus on the smart easy ways.

Thank you,
Sybil Hudson
Resident of La Selva Beach

From: Christopher Miller <lsbcrew2@gmail.com>
Sent: Wednesday, March 31, 2021 7:43 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: No Train

From: Bob Packer <bob@watson-packer.com>
Sent: Wednesday, March 31, 2021 8:12 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Proposed 'Business Plan'

Good Morning,

As a long time county resident and a former chief officer of two publicly traded companies, I am extremely concerned that the RTC continues to promote a 'business plan' which is clearly not feasible. I will do everything within my power to ensure that there is accountability for the money squandered on this project to date.

Sincerely,
Bob Packer

--

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Bob Packer
+1.858.699.2488
La Selva Beach, California

From: Brigit Lencioni <brigitlencioni@me.com>
Sent: Wednesday, March 31, 2021 8:13 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Railway

We do not support the train. We strongly support the bikeway and walkway on the rail corridor.

We are residents of LaSelva Beach.

Please let me know if you need more information regarding our residency.

~Brigit

From: Eileen Lacey <eileen@eeventsco.com>
Sent: Wednesday, March 31, 2021 8:23 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Train/Rail Corridor

I am born and raised in Santa Cruz and we live in La Selva and are strongly AGAINST the train and the disruption and environmental effects it would bring to our community.

We are strongly in FAVOR of the trail, and think that this would be such an amazing addition to the city of Santa Cruz and our community.

Thank you for your consideration,
Eileen Murphy

From: ayeletalmoh@everyactioncustom.com
<ayeletalmoh@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 8:27 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Ayelet Almog, and I'm writing to express my support for passenger rail in Santa Cruz County.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Dramatically improve my commute.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Ayelet Almog, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,

Ayelet Almog

45 Quail Xing Santa Cruz, CA 95060-1766 ayeletalmoh@gmail.com

From: Maureen Wilmot <mwwilmot@gmail.com>

Sent: Wednesday, March 31, 2021 8:33 AM

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

Subject: RTC Input

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

As a resident of La Selva Beach, I welcome an electric passenger train. If there were regularly and frequent trains between Santa Cruz and La Selva, I would use it to get to events downtown and to avoid sitting in traffic on highway 1.

I would also like to see a hiking trail and I know in other places rails and trails can coexist.

Thank you,

Maureen Wilmot
32 Robak Drive
La Selva Beach, CA

From: David Date <david.p.date@gmail.com>
Sent: Wednesday, March 31, 2021 8:40 AM
To: Regional Transportation Commission <info@sccrtc.org>; Patrick Mulhearn <patrick.mulhearn@santacruzcounty.us>; Zach Friend <zach.friend@santacruzcounty.us>; aurelio.gonzalez@cityofwatsonville.org; sbrown@cityofsantacruz.com; eduardo.montesino@cityofwatsonville.org; greg.caput@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; openup@cats.ucsc.edu; Manu.Koenig@santacruzcounty.us; jbertrand@ci.capitola.ca.us; dmeyers@cityofsantacruz.com; Guy Preston <gpreston@sccrtc.org>; Ginger Dykaar <gdykaar@sccrtc.org>; scott.eades@dot.ca.gov; Andy.Schiffrin@santacruzcounty.us; Tony.Gregorio@santacruzcounty.us; dtimm@scottsville.org; Tim_gubbins@dot.ca.gov
Subject: No more preventable Deaths, build the Trail Now!

Dear Commissioners,

My name is David Date, I am a local artist, fabricator, father, and cyclists.

I was aggrieved to learn of my friend Ted Lorek's passing last month.

The first introduced to Ted at Burning Man in 2017. He was volunteering with the Artery and diligently placed all 12 of our camps art installations.

I recognized him from RTC meetings, and as the guy biking around town with a Greenway banner on the back of his bike.

Ted was an accomplished cyclists and early E-bike adopter. He recognized the potential of these technologies, and the need to have safe

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

transportation corridors as alternatives to vehicular traffic.

His death came as little shock to me. County roads are among the worst in the state, HWY 1 congestion funnels the most aggressive drivers into our neighborhoods and our bike lane infrastructure is pointless when riders are forced to enter a fray with these vehicles.

The specifics of Ted's death are not fully known, but what is known is that he died less than 100' away from what could have been a continuous trail connecting North and South Counties.

A process of Rail Banking and the construction of an interim trail could have been completed in 2 years from a determination that we do not yet have the **Money, Space or Population density** to seriously pursue passenger rail at this time, so we have been condemned us to wait.

How many more lives need to be lost in pursuit of a train?

Let's make this determination today and fast track the completion of the MBSST.

Regards,
David Date

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm



From: onedona@everyactioncustom.com

<onedona@everyactioncustom.com>

Sent: Wednesday, March 31, 2021 8:50 AM

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

Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Nina Donna, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Reduce greenhouse gas emissions and fight climate change.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Connect to the state rail network and provide car free ways for me to travel.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Nina Donna, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Nina Donna

162 Harbor Oaks Cir Santa Cruz, CA 95062-2847 onedona@gmail.com

From: Mary Altier <photos@maryaltier.com>

Sent: Wednesday, March 31, 2021 9:09 AM

To: Regional Transportation Commission <info@sccrtc.org>; john walker <john@juwalker.com>

Subject: Input to SCCRTC

Dear SCCRTC,

My husband and I have lived in the same house in La Selva Beach for nearly 50 years. We do not feel that the proposed plan for rail travel between south and north county will be utilized sufficiently to merit the horrendous expenditure, nor do we feel it will alleviate traffic congestion on the county's highways and by ways. Please take our feed back and that of other community members into account before making a decision of this monumental proportion.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Thank you for your thoughtful consideration on this matter,

Mary Altier and John Walker

303 Mar Monte Ave., La Selva Beach

From: Jean Catino <jean@shirkmedia.com>

Sent: Wednesday, March 31, 2021 9:12 AM

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

Subject: Comment on the rail transit proposal

Hello - I'm writing to express my opposition to rail service on the existing Santa Cruz County rail corridor. Why are we not considering putting a train in the already existing transit corridor - Highway 1?? The idea of building out this network and running 25 or more trains a day, 15 hours a day, all to serve *possibly* 5,000 people (10,000 is the estimated number of people boarding [and presumably, getting off] on weekdays and weekends by the year 2040) seems an incredible waste of millions in money, effort and the associated time and human capital.

There are many omissions and examples of faulty thinking in the plan. Most of all, it seems to me like a solution in need of a problem. It's true that we need to address the problem of congestion and climate change with suitable transit alternatives along the Highway 1 corridor. Have the work and commuting changes wrought by Covid-19, the proliferation of clean electric and self-driving cars, and not lastly, the inestimable value of our treasured and relatively unspoiled coast, been addressed here at all. The "last mile" plans are obviously vague and there's no plan or budget for how people will back and forth to these train stations.

By the way, have you noticed that people are using the corridor the way they want to, NOW? We don't need a trail, or a train, or a big plan, or millions of dollars in more money spent to satisfy a "plan." Go look. People are walking, biking, jogging, strolling, sightseeing, and enjoying the corridor NOW, under the "do nothing" plan.

Please don't waste our money, spoil the coastline, wreck the quiet, and solve a problem in the wrong way, just to "stay in your lane." Where are the creative thinkers who can speak up and change direction here, before it's too late?

I recently read an article with truth that stayed with me: **Adopting the wrong plan is a bigger mistake than spending too much money on the right plan.**

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Jean Catino
La Selva Beach

From: Robert Bowles <userrsb@yahoo.com>
Sent: Wednesday, March 31, 2021 9:20 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail/Trail

I do not support ANY rail activity on the proposed line. It is a money pit, and there will never be enough traffic on the train to make it economically feasible. Furthermore, the impact on reducing road travel will be minimal at best.

Sincerely,
Robert Bowles
La Selva Beach

From: georgie00892@everyactioncustom.com
<georgie00892@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 9:28 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Lynne Nicol Nicol, and I'm writing to express my support for passenger rail in Santa Cruz County.

* * * * * CLEAN, SAFE, QUIET, MODERN RAIL SERVICE WILL: * *
* * * * *

----IMPORTANT: Reduce greenhouse gas emissions and fight climate change.

-----IMPORTANT: Improve mobility for seniors, people with disabilities, and bicycle commuters

-----IMPORTANT: Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

-----IMPORTANT: Connect to the state rail network and provide car free ways for me to travel.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

I will pay for a rail pass. I wish this safe, quiet rail were available today. This needs to be completed for this County - - - - - Please do this.

Thank you, Lynne Nicol, Santa Cruz

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Lynne Nicol Nicol, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Lynne Nicol Nicol
216 Naglee Ave Santa Cruz, CA 95060-5309 georgie00892@gmail.com

From: MARK M-M <markmesitimiller@gmail.com>
Sent: Wednesday, March 31, 2021 9:49 AM
To: Aurelio Gonzalez <Aurelio.gonzalez@cityofwatsonville.org>; Sandy Brown <sbrown@cityofsantacruz.com>; Coonerty Ryan <ryan.coonerty@santacruzcounty.us>; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; zach.friend@santacruzcounty.us; manu.koenig@santacruzcounty.us; eduardo.montesino@cityofwatsonville.org; Jacques Bertrand <jbertrand@ci.capitola.ca.us>; ladykpetersen@gmail.com; Randy Johnson <rlj12@comcast.net>; Rotkin Mike <openup@ucsc.edu>; tim.gubbins@dot.ca.gov
Cc: Donna Lind <dlindslind@earthlink.net>; Larry Pageler <larry.pageler@gmail.com>; Shebreh Kalantari <shebrehkj@gmail.com>; Renee Golder <renee.golder@gmail.com>; samforcapitola@yahoo.com;

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Lowell Hurst <lowell.hurst@cityofwatsonville.org>; Andy Schiffrin <andy.schiffrin@santacruzcounty.us>; Gine Johnson <gine.johnson@santacruzcounty.us>; patrick.mulhearn@santacruzcounty.us; Derek Timm <dtimm@montalvohomes.com>; Guy Preston <gpreston@sccrtc.org>; Regional Transportation Commission <info@sccrtc.org>
Subject: TCAA/RNIS Business Plan - Adopt Staff Recommendations

Dear Chair Gonzalez, Commissioners and Commissioner Alternates,
I am writing to urge you to follow your staff's recommendation. Please:

1. Adopt the proposed resolution accepting the Business Plan for electric passenger rail on the SCBRL as a guide for implementation; and
2. Direct staff to seek Federal and/or State funding to complete the Preliminary Engineering and Environmental Documentation for electric passenger rail on the SCBRL.

While there are a plethora of good reasons to move forward with planning for passenger rail, today I want to focus on the four key issues:

People, Planet, Prosperity and Risk.

People - there is no question that developing the existing rail corridor into a multimodal rail plus trail transportation facility serves the most people, most equitably. A trail only use will serve at best 20% of the demand while the combination of rail and trail will literally serve everyone and anyone. Even in Davis, CA, the cycling capital of the United States with its flat terrain, fair weather and decades of focus on cycling infrastructure, only about 20% of trips are made on bicycle. In the Netherlands, the cycling capital of the world with an active transportation mode share exceeding 40%, folks there have the advantage of a robust passenger rail network allowing them to ride to the nearest station, hop on, hop off and ride to their destination.

Planet - there is no question global warming is accelerating and the fastest, most effective way to reduce our GHG emissions is to provide an attractive, sustainable alternative to cars. Multiple studies have shown that even with electrification of our cars, that will not be enough to achieve the emissions reductions needed. We must get people out of cars and into public transportation. Table 5.19 in the TCAA/RNIS indicates, adding zero-emissions light rail will increase the use of public transportation countywide to 34,300 daily boardings or about 12,500,000 annual boardings. This represents a 250% increase in public transit use over the average of 5,000,000 annual boardings on the METRO bus system during

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the 5 years prior to the Covid-19 pandemic. This is what fighting climate change looks like right here in our county.

Prosperity - there is no question that being able to replace an expensive car with an affordable all-access transit pass will save individuals and families significant dollars. In their December 2020 fact sheet, AAA claims the annual cost of owning a new car is \$9,561 or about \$800/month. Even if an all-access transit pass was \$200/month, families could save about \$600/month. Saving that kind of money would go along way to improving the quality of life for many.

Risk - Every project carries certain risk and the Business Plan does a good job of describing the range of risks this project faces in the years ahead. The Business Plan also addresses how best to mitigate risk by stating:

"It is critical to complete an adequate level of preliminary engineering to create a stable project definition identifying the track alignment, bridge and other structure work, drainage improvements, and the locations and extent of stations, passing sidings and a maintenance and operations facility"

The Business Plan goes on to advise:

*"The environmental review process is the main opportunity **for the public** and government stakeholders to understand and comment on the proposed project, including the potential impacts associated with construction and operations."*

Based on the risk assessment provided in the Business Plan it is obvious that moving ahead with the Preliminary Engineering and Environmental Documentation (PE/ED) work will bring many benefits to further developing the rail corridor into a rail and trail transportation facility. While everyone agrees, more information is always beneficial, moving forward with the PE/ED now will also enable the design of the now underway Rail Trail to be optimized saving both time and significant taxpayer dollars during construction.

Risk of Pausing - There is no realistic alternative to solving our transportation problem other than developing the existing rail corridor into a robust multi-modal rail and trail facility. Study after study has conclusively demonstrated providing a rail and trail facility connecting our neighborhoods together and our region to the rest of the state will benefit people, the planet and prosperity. The sooner we take the next steps the sooner we can realize the benefits at the least possible cost to taxpayers. Irresponsibly pausing this project puts the only realistic solution to our transportation problems at significant risk of delay or worse, death by a million cuts.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Please do the right thing for the present and future citizens of this county now: Accept the Business Plan and direct staff to seek the funding for the Preliminary Engineering and Environmental Documentation work ASAP.

Sincerely yours,

Mark Mesiti-Miller

Professional Civil Engineer

Husband, father, grandfather & champion of social, environmental & economic justice

38 year resident of Santa Cruz

From: Nicole Dennis <nicole.dennis@ymail.com>

Sent: Wednesday, March 31, 2021 10:05 AM

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

Subject: Rail/Trail

As a resident of La Selva Beach and employed in Santa Cruz, I have no public transit options for my commute. I strongly support a mass transit option on the rail corridor and prefer rail (electric, light rail, bus, etc.).

Sitting in bumper to bumper traffic on Hwy. 1 is a waste of time and horrible for the environment. I will happily take a train to work every day.

Thank you.

Nicole Dennis

From: Marcia Poms <marciapoms@gmail.com>

Sent: Wednesday, March 31, 2021 10:06 AM

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

Subject: Rail through La Selva

The proposed trains through La Selva would drastically disrupt this quiet, peaceful community.

Please reconsider such plans.

I object to the present proposal!

Marcia Poms

109 Vista Drive

La Selva Beach, CA 95076

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

From: Donald Wollesen <dlwollesen@comcast.net>
Sent: Wednesday, March 31, 2021 10:30 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Passenger Rail

I am in favor of the LRT plan.

Donald Wollesen

From: Susan M Marx <minesusans@gmail.com>
Sent: Wednesday, March 31, 2021 10:59 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: OPPOSE - Train/Rail Corridor

Santa Cruz County Regional Transportation Commission (RTC)

As a resident and house owner in La Selva Beach, California,
I **OPPOSE** the **commuter rail on the rail corridor** due to:

- Infeasibility study of 2015
- Annual Operating deficit of approximately \$12.5 million
- Local taxation increase to address annual operating deficit
- Additional infrastructure risks (retaining walls, bridges, train stations)

I **SUPPORT** usage of the rail corridor for an **active transportation** facility
(**bicycles** and **pedestrians**).

Please expand possible solutions to address climate change and
transportation

issues for Santa Cruz County versus this infeasible proposal.

Thank you

Susan Marx

31 Elena Road, La Selva Beach, CA 95076

From: Dick Buckingham <dick.buckingham@gmail.com>
Sent: Wednesday, March 31, 2021 11:24 AM
To: Regional Transportation Commission <info@sccrtc.org>
Cc: James Rhodes <jsrhodes311@gmail.com>; Andrew Buckingham
<andrew.buckingham1@gmail.com>; Lynn Buckingham
<lcb1@astound.net>
Subject: Train/Rail Corridor Business Plan

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

As a recent owner of a residence in La Selva Beach, I can see the high value of the trail/rail corridor. Usage from walking and biking riding is noted as strionjgly supported and I endorse that finding in the report (page 61).

As to train/light rail use - I can see the desire to preserve this option, but given the changes in our society due to the fears of pandemic and future pandemics - it now seems that transit in crowded passenger compartments is something that is now and will likely be shunned. This severely reduces the climate mitigating and traffic mitigating benefits of the project and threatens future ridership forecasts.

Clearly a report produced prior to the reshaped public perceptions of travelling in crowds or on public transit must be re-evaluated based on the new social trends due to health issues,

While preserving the rail option makes sense - at minimal expense, I strongly recommend deferral of any major expenses or commitments other than for the recreational/trail/biking uses - which are even more valuable in the COVID-19 impact era.

Thank you.

Richard Buckingham
26 Elena Road
La Selva Beach 95076
925-788-1946

From: Pete Haworth <pete.haworth40@gmail.com>

Sent: Wednesday, March 31, 2021 11:27 AM

To: Greg Caput <greg.caput@santacruzcounty.us>; Ryan Coonerty <ryan.coonerty@santacruzcounty.us>; manu.koenig@santacruzcounty.us; patrick.mulhearn@santacruzcounty.us; Bruce McPherson <bruce.mcpherson@santacruzcounty.us>; jacques.bertrand@sbcglobal.net; ladykpetersen@gmail.com; Mike Rotkin <openup@cats.ucsc.edu>; Sandy Brown <sbrown@cityofsantacruz.com>; Randy Johnson <rlj12@comcast.net>; aurelio.gonzalez@cityofwatsonville.org; eduardo.montesino@cityofwatsonville.org; Regional Transportation Commission <info@scrtc.org>; Guy Preston <gpreston@scrtc.org>

Subject: TCAA & RNIS draft paln

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

I have read through this document and ask that you consider my comments during the related uganda item at your April 1 meeting.

COSTS

The cost has already almost doubled in the last couple of years and will certainly rise again when the engineering details are better understood.

Even without the certain cost increases, the unfunded costs are \$322m. That is in 2020 dollars and with a project of this length, the costs should be adjusted for inflation. The average CPI increase over the past 5 years is 2.28% Applying that to the unfunded costs, they increase by \$104m to \$426m. That represents the unfunded costs in real dollars.

FUNDING SOURCES

The report states that the funding sources for the shortfall are a dedicated sales tax measure, vehicle levy or registration fees, local fuel tax, property tax, income tax, transient occupancy tax, student fees, vehicle miles traveled charges, and parking fees. Almost all of these taxes are regressive, would be highly unpopular and would result in their costs being passed on to the consumer. Any of them that require a ballot measure would be almost certain to fail.

The report mentions SMART. You are no doubt aware that the last ballot measure for a 0.5% sales tax increase to fund SMART was soundly rejected, further evidence that a sales tax measure in our county would not succeed.

ASSUMED AVAILABLE COSTS

Two of the capital cost grants included require either matching funds or are in the form of reimbursements or both for a total of \$45m in 2020 dollars unfunded matching funds which would also have to be raised via the various tax measures mentioned above. This gives a total of approximately \$471m of unfunded costs.

RIDERSHIP

The report includes estimated boardings of \$7150 per weekday and 2800 on weekends in the year 2040. Although these numbers are future projections, they are not realistic.

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In 2019, the last year before the pandemic, SMART boardings for January thru September were 455,240 or 1686 boardings per day. Of those daily boardings, 1443 were on weekdays and 243 on weekends. The estimates in the plan are almost 5 times higher than the SMART weekday boardings and 11 times higher than the SMART weekend boardings.

In addition, SMART draws its ridership from a population approximately 3 times that of Santa Cruz County.

If the Santa Cruz County passenger rail begins operation in 2026 at the same levels as the SMART 2019 boardings, it would require a 20% annual increase in ridership to reach the boardings number in the plan. Since the plan uses only a 1% increase per year after 2040, this is unattainable.

The plan states "Inaccurate ridership forecasts could affect funding assumptions, increasing the reliance on public funding and potentially damaging stakeholder support". Given the above numbers, this is inevitable.

ADDITIONAL COSTS NOT IN THE PLAN

The plan admits that Litigation Costs, Right Of Way costs and other costs are not included in the cost estimates. Given that these are almost certain to occur, it seems shortsighted not to include at least some allowance for them in the plan which would increase the unfunded costs by even more.

CONCLUSION

I am led to the inescapable conclusion that passenger rail in Santa Cruz County is neither financially feasible, viable, nor a responsible risk given the low ridership. As you know, three operators chosen by RTC staff have now cancelled their contracts. None of them were able to make rail service a viable operation even though they included freight as well as passenger rail.

The plan contains several references to passenger rail being the "locally preferred alternative". It's not, it is the RTC's preferred alternative.

As evidenced by Capitola Measure L, the 10,000 signatures on the Greenway petition for a trail only delivered to the RTC, and the replacement of John Leopold, an avid passenger rail supporter, by Manu Koenig, an advocate for a trail only solution as a county supervisor, the evidence points to a very low level of support for passenger rail.

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Whether it is locally preferred can only be established by vote on a ballot measure. The RTC has shown no sign of advancing a ballot measure but it will certainly happen by gathering the requisite number of signatures.

I urge you to reject this plan in its entirety and stop spending money on this project until the county voters have expressed their opinion on passenger rail.

Sincerely,
Peter Haworth
Soquel.

From: Ben Sowards <Ben@sowardslawfirm.com>
Sent: Wednesday, March 31, 2021 11:36 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: NO TO RAIL / YES TO TRAIL

Hi – We are La Selva Beach residents and we strongly oppose a train line dividing up our neighborhood. The County already CANCELLED bus service to our neighborhood because it was virtually never used. There is no reason to spend resources on a light rail train to cut up our neighborhood and cause blight to our community. These trains are typically only used by the homeless as a place to sleep (trust me I know b/c I formerly rode these trains in San Jose and San Diego for a few weeks but stopped b/c of crime on the train and homeless) and often lead to crime and other disturbances close to the stops. Our goals would better be achieved by restoring bus service.

The community would benefit from a trail. I have 5 kids in the Aptos school system at Pajaro Valley School District. It would be nice to have a trail to connect La Selva with the other communities and to allow more activity among the young and old alike. San Andreas is a dangerous road and I don't allow my kids to walk or ride their bikes on that road. I would allow them to use a trail for transportation and fun, however, I would feel very concerned if they are walking or riding their bikes next to a train line.

This project is not welcome for the vast majority of our community. It will only lead to more crime and blight on our community. I strongly encourage you to oppose the train line.

Warm Regards, Ben
Bena and Michele Sowards Family
200 Estrella Ave., La Selva, CA 95076

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Home: 831-708-2723

Benjamin J. Sowards, Esq*
SOWARDS LAW FIRM, APC
2542 S. Bascom Ave, Suite 210
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(408) 371-6000
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info@sowardslawfirm.com

**Certified by the State Bar of California Board of Legal Specialization as a Specialist in Estate Planning, Probate and Trust Law*

From: J Lighthill <jjmmlight@comcast.net>

Sent: Wednesday, March 31, 2021 11:38 AM

To: greg.caput@santacruzcounty.us; ryan.coonerty@santacruzcounty.us; manu.koenig@santacruzcounty.us; patrick.mulhearn@santacruzcounty.us; bruce.mcpherson@santacruzcounty.us; jacques.bertrand@sbcglobal.net; ladykpetersen@gmail.com; openup@cats.ucsc.edu; sbrown@cityofsantacruz.com; rlj12@comcast.net; aurelio.gonzalez@cityofwatsonville.org; eduardo.montesino@cityofwatsonville.org; Regional Transportation Commission <info@scrtc.org>

Subject: Please do not accept business plan for passenger rail

Dear Commissioners and staff,

"This is not a business plan, it's a going-out-of-business plan,"

Assemblyman Jim Patterson said last month about the the California High Speed Rail Authority's business plan, recently revised. Original cost estimates of \$35 Billion are now \$100 Billion, with a funding shortfall of \$80 Billion. The project is withering away, with the most recent change, a scale-back to a single rail track from Bakersfield to Merced.

With the approval of Measure D, county voters entrusted you to make sound choices with our tax dollars: children's safety, senior transit, Hwy 1 improvements, repaving, sidewalks, buses, bike lanes, trails, and "preserve rail options."

You have fulfilled your obligation to explore rail service on the corridor, and finally, the business plan confirms that it is not feasible. We have neither the time nor money to push this plan any further. The corridor

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should be made available for community use as soon as possible.

- Please do not accept the business plan for electric rail as a guide for implementation.
- Please do not use any Measure D funds for environmental review.
- Please do not direct staff to seek funding for preliminary engineering and environmental documentation.

Thank you for your consideration.
Sincerely,

Johanna Lighthill

The screenshot shows a ballot question titled "Measure D". The text of the question is: "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?"

From: Lawrence Kaplan <lawrencejkaplan@gmail.com>
Sent: Wednesday, March 31, 2021 11:45 AM
To: Regional Transportation Commission <info@scrtc.org>
Subject: Transit Corridor Alternatives & Rail Network Integration Study

To All Concerned, which means the citizens and voters of the County of Santa Cruz:

It is **inevitable** that funding for this Rail Line Project will be scrutinized, and approved or rejected, by the voters of the County. As such, I request that you pause, reflect, re-consider any bias you may have accepted into your analysis and **DO NOT** adopt a resolution accepting the Business Plan for electric passenger rail and **DO NOT** direct staff to seek Federal and/or State funding.

There is widespread and passionate opposition to this ill-fated plan. When the merits of this project are brought to the attention of the voters, it will become abundantly clear that proponents have skewed surveys and data and that better, cheaper, faster, more targeted solutions are available.

It is very likely that when the votes are cast, funding will be rejected. Therefore, why should the RTC rush to put all its eggs in one

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basket? Why not plan to build the infrastructure of trail, bus, rail, and vehicular traffic (including electric and hydrogen) to suit the differing needs of the County? One size does not fit all the neighborhoods of the County. As political stewards of our County, why put yourselves in such an untenable bind?

Consider the Transit Corridor Analysis, at Section 8.1, and think about all the hurdles that are **unlikely** to be surmounted. It would be far more prudent to wait and allow the inevitable county-wide vote to be completed before accepting waves of funding problems which have been brought to your attention:

"8.1 FUNDING The **availability of sufficient funds presents one of the key challenges** to the delivery of the Santa Cruz Branch Rail Line (SCBRL) ... **An unstable funding stream can impact the cost of the program...** until sufficient funding has been identified for construction, as well as for operations and maintenance. The early stages of project approval create the **initial challenge of delivering an environmental document without a stable and dedicated funding source**. Measure D, passed by the voters of Santa Cruz County in 2016 with more than 2/3 of the vote, is a multi-modal transportation program with a Rail Corridor category receiving 8 percent of the revenue... The **Measure revenues do not include funding for any new train/rail service**, but the funding can be used on environmental analysis. ... Measure D Rail Corridor funds are needed to continue the work to preserve this infrastructure (**e.g., bridge inspections and repair**), which **limits availability to fund an Environmental Impact Report (EIR), estimated at \$17.1 million**. Therefore, **RTC will seek a different funding source** to fully fund preliminary engineering and environmental analysis. **Meeting the 2/3 voter threshold** for approval of a new dedicated local tax for a project of this magnitude prior to completion of an EIR **could be difficult**. ... **There are limited State and Federal funding programs** that permits (sic) funds to be used on preconstruction activities such as an EIR. Additionally, most funding programs have local match requirements, which has made it **historically challenging to identify funding** programs to fully fund an EIR. RTC's other discretionary state and federal funding programs...are currently committed to Santa Cruz METRO, the Highway 1 program, and local streets and road maintenance. RTC is working with Caltrans on the **possibility** of fully funding the project's EIR with a combination of state funding sources There **may be** other future funding programs that **could assist** in funding an EIR.... **Funding could remain the biggest risk** for the electric passenger rail project, **even if** an EIR can be funded ... **A new dedicated local funding source will be needed** for local

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match requirements for most federal and state grant funding programs and ***to close the anticipated gap in funding. ... RTC will need to consider*** strategic planning decisions, such as ***building the project in stages....***" (Emphasis added.)

Please do not consider "building the project in stages" which will lead to recriminations and financial disaster. Please step back, hit the pause button and vote NO on the SCC-RTC TCAA train business plan.

Sincerely,
Lawrence Kaplan
Watsonville, California

From: Ann Kaplan <annkaplan@gmail.com>

Sent: Wednesday, March 31, 2021 11:48 AM

To: Regional Transportation Commission <info@sccrtc.org>; James Rhodes <stjazbo@comcast.net>

Subject: RTC's TCAA business plan

Dear Commissioners,

As a resident of Santa Cruz county I am asking you to vote NO on SCC RTC's TCAA business plan.

To continue with more costly studies, evaluations and plans seems out of touch with the issues that need to be addressed NOW.

One fundamental issue is traffic congestion and its relief in the county. MTA bus service would seem to be a readily available option for dealing with congestion. The monies that would be invested in "studies" and plans for a train could be focused immediately on developing and enhancing a bus service to ALL communities in the corridor. At present some towns have zero bus service.

Rather than waiting 25 years or more for a train service that may or may not alleviate traffic issues, let's focus on a well-run MTA service to ALL communities. A robust, well-scheduled bus service would immediately address the needs of marginalized groups - those who cannot drive - the elderly, the young, the handicapped, those who do not have cars.

Ridership could be subsidized with funds that might otherwise be spent on train studies. Let's focus on making bus ridership a cheap/free alternative to driving a car.

Another fundamental issue to consider is the immediate benefit a pedestrian/bike trail would create for communities all along the corridor. A train would be for the few - those who could afford the fare.

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A trail is for everyone. It creates opportunities for people to interact with nature and satisfies a goal stated in Measure D to "get people moving". Rather than wasting more time, energy and money on a passenger train please focus on enhancing MTA bus service and developing a trail-only plan for the defunct rail line. Please vote NO on SCC RTC's TCAA business plan.

Sincerely,
Ann L. Kaplan

From: Don Honda <Don_Honda@hotmail.com>
Sent: Wednesday, March 31, 2021 11:54 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: New Rail Business Plan for the Branch Line

Dear Commissioners,

The Business Plan makes it quite clear that new rail service on the Branch Line will be very expensive with little payoff in terms of low ridership estimates, longer estimated commute times (without including first/last mile connecting transportation), very little reduction of current traffic congestion, and dubious resources for about half the estimated expenses (which we all know will skyrocket if a new rail service scenario is approved).

It is quite clear that RTC staff knows that about 50% of alternative funding would be available only if Santa Cruz County provides matching funds as in another sales tax, property tax, DMV fees, tolls, etc. It is also quite clear that RTC staff knows that this would be a hard sell hence their suggestion of a massive PR campaign and social media cheerleading. RTC staff knows that there is very little "free" money" for this project.

Through all the past studies and meetings of the RTC, the motivation is apparent of just wanting to connect to a statewide, if not a nationwide, possible rail service despite professed goals of "equity", "environment", and "economy". This is banking on many ifs, ands, or buts and very little to do with reality, even with a new federal administration. The RTC knows already that our Branch Line cannot accommodate a fantasy rail service by looking at less and less efficient models while ignoring the will of the people. The BRT has been completely ignored despite it having many of the pluses of a possible new rail service while being more flexible, cheaper to build, more efficient, proven technology, more runs, more routes, lower fares with higher ridership numbers, able to use alternate fuel sources, level boarding, and space for bike storage, and most importantly, can use

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current funds from Measure D thus needing no new projected funding sources.

Please stop ignoring the will of the people. Please don't try to circumvent that will by using a tax/fee referendum on new rail by seeking to lower 2/3s voter approval down to 55% or simple majority. Please stop wasting taxpayer dollars on chasing a desired fantasy. Please stop throwing good money after bad. Please stop pursuing a "sunk cost fallacy."

The will of the people of being against new rail service have been shown a few times through just one petition of 10,000 signatures and replacing a commission seat with a new supervisor. The contrived "surveys" and "studies" commissioned by the RTC and FORT are obviously biased with a pre-determined outcome, using a "push poll" technique. Even then the numbers and impact are still flaccid and not impressive in showing widespread support.

The SCCRTC has failed its mission statement by obstructing road and Hwy 1 improvement, being disappointing in design and execution of current "trail" construction, failure to develop a working Rideshare Program.

It's not too late to gain support of the people by stopping this fantasy new rail project.

Regards,
Don Honda

From: Suzanne Duckler <suzanne@duckler.com>
Sent: Wednesday, March 31, 2021 12:22 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail Trail

Bike path PLEASE!

Check out the bike system in Minneapolis if you haven't done so yet – SERIOUSLY!

https://www.ourstreetsmpls.org/minneapolis_is_the_most_bikeable_city_in_the_us

From: Jack Brown <jack.b.brown@gmail.com>
Sent: Wednesday, March 31, 2021 12:25 PM
To: Regional Transportation Commission <info@sccrtc.org>; aurelio.gonzalez@cityofwatsonville.org; sbrown@cityofsantacruz.com; Bertrand, Jacques <jbertrand@ci.capitola.ca.us>; eduardo.montesino@cityofwatsonville.org; greg.caput@co.santa-

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cruz.ca.us; ryan.coonerty@santacruzcounty.us; Bruce McPherson
<bruce.mcpherson@co.santa-cruz.ca.us>; Gine Johnson
<Gine.Johnson@santacruzcounty.us>; Patrick Mulhearn
<Patrick.Mulhearn@santacruzcounty.us>; Zach Friend
<Zach.Friend@santacruzcounty.us>; andy.schiffrin@santacruzcounty.us;
ladykpetersen@gmail.com; Manu Koenig
<manu.koenig@santacruzcounty.us>; Randy Johnson
<rlj12@comcast.net>; openup@cats.ucsc.edu
Subject: Please reject the TCAA Business Plan

I am writing to you to please reject the TCAA business plan. The plan is speculative at best and shows even with it's optimistic language, the financials are simply not there to fund it and voters will reject yet another tax burden.

Do the right thing. Reject the plan, commission a new design for a wide safe active transportation corridor, support rebuilding Metro as a world-class public transit system, enhance paratransit/ senior transit and support affordable housing measures in Santa Cruz and economic development in Watsonville so people no longer have to commute.

Respectfully,

Jack Brown
Aptos, CA

From: Casey Beyer <casey.beyer@santacruzchamber.org>
Sent: Wednesday, March 31, 2021 12:48 PM
To: Aurelio Gonzalez <Aurelio.gonzalez@cityofwatsonville.org>; Sandy Brown <sbrown@cityofsantacruz.com>; Coonerty Ryan <ryan.coonerty@santacruzcounty.us>; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; zach.friend@santacruzcounty.us; manu.koenig@santacruzcounty.us; eduardo.montesino@cityofwatsonville.org; Jacques Bertrand <jbertrand@ci.capitola.ca.us>; Kristen Petersen <ladykpetersen@gmail.com>; Randy Johnson <rlj12@comcast.net>; Rotkin Mike <openup@ucsc.edu>; tim.gubbins@dot.ca.gov
Cc: Donna Lind <dlindslind@earthlink.net>; Larry Pageler <larry.pageler@gmail.com>; Shebreh Kalantari <shebrehkj@gmail.com>; Renee Golder <renee.golder@gmail.com>; samforcapitola@yahoo.com; Lowell Hurst <lowell.hurst@cityofwatsonville.org>; Andy Schiffrin <andy.schiffrin@santacruzcounty.us>; Gine Johnson <gine.johnson@santacruzcounty.us>; Patrick Mulhearn

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<patrick.mulhearn@santacruzcounty.us>; Derek Timm
<dtimm@montalvohomes.com>; Guy Preston <gpreston@sccrtc.org>;
Regional Transportation Commission <info@sccrtc.org>; Shannon Munz
<smunz@sccrtc.org>

Subject: TCAA/RNIS Business Plan - Adopt Staff Recommendations

Dear Chair Gonzalez and RTC Commissioners:

I am writing on behalf of the Santa Cruz County Chamber of Commerce in support of the staff recommendations to adopt the proposed resolution accepting the Business Plan for the electric passenger rail on the Santa Cruz Branch Rail Line (SCRRL) as the base line for implementation of a long term transportation solution in Santa Cruz County. In the process please direct your Regional Transportation Commission (RTC) staff to seek Federal and State funding to complete the Preliminary Engineer and Environment Documentation for electric passenger service rail on the SCBRL.

All large infrastructure projects face the daunting task of forming a business operation plan and seeking funds to developed the project in phases. The risk assessment noted in the Business Plan suggests that moving ahead now on the Preliminary Engineering and Environmental Documentation will get us closer to seeing the long term benefits of a rail corridor along an active trail transportation system.

Since the passage of Measure D in 2016, it was clear then as it is today, the local funds dedicated to the rail corridor study and the business plan are the first of many steps in developing rail system for our county. We have known that a combination of funding sources from the federal and state government would be needed to implement the 21st century rail corridor system for the future. Some will argue that we should pause and re-review the business plan and make additional adjustments based on the gaps in funding. That delay will only increase the cost of the project and place us further behind in seeking available funding sources. There is no realistic alternative to solve our transportation problems other than the development of the existing rail corridor into a multi-modal rail and trail system.

On behalf of the Santa Cruz County Chamber of Commerce, we urge your support and approval of the staff recommendations. Thank you for considering the view of the business community on this important infrastructure project for Santa Cruz County.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Casey

Casey Beyer
Chief Executive Officer
Santa Cruz County
Chamber of Commerce
3121 Park Ave., Suite C
Soquel, CA 95073
(831) 457-3713

From: Bob F <bobfif@hotmail.com>
Sent: Wednesday, March 31, 2021 1:07 PM
To: Regional Transportation Commission <info@scrtc.org>
Cc: Manu.Koenig@santacruzcounty.us; bruce.mcpherson@co.santa-cruz.ca.us; aurelio.gonzalez@cityofwatsonville.org; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; greg.caput@santacruzcounty.us <greg.caput@santacruzcounty.us>; ryan.coonerty@santacruzcounty.us; trina.coffman@cityofwatsonville.org; Zach Friend <Zach.Friend@santacruzcounty.us>; ebottorff167@yahoo.com; rlj12@comcast.net; openup@ucsc.edu; eduardo.montesino@cityofwatsonville.org; tim_gubbins@dot.ca.gov; Yesenia Parra <yparra@scrtc.org>; Patrick Mulhearn <Patrick.Mulhearn@santacruzcounty.us>; ladykpetersen@gmail.com; dmiller@santacruzsentinel.com
Subject: Please at Least Simply, "Rip the Rail, Gain a Trail"

As a "retired" engineer with decades of exposure to reality, I heavily rely upon common sense and can see that Rail-Trail is obviously a sham. Please do not confuse opposition to this one-track-forever-restricted-to-only-a-linear-configuration Rail-Trail, which is unique to Santa Cruz County, as opposition to safe and efficient two-track train travel all over the world.

While traveling the rails on a variety of train systems in Europe in ~1984, I conceived a concept that could combine the best of EXPRESS passenger train service with the best of LOCAL passenger train service simultaneously. This was made into a patent many years later. The San Jose Mercury News circulated my Letter to the Editor on 8/21/18 which noted the attributes of this concept (that allows non-stop transportation for everyone on the system, no matter where they get on and where they get off) in their printed version. This included links to my 4-page justification for such an All-Express concept. The Mercury News then hyped it on the world wide web with one of their stock photos and their further

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promotion. (Local newspapers circulated more appropriate versions that noted an effective All-Express Transportation System within the Central Valley would lessen congestion on Highway 1).

I was eager to see my non-stop concept implemented within the corridor, UNTIL I realized that Rail-Trail was only one-track which would not ease traffic on Highway 1. (Also, All-Express would make a lot more sense for the more open Central Valley in lieu of the excessively expensive High-Speed Rail that only catered to an exclusive few) ... Rail-Trail was obviously a means to favor:

< > slow-moving freight trains

< > once or twice a day tourist trains

Later it made sense that Rail-Trail was “coincidentally” also a promotion for exclusive high-rise development along the corridor’s coastal route that would benefit so many developers. This in turn, would further the likelihood that the one-track system would be upgraded after endless attempts to replace the “unimportant” (because it did not generate revenue) adjacent trail with another track for an effective means to satisfy those who wanted to safely commute from these high-rise units on a worldwide safe standard two-track passenger train system.

One thing that doesn’t fit into this list for the presently proposed Rail-Trail is a viable safe commuter train when service intervals are needed to be sooner than 15 minutes. Why don’t we just “Rip the Rail, Gain a Trail”? Presto, that would have resulted in a more convenient LEVEL trail on this gem of a corridor, rather than forcing the few with no choice but to repeatedly trip over the worn-out obsolete single track that has been unused for the wasted past many, many years. Improving essentials for that most basic of transportation to safely accommodate those on foot as well as families of bicyclists, would improve Quality of Life for so many. If necessary to appease even more, that solid foundation could safely accommodate a strategic Bus-Trail.

Please do not support any form of Rail-Trail. Voters are not being fooled by those selling out and catering to special interests. Elected officials are being replaced with those with common sense truly representing the people, not for-profit interests.

From: Jessica Evans <jessevansfiddler@gmail.com>

Sent: Wednesday, March 31, 2021 1:58 PM

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

To: ladykpetersen@gmail.com

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

Subject: Constituent Input Letter: Support TCAA Business Plan

Dear Commissioner Petersen

My name is Jessica Evans and I live on the Westside, close to the railroad tracks. I am a METRO transit rider and a bicyclist and I look forward to the day when passenger rail is implemented and my family will have a good transportation option for getting to Cabrillo and to Watsonville in the afternoon and evening when traffic is terrible. I would love to be able to go to dinner at my friends houses or to afternoon or evening events in South County!

I read in the TCAA study that overall public transportation ridership would go way up and bus ridership would go way up if passenger rail were implemented for the long-distance parts along the corridor. This makes sense to me because people would be confident in using public transportation if the north-south trip was fast and reliable. People would drive a lot less.

I'm writing to ask you to support the staff recommendation to **approve the business plan** at the RTC meeting tomorrow, and to support the staff in their efforts to **bring state funding to our local transportation infrastructure**.

We have nothing to lose and a lot to gain by accepting the business plan. On page 53 it says the RTC staff is "*working with Caltrans Division of Rail and Mass Transportation (DRMT) on the possibility of fully funding the project's Preliminary Engineering and Environmental Documentation with a combination of state funding sources including the State Rail Assistance (SRA) program and/or Caltrans planning funding. These funds do not require matching funds.*"

No matching funds. Let that sink in. (FYI if you didn't catch it, the Preliminary Engineering and Environmental Documentation (PE/ED) cost estimate is \$17.1M.)

I have a lot of confidence in Mr. Preston and the staff team. If he says they're working on it, let's let them work! If they come through with getting these grants, the State of CA would be giving the RTC funding for the PE/ED, which means that state and federal taxes we already paid would be coming back home to us.

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Accepting the business plan and using state and federal funds to do the PE/ED doesn't commit us to immediate further steps. But getting those pieces done would situate us as being 'shovel ready' and much more competitive for further grants when we ARE ready to move forward. Again, these are taxes that people in Santa Cruz County have already paid, and this would let us bring that money back home, to improve the future of public transportation in Santa Cruz County. Walking away from that grant opportunity would be irresponsible.

Please support accepting the business plan so we can continue on the path to clean passenger rail for our county.

Respectfully yours,

Jessica Evans,
921 Seaside Street
Santa Cruz, CA 95060

From: Carey Pico <carey.pico@yahoo.com>
Sent: Wednesday, March 31, 2021 2:13 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: include with RTC minutes

Let's Talk About the Real Issue:
Fear of Taking Out the Tracks
Carey Pico, Ph.D.; Aptos

- What are the Pro's and Con's of Removing the Tracks?
- Every other topic (Traffic, Business Plan, Progressive, etc.) is noise and obfuscation

What Have I Shown to Be "Wacko" Related to Train?

1. Train Cost
 2. Trail Cost
 3. Hwy 1 Traffic
 4. Trail Route
 5. \$25M (not including purchase) on Train Spent by RTC for Nothing
 6. Business Plan by Progressive
 7. Ownership of Corridor South of Boardwalk
 8. Any Trail Violates Railroad Easement
 9. Watsonville Commutes Most to Bay Area Twice, Not Santa Cruz
 10. Watsonville Traffic Half Due to Monterey County
- Many more and more than I have space or time.

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If all the issues don't make sense, there is a reason:

FEAR of Missing Out

- Andy Schiffrin, George Dondero, Zach Friend, Gine Johnson, Dr. Mike Rotkin, Ed Bottorff, Trina Gomez-Coffman and more have at one time or another told me:

"We can't remove the tracks for a trail because it will be too hard to put in a train in later."

So let's face the elephant in the room: Why can't we remove the tracks? Is there a study or just an opinion? Has the RTC done a risk management assessment and is this the most cost-effective approach?

Do you really think future commissioners won't be able to handle such a decision in 30-80 years if a train is ever needed?

How much will you have county taxpayers pay in the meantime for a \$ 500M trail and a \$1.2B/30yr train (plus \$0.5B bus) that lack money to complete?

From: Geoffrey Smith <smith_geoffrey@sbcglobal.net>

Sent: Wednesday, March 31, 2021 3:29 PM

To: greg.caput@santacruzcounty.us; ryan.coonerty@santacruzcounty.us; manu.koenig@santacruzcounty.us; patrick.mulhearn@santacruzcounty.us; bruce.mcpherson@santacruzcounty.us; jacques.bertrand@sbcglobal.net; ladykpetersen@gmail.com; openup@cats.ucsc.edu; sbrown@cityofsantacruz.com; rlj12@comcast.net; aurelio.gonzalez@cityofwatsonville.org; eduardo.montesino@cityofwatsonville.org; Regional Transportation Commission <info@sccrtc.org>

Subject: Please stop wasting time and money on the train fantasy as a solution to our traffic problems. Build the Trail Now and improve Metro service!

SCCRTC members,

The SCCRTC has been promoting for way too many years the idea that we can have an affordable commuter train as a solution to our traffic problems while also saying we can have a 32-mile long continuous and level trail for all users. I've heard those lies ever since we were asked to support Prop 116 and then again for Meas D.

Please stop lying to people. Just stop. The train will never be useful for our county and will just drain much needed time and money from easier and quicker solutions such as modernizing and improving the Metro system. The recent business plan has a serious shortcoming in funding. The

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possible outside grants and higher taxes are unlikely considering how few people the train will serve and all of the negative impacts to our neighborhoods and community.

The SCCRTC and FORT also know that there will never be a 32-mile continuous trail along the tracks with one third planned to be diverted onto roads such as through Capitola village and onto San Andreas Road. This also ignores any still to be performed environmental/engineering studies for all of the 22+ bridges (some may be historical landmarks) that need to be built, re-placed or retrofitted at unknown costs to accommodate a possible 30+ mph train and trail.

Also forget building a new trail through any of the sloughs due to environmental impacts and costs. The slough area section, if it was just a trail built on top of the existing tracks, would bring future tourist dollars to Watsonville providing many jobs and tax revenue. Who would want to come ride the corridor or bird watch in the slough areas if there was no continuous trail from Santa Cruz to Monterey where you didn't have to share with cars? Instead the trail will follow a section of road with 50+ mph cars speeding by a couple feet away while the tracks sit unused for 30+ years or more and maybe forever with unknown future changes in technology and climate impacts on low lying areas.

We also don't know how much improving the tracks through the sloughs for a 30-60 mph commuter train will cost because the environmental reviews and engineering surveys haven't been done. The train fantasy will only drain much needed dollars from the METRO system and county services which have been decimated in recent years. We also have no idea of how much Covid has changed our future society and commuters may avoid public transit and choose bikes, auto-cycles and other options instead.

The METRO is where we need to be spending our money in the short term to modernize it and provide more connections throughout the county with smaller, more frequent buses. The SCCRTC also should be pursuing bus lanes with priority signals on major corridors, smart apps for GPS location of next nearest bus and on-line ticketing, synchronizing routes, bus on Hwy 1 shoulder with express routes from Watsonville to large employers in Santa Cruz, more handicapped and senior vans for door-to-door service, and on-ramp metering with an HOV lane on Hwy 1. We also need to electrify our buses and I'm very glad METRO has started doing that.

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I'd much rather we spend our future tax dollars and Meas. D funds doing all of those AND making the METRO free for riders than to waste money on a train that might serve ~3000 riders a day in 30+ years while not improving congestion on any of our roads now! The failure of SMART always comes to my mind.

The SCCRTC can and should do better.

Respectfully,
Geoffrey J. Smith
220 Northrop Place Santa Cruz

From: chawley@everyactioncustom.com
<chawley@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 9:31 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Christine Hawley, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Dramatically improve my commute.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away

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from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Christine Hawley, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Christine Hawley
122 Kirby St Santa Cruz, CA 95060-3416
chawley@cruzio.com

From: coryray@everyactioncustom.com
<coryray@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 10:24 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Cory Ray, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because I think that we have a long term disconnect between where the jobs are and where people can afford to live. Having a rail option for south county people to get to their jobs or school is good for the individuals and good for our community. Additionally car transport is a significant contributor to climate change.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation

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projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, Cory Ray, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Cory Ray

131 Linden St Santa Cruz, CA 95062-1017 coryray@gmail.com

From: dmwade55@everyactioncustom.com

<dmwade55@everyactioncustom.com>

Sent: Wednesday, March 31, 2021 10:36 AM

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

Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is David Wade, and I'm writing to express my support for passenger rail in Santa Cruz County.

I'm writing to urge you to adopt the business plan for passenger rail on our rail corridor. I believe it will provide relief for south county workers and students stuck in the twice daily grind on Hwy 1. Metro can run connector service between rail stops and major destinations such as Cabrillo College, the 41st Avenue Corridor, Dominican Hospital, downtown Santa Cruz, and UCSC.

I also think rail on the corridor will provide great benefits to our local economy, particularly tourism based business such as hotels, and restaurants, while also reducing pressure on streets and parking. Visitors will be able to leave their cars and visit local beaches and restaurants. Rail service would tie together all the coastal portions of the county from Seascape to the Boardwalk and West Side Santa Cruz

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Finally, I am excited at the potential of connecting our rail corridor to the state network and the eventual potential for car free travel regionally.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, David Wade, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
David Wade
1822 Early Drive 1822 Early Dr 1822 Early Drive Felton, CA 95018
dmwade55@gmail.com

From: Edie Abendschan <eia@jammed.com>
Sent: Wednesday, March 31, 2021 10:42 AM
To: Regional Transportation Commission <info@sccrtc.org>
Cc: J Abendschan <jba@jammed.com>; Doug Green <browneagledg@sbcglobal.net>
Subject: Rail/Trail

To Whom It May Concern:

We are unequivocally opposed to any kind of mechanized or electrified travel going along the former rail lines and across our beautiful coast. We are in favor of Greenway proposals and environmentally friendly access, such as walking.

Please stop shoving this down our throats!

Jim and Edie Abendschan

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From: omanand1008@everyactioncustom.com
<omanand1008@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 10:58 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is om anand, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Dramatically improve my commute.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, om anand, a supporter of rail transit for Santa Cruz County.

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Thank you.

Sincerely,
om anand

175 Paradise Park Santa Cruz, CA 95060-7002 omanand1008@yahoo.com

From: tjcoppedge@everyactioncustom.com

<tjcoppedge@everyactioncustom.com>

Sent: Wednesday, March 31, 2021 11:08 AM

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

Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Teri Coppedge, and I'm writing to express my support for passenger rail in Santa Cruz County.

My name is Teri Coppedge. I heartily support the Business Plan for adding passenger rail service to our current transportation system in Santa Cruz County. It is a great step forward in improving transportation options for all of us - young, old and less mobile, it will reduce pollution and gas emissions, and make the car-based commute much more pleasant for those who must drive. Thanks for all your work to continue the Rail-Trail passenger service path.

Sincerely,
Teri Coppedge

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Let's not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

To reiterate, please consider me, Teri Coppedge, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Teri Coppedge
9457 Monroe Ave Aptos, CA 95003-4110
tjcoppedge@hotmail.com

From: denisearyan8@everyactioncustom.com
<denisearyan8@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 11:41 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is denise ryan, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Dramatically improve my commute.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

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Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, denise ryan, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
denise ryan
PO Box 469 Soquel, CA 95073-0469
denisearyan8@gmail.com

From: flyingtraumarn@everyactioncustom.com
<flyingtraumarn@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 11:48 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is ANDREW VEITCH, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am especially excited to see passenger rail implemented in Santa Cruz County because Passenger Rail service will:

Dramatically improve commute options for South County workers stuck in traffic.

Dramatically improve my commute.

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters Increase the use of public transportation across the county by 250%.

Improve safety and walkability in my neighborhood by taking cars off neighborhood streets.

Connect to the state rail network and provide car free ways for me to travel.

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Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, ANDREW VEITCH, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
ANDREW VEITCH
888 Bonita Dr Aptos, CA 95003-4801
flyingtraumarn@gmail.com

From: Janie Soito
Sent: Wednesday, March 31, 2021 11:52 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Support the business plan

Congratulations on the proposed business plan. It shows vision and a sustainable path forward for public rail transit in Santa Cruz County. Recent polling shows great local support for rail transit within the community. Personally, I look forward to the day when I can ride from Watsonville to Santa Cruz and not have to hassle traffic or parking. I miss visits to Aptos and Capitola though my pocket book has benefited.

The rail line must be maintained. Roaring Camp must not be cut off from Watsonville. Watsonville residents deserve an alternative to driving. North county residents deserve access to the national rail network via a train station in Pajaro. Monterey County is doing its share to maintain that access. Santa Cruz County should too.

Emails received between 3/30/21 after 5pm and 3/31/21 at 12pm

Sincerely,
Janie Soito

From: david@everyactioncustom.com <david@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 11:55 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is David Urbanic, and I'm writing to express my support for passenger rail in Santa Cruz County.

Mid-County needs alternatives to driving driving driving! Bus routes are too few and walking to Capitola or Santa Cruz is very difficult. Riding alongside traffic is dangerous! We need to decrease traffic on Soquel Drive - it should not be a second freeway. Reduce it all to 25MPH! And we need that rail corridor in use as a rail/trail solution ASAP! Thank you.

Please accept the business plan and seek state and federal grants to build and operate electric passenger rail as soon as possible. There are many new federal and state grant opportunities on the horizon and our county has been very successful in getting grants to fund our local transportation projects. Let's bring some of our federal taxes home. Lets not walk away from this incredibly important investment in the future of Santa Cruz County.

Please also use the designated Measure D funds to repair and maintain the tracks so that we are ready to roll when the passenger rail grants are identified. This will make our grant applications more likely to be successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, David Urbanic, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
David Urbanic
7250 Lotus Way Aptos, CA 95003-3639
david@urbanic.org

Santa Cruz County Regional Transportation Commission
Transit Corridor Alternatives Analysis – Business Plan

E-mails received between 3/30/21 after 5pm and 3/31/21 at 12pm
