

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

From: sabbey117@everyactioncustom.com
<sabbey117@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 12:09 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 Sean Abbey, and I'm writing to express my support for passenger rail in Santa Cruz County.

Santa Cruz county has the population density to support a rail line which could dramatically improve commute options for South County workers stuck in traffic. In fact, of the top 20 most densely populated counties, Santa Cruz (12th) is the only one that has no rail option at all. In addition, a similar project has been completed in the much less densely populated counties of Marin (16th) and Sonoma (17th), which is even longer than our proposed line.

With more federal and state grant opportunities on the horizon, it makes even more sense to take advantage of this resource and invest in the future of our county. With climate change becoming a more present threat every year, we need to start investing in low carbon transportation options now.

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, Sean Abbey, a supporter of rail transit for Santa Cruz County.

Thank you.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Sincerely,
Sean Abbey
8093 E Zayante Rd Felton, CA 95018-8708 sabbey117@outlook.com

From: typeoserv@everyactioncustom.com
<typeoserv@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 12:40 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 Erik Kayhart, 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

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successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

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

Thank you.

Sincerely,
Erik Kayhart
420 Trout Gulch Rd Aptos, CA 95003-3930 typeoserv@gmail.com

From: ratbert@everyactioncustom.com
<ratbert@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 1:03 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 Caroline Lamb, and I'm writing to express my support for passenger rail in Santa Cruz County.

I'm Caroline Lamb, a member of the RTC's ED TAC committee. As a local citizen with disabilities, I am really excited to see passenger rail implemented in Santa Cruz County.

Rail service will improve my mobility, and mobility for all seniors and people with disabilities who live along our coast. At least 20% of the people in this county do not drive, and many more cannot afford a car. A train will help those with bicycles as well as those of us with mobility devices.

A reduction in traffic, through both rail and trail, will make our neighborhoods safer and more walkable. I am proud that my county is looking forward and taking this great step to improve transportation for those of us who live here.

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

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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, Caroline Lamb, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Caroline Lamb
130 Serra Ct Santa Cruz, CA 95060-5232
ratbert@cruzio.com

From: pepedavid63@everyactioncustom.com
<pepedavid63@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 1:03 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 David Pais, 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%.

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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, David Pais, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
David Pais

92 Brookwood Dr Santa Cruz, CA 95065-1501 pepedavid63@gmail.com

From: davidrobinson77@everyactioncustom.com

<davidrobinson77@everyactioncustom.com>

Sent: Wednesday, March 31, 2021 1:12 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 David Robinson, and I'm writing to express my support for passenger rail in Santa Cruz County.

We need to fund projects that will help all of our citizens live better lives, not just a few. Passenger rail will help reduce pollution and congestion and help fight climate change. It will give access to seniors, disabled, and low-income residents that cannot commute or travel by car. It is simply

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the right thing to do. I urge you to accept the TCAA business plan put forth and to authorize staff to start seeking grants on how to implement 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, David Robinson, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
David Robinson

1807 Mission St Santa Cruz, CA 95060-5213 davidrobinson77@gmail.com

From: tksilveira@everyactioncustom.com

<tksilveira@everyactioncustom.com>

Sent: Wednesday, March 31, 2021 1:40 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 Theresa Kepple, 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:

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Reduce greenhouse gas emissions and fight climate change 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 would love to be able to take a train to neighboring counties! Passenger rail will allow this!

And I live very near the rail line - the thought that I can walk from my house to transportation is especially appealing. Please support a 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, Theresa Kepple, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Theresa Kepple
3819 Melton St Santa Cruz, CA 95062-3211 tksilveira@gmail.com

From: kittyhansen674@everyactioncustom.com
<kittyhansen674@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 2:00 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 3/31/21, 12pm and 4/27/21, 5pm

My name is Kitty Hansen, 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:

Reduce greenhouse gas emissions and fight climate change.

Improve mobility for seniors, people with disabilities, and bicycle commuters. My husband and I will use it to extend our bicycling in the county, to the end of the line both ways. I am 70 years old, and am always looking for more ways to ride our bicycles!

Connect to the state rail network and provide car-free ways for me to travel. We love to travel by train, and would like for this train to eventually get us over to Amtrak, so we can travel further without using our car!

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, Kitty Hansen, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Kitty Hansen
PO Box 674 PO Box 674 Capitola, CA 95010-0674
kittyhansen674@gmail.com

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

From: ecoburks@everyactioncustom.com
<ecoburks@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 2:16 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 Justin Burks, and I'm writing to express my support for passenger rail in Santa Cruz County.

When I moved to Santa Cruz 15 years ago, I used to daydream about there being light rail along the rail corridor so I could ride my bike from UCSC to the westside Safeway, hop on a train to get to a job in Aptos. Recently, I've become an avid cyclist enjoying the new dedicated bike path along the westside, daydreaming about hopping on a train to run errands in Watsonville (I'm not riding my bike to Watsonville to run an errand). Today, there is a generational opportunity to support Staff's recommendation to take us one step closer in making Passenger Rail service a reality for the community and the thousands that will move here in the next 20 years.

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.

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, Justin Burks, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Justin Burks
135 A Kennan St Santa Cruz, CA 95060-2810 ecoburks@gmail.com

From: terry_mcgrew@everyactioncustom.com
<terry_mcgrew@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 2:30 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 Terrence McGrew, 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, Terrence McGrew, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Terrence McGrew
3 Tuscany Ct Scotts Valley, CA 95066-3479 terry_mcgrew@yahoo.com

From: smokinoke@everyactioncustom.com
<smokinoke@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 2:38 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 Christopher OConnell, 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

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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.

In addition, it will build equity between the north and south parts of the county, providing those without transportation job and education opportunities.

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, Christopher OConnell, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Christopher OConnell
106 Hollister Ave Capitola, CA 95010-3436 smokinoke@gmail.com

From: drip@everyactioncustom.com <drip@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 3:44 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 Peter Scott, and I'm writing to express my support for passenger rail in Santa Cruz County.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

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, Peter Scott, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,

Peter Scott

1520 Escalona Dr Santa Cruz, CA 95060-3312 drip@ucsc.edu

From: js_kiwi@everyactioncustom.com

<js_kiwi@everyactioncustom.com>

Sent: Wednesday, March 31, 2021 4:38 PM

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

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

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Dear RTC Commissioners,

My name is Jenny Scala, 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, Jenny Scala, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Jenny Scala
332 Spyglass Way Aptos, CA 95003-4752

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

js_kiwi@yahoo.com

From: julia@everyactioncustom.com <julia@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 4:49 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 Julia Sauer, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am beyond impatient for passenger rail to be implemented in Santa Cruz County.

When I sit in traffic on Hwy 1, my mind wishes I had the option of rail travel. This would both ease my commute, and ease the commute of those unable to take rail by taking my vehicle off the highway. It will help mitigate Climate Change by reducing greenhouse gases. And congestion! Even if we all decide small, solar-powered cars are an option, rail STILL takes drivers off the road and eases congestion.

My 85 year old mother lives near Washington DC, where excellent public transportation, including Metro and Amtrack, are well-used options. I hope, when I am her age, I have better options than driving my own vehicle.

There are really no downsides to passenger rail. Let's do it.

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 3/31/21, 12pm and 4/27/21, 5pm

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

Thank you.

Sincerely,
Julia Sauer
PO Box 1370 Boulder Creek, CA 95006-1370 julia@cruzio.com

From: Phil Rockey
Sent: Wednesday, March 31, 2021 4:51 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: The I Will Be Dead Alternative

At my age of 74 years, I support the trail/bus system. We could spend millions to improve the bus system as opposed to the Billions needed to be spent in order to have a new train system.

Do we actually know the final cost for the Rail/Trail?

When would the project be completed?

Sincerely,

Phil Rockey

From: vawright@everyactioncustom.com
<vawright@everyactioncustom.com>
Sent: Wednesday, March 31, 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 Virginia Wright, and I'm writing to express my support for passenger rail in Santa Cruz County.

I am a professional grant writer and see lots of opportunity in this business plan, including:

p.52 Cost chart: shows 55-58% of funding for operations & construction to be reasonably available from EXISTING state & federal sources. This is

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excellent at this stage of a project; see below for the likelihood of more state & fed funds toward transit.

p.53 "RTC 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." The Preliminary Engineering and Environmental Documentation (PE/ED) cost estimate is \$17.1M. This is really the meat of the Business Plan at this time: the State of CA is essentially offering the RTC funding for the PE/ED!

p.54 "Electric passenger rail will help the state not only meet climate emission reduction goals but will also provide an equitable transportation option that serves the disadvantaged communities in Santa Cruz County – both of these benefits will rank this project high on the list for [State] TIRCP funds."

p.54 "While difficult to predict the potential for future funding sources, funding for transit will likely increase in the future both on the federal and state levels. At the federal level, numerous policies and programs are under development with the new Biden-Harris administration. Legislation that embraces a climate resiliency approach to improving transportation infrastructure including alternative modes of transportation is being developed."

p.54 "At the state level, Governor Newsom's recent Executive Order (EO N-79-20) directs state agencies to "Build towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all."

p. 63. "Using the existing infrastructure to the greatest extent possible will help control the initial capital cost of the project..."

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, Virginia Wright, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Virginia Wright
258 Circle Dr Felton, CA 95018-9730
vawright@aol.com

From: Marilyn Rockey
Sent: Wednesday, March 31, 2021 4:58 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Life Long Memories

In my role as an elementary school principal in Santa Cruz, I seek to support services and opportunities that will provide the families I serve with lifelong memories and rewarding experiences.

From everything I have read, on both sides, the epic amount of time needed to complete the Rail/Trail Project equals 5 generations of the TK-5th grade families at my site. Hundreds of children will never get to experience the trails, with their parents, at a young and impressionable age.

I do not support the rail. The cost and time it will take to come to fruition is not worth the loss of student experiences.

Sincerely,

Marilyn Rockey
Principal of Del Mar Elementary School

From: andytatro@everyactioncustom.com
<andytatro@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 5:44 PM
To: Regional Transportation Commission <info@sccrtc.org>

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

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

Dear RTC Commissioners,

My name is Andrew Tatro, 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, reduce traffic on Highway 1, reduce greenhouse gas emissions and help fight climate change. The Passenger Rail service will improve the lives of residents of Watsonville and the greater Santa Cruz county.

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 Tatro, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Andrew Tatro

75 Roosevelt St Watsonville, CA 95076-3951 andytatro@gmail.com

From: mccormic.dave@everyactioncustom.com

<mccormic.dave@everyactioncustom.com>

Sent: Wednesday, March 31, 2021 5:45 PM

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

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

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Dear RTC Commissioners,

My name is David McCormic, 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, David McCormic, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,

David McCormic

118 Frederick St Santa Cruz, CA 95062-3477 mccormic.dave@gmail.com

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

From: mccormic.dave@everyactioncustom.com
<mccormic.dave@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 5:46 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 Makayla McCormic, 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, Makayla McCormic, a supporter of rail transit for Santa Cruz County.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Thank you.

Sincerely,
Makayla McCormic
3898 Cornwell Rd Soquel, CA 95073-2354
mccormic.dave@gmail.com

From: BillLeBon3691@everyactioncustom.com
<BillLeBon3691@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 5:58 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 Bill LeBon, 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.

We need more options to get around Santa Cruz so we can get out of our cars.

Trains are fun! People love to ride on trains. If you want to get people excited about riding public transit, give us a quiet, clean electric train!

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

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

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, Bill LeBon, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Bill LeBon

3845 Cherryvale Ave Soquel, CA 95073-9558 BillLeBon3691@gmail.com

From: mike.pisano@everyactioncustom.com

<mike.pisano@everyactioncustom.com>

Sent: Wednesday, March 31, 2021 6:19 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 Michael Pisano, and I'm writing to express my support for passenger rail in Santa Cruz County.

Hi SCCRTC,

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%.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

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.

We need commute options sooner than later. It will take a two-hour bike ride from Watsonville to Santa Cruz (no time difference from commuting in a car)

Michael Pisano - Soquel

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, Michael Pisano, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Michael Pisano

4300 Soquel Dr Spc 74 Soquel, CA 95073-2151 mike.pisano@comcast.net

From: menchine@cruzio.com <menchine@cruzio.com>

Sent: Wednesday, March 31, 2021 6:26 PM

To: aurelio.gonzalez@cityofwatsonville.org; sbrown@cityofsantacruz.com; jbertrand@ci.capitola.ca.us; eduardo.montesino@cityofwatsonville.org; greg.caput@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; bruce.mcpherson@co.santa-cruz.ca.us; zach.friend@santacruzcounty.us; ladykpetersen@gmail.com; manu.koenig@santacruzcounty.us; rlj12@comcast.net; openup@ucsc.edu; tim.gubbins@dot.ca.gov

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

Subject: Greenway + BRT = Mass Transit

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Dear RTC Commissioners,

I am writing to express my concern for the process used to evaluate and develop functional, affordable, and flexible Mass Transit options for Santa Cruz County. Over the years we have seen a series of decisions based on incomplete data that has resulted in advancing the RTC Staff's recommended plans for the rail corridor over potentially more efficient and cost-effective alternatives. The term "guided" comes to mind to describe the decision-making process that has prevailed at every decision juncture since the beginning of the Monterey Bay Sanctuary Scenic Trail scoping process. Little by little and with a single-minded determination, the RTC Staff and Executive leadership has steered the process toward the inevitability of "Rail Transit" in one form or another as the dominant and prioritized use of the corridor over any and all other options. And this is where we are today.

The surge in the number of people walking and bicycling over the last year has shown the need for dedicated paths and roadways that are prioritized for safety and accessibility to parks, beaches, businesses, and other neighborhoods. A grim reminder of the need for prioritized and protected active transportation facilities is the fact that over the last year the US has experienced an unprecedented increase in the number of injuries and deaths of pedestrians and cyclists as a result of collisions with automobiles and trucks. If other "Mass Transit" options existed outside of the rail corridor, local leaders, planners, and politicians would be quick to see the value of going "all in" on a solution that would prioritize safety and active transportation options through a "Rail to Trail" conversion. Rail to Trail conversions have been done cost effectively and quickly in hundreds of places in the United States and abroad with great success.

There is little argument of the need for and the substantial public support of a "Rail Trail" in Santa Cruz County. The problem is in the definition of the term "Trail". Simply put, proponents of a Rail Transit System do not see the development of the Trail as the highest priority. Instead, they believe that rail transit should be the highest priority and whatever form the trail takes is "good enough" and secondary to the goal of maintaining a railroad between Watsonville and Santa Cruz. This view has been promoted by RTC Staff and effectively endorsed by the RTC Board. Even in the absence of a definite rail transit proposal and without a solid financial plan, it has been deemed that any trail system must be considered as secondary to the preservation of the railroad, at any cost. This position has been slowly but steadily foisted on the citizens of Santa Cruz County through a succession of studies that have selectively

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

ignored the potential for mass transit options in the Highway 1 and Soquel/Freedom corridors as well as the transportation potential of a “Greenway” in the Rail Corridor.

For the record, the trail facility envisioned and promoted by Greenway of Santa Cruz County would be designed and prioritized for the safety of Pedestrians and Bicyclists with a separated walking path and a general-purpose roadway for conventional Bicycles and Electric Assist Vehicles (EAV). The roadway component of this “hybrid path system” would be engineered for the use of E-bikes, pedal assist Cargo Bikes, Velomobiles and specialized lightweight transit and delivery vehicles. The wider general-purpose roadway would be designed to conform to the limited speeds and safety requirements of an Active Transportation Ecosystem. In short, vehicles that are designed to co-exist safely with people. The last few years have seen significant developments in this new class of miniature pedal assist vehicles in the US, Europe, and the UK for use in bike lanes and on bikeways. The current generation of these vehicles are being developed for commercial and fleet use as well as serving the established “Bike Share” model used in many cities. It is envisioned that future generations of these vehicles could include semi-autonomous features. These vehicles are intended for the “Last Mile” and it is important to recognize that collectively the Greenway and neighborhood bikeways form a “contiguous last mile facility”. This is true for recreation and for active transportation as well as accessing other forms of mass transit such as Bus Rapid Transit (BRT).

The RTC Staff under the direction of both the current and previous Executive Directors have spent large sums of the public’s money in poorly designed studies under the auspices of identifying the best options for three major transportation corridors.

Literally millions of dollars have been spent over the last 10 years on transportation studies and yet the RTC has not invested in a comprehensive Origin and Destination study to determine precisely where people are actually going every day on our local roads and highways. Notably, the RTC has not studied the potential for High Occupancy Vehicles and Bus Rapid Transit operating on prioritized lanes on Highway 1 and the Freedom/Soquel Corridors to serve the current needs of daily commuters in Santa Cruz County. Instead, RTC Staff has made a concerted effort to sell both the Commissioners and the public on the merits of a nebulous form of “Rail Transit” as the ultimate solution for resolving traffic congestion, delivering social equity, and providing for the future mass transportation needs of the County.

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The RTC's lack of a credible analysis of the Greenway alternate in the rail corridor and a stubborn refusal to undertake even an exploratory evaluation of how an optimized Bus Rapid Transit system might leverage future Highway expansion plans is inexcusable and truly amounts to malpractice. The sheer volume of regular daily commute traffic within and through the County to known destinations is grounds enough for a cursory study of the potential for dedicated HOT and HOV lanes and multimodal transit hubs at key locations along the Hwy 1 and Soquel/Freedom corridors.

Meanwhile, the RTC has committed to plans that are slowly moving forward to widen Highway 1 and eventually modify or replace every highway overcrossing between Soquel Ave and Watsonville at an eventual cost of upwards of a billion dollars. One wonders how it is possible that with all of the studies done over the last 10 years there has not been a single executive white paper to evaluate the potential of optimizing these new overcrossings to include dedicated causeways to serve HOV and Buses entering or leaving Watsonville, Seascapes, Cabrillo College, Dominican Hospital, Soquel Ave, Ocean Street, Downtown Santa Cruz or UCSC. Further, none of the previous studies has taken a serious look at how to convert the roughly 40,000 daily trips through the County by commuters that continue on to Highway 17 to Santa Clara and beyond. If the goal is reducing traffic congestion, lowering GHG emissions and ensuring social equity, then the place to start is with the existing Highway system and how to make buses do the work of trains on the infrastructure we already have and have already committed to upgrading.

This brings up a series of questions that the RTC is not asking, and no one is answering. For instance: Would the ability of workers to drive unimpeded from Watsonville to Scotts Valley and back in HOV/HOT lanes at 60 MPH be incentive enough to drive with 3 people per car? Would driving between Scotts Valley and Seascapes in 10 minutes be incentive enough for someone to ride in an electric transit bus? What if people were paid for total utilization of their EV and actually earned money while driving in the Toll/Transit lane with a full car or van? How many people would ride a bicycle from their home to a transit hub if it were inherently safe to do so and their bike would never be stolen or vandalized? Which option would a worker take if the choice were to spend an hour taking a train "station to station" from Santa Cruz to Watsonville or going "door to door" in an electric van in 30 minutes via a roadway and highway system prioritized for mass transit?

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The fact that the RTC has not done even a cursory “Blue Sky” study to evaluate the potential impact and uses of autonomous cars, vans, buses, and trams speaks volumes about our transportation planning process. The current methods used by the RTC to evaluate options are not working. They are unscientific, incomplete, and driven by politics. The RTC Board stands on the cusp of making yet another defining and potentially limiting decision on the direction local transportation options. It is time for a new approach and fresh look at all of the major issues. The goal should be to organize for speed. We are running out of time to implement changes to slow and reverse GHG emissions and there appears to be little sense of urgency on the part of the RTC Staff or the Board. That has got to change, and it is up to the Board to change it.

I urge you to regroup, rethink and recommit to the fastest, cheapest, and most effective suite of options that will result in the greatest reduction of GHG emissions.

Respectfully,

Will Menchine

From: jhaenlein14@everyactioncustom.com
<jhaenlein14@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 7:30 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 Joseph Haenlein, and I’m writing to express my support for passenger rail in Santa Cruz County.

Among a wide array of additional benefits, the implementation of passenger rail in Santa Cruz county will

Dramatically improve commute options for South County workers stuck in traffic, who are often victim to widely varying travel times by bus.

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 3/31/21, 12pm and 4/27/21, 5pm

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, Joseph Haenlein, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Joseph Haenlein
377 Western Dr Apt F Santa Cruz, CA 95060-3055 jhaenlein14@gmail.com

From: glenschaller@everyactioncustom.com
<glenschaller@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 7:51 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 Glen Schaller, 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.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

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, Glen Schaller, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Glen Schaller
319 Lincoln St Apt B Santa Cruz, CA 95060-4371 glenschaller@gmail.com

From: highsierra2@everyactioncustom.com
<highsierra2@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 8:05 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 Susan Kauffman, and I'm writing to express my support for passenger rail in Santa Cruz County.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

I am all in favor of an electric 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, Susan Kauffman, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,

Susan Kauffman

28 Hanover Ct Santa Cruz, CA 95062-2651 highsierra2@gmail.com

From: Flyingby200@everyactioncustom.com

<Flyingby200@everyactioncustom.com>

Sent: Wednesday, March 31, 2021 9:32 PM

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

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

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

Dear RTC Commissioners,

My name is Daniel Young, 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, Daniel Young, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Daniel Young

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

2571 Parker St Santa Cruz, CA 95065-1634 Flyingby200@gmail.com

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

Sent: Wednesday, March 31, 2021 9:41 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 David Wright, and I'm writing to express my support for passenger rail in Santa Cruz County.

For those of us living in South County passenger rail will be transformative. It also seems likely you will be able to leverage State and Federal funds for development of passenger rail infrastructure. Please support the green, business-boosting business plan and keep passenger rail on track!

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 Wright, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,

David Wright

63 Sunset Dr Watsonville, CA 95076-9671 david@davidwright.net

From: Ed Spurr <edspurr@yahoo.com>

Sent: Wednesday, March 31, 2021 10:01 PM

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

To: greg.caput@santacruzcounty.us;
patrick.mulhearn@santacruzcounty.us
<ryan.coonerty@santacruzcounty.us>;
bruce.mcpherson@santacruzcounty.us; ladypetersen@gmail.com;
sbrown@cityofsantacruz.com; Aurelio.gonzalez@cityofwatsonville.org;
Regional Transportation Commission <info@scrtc.org>; Ed Spurr
<edspurr@yahoo.com>
Cc: ryan.coonerty@santacruzcounty.us; jacques.bertrand@sbcglobal.net;
openup@cats.ucsc.edu; rlj12@comcast.net;
eduardo.montesino@cityofwatsonville.org
Subject: Electric Train Not Feasible Now-Wide, Level Trail Is!

Dear Commissioner,

I am very concerned about the RTC proceeding with the idea that an electric train is feasible on our narrow right of way. There are many unanswered questions, misstatements and inaccuracies that will mire the county in a financial boondoggle and especially delay or eliminate a safe and level pedestrian/bike path that is wide enough to be functional.

- 1) How is a single track going to accommodate two way traffic without substantial delays.
- 2) How many commuters would actually use the train between Watsonville and Santa Cruz?
- 3) Would a train save time over the current private vehicle commute at rush hour? Even with new tracks, crossings and trestles a train will be limited to 15-20 mph in populated areas.
- 4) The RTC's own study found that only 3% of private vehicles would be taken off Highway One at rush hour.
- 5) Where is there room for parking lots and stations?
- 6) The trail and bridge extension over the river have been the easiest lengths to build. Many trees will have to be removed and giant concrete retaining walls built to provide even a narrow path along the right of way.

We are on the verge of a transportation paradigm shift that may look quite different in the near future. Let's not hitch our wagon to

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

19th century trains or 20th century automobiles. I urge you to support a wide trail the length of the county and get creative about solving our transportation issues without destroying our one chance at a safe and level, car free trail system.

Thank you for your service...

Ed Spurr

Capitola CERT Branch Leader

831.479.1139

There is only one Earth....

From: choochooiscool@everyactioncustom.com

<choochooiscool@everyactioncustom.com>

Sent: Wednesday, March 31, 2021 10:08 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 Charles Defilippis, 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.

When I can, I will use the train to go all over our wonderful county and even over to San Jose someday possibly through watsonville.

Getting rid of our rail line will negativity effect us for decades to come

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

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

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, Charles Defilippis, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Charles Defilippis
126 Vernon St Santa Cruz, CA 95060-2130 choochooiscool@yahoo.com

From: Jaakko831@everyactioncustom.com
<Jaakko831@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 10:09 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 Jaakko Mella, and I'm writing to express my support for passenger rail in Santa Cruz County.

I don't see any other way to improve our transportation infrastructure. Please, keep the rail and trail going. I want my sons and grandkids to enjoy it.

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.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

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, Jaakko Mella, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Jaakko Mella
624 Cathedral Dr Aptos, CA 95003-3407
Jaakko831@gmail.com

From: trevorpark@everyactioncustom.com
<trevorpark@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 10:17 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 Trevor Park, and I'm writing to express my support for passenger rail in Santa Cruz County.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

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.

We must preserve the rail line for future rail use with a trail next to it. You guys have heard the talking points a million times by now so I won't reiterate them here. However, I will say that as a young person (21) that wants to continue living in an already expensive Santa Cruz, it is imperative that we have a fast, efficient and reliable transportation service. Rail & Trail is the way to go!

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, Trevor Park, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Trevor Park

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

4197 Fairway Dr Soquel, CA 95073-3002
trevorpark@sbcglobal.net

From: sewneli@everyactioncustom.com
<sewneli@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 10:27 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 Nelly Vaquera-Boggs, 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:

Provide me the opportunity to commute to my job in south county from my west side home.

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.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

To reiterate, please consider me, Nelly Vaquera-Boggs, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Nelly Vaquera-Boggs
718 Seaside St Santa Cruz, CA 95060-4717 sewneli@yahoo.com

From: drm.in.sc@everyactioncustom.com
<drm.in.sc@everyactioncustom.com>
Sent: Wednesday, March 31, 2021 11:30 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 D-R Martin, and I'm writing to express my support for passenger rail in Santa Cruz County.

Passenger rail service will connect Santa Cruz to the state rail network and provide car-free ways for people to travel. The rail between Santa Cruz and San Jose was lost, and look how many people WISH we still had that as an option! People who live in one end of Santa Cruz County and work on the other end could still have the benefit of an improved commute that people who work over the hill often express they wish they still had. Our future selves will appreciate that we maintained the remaining tracks and implemented passenger rail. Why wouldn't we take expanded public transportation seriously and keep all of our options open? With both rail and trail, we can have our cake and eat it, too.

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

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

successful. Finally, please continue building the trail as quickly as possible so we can safely connect our communities.

To reiterate, please consider me, D-R Martin, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,

D-R Martin

113 Madeline Dr Apt 5 Aptos, CA 95003-3644 drm.in.sc@gmail.com

From: Nadene Thorne <nadenetd@yahoo.com>

Sent: Thursday, April 1, 2021 12:21 AM

To: Michael Rotkin <openup@ucsc.edu>

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

Subject: Re: Support METRO, not the Train

BTW, did you see the questions on the FORT survey? Not exactly open-ended! You're undoubtedly sophisticated enough to see how they constructed the survey to get the results they wanted to advertise.

I'm concerned that the draft business plan abdicates prospects for a trail, making it entirely the result of what is left over after the train is constructed. If it goes as it did in Sonoma and Marin, when they ran out of money, they jettisoned the trail, even though they would not have gotten the first bond issues passed without the trail supporters.

One other point: we were told by Dondero, among others, that without the train, there was no money for a trail. Several other California counties have proven that wrong - Humbolt, Monterey, and San Luis Obispo, for a start. In fact now it looks like what the RTC is saying is that WITH a train, there's no money for a trail. Not exactly "transparent" as noted in the business plan, eh? Surely you realize that the planning and costs associated with a trail beside the train tracks (necessitating complete reovation of trestles and bridges for a train) brings the cost - and timeline - up to crazy numbers! Surely, as a bike rider, you can see how this disadvantages all transit options in the county - everything is stuck for an interminable number of years behind the discussion about the rail corridor!

Finally, as a bike rider, you must realize that the glory of the trail is not that people will use it to commute to Watsonville, but that they'll use it for shorter segments around town, maybe just the distance of a freeway exit

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

or two, and get their cars off surface streets and shorter sections of Highway 1. People who are stuck on the idea of a Watsonville to Santa Cruz commute miss that - but has the RTC studied how many cars actually drive only between Watsonville and Santa Cruz? And how many are on the highway for shorter segments? If the trail were in service, - and METRO doesn't improve!! - I'd totally ride from the westside to Live Oak, thereby taking a car out of local traffic... after all, you and others tout how much people like the short section of the westside trail, and that goes from nowhere to nowhere. I think people missing the big picture here. You?

I hope you'll vote to bring an end to 'kicking the train can down the road' - let's have a county-wide ballot measure and decide what our priorities are, and specifically, what we're willing to pay for! Then we can make a sensible trail and METRO plan.

Thanks!
Nadene

On Tuesday, March 30, 2021, 06:38:40 AM PDT, Michael Rotkin <openup@ucsc.edu> wrote:

Hi Nadene, It's just that some people's desire to have a recreational facility comes at the expense of others who need to have a commute option other than being stuck in traffic in their car (or to be stuck in a bus that is stuck in the same traffic as the cars). That's what leads the opponents of rail to argue that the bike really is a serious commute option for everyone. While I don't own a car and do, in fact, commute to work many if not most days a short distance on my bicycle (before the pandemic had me working from home), I think it becomes laughable when rail opponents say the bicycle is a solution for the Watsonville to Santa Cruz commute even if a few hardy individuals with time on their hands could and even would do it.

The better argument for the opponents of rail has to do with not whether the people of this county would like a rail and trail. I think that the recent poll by FORT makes it clear that about 74% of frequent voters in the County would like a rail and trail. The question is whether we can afford the train. And I concede that that is a serious question to which we do not yet have the answer. That's why I wouldn't spend a lot more money on a train solution until we know that we have serious federal and State partners in funding it. Like the automobile, trains take a lot of public subsidy (less hidden than

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

the automobile). We could never afford a train purely on local taxes. FORT overestimates the availability of funding and how hard it is going to be to get it, while Greenway underestimates its availability. The RTC will need more time to determine whether the State promises for an extensive rail plan and the federal promises for a major infrastructure expenditure are real or just empty promises. Each side assumes that the answer is obvious and it is not. But the question is not, as you pose it, whether the majority of local citizens would want a train along with a less magnificent, but still wonderful trail if we could afford them both. We are already constructing the trail while the train will certainly take us more time. It is certainly possible that at some point in the future, we will decide that a train is not feasible and that we should then focus on widening the trail we are already building. But to tear up the tracks and commit to only a trail at this point would be premature.

Yours,
mike

On Mar 29, 2021, at 11:22 PM, Nadene Thorne
<nadenetd@yahoo.com> wrote:

One other point - (and regrettably, I still have not found that article on the trail returned for rail service): you and others decry the prospect that nearly all railbanked corridors never return to rail service. But it's clear to all of us why that is - it's because people like the trail, they're using the trail, and it's serving as an effective transit pipeline. Isn't that the whole purpose of these corridors? - to enable people to get from one place to another, and to engage in active transportation? It doesn't make sense to me that anyone should consider that a bad thing! Are rail advocates stuck on the notion that we have to travel the way they want us to, not whatever way the people using the corridor want to travel? Just trying to understand the logic here.

Nadene

----- Forwarded Message -----

From: Nadene Thorne <nadenetd@yahoo.com>

To: Michael Rotkin <openup@ucsc.edu>

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

Sent: Monday, March 29, 2021, 09:09:03 AM PDT

Subject: Re: Support METRO, not the Train

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Hi Mike,

Thanks for your response to my email on the subject of your support for a train on the rail corridor rather than whole-hearted backing of METRO, the organization you were appointed to represent.

While you seem willing to consider the prospects of a train for the more distant future of the county, rather than immediately as some desire, I have to say that to some extent I agree with the proposition that maybe at some future time the county will have the population and resources to fund a train. To that end, I notice you never mentioned the word "railbanking" which is exactly what would enable the county to move ahead with trail plans without legal and other entanglements preventing this. Surely by now you'll have read the details on this prospect and will see that there's no downside, excepting the howls of the folks who think they want a train now, no matter the cost or ridership!

One other point: I'm realizing that the notion of pulling up the tracks, even though Ms. Dykaar has stated definitively that these tracks will have to be replaced for any train, is one that is largely emotional and not rational for many people. Monterey just paved over their tracks - how about that? (Considered one of the "gems" of their county!) You know that the existing RTC plan requires numerous on-street detours if we keep the tracks and work around them, not to mention a breathtaking cost compared to one that doesn't have to negotiate around the tracks. And we have the money for that trail! Why wait 10-20-30 years to open the corridor for transit?

Finally, I hope you will support a county-wide vote on residents' willingness to pay for a train. Without knowing that, there's no reason to spend more time and money attempting to attract outside funding, which would be contingent on a local match in any event.

Nadene

On Wednesday, March 24, 2021, 06:43:16 PM PDT, Michael Rotkin <openup@ucsc.edu> wrote:

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Dear Nadene,

Thanks for your email on the rail/trail issue. At some point I am more than open to sitting down with you to talk about all of this. But let me send you this brief response now. Your assumption that the just completed business plan for rail service demonstrates that it is financially infeasible is, in my opinion, premature. There is no question that the capital and operating costs of rail are large and that, without very large subsidies from the federal government and the State government, it would be infeasible. It certainly is beyond the ability of this community to fund it totally or even largely out of local taxes. However, I am not convinced that the necessary funding for the capital and operating costs of a battery operated small rail vehicle will not be available from the feds and the State. This community has demonstrated its ability to attract major funding from our larger partners on many projects in the past and, even though this project is larger than the ones we have done before, the infrastructure plans of the Biden Administration and the State Rail Plan suggest that rail may well become a target of massive infusions of outside money into projects like the one we are contemplating. I don't think that we should spend a great deal of money on a train until we have evidence that it is, in fact, feasible. But we don't need to spend much money at all until we get a clearer picture that a large portion of the funds we need for capital and operating expenses are going to become available. More importantly, in the meantime, I think we should continue to make building out the trail our top priority. If, at some point in the future, it becomes apparent that funding from federal and State sources is not going to become available, that would be the time to decide to give up any hope for transit on this corridor for all time into the future. As I think you know, once we build a recreational facility on this corridor, we would never get it back for public transit purposes. That would be a very hard decision to make, and one that I don't rule out ever making, but I'd need a lot more evidence that there is no hope for transit on this corridor before making such a decision. Of course, should we make that decision some time in the future, that would be the time to add a second path to the one we are currently constructing. In the meantime, as someone who has actually used the new path on the Westside, I find it is hardly as terrible and constrained as the trail only supporters suggest. It is a beautiful bike and pedestrian path, already beginning to be used by lots of folks who seem to be enjoying themselves with less than the Cadillac model (to use an ironic metaphor!). For what it is worth, I also think that the business plan that came out today overstates the cost of both building and

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operating the appropriate kind of rail service on the corridor. It averages in the costs for much heavier trains than I would support, including ones that would use overhead wires, which is not our actual local plan.

Thanks for writing me. I know you will not likely support my position above, but I think that I have more than demonstrated my commitment to pragmatic solutions to community problems over the years and I do not think I am just being a dreamer here. Dumping the rail might turn out to be the final outcome, but I simply think it is premature to make that absolute decision to abandon the people of Watsonville and others to endless commutes for all time at the present moment. Of course I won't make a final decision on this issue before hearing fully from the public on the matter, but it's only fair to let you know which way I am leaning before getting all of that final input.

Yours,
mike
Mike Rotkin
RTC Commissioner

On Mar 23, 2021, at 10:33 PM, Nadene Thorne
<nadenetd@yahoo.com> wrote:

Commissioners Rotkin, Gonzalez, and Montesino,

I find it difficult to understand your support for a train on the rail corridor, given your position as a METRO representative for the RTC. You have only to look at the effect on bus service as Sonoma and Marin Counties have built up the SMART train to see what will inevitably happen - money that could have gone to buses gets soaked up by the train. Your inability to provide effective service will be blamed on you and the overall transit system will degrade.

The SMART train planners advertised that the buses would be coordinated with the train service (as do the SC County planners) but that never worked as planned. The increased surface street traffic jams were also blamed on the buses. In short, bus management was saddled with increasing responsibilities and less capability for meeting the challenges.

In Santa Cruz County presently, setting aside the unlikelihood of there being public support for funding a train, greatly improved bus

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service would also significantly improve ridership and therefore your bottom line. Bus on shoulder for Highway 1 is a brilliant idea for least cost with most improvement in traffic. In my case, I live 9 houses away from Mission Street, but if I were to take the bus downtown, I'd have to walk 6 blocks to the nearest stop - so I drive my car. Some years ago, when the bus stopped on Mission every half hour, my mother rode the bus downtown 4-5 days a week. I would also do that. What do you think?

METRO is the county's very best bet for improving transit and reducing street traffic, fastest and cheapest. As you are well aware, traffic and transportation is a system that will be solved by many small improvements, not by one, huge, forever-debt infrastructure project. In my view, you do your position and the county a disservice by serving as a METRO representative and yet favoring rail. I urge you to reconsider your support for a train on the rail corridor and fully support METRO and its critical mission for the county.

Nadene Thorne
140 Averitt Street
Santa Cruz 95060
907-590-7996

From: Keiji Muramoto <keiji.muramoto@gmail.com>
Sent: Tuesday, March 30, 2021 3:37 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Vote Yes on the Electric Rail Transit Business Plan

Dear Santa Cruz Regional Transportation Commission,

It has come to my attention that the Electric Rail Transit Business Plan is currently in a 6-6 gridlock, and I am messaging to inform you that this business plan should be approved as soon as possible.

The main reasons for supporting this plan include the following:
It contains lighter and more affordable rail transit vehicle types, like battery electric streetcars, affordable funding options like Public-Private-Partnerships that might not require a new sales tax measure, and it has Caltrans funding \$17M to begin preliminary engineering and environmental review. It will also investigate how existing and new grants can cover the costs of construction and operations.

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A *No* vote gives up before we have a chance to learn the real answers to these questions. A *No* vote robs our voters of the right to know the facts and robs our children of the opportunity to have a car-free life.

A **Yes** vote will permit us to learn what specific system types are the best fit for our community and whether we can afford it.

Please follow the recommendations of our past studies, of Caltrans and other agencies, and approve the electric rail transit business plan.

Regards,
Karis Keiji Muramoto

From: Fern Selzer

Sent: Thursday, April 1, 2021 9:57 AM

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

Subject: rail trail

I support the rail trail. The reason is that I found out that though it sounded like theoretically the decision could be changed in the future, in practice, that line once given up, can never be used again for rail. That is extremely short sighted. I am a native of Santa Cruz. I know the newbies would like a place to take their walks and bicycle, but there are many other ways to do that. I also do not like the politics of the trail only people - it's all about privilege. Though I am privileged and liberal myself, this is just going too far.

From: Wes Modes <wmodes@gmail.com>

Sent: Friday, April 2, 2021 8:40 AM

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

Cc: boardofsupervisors@santacruzcounty.us

Subject: North County Residents Demand Rail Option

Dear Supervisors:

I live in Felton and want to see a Santa Cruz rail option. For a decade we've been nearly unanimous about this. We are a car-dependent, traffic-clogged county. Not having a rail options is an embarrassment.

I am outraged at how the RTC meeting went today. Six of the you voted to abandon the plan for passenger rail service in Santa Cruz County and walk away from a no-local-funds-required grant from Caltrans to pay for the initial design and the environmental review. Why? Because you're either in the pocket (Hi, Manu!) or afraid of punishment from local wealthy anti-

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public-transportation individuals. Rail transportation options are important for support of low-income individuals (as you know from every city with an established rail/tube system).

When you revote next month, support the rail option. Here's the shame list being shared widely on social media.

Manu Koenig
Randy Johnson
Jacques Bertrand
Kristen Peterson
Patrick Mulhearn
Bruce McPherson (and I voted for this guy)

There will be political consequences for those who vote against the rail and on the side of monied interests.

Wes Modes
Felton

--

Wes Modes
A Secret History of American River People <http://peoplesriverhistory.us>
Pronouns: they/them

From: Tamar Ragir <tamar@biocuda.com>
Sent: Friday, April 2, 2021 9:23 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: I support passenger rail

I'm writing in support of the passenger rail line. We need to make commuting between north and south county easier and cleaner. Please approve the business plan and keep this project moving forward.

Sincerely,

Tamar Ragir

Santa Cruz resident

From: Rob Martin <rob1007@sbcglobal.net>

Sent: Friday, April 2, 2021 9:33 AM

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

Subject: Thank you!

Thank you for not approving trains in our precious coastal corridor. I look forward to seeing a quiet, environmentally friendly bike/hike trail along our

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coast, linking Davenport with Watsonville. We do not need trains going through our neighborhoods.

Our neighboring communities of Monterey and Half Moon Bay have developed some excellent coastal trails. Please check them out sometime if you haven't already.

Sincerely,
Rob Martin

From: Crissa Kentavr <crissakentavr@gmail.com>

Sent: Friday, April 2, 2021 12:01 PM

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

Subject: In support of the Santa Cruz Passenger Rail business plan

To see commissioners turn their back on what their constituents have voted for is disgusting.

We need this additional capacity north and south in our county. The ability to go from one shopping village to another without cramming cars into our already pressed beach neighborhoods. To be able to get to our beaches and parks for those unable to walk as far. And a weekday commute from south county (where it's cheap to live) to north (where most of the jobs are) or vice versa. This is the one transit corridor which would see use every day of the week.

Please approve this plan.

-Stacey Croft-Patterson
Ben Lomond

From: Bud Colligan <bud@colligans.com>

Sent: Friday, April 02, 2021 12:09 PM

To: Guy Preston <gpreston@sccrtc.org>; Ginger Dykaar <gdykaar@sccrtc.org>

Subject: Fwd: The Draft Electric Transit Plan some brief quick comments.

Thank you for your time and presentation yesterday at the RTC meeting. I'm pleased that the Commission has put a stop to the ongoing spending and time that staff is incurring on the TCAA, future grant applications, and consultants. It's time to focus our attention on the RTC projects that will deliver real transportation value to county residents.

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Below is some additional feedback from a SMART expert on the TCAA draft study. I think you can see from the general remarks that both capital and operating costs in the consultant's report are underestimated. It's a lot bleaker than even the 6 no votes would indicate. We need to get realistic about what we can accomplish and stop providing "staff reports" that are used to justify continued waste on projects that will never happen.

Regards,

Bud

Mentioned on Altamontpress by Brian Peoples. So I took a quick look.

P. 3-6 statement regarding SMART

" Operations are primarily funded by District voter approved sales tax and fare revenue, while capital projects are mostly by Federal and State funds
"

H'mmm makes it sound that they are roughly equivalent. The answer is farebox return is under 15% of operating expenses. SMART operations are largely paid by the sales tax increment.

H'mmm. Apparently the writer of the draft plan doesn't know how to read financial statements. The vast majority of SMART's construction was paid for **by construction bonds issued by SMART** in 2012, and paid entirely by local sales tax funds. Federal funding has been very small. Regional funding (RM-2) has been larger. There was also an increment (i.e., "bailout") of from MTC funding in 2011-12. But that too was tiny compared to the bond issuance. There are also costs imposed on Golden Gate Transit for moving of the Bettini Transit Center in downtown San Rafael.

(Held up by the RM-3 lawsuit). As it doesn't appear on SMART's budget, it's not included as a cost to SMART.

There are also the state funds PRE 2008 which supported all of the SMART's efforts to pass the tax and pay for the EIR. I've got a table if interested that are based on the published financial audit reports.

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In essence, the local political leaders chose to **self-construct rail** because they were told by the FTA in 2003 that federal funding for rail was very competitive and the proposed rail system didn't appear to be able to compete because ridership potential was trivial. (The feds were correct by the way.)

A Note on the cost table: I didn't see anywhere in the costs where they'd need to purchase land to construct passing lanes. The study statement "Right-of-Way costs assumed \$0 at this time" is on page 4-1. Given land costs in Santa Cruz I can see why they'd want to exclude it. By the way passing tracks are long and tied to the length of the trains. How many passing tracks will they need? These are required if they intend to operate rail in both directions.

Operating costs are \$25m per year. H'mmm another understatement. Operating Expenses are one of those terms manipulated because of what various agencies include/exclude (indeed what SMART does) in various submissions. The big issue is "administration" costs. The National Transit Database requires inclusion of administrative costs. SMART in its budget has a different dept. for administration (called "administration") and confuses the lay readers. (Not me.) The reason: they have to report operating expenses to the MTC and those numbers are much higher than what was reported to the FTA. So are the "operating expenses" in SMART's annual comprehensive financial reports. Figure they're running about \$35M (pre-COVID), even though in their Strategic Plan (2019) they reported "O&M" expenses of \$40M.

Quiet Zones: SMART budget \$11M for about the same # of crossings. Why would SC #s be so different?

If you put in the work you can benchmark ACTUAL construction costs for SMART "per mile of track" vs. what these bozos assume in their cost tables. It's not that hard to do and I've know where the bodies are if anyone in Greenway or in the staff of Mr. Koenig wants to conduct a careful analysis.

Beware of NTD Operating Expense #s in the "Metrics" spreadsheet. This is where SMART understates

"operating expenses" as it reports \$27M to the NTD and \$40M to its Board (pre-COVID). The reported number on a vehicle hour basis is comparable to the number in the study, so much depends

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on what SMART has excluded. Total operating expenses are sensitive to this number. For example

in FY 2018, SMART reported \$543.41 per hour.

The implication is that IF you believed their submissions, their operating expenses per vehicle

hour between FY 2018 and FY 2019 rise from \$543.71 to \$835.82. This is about lack of

oversight on submissions to the FTA! Yes, I've reported it. And no, they won't do anything

about it.

Yep: they're smoking something. And here's a key statement: (6-11).

"For the cash flow calculations, it is **assumed** that fares are an average of \$4.50 per rider, and ridership is based on consultant estimates of ridership in 2040 (7150 boardings/day weekdays and 2800 boardings/day on weekends). A growth rate of one percent per year is assumed for ridership beyond 2040. Similarly, a reduction in ridership of one percent per year is assumed for years prior to 2040."

It's always useful to remember this is a key and an incredibly misleading assumption that the RTC should never have allowed.

Why? It gets repeated downstream as it now has in a March 2021 study.

Luckily due to the political fiasco last fall where the GM of SMART withheld ridership data from the local press, in the middle of the back and forth over Measure I, SMART now reports daily ridership on its website.

Based on that data, SMART's ridership on weekdays **pre-Covid** serving a much larger population than SC County were as follows for February 2020:

weekdays: 3,028.8

weekends: 672.8 (I included the President's day holiday in this count)

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And – of course – that study has not taken into account (because no one knows yet) what the impact

of remote work will be on transit ridership. But ask around. What is the county going to do ?

What are other employers of office workers in the county going to do?

Best of luck

From: Lisa Marie Grillos <alittleflea@gmail.com>

Sent: Friday, April 2, 2021 7:36 PM

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

Subject: North County Residents Demand Rail Option

Dear Supervisors:

I live in Felton and want to see a Santa Cruz rail option. For a decade we've been nearly unanimous about this. We are a car-dependent, traffic-clogged county. Not having a rail options is an embarrassment.

I am outraged at how the RTC meeting went today. Six of you voted to abandon the plan for passenger rail service in Santa Cruz County and walk away from a no-local-funds-required grant from Caltrans to pay for the initial design and the environmental review. Why? Because you're either in the pocket (Looking at you, Manu) or afraid of punishment from local wealthy anti-public-transportation individuals. Rail transportation options are important for support of low-income individuals (as you know from every city with an established rail/tube system).

When you revote next month, support the rail option. Here's the shame list being shared widely on social media.

Manu Koenig

Randy Johnson

Jacques Bertrand

Kristen Peterson

Patrick Mulhearn

Bruce McPherson (and I voted for this guy)

There will be political consequences for those who vote against the rail and on the side of monied interests. With an eye on attempting to turn around climate change by the year 2030 in order to avoid extreme disaster, this would be a step in the right direction.

Signed,
Lisa Marie Grillos

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

From: Vicki Miller <b40vicki@yahoo.com>
Sent: Monday, April 5, 2021 6:08 AM
To: Regional Transportation Commission <info@scrtc.org>
Subject: America Has Long Favored Cars Over Trains and Buses. Can Biden Change That?

New York Times article regarding support of rail by our new Federal Administration

America Has Long Favored Cars Over Trains and Buses. Can Biden Change That? http://www.yahoo.com/news/america-long-favored-cars-over-141706736.html?soc_src=community&soc_trk=ma

Please do not kill this project.

From: Gordon Jefferson
Sent: Saturday, April 3, 2021 9:49 AM
To: Regional Transportation Commission <info@scrtc.org>
Subject: Friends of the Rail & Trail organization

TO: whom it may concern within SCRTC

My name is Gordon V. Jefferson, member and representative of the hydrail Trains Association. We are a newly formed association representing the hydrail industry. Our Brochures and Mission Statement are available on request.

This message addresses the rejection of the "Friends of the rail and Trail" organization's proposal to electrify the Santa Cruz Branch Rail Line proposal.

hydrail is the usage of Hydrogen Fuel Cell (HFC) technologies to electrically power train locomotives. HFC's generate CLEAN electrical power on board the locomotive, thus avoiding costs associated with implementing costly overhead wire electrification. Overhead electrification can cost upward of \$5 Million - \$ 10 Million per track mile. Hydrogen fuel Infrastructure can be paid for by a few miles of overhead wire installation cost avoidance.

The San Bernardino County Transit Authority (SBCTA) has contracted with Stadler Rail (Switzerland) to apply hydrail train sets to their San

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Bernardino, CA to Redlands commuter rail route during the 2024 time frame. REF.:

<https://www.energy.gov/sites/prod/files/2019/04/f62/fcto-h2-at-rail-workshop-2019-schindler.pdf>

CONTACT: cschindler@gosbcta.com

Also, CONTACT: brad@tig-m.com President, TIG-m located in Chastworth, CA

We, the hydrail Trains Association, are willing to work with you to reduce the cost by magnitudes, and meet all your requirements for the fulfillment of the proposed Santa Cruz Branch Rail Line, without using overhead wiring electrification.

We are looking forward to hearing from you soon.

Sincerely,

Gordon V. Jefferson
hydrail Trains Association
CELL: (661) 365-5314

From: frank rimicci

Sent: Monday, April 5, 2021 8:33 PM

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

Subject: Manu as a commissioner

Hello, I just wanted to comment on the fact that Manu was affiliated with the greenway group, which is opposed to the preferred alternative of rail with trail. Now doesn't that prove to be a conflict of interest thereby disqualifying Him from serving on the commission? Thats what some are wondering in the south county. Also if the rail with trail plan was ever to be put to a popular vote as I've heard many suggest, wouldn't it be biased because the westside already has the trail complete and They may not give a hoot for the sorely needed electric rail transit?

From: patriciavarela@everyactioncustom.com

<patriciavarela@everyactioncustom.com>

Sent: Tuesday, April 6, 2021 8:36 AM

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

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

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Dear RTC Commissioners,

My name is Patricia Varela, 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, Patricia Varela, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,

Patricia Varela

2862 Lindsay Ln Soquel, CA 95073-2844

patriciavarela@sbcglobal.net

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

From: deemrcz@everyactioncustom.com
<deemrcz@everyactioncustom.com>
Sent: Tuesday, April 6, 2021 9:16 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 Dana Markiewicz, 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, Dana Markiewicz, a supporter of rail transit for Santa Cruz County.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Thank you.

Sincerely,
Dana Markiewicz
404 Western Dr Santa Cruz, CA 95060-3028 deemrcz@gmail.com

From: keithwgtr@everyactioncustom.com
<keithwgtr@everyactioncustom.com>
Sent: Wednesday, April 7, 2021 1:08 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 Keith Wood, 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 greatly improve commute options for South County workers stuck in traffic, reduce greenhouse gas emissions, fight climate change and improve mobility for seniors, people with disabilities, and bicycle commuters.

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, Keith Wood, a supporter of rail transit for Santa Cruz County.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Thank you.

Sincerely,
Keith Wood
606 Calle Del Sol Aptos, CA 95003-9732
keithwgtr@yahoo.com

From: Anne.L.Cassell@everyactioncustom.com
<Anne.L.Cassell@everyactioncustom.com>
Sent: Wednesday, April 7, 2021 7:00 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 Anne Cassell, 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

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

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, Anne Cassell, a supporter of rail transit for Santa Cruz County.

Thank you.

Sincerely,
Anne Cassell

541 Old Coach Rd Scotts Valley, CA 95066 Anne.L.Cassell@gmail.com

From: elldougherty@everyactioncustom.com

<elldougherty@everyactioncustom.com>

Sent: Wednesday, April 7, 2021 1:50 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 Ellen Dougherty, and I'm writing to ask you to support passenger rail.

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 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 everyone to travel.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Sincerely,
Ellen Dougherty
321 2nd St Apt 2 Santa Cruz, CA 95060-5446 elldougherty@gmail.com

From: ellen Davidson
Sent: Sunday, April 11, 2021 3:41 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: copy of snail mail to Supervisor Koenig

Manu Koenig
First District Supervisor
701 Ocean Street, Room 500
Santa Cruz, CA 95060

Dear Supervisor Koenig,

Please reconsider your position on the rail trail

I'm writing as a 50 year resident of Live Oak. Once upon a time I was active in The Live Oak Community Action League (LOCAL) and was an aide to a county supervisor in the '70s. I participated in planning the original Live Oak parking program which was dreamed up to protect Live Oak residents from being overrun by tourist parking pressures. But this is about the rail, trail.

So why do I have an issue?

The last eight years of my working life were spent commuting to The National Marine Fisheries Service (NMFS), way on the west end of Santa Cruz. Rail service to work would have been a better fit for me and for the environment. Now, in retirement, I go to 41st Avenue. I would prefer to go to downtown Santa Cruz if there was rail to get there.

It looks, to me, like the long term core of Live Oak has no say in the representation for this community. New affluent and influential Santa Cruzans have applied more political clout than most less fortunate long termers. Please represent the interests of our entire community, not just the more recent affluent influx.

I'm basically begging you to include the positions of your entire community in your rail trail position.

Sincerely,

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Ellen Davidson

Cc: Santa Cruz Sentinel, Friends of Rail Trail, Coast Connect, SCCRTC

From: Nadene Thorne <nadenetd@yahoo.com>

Sent: Sunday, April 11, 2021 7:51 PM

To: greg.caput@co.santa-cruz.ca.us

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

Subject: Your votes at last RTC meeting

Commissioner Caput,

I've been meaning to write and thank you for your vote supporting Manu Koenig's request for board approval to change the members of the bicycle committee. And yes, since it became a board issue rather than an individual supervisory one, I applaud the request to have staff look into changing the by-laws if that seems appropriate. I've spoken with both Jannecke and Grace in the past, and both have expressed to me their wholehearted support for a train in the rail corridor, regardless of what the downsides for the cycling community might be. And while we hope that these kinds of memberships will not become solely political in the future, it seems to me that supervisors/commissioners should be able to expect these folks to at least be even-minded in their positions. I thought your comments were balanced and helpful.

On the subject of the vote regarding the TCAA draft business plan, I'd like to offer one thought for your consideration. If I heard you correctly, you supported the notion that rail service in our corridor would be useful in connecting the county to the state rail system some day. However, we all might keep in mind that Pajaro, and the proposed station there, are already to connected to freight rail service. Pajaro is just about as far from Santa Cruz City as is the San Jose Mineta Airport, and yet no one is proposing that we should spend hundreds of millions of dollars to create an airport here to save us from driving to San Jose. Similarly, it seems not unreasonable to me that a connection to the state rail service (once it overcomes its huge financial and construction overruns) is just as reasonable for us by simply driving or shuttling to Pajaro, and this alone would not be sufficient reason to spend what it will take to build out rail service to the north of Watsonville..

I hope you will give some thought to this consideration. Thanks again for your commitment and service to the county.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Nadene Thorne
140 Averitt St.
Santa Cruz 95060

From: marytodegaard@everyactioncustom.com
<marytodegaard@everyactioncustom.com>
Sent: Sunday, April 11, 2021 9:42 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 Mari Ode, and I'm writing to ask you to support passenger rail.

We need to reduce auto traffic within the county, to have a sustainable environment, a passenger rail service is a must to achieve this goal! Vote now to add rail service to our current public transportation system.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,
Mari Ode
222 San Juan Ave Santa Cruz, CA 95062-1242
marytodegaard@gmail.com

From: Karen Mokrzycki
Sent: Monday, April 12, 2021 8:25 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Train-Please Clarify

I am a 40 year resident of Santa Cruz living on the Westside. Some on my local NextDoor neighborhoods are putting out notice that the train is dead. Is there a statement that you have that be issued to NextDoor? As you know, responses on ND often make things more confusing because people express personal opinions.

If it is true, it's a devastating blow to residents who can't walk or bike

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(many)
and to caregivers and all the other many workers who drive to Santa Cruz for employment. Traveling southbound on Highway 1 is an many hours proposition. My Mom's caregivers had to spend 2 or more hours in traffic just to get home to their families in south county.
Buses are not the answer because they sit in the same traffic as cars. It seems discriminatory to not invest in transportation for all ages and abilities. I came from a city that had numerous forms of transportation in to downtown and all were full and connected. Buses fed to trains and more.

From: erichter@everyactioncustom.com
<erichter@everyactioncustom.com>
Sent: Tuesday, April 13, 2021 2:10 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 eric richter, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,
eric richter
4622 Fairway Dr Soquel, CA 95073-3037
erichter@giro.com

From: Don Honda
Sent: Wednesday, March 31, 2021 11:53 AM
To: SCCTC <info@sccrtc.org>
Subject: New Rail Business Plan for the Branch Line

Dear Commissioners,

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

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 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

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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: Brett Garrett <brett@dolphyn.com>
Sent: Wednesday, April 14, 2021 12:52 PM
To: Transit Corridor <transitcorridoraa@sccrtc.org>
Subject: Rail Corridor needs a better transit solution

Dear RTC commissioners and staff,

Our community is largely divided into two mainstream perspectives on the rail corridor, namely the rail advocates who support conventional rail as the "best" transit solution, and the trail advocates who oppose any form of mass transit on the rail corridor. I believe both points of view are flawed. We need public transit, but a conventional rail or bus system is not sufficient to meet the needs of our community.

A superior transit service can be achieved by using smaller vehicles and running them more frequently or on-demand. For example, please consider the proposed 17-mile connector between Redwood City and Union City, using the SamTrans-owned Dumbarton Rail Corridor. The proposed system with at least nine stations has many similarities to our own rail corridor, but with *much higher capacity requirements*. Consultants from HDR recently compared four transit modes for Dumbarton:

1. CRT: Commuter Rail Transit, at 20-minute intervals during rush hour
2. LRT: Light Rail Transit, at 10-minute intervals during rush hour
3. BRT: Bus Rapid Transit, at 10-minute intervals during rush hour
4. AVT: Autonomous Vehicle Transit, similar to Personal Rapid Transit (PRT)

The consultants concluded that AVT, with under 2-minute waiting times during rush hour, would attract *at least 35% higher ridership than commuter rail*. I would expect even stronger results for Santa Cruz

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County, due to the expected 30-minute headways for Commuter Rail or Light Rail.

AVT is solid technology that has been proven with substantially more passenger miles than the often-promoted TIG/m electric train. The Dumbarton study is based on specs from 2getthere, a Dutch company that has operated active systems in Masdar City and Rivium for more than ten years. Other long-running systems include the Ultra PRT system at Heathrow Airport, the Morgantown PRT system in West Virginia, and the Vectus system in South Korea.

Currently PRT and AVT technology is widely misunderstood, but this will change rapidly over the next few years as more systems come to fruition. The Boring Company's project in Las Vegas should be online soon. South San Francisco and Oakley have agreements with Glydways. San Jose is looking into innovative solutions for Stevens Creek and the airport. Larger projects are under contract in China, and being bid in India.

The Transit Corridor Alternatives Analysis has been tragically flawed due to its early dismissal of Personal Rapid Transit (PRT). As you know, I submitted a lengthy critique of TCAA Milestone 2 because I disagreed with the scores that were assigned to PRT and elevated PRT. In particular, I believe PRT would achieve much higher ridership than conventional rail, and the Dumbarton study provides evidence in support of my belief.

Let's not lock ourselves into conventional rail as the only preferred solution. An elevated PRT or AVT system would provide a superior transit solution that — unlike conventional rail — can deliver direct service to downtown Santa Cruz, Cabrillo College, and UCSC. It would also allow our railroad tracks to remain in place (for freight, if desired) or be removed later (as advocated by some trail advocates).

In conclusion, I fully support the "stalemate" that appeared to be occurring during the April 1 RTC meeting. Santa Cruz County needs and deserves a *better* public transit system than what has been proposed in the business plan. I recommend:

1. Accept the report that has been prepared by HDR, as needed for funding.
2. If TCAA is subjected to peer review, the review must include Milestone 2.
3. Continue to build the trail according to current plans, with the tracks in place for now.
4. Keep an open mind for emerging transit technologies.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

5. *Don't* spend \$17 million for conventional rail engineering and environmental review!

Indeed, the \$17 million would be better spent on a small PRT or AVT prototype, perhaps a downtown Santa Cruz to Boardwalk connector, that could be expanded to become a larger system, but would still satisfy an essential need if some other technology is ultimately chosen for the rail corridor.

Sincerely,

Brett Garrett

190 Walnut Ave Unit 301

Santa Cruz, CA 95060

SamTrans Dumbarton link:

<https://www.samtrans.com/dumbarton> includes [video](#) and [slides](#).

I include several of the Dumbarton presentation slides below.

Modes

San Mateo County
TRANSIT DISTRICT



Commuter Rail Transit (CRT)

- 204 Seats
- 598 Total Riders
- Battery/Electric Hybrid
- Dedicated Guideway

Light Rail Transit (LRT)

- 136 Seats
- 428 Total Riders
- Electric
- Dedicated Guideway

Bus Rapid Transit (BRT)

- 110 Seats
- 244 Total Riders
- Battery
- Dedicated Guideway

Autonomous Vehicle Transit (AVT)

- 8 Seats
- 22 Total Riders
- Battery
- Dedicated Guideway
- Flex-Service

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Considerations: AVT Option

San Mateo County
TRANSIT DISTRICT

- This is a new and emerging technology/mode with limited examples of deployment
 - Global examples: Netherlands, Heathrow, UAE
 - North America: Pilot deployments nationwide
 - Note: There is no application of AVT at this mass transport scale
- Further analysis needed to obtain US Gov't approval to prove:
 - System reliability
 - Ability to scale
 - Technology readiness
 - Security
- Evolving Federal policy related to AV transit



Ridership Projections

San Mateo County
TRANSIT DISTRICT



Data Source: HDR 2021 Ridership Report

From: swells939@everyactioncustom.com

<swells939@everyactioncustom.com>

Sent: Wednesday, April 14, 2021 6:55 PM

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

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

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Dear RTC Commissioners,

My name is Stephanie Wells, and I'm writing to ask you to support passenger rail.

I am disappointed that the TCAA Business Plan for passenger rail did not pass at the RTC meeting on April 1, and that half of the RTC voted to walk away from a no local-funds-required grant from CalTrans to pay for the initial design and environmental review. 74% of county voters support this project. Why was it stopped?

We must invest in integrated, sustainable transit options – it is a critical step towards equity and diversity as well as towards a more sustainable future for our planet. It also just makes sense for improving quality of life, given the negative impacts of traffic and car-dependency on our county.

I am a bicyclist and use the opened portion of the trail to get around the West Side. However, I need the rail as well to ease my daily commute post-pandemic, when I plan to work in South County. This would mean adding yet another car to the road in an already congested county where 50% of greenhouse gas emissions are transportation related. While I bike as much as I can, biking across the county every day for work is unmanageable. However, I would happily use trail to rail. The rail and trail are not mutually exclusive. Rail would mean one more car off the road and fewer GHG emissions. This is the most impactful thing we can do locally to reduce our carbon footprint and improve conditions for current and future generations.

I am an educator. Rail would mean more access to educational opportunities for students. Watsonville residents need reliable access to the economic and educational opportunities of North County, and with rail, we can be a better connected county, allowing for more diverse and inclusive communities. Refusing to provide service for South County is transit redlining. Now more than ever, we must move towards options that will connect our communities, not divide them. Prioritizing a recreational trail over the daily commute needs of residents is irresponsible.

We need you to vote to accept the TCAA Business Plan at the May 6th meeting. This is good for our community. It's good for the environment. Constituents across the county support it.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,
Stephanie Wells
121 Ladera Dr Santa Cruz, CA 95060-5210 swells939@gmail.com

From: mary allen <marygallen@msn.com>
Sent: Thursday, April 15, 2021 7:39 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: FW: Thank you for your Yes vote on the RTC Business Plan

From: [mary allen](mailto:mary.allen)
Sent: Thursday, April 15, 2021 7:30 PM
To: sbrown@cityofsantacruz.com;
eduardo.montesino@cityofwatsonville.org;
greg.caput@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us;
openup@ucsc.edu;
andy.schiffrin@santacruzcounty.us;
info@rtc.org
Subject: Thank you for your Yes vote on the RTC Business Plan

~~~~~

Dear Commissioners,

As a fifteen year resident of Capitola and a local medical professional I have enjoyed both our growing community and its growth in popularity with visitors far and wide. We are benefitting in so many ways from tourism, especially financially.

However, we also need to plan for more growth, which truthfully cannot be avoided, in order to create a less crowded student commute system, the expansion of our recreational space, while also supporting business, schools, the disadvantaged, and last but not least the environment.

To address this need our local Transit Commission's "Staff Recommendation" was to approve the 'Business Plan. Please do so and approve it asap.

As you well know, the RTC purchased the Santa Cruz Branch corridor. This includes the land and the tracks, and the Right of Way from the past

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

owner with Prop 116 State funding. This was to be used explicitly for public transportation.

Santa Cruz County needs to accept Caltrans offer of \$17 million for the next portion of planning. Please do not bypass the opportunity to accept this offer. I implore you to take the next step now and continue implementing the EIR, the Environmental Review, and preliminary engineering studies.

I hope you agree on how important it is for our county to take this next step in order to keep building the pedestrian trail and then rail. The 32 mile corridor will certainly accommodate both.

I am hopeful that Santa Cruz County will connect to Monterey County for all the reasons stated here for both the future of the County business growth, and for the continued prosperity of its residents.

Best to all for your good work on our behalf.

Mary Allen  
Capitola

**From:** mary allen <[marygallen@msn.com](mailto:marygallen@msn.com)>

**Sent:** Thursday, April 15, 2021 8:04 PM

**To:** [jbertrand@ci.capitola.ca.us](mailto:jbertrand@ci.capitola.ca.us); [bruce.mcpherson@co.santa-cruz.ca.us](mailto:bruce.mcpherson@co.santa-cruz.ca.us); [ladykpetersen@gmail.com](mailto:ladykpetersen@gmail.com); [rlj12@comcast.net](mailto:rlj12@comcast.net); [manu.koenig@santacruzcounty.us](mailto:manu.koenig@santacruzcounty.us); [zachfriend@santacruzcounty.us](mailto:zachfriend@santacruzcounty.us); [patrick.mulhearn@santacruzcounty.us](mailto:patrick.mulhearn@santacruzcounty.us); Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

**Subject:** Reconsider accepting the RTC recommendation to approve their business plan please

The following is stating the case for the importance of implementing the Rail Trail. Please consider the stated points prior to your next meeting and vote this time in favor of the community.

Dear Commissioners,

As a fifteen year resident of Capitola and a local medical professional I have enjoyed both our growing community and its growth in popularity with visitors far and wide. We are benefitting in so many ways from tourism, especially financially.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

However, we also need to plan for more growth, which truthfully cannot be avoided, in order to create a less crowded student commute system, the expansion of our recreational space, while also supporting business, schools, the disadvantaged, and last but not least the environment.

To address this need our local Transit Commission's "Staff Recommendation" was to approve the Business Plan. Please do so and approve it asap.

As you well know, the RTC purchased the Santa Cruz Branch corridor. This includes the land and the tracks, and the Right of Way from the past owner with Prop 116 State funding. This was to be used explicitly for public transportation.

Santa Cruz County needs to accept Caltrans offer of \$17 million for the next portion of planning. Please do not bypass the opportunity to accept this offer. I implore you to take the next step now and continue implementing the EIR, the Environmental Review, and preliminary engineering studies.

I hope you agree on how important it is for our county to take this next step in order to keep building the pedestrian trail and then rail. The 32 mile corridor will certainly accommodate both.

I am hopeful that Santa Cruz County will connect to Monterey County for all the reasons stated here for both the future of the County business growth, and for the continued prosperity of its residents.

Mary Allen  
Capitola

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**From:** Jensen Maass <[jensen@lastresortsalon.com](mailto:jensen@lastresortsalon.com)>  
**Sent:** Thursday, April 15, 2021 8:30 PM  
**To:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
**Subject:** Thank You

Dear Commissioners,

I'm a 36 year resident of Santa Cruz County. 27 of those years my husband and I have resided in Soquel. We love living and working in Soquel.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

My family, neighbors and friends are grateful each of you voted Yes for the RTC's recommended 'Business Plan.' The local Transit Commission's "Staff Recommendation" was to approve the 'Business Plan' which I understand was developed over the last year, and pursuing funding for this next step.

Santa Cruz County must accept Caltrans offer of giving up to \$17Million for the next phase of planning. This is in combination with California's state fundings multiple sources which includes the State Rail Assistance (SRA) program.

It's important that our county takes this next step in order to keep building the pedestrian trail then rail. The 32 mile corridor is wide enough for both, except one spot that is less than one mile and our RTC engineers and staff will find the best solution. I am hopeful that Santa Cruz County will connect to Monterey County by way of the Pajaro Station in Watsonville and will change transportation in our region because abandoning rail when so many South County residents work in North County is privilege at its worst.

Sincerely,

**Valerie Jensen-Maass**

**From:** Kristen Sandel <[krsandel@gmail.com](mailto:krsandel@gmail.com)>

**Sent:** Friday, April 16, 2021 11:23 AM

**To:** Bruce McPherson <[bruce.mcpherson@santacruzcounty.us](mailto:bruce.mcpherson@santacruzcounty.us)>; Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

**Cc:** Kristen Sandel <[krsandel@gmail.com](mailto:krsandel@gmail.com)>

**Subject:** SLV Environmental Committee SUPPORT FOR RAIL

Environmental Committee  
San Lorenzo Valley Women's Club  
PO Box 574  
Ben Lomond, CA 95005

April 16, 2021

Santa Cruz County Supervisor Bruce McPherson  
701 Ocean St., Rm. 500  
Santa Cruz, CA 95060

Dear Supervisor McPherson,

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

We are writing to urge you to support the future of rail in Santa Cruz County by accepting the rail business plan currently before the SCCRTC. We understand and respect the concerns of those who question the value of the rail project, but we believe it is critical for the future of Santa Cruz County to make it possible, over time and with deliberation, to move away from our over-reliance on cars and fossil-fuel based travel. Santa Cruz County is a vital part of California's Central Coast, with many ties to the Greater Bay Area, and we have an opportunity right now to address the inadequacies of our current transit system, which has posed challenges and difficulties for residents from all areas of the county for decades.

The SCCRTC staff has already spent a considerable amount of time, money and energy researching the potential for rail in the county, and its own year-long Transit Corridor Alternatives Analysis (TCAA) has provided a thorough and persuasive argument that rail is a viable option. Moreover, public support for rail has been substantial and consistent over time, including the response to the TCAA itself, which was resoundingly in favor of moving ahead with rail. This has been a lengthy and exhaustive process, and with multiple surveys showing over 70% support for rail, there is a clear public desire to see the county move ahead with this project.

There are real and long-standing equity and social justice issues surrounding access to public transportation as well. Due to the high cost and low availability of housing in Santa Cruz County, many residents cannot afford to live close to their jobs and must commute considerable distances to jobs in wealthier areas of the county, particularly affecting those who live in areas such as Watsonville and the San Lorenzo Valley. We should not continue to penalize these workers for commuting by car, with fees that are negligible to the well-off but punitive to those who are not, and inevitably adding to the regional gridlock and GHG emissions we face, when we have failed to provide them with any usable alternatives. An efficient, accessible electric rail system providing alternative transit would benefit all county residents, not just the 50% who live closest to the line, by easing impacted traffic.

The state of California is currently undergoing a huge push to develop more housing, mandated by state bills such as SB 330, and although Santa Cruz County is one of the smallest counties in California, it is densely populated within that constrained area, adding to our transit congestion. We simply don't have the space to continue widening our roads indefinitely, and would be well served by looking to other models of

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

public transportation, with a rail line acting as a connector to both ends of the county and Metro bus lines providing flexible surface street connections. This is a nuanced problem, and we do not have to choose either bus or rail. Both are crucial, and with increasing emphasis on public transportation from the Biden and Newsom administrations and new sources of state and federal funding, it makes sense to pursue all available options, not to lock us into a road-only model that may not serve us well in the future.

As residents of the San Lorenzo Valley, we are acutely aware of the difficulties faced by residents, commuters and tourists in accessing public transit in Santa Cruz County. Because many jobs in the county are based in the tourism, hotel and hospitality industries, they cannot be replaced by remote work. The county's economic base relies on a steady influx of seasonal visitors, as well as the potential growth of UCSC to nearly 34,000 students and staff by 2040. The need for modern, convenient and accessible public transit is growing, not diminishing, and we all have experienced the frustrations of impacted traffic, poorly maintained roads, long wait times, insufficient numbers of buses and slow service. We believe that any significant upgrades in public transit in the county are a benefit to all its residents, even in areas not directly served by the rail corridor.

We would also like to draw your attention to an issue specific to the San Lorenzo Valley: failing to move ahead with rail by accepting the business plan and applying for state and federal grants for the repair and maintenance of the tracks may place the survival of Roaring Camp Railroads in serious jeopardy. This is one of the San Lorenzo Valley's longest-running businesses, bringing visitors to the area for more than 50 years, employing locals, and earning a revenue of \$8 million dollars yearly. A well-maintained rail line is a critical part of Roaring Camp's continued operation. Further, keeping the rail line active and in use allows the county to continue receiving state and federal funds for future maintenance.

It's very clear that none of these issues exist in a vacuum. Transportation infrastructure and public transit have been under-developed and under-funded for decades in California, not just in Santa Cruz County. However, the climate of studied neglect around infrastructure now appears to be shifting rapidly, not just on the national level, with the Biden administration putting together a potential \$2 trillion package of infrastructure spending, but on a state and local level as well, with work underway in Monterey County to revive rail and create new multimodal transportation hubs to serve communities from Santa Clara County south

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to Salinas. This opens the possibility of connection to a state-wide network of rail, ensuring that no future resident of California would need to own a car to work, travel, and thrive here.

We realize there are many further steps to take before rail transit can become a reality in Santa Cruz County, and we do not underestimate the magnitude of the project. We are simply asking you to accept the business plan before the RTC and give the county time to fully weigh its options moving forward, using the same diligence and careful consideration the process has received to date.

Thank you for considering our views, and for your many years of public service to Santa Cruz County and the San Lorenzo Valley.

Respectfully,

Nancy Macy, Chair  
Environmental Committee for the SLV Valley Women's Club

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**From:** Jack Carroll <[educatorjc@gmail.com](mailto:educatorjc@gmail.com)>

**Sent:** Monday, April 19, 2021 11:18 AM

**To:** Ginger Dykaar <[gdykaar@sccrtc.org](mailto:gdykaar@sccrtc.org)>

**Cc:** Shannon Munz <[smunz@sccrtc.org](mailto:smunz@sccrtc.org)>

**Subject:** Re: Train fare

Hi Ginger,

So there was no particular fare used for the longest commute from Watsonville to Santa Cruz? Since alternative transportation fares are not thought to have an inelastic demand how was ridership estimated? With an average fare of \$4.50 I would expect the longest commute to have a fare of \$9 each way. That's \$18 round trip every day for a low-paid hospitality worker. That's much more than the minimum hourly wage.

Can I see the details behind the ridership estimates that were published?

On Mon, Apr 19, 2021 at 10:49 AM Ginger Dykaar  
<[gdykaar@sccrtc.org](mailto:gdykaar@sccrtc.org)> wrote:

Hi Jack,

The TCAA/RNIS Business Plan as well as in the TCAA/RNIS report, it was assumed that fares are an average of \$4.50 per rider/boarding in order to assess the amount of operations and maintenance funds

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

that may be available from fare revenue. This is documented in the Business Plan on page 6-11 on the discussion of the fare revenue assumptions.

Thank you,

Ginger

.....

[Ginger Dykaar](#)

[RTC](#) | 831.460.3213

**From:** Jack Carroll <[educatorjc@gmail.com](mailto:educatorjc@gmail.com)>

**Sent:** Friday, April 16, 2021 1:55 PM

**To:** Ginger Dykaar <[gdykaar@sccrtc.org](mailto:gdykaar@sccrtc.org)>

**Subject:** Train fare

Hi Ginger,

Do you know what one-way fare from Watsonville to Santa Cruz was used in the "business plan"? The plan mentioned an average fare of \$4.50.

Jack Carroll

--

Jack Carroll  
cell 408-234-7583

**From:** Bob DAVIDSON

**Sent:** Saturday, April 17, 2021 1:51 PM

**To:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

**Subject:** rail/trail

After a number of years of talks and surveys about having a train, everything still seems to be in the air with two solid groups. Yes it's a good idea or no it's not a good idea. I think the question is not if it's good idea or not. But the question in a survey or on the next ballot would be.. do you

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plan to use the train 2 or more times a month? I have talked to people who think the train would nice, but they won't be using it. Hopefully we could build a trail before 2030 so my wife and I could use it

From: [kibrick@everyactioncustom.com](mailto:kibrick@everyactioncustom.com) <[kibrick@everyactioncustom.com](mailto:kibrick@everyactioncustom.com)>

Sent: Saturday, April 17, 2021 2:24 PM

To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

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

Dear RTC Commissioners,

My name is Robert Kibrick, and I'm writing to ask you to support passenger rail.

Electric rail transit will provide a sustainable and zero-emission alternative to traveling by passenger vehicles on Highway 1. It will help that County meet its climate goals and improve our air quality. It will provide a more efficient means for travel between North and South County locations.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,

Robert Kibrick

208 Archer Dr Santa Cruz, CA 95060-2445 [kibrick@cruzio.com](mailto:kibrick@cruzio.com)

From: [thomasandersenconstruction@everyactioncustom.com](mailto:thomasandersenconstruction@everyactioncustom.com)

<[thomasandersenconstruction@everyactioncustom.com](mailto:thomasandersenconstruction@everyactioncustom.com)>

Sent: Saturday, April 17, 2021 2:30 PM

To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

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

Dear RTC Commissioners,

My name is Thomas Andersen, and I'm writing to ask you to support passenger rail.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Resident of the 5th District here. I support a yes vote on the business plan. Santa Cruz County needs expanded public transportation. We have great opportunity with the rail system in place. Vote yes on the business plan so that we can all see what the new system will look like and how it can be funded.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Thomas Andersen  
261 Redwood Dr Felton, CA 95018-9124  
[thomasandersenconstruction@gmail.com](mailto:thomasandersenconstruction@gmail.com)

From: [rebecca@everyactioncustom.com](mailto:rebecca@everyactioncustom.com)  
<[rebecca@everyactioncustom.com](mailto:rebecca@everyactioncustom.com)>  
Sent: Saturday, April 17, 2021 2:48 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Rebecca Hazelton, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Rebecca Hazelton

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

206 Little Creek Rd Soquel, CA 95073-9401

[rebecca@choosinghealthnow.com](mailto:rebecca@choosinghealthnow.com)

From: [moonshinelassie@everyactioncustom.com](mailto:moonshinelassie@everyactioncustom.com)

<[moonshinelassie@everyactioncustom.com](mailto:moonshinelassie@everyactioncustom.com)>

Sent: Saturday, April 17, 2021 3:10 PM

To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

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

Dear RTC Commissioners,

My name is Danielle Cruz, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,

Danielle Cruz

121 Laurel Dr Felton, CA 95018-9217

[moonshinelassie@sbcglobal.net](mailto:moonshinelassie@sbcglobal.net)

From: [jvnork@everyactioncustom.com](mailto:jvnork@everyactioncustom.com) <[jvnork@everyactioncustom.com](mailto:jvnork@everyactioncustom.com)>

Sent: Saturday, April 17, 2021 3:49 PM

To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

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

Dear RTC Commissioners,

My name is Valerie Norkoli, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Thank you, Valerie Norkoli

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Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Valerie Norkoli  
289 Mcenery Rd Felton, CA 95018-9439  
[jvnork@comcast.net](mailto:jvnork@comcast.net)

From: [lmynjb@everyactioncustom.com](mailto:lmynjb@everyactioncustom.com)  
<[lmynjb@everyactioncustom.com](mailto:lmynjb@everyactioncustom.com)>  
Sent: Sunday, April 18, 2021 4:33 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is John Bartron, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost. I fully support studies to assess the possibility of adding light rail lines in Santa Cruz County. For a relatively small city, the traffic getting worse by the year. I would also support integrating the very popular Big trees Railroad wharf/boardwalk line into any new system.

Thank You,

John Bartron  
Boulder Creek

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
John Bartron

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

221 Monte Vista Ln Boulder Creek, CA 95006-9505 [lmynjb@sbcglobal.net](mailto:lmynjb@sbcglobal.net)

**From:** James Mosher <[jfmosher48@gmail.com](mailto:jfmosher48@gmail.com)>  
**Sent:** Sunday, April 18, 2021 7:13 PM  
**To:** [bruce.mcpherson@co.santa-cruz.ca.us](mailto:bruce.mcpherson@co.santa-cruz.ca.us);  
[gine.johnson@santacruzcounty.us](mailto:gine.johnson@santacruzcounty.us)  
**Cc:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>; JM Brown  
<[JM.Brown@santacruzcounty.us](mailto:JM.Brown@santacruzcounty.us)>  
**Subject:** I support Passenger Rail

Dear Bruce,

I have been following the rail-trail controversy with interest and have reviewed the business plan for passenger rail that will allow the RTC staff to continue the work to add public transportation to the rail corridor. I am in full support of moving forward as proposed in the plan. Just wanted to add my voice.

Thanks for all you do for the valley.

Best,

Jim Mosher

**From:** [tonia@everyactioncustom.com](mailto:tonia@everyactioncustom.com) <[tonia@everyactioncustom.com](mailto:tonia@everyactioncustom.com)>  
**Sent:** Monday, April 19, 2021 9:02 AM  
**To:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
**Subject:** Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Tonia Heath, and I'm writing to ask you to support passenger rail.

I have commuted from Santa Cruz to Watsonville and back for the last 12 years without a car, due to a visual disability. It was crazy hard to use public transportation; did you know that the last express bus from Watsonville to Santa Cruz for years left at 2:30 (Who gets off work before 2:30 PM?). That meant that, since I couldn't spend 1 hr and 30 minutes on the local bus due to family needs, that I started taking Uber or Lyft, paying \$30 each way and polluting each time There is no Uber pool in Santa Cruz county.

Many people I know in Watsonville have had to leave their young children at 7:20 in the morning to make it to work by 9 AM in Santa Cruz, sitting

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for over an hour in the traffic, spewing out carbon to destroy the planet for their children's future.

We need zero emission, fast light rail ASAP for the welfare of our families and children now, especially people who are of color, live in south county or the disabled.

Who is stopping this important movement forward? people who live near the rail trail and want to keep their property values up? I understand, but people must look farther ahead than their own wallets- plus, their houses will still sell at a good price in Santa Cruz county, no worries.

Please understand that many south county residents need to be represented as well as loud property owners along the rail line. Do the right thing for the earth and for our children!

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Tonia Heath

426 Windham St Santa Cruz, CA 95062-2462 [tonia@baymoon.com](mailto:tonia@baymoon.com)

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**From:** Tina Andreatta <[tina.marieotr@gmail.com](mailto:tina.marieotr@gmail.com)>

**Sent:** Monday, April 19, 2021 11:01 AM

**To:** S Brown <[sbrown@cityofsantacruz.com](mailto:sbrown@cityofsantacruz.com)>

**Cc:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

**Subject:** Please - Vote YES - SCCRTC Business Plan

Dear Ms. Sandy Brown,

I am pleased you and 5 other commissioners voted YES on the RTC's 'Business Plan.' I am disappointed with the 6 - NO votes.

County residents and I are educating ourselves of the immense pressure from a small, wealthy, powerful and social-media savvy group who do not care what is best for our entire community and do not value our South

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County and Watsonville residents, nor our disabled, disenfranchised, children, working poor, elderly and middle class.

In other words, a small but influential minority -- reasonably described as "privileged" -- want to convince you that government is untrustworthy, that experts should be ignored, that public good is an infringement of liberties.

I'm of course talking about local opponents to public rail transit.

Caltrans is offering their political and financial support of \$17Million for this next step, which include EIR, initial design and Preliminary Engineering

This past month a county wide survey was conducted by FM3 Research, which used all best practices for unbiased, factual results and it is the same research firm who conducted the polling for Measure D in 2016. And their predictions were exactly perfect. The survey concluded that 74% of county wide voters support both rail transit and trail. Watsonville voters support both by a large margin of 86%. I imagine Watsonville workers will be relieved with another opportunity and option commuting to work. When not working the joy of bringing their families on board a quiet zero-emissions light passenger rail for fun in Capitola Village and Santa Cruz Boardwalk and possibly stepping off and eating at restaurants, delis and ice cream before heading home.

Please continue to support rail transit and the pedestrian trail next to the rail corridor as every public transportation agency: California State Rail Plan; California Coastal Commission; Transportation Agency for Monterey County; Department of Transportation; Association of Monterey Bay Area Governments and EVERY public agency and established general advocacy group.

Continue your good work on our our behalf.

Tina Andreatta  
Aptos, CA 95003

**From:** Kristen Sandel <[krsandel@gmail.com](mailto:krsandel@gmail.com)>

**Sent:** Monday, April 19, 2021 8:36 PM

**To:** Bruce McPherson <[bruce.mcpherson@santacruzcounty.us](mailto:bruce.mcpherson@santacruzcounty.us)>

**Cc:** Kristen Sandel <[krsandel@gmail.com](mailto:krsandel@gmail.com)>; Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

**Subject:** PLEASE SUPPORT RAIL IN SANTA CRUZ COUNTY

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Santa Cruz County Supervisor Bruce McPherson  
701 Ocean Street, Rm. 500,  
Santa Cruz, CA 95060

April 19, 2021

Dear Supervisor McPherson,

I'm writing to ask you to support rail in Santa Cruz County. As I understand it, the only thing that is required to happen for that at this juncture is for the RTC to accept the business plan so painstakingly researched by your staff and backed up with 18 months of the TCAA public input showing an almost unheard of level of support for rail, at over 70% of respondents in favor of rail as a public transportation option in our county.

CalTrans has offered funding of \$17 million to cover the next steps of the process, including the cost of a full and required EIR, which I believe would answer many residents' questions about the environmental impact of reactivating the rail line. To abandon the process you, your fellow RTC commissioners and staff have so patiently and diligently pursued since the county's acquisition of the rail corridor from Union Pacific would mean ending the possibility for any rail transit in Santa Cruz County for the foreseeable future, risk losing the right of way to the line itself, and put us in the untenable position of being locked into an ever-expanding need for road construction to serve a growing population. And because of our relatively limited space, we simply will never be able to build enough roads to keep up with a population that will continue to drive precisely because we've failed to give them any other useful alternatives.

Further, to pull up the tracks and build a trail-only option would be enormously, prohibitively expensive, and it's very unclear to me that it would be legal to retain the rail corridor without using it for rail, under the requirements of Proposition 116, which provided voter-approved funding for the rail line's acquisition. Where would the money to pull up the tracks come from, if that is the path the RTC pursues? There is funding available from state and federal sources to build an active transit line, but it seems likely that the money needed to destroy the rail line would need to be locally sourced.

It may not seem that residents of Boulder Creek, Ben Lomond, Brookdale, and Felton would care about rail transit, as the line won't directly serve

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

us. But we all have experienced the frustrations and failings of our current public transportation system, and many of us commute to jobs at the other end of the county, or out of the county altogether. Even those who can't take the train would benefit from any easing of congestion on our roads and highways. This doesn't have to be a choice between Metro busses and the rail; in fact, both are critical to the future of public transit in the county. What we shouldn't do is to fail to plan ahead and then punish people who drive--because they have no other choice--by imposing regressive tolls on arterial roads and surface streets. We all are contributing to the road system with our taxes. We deserve a public transit system that better serves us, and rail can be an important part of that.

Last, as a resident of the San Lorenzo Valley, I would ask you to consider the possible impacts on one of our largest and longest-lived businesses: Roaring Camp Railroads, in Felton. They cannot continue operating, as they've done for decades as a tourist attraction in our end of Santa Cruz County, without a working rail line. They provide locals with jobs and have an annual revenue in the millions of dollars. Please don't make a decision which could drive them out of business permanently. I watched the April 1 2021 RTC meeting, and a representative of Roaring Camp spoke briefly but strongly in favor of the rail project. We all have seen the economic impacts of COVID on our county over the last year, and local businesses need help recovering, not to be put into a position which they may not be able to survive.

Please accept the business plan for rail before the RTC, and give us time to thoroughly explore our options on moving forward, rather than locking us permanently into a car-centric transit system that is not sustainable for the future of Santa Cruz County.

Thank you!

Kristen Sandel  
Ben Lomond

---

**From:** Donna Maurillo <[donna@maurillo.com](mailto:donna@maurillo.com)>  
**Sent:** Tuesday, April 20, 2021 12:41 AM  
**To:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
**Subject:** Opinion regarding the Rail/Trail

Dear SCCRTC,

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

The following is an email I sent to Supervisor Bruce McPherson, who represents my district:

Dear Bruce...

With plenty of controversy surrounding the Rail/Trail, I wanted to put in my two cents. I definitely support the rail portion of the plan. Once you remove rail, there is no going back. Ever.

Even holding it aside, without a train, and building the trail will be much better than pulling out the rails. I recall the train that used to go through the Santa Cruz Mountains to Los Gatos. Sections were pulled apart, and now it's no longer available for commuters.

There were many times when I was stuck in traffic, driving to my jobs in Silicon Valley, when I wished dearly for that train. I recall during storms, when mudslides and downed trees blocked the highway, that I had to drive three hours out of my way to find alternate routes to Scotts Valley. Let's not even talk about what that grinding commute did to my brakes and my tires.

Santa Clara County has a decent commuter rail from its south county all the way to San Francisco. We would do very well to connect with that system. But we can't ever do it, even in the future, if we pull out the existing rails.

I realize that some property owners along the route are worried about rail traffic. But there always has been rail traffic... including the house-rattling freight trains that used to run along those same rails. A commuter train is far different and could even increase property values because of proximity to public transit.

When I was in Italy recently, I stayed at an Air B&B in Rome that was right next to a commuter train stop. What a joy to have a convenient (and quiet) means to avoid the insane Roman traffic! Those Europeans know how to do transportation the right way! Why is the US so slow and backward?

Thanks for considering my thoughts. And stay well.

Best regards...

*Donna Maurillo*

*Master of Science, Transportation Management*

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

*Scotts Valley, California 95066 USA  
+1-831-234-4009 Pacific Time*

From: Coco Walter <[cocoranerwalter@gmail.com](mailto:cocoranerwalter@gmail.com)>  
Sent: Tuesday, April 20, 2021 8:02 AM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Yes on the Business plan

Hello,  
I support the rail/trail and the Business Plan.  
Thank you for your time.  
Sincerely,  
Coco Raner-Walter

**From:** Tina Andreatta <[tina.marieotr@gmail.com](mailto:tina.marieotr@gmail.com)>  
**Sent:** Tuesday, April 20, 2021 9:36 AM  
**To:** [greg.caput@co.santa-cruz.ca.us](mailto:greg.caput@co.santa-cruz.ca.us)  
**Cc:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
**Subject:** RTC - Business Plan - Thank you for your YES Vote and vote YES in May

Dear Mr. Greg Caput,

Keep advocating for Watsonville and South County. I am glad you and 5 other commissioners voted YES on RTC's Business Plan.

I am surprised any commissioner would vote NO, against RTC's staff recommendations. Please continue moving forward with construction of 'The Coastal Rail Trail.' Don't be swayed by a small, wealthy and powerful group whom has their self interests pressuring our commissioners to abandon this amazing last open corridor linking South County to North County.

1. Adding rail allows us more access to additional state and federal funding; including support for bus routes that would serve the rail line (think buses from an Aptos stop to Cabrillo College). Additionally, the 'Transit Corridor Alternatives Analysis' (TCAA) - this wonderful study - found rail would increase transit usage by 250%. Their conclusion we not only have more people paying for transit passes and utilizing the system we also have access to the additional rail funds that we will otherwise forfeit.

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Remember we must join with AMBAG: Association of Monterey Bay Area Governments. The Santa Cruz Branch Rail Line is part of the Regional Transportation Plan. Monterey is already developing their rail system at Pajaro Station.

2. This is a social justice and equity issue. The opposition that voted NO to the RTC business plan reflects their discriminatory intentions and environmental injustices for our South County community; working poor; middle class; children; disabled; people without the luxury of owning a car is heartbreaking. Hardworking Watsonville folks don't have time to email and call our 12 commissioners; they are paying rent and taking care if their families.

At the March 'Regional Transportation Commission' - RTC meeting, RTC Director Guy Preston let us know that traffic on highway 1 is at peak levels. Most people driving highway 1 are essential workers. As the service industry gets busy again, this is only going to get worse. The number one concern of most people in this county is traffic. Traffic and more traffic! This is the only project in the county that will create an alternative way to travel North/South in the County that is desperately needed for essential workers. Voting against this project is telling South County essential workers that their time, sacrifice and work is not valuable and creates transportation redlining in our county. It's not fair that North County doesn't value Watsonville and South County residents.

3. There is no benefit to pause or stop this project, in fact pausing further threatens our ability to bring home federal dollars in the upcoming infrastructure bill. There is no other project that will have this big of a positive. impact on our County - especially Watsonville and South County.

4. Backed by Caltrans with up to \$17Million for the next phase. It's also important that we take this next step in order to be able to keep building the trail as these analysis's are best done together.

Please continue to be strong for what is best for everyone in our county.

Sincerely,

Tina Andreatta  
[Aptos, CA 95003](#)

**From:** Tina Andreatta <[tina.marieotr@gmail.com](mailto:tina.marieotr@gmail.com)>

**Sent:** Tuesday, April 20, 2021 9:59 AM

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

**To:** [eduardo.montesino@cityofwatsonville.org](mailto:eduardo.montesino@cityofwatsonville.org)  
**Cc:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
**Subject:** Thank you - Your YES Vote accepting RTC's 'Business Plan'

Dear Mr. Eduardo Montesino,

Last month, April 2021, thank you for voting YES to the RTC's 'Business Plan' which advocates for Watsonville, South County and everyone living in Santa Cruz County.

I am grateful to you and 5 other commissioners' YES vote. However, I am disappointed with the 6 - NO votes. Please stay the course and don't become worn down by the naysayers for their personal gains if rail corridor is abandoned and forfeiting rights-of-ways to adjacent landowners. Many of us realize there is immense pressure from a small, wealthy, powerful and media-savvy organized group that isn't interested with what is best for our entire community.

We have support from Caltrans with up to \$17Million for the next phase of planning. SCCRTC is working with Caltrans' Division of Rail and Mass Transportation on options for fully funding the project's Preliminary Engineering and Environmental Documentation. This is in combination with California's state funding sources which includes the State Rail Assistance (SRA) program, which permits funds to be used to fully fund environmental analysis. It's also important that we take this next step in order to keep building the trail as these analysis are best done together.

We must continue to link with AMBAG: Association of Monterey Bay Area Governments. The Santa Cruz Branch Rail Line is part of the Regional Transportation Plan. Monterey is already developing their rail system at Pajaro Station.

California Coastal Commission supports and recommends 'the wide range of equitable access that can be provided to users of all ages and abilities through the combination of rail transit and bike and pedestrian uses within the Santa Cruz Branch line corridor.'

Department of Transportation: Division of Rail and Mass Transportation supports and recommends 'Passenger rail service in this corridor can meet the demands of commuters while, importantly, providing all-day service and mobility that provides transportation options for all users in the

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community.'

Transportation Agency for Monterey County (TAMC) supports and recommends 'locally-preferred alternative of electric passenger rail on the Santa Cruz Branch Line, connecting Santa Cruz with Watsonville and Pajaro.'

Thanks for supporting our entire community and county.

Sincerely,  
Tina Andreatta  
[Aptos, CA 95003](#)

From: Joan Speckert <[jspeckert@hotmail.com](mailto:jspeckert@hotmail.com)>  
Sent: Tuesday, April 20, 2021 2:18 PM  
To: [manu.koenig@santacruzcounty.us](mailto:manu.koenig@santacruzcounty.us)  
Cc: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Northbound Highway One Nightmare

Supervisor Koenig,

I was born and raised in Santa Cruz and have been a resident of District One my entire 66 years. I also work as a registered nurse at Dominican hospital and work with many residents of Watsonville and South County. I often hear their complaints regarding time spent fighting traffic, accidents and road delays that make their commute stressful. It is a nightmare. They would gladly accept an alternative such as a zero emission train or light rail. Many would love the opportunity to roll their bikes onto the train and ride to work. My colleagues and I view this as a win/ win. Less traffic, less pollution, less stress.

I am surprised and dissatisfied that you voted NO to Caltrans \$17million dollar grant that would allow for the next phase of the rail/trail business plan to move forward.

Our local and state agencies have closely studied, engineered and completed EIRs along the entire rail corridor.

There's more agencies- here's a few and ALL support a more robust transportation system:

- \* Caltrans: division of rail and mass transportation
- \* California Coastal Commission

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- \* City Council of Santa Cruz
- \* City Council of Watsonville
- \* Interagency Technical Advisory Committee of the RTC
- \* Elderly and Disabled Technical Advisory Committee of the RTC
- \* Bicycle Advisory Committee of the RTC
- \* transportation agency for Monterey County (TAMC)
- \* AMBAG -Association of Monterey Bay Area Governments

ALL support sustainable, zero emission passenger rail service for our entire Monterey Bay and linking to the rest of California.

The connection of the Santa Cruz Branch Rail Line to the Statewide Rail Network will occur at the Watsonville Junction. The State Rail Plan is funded from taxes paid by all residents of California. Santa Cruz County's population weighted share of the \$144 Billion is just under \$1Billion.

Should we fail to implement passenger rail service, our \$1 Billion contribution over 30 years to the SRP will go to fund passenger rail elsewhere in the state.

Sincerely,

Joan Speckert  
Santa Cruz, CA. 95062

From: [julia@everyactioncustom.com](mailto:julia@everyactioncustom.com) <[julia@everyactioncustom.com](mailto:julia@everyactioncustom.com)>  
Sent: Wednesday, April 21, 2021 10:32 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Julia Sauer, and I'm writing to ask you to support passenger rail.

As I drive on Highway 1, I ask myself why Santa Cruz County does not already have light passenger rail. Why am I in traffic? Why am I not on a train? Why can I not free up the driving space on the roads and highway?

I live in Boulder Creek, in the San Lorenzo Valley. The railroad used to serve my little town: a hundred years ago, I could have paid for a through-ticket to every rail-served city in the United States. But we threw all our eggs into the automobile basket and tore up those rails. We're unlikely to

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get them back to serve Boulder Creek. But we DO have them for much of the county, from Davenport south to Watsonville, serving the major transportation corridor.

I'm 61. I want transportation options as I age. We have the money and we have the will. Passenger rail is sensible and necessary. Let's do it.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Julia Sauer  
PO Box 1370 Boulder Creek, CA 95006-1370 [julia@cruzio.com](mailto:julia@cruzio.com)

**From:** Sue Kaufmann <[suegkaufmann@gmail.com](mailto:suegkaufmann@gmail.com)>

**Sent:** Thursday, April 22, 2021 3:15 PM

**To:** [manu.koenig@santacruzcounty.us](mailto:manu.koenig@santacruzcounty.us)

**Cc:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

**Subject:** Support the middle class and the working poor: Vote YES - RTC's Business Plan

Supervisor Koenig,

I am sad and disappointed you voted NO on the RTC's business plan.

I moved to Santa Cruz County in 1982. My children and grandchildren live here.

Even though you and I don't live in Watsonville and South County; imagine the mind-numbing drive five days a week during peak hours going to work in Mid-County and Santa Cruz. Traffic is an utter nightmare. Spending more than one hour each way.

How about driving Highway 1 for one month during these hours - from the fishhook to Watsonville? Breathing dirty emissions.

In the 1950s my mom and I would take the subway to downtown LA. It got us there in minutes. The auto industry tore it out. Then it took 45 minutes or more because traffic was so bad. This was the auto industry's

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goal. People were forced to buy more cars. I developed asthma because the air was so dirty.

Just like today, the auto-tech industry are manufacturing E-cars with apps that go into these E-cars; such as Tesla; Waymo, etc. that serves their international corporations and businesses, and enhances their stock portfolios. These hi-tech individuals live here, in Santa Cruz County. They are not interested in supporting public transportation, specifically rail transit for the middle class and working poor. They pretend to be ecology-minded and condemn rail transit as being dirty; it is not dirty.

And, my children, grandchildren, handfuls and handfuls of friends and I are excited we will experience the demonstration light rail here later this year.

We need to get away from single cars; we need to offer public transportation, mass transit, rail transit. Climate change is real.

Thank God our President is Biden; backing rail transportation.

Highway 2 AKA Soquel Drive is crowded, all the way to Aptos and beyond.

Give us another option - linking North County to South County.

I've ridden trains all over Europe: Greece; Italy; England; Germany; Japan; Holland. Why are they so progressive and we are not?

Look at the future this is not for today. Once the tracks are gone it will never happen. Our kids and grandkids and beyond will appreciate our choices.

Support our county.

Vote YES on the Business Plan.

All South County and Watsonville commissioners voted YES on the staff recommendation of RTC's business plan.

Mr. Hurst - Watsonville city council says that the county should use the

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existing rails for a transit project, since they are already in place. "A beautiful world class trail and something light, electric and moves people on the rails sounds good to me. I have hiked, rode a bike and ridden rail vehicles all over the world so I think it's feasible here too."

Aurelio Gonzalez Commission Chair, voted in favor of the plan. He is a Watsonville City Council member and stated "the passenger rail leading from Davenport to Watsonville would have also allowed visitors to stay in Watsonville hotels and eat at restaurants there and then take the train to attractions in North County such as the boardwalk and the beaches."

Mr. Gonzalez, "a normal person wouldn't want to ride a bike that early in the morning all the way to Santa Cruz to get to work."

Value our Watsonville community.

Stop this nonsense.

Stop these delays.

Infrastructure cost a lot of money, we know this and it takes time.

The connection of the Santa Cruz Branch Rail Line to the State Wide Rail Network will occur at the Pajaro Station in Watsonville. The State Rail Plan is funded from taxes paid by all residents of California. Santa Cruz County's population weighted share of the \$144 Billion is just under \$1 Billion.

Should we fail to adopt passenger rail service, our \$1 Billion contribution over the next 30 years to the SRP will go to fund passenger rail elsewhere in the state.

Do the right thing, vote YES.

Truly Sincerely,

Sue Ginsburg - Kaufmann  
[Capitola, CA 95010](mailto:info@sccrtc.org)

**From:** Alex Yasbek <[ayasbek@gmail.com](mailto:ayasbek@gmail.com)>

**Sent:** Thursday, April 22, 2021 4:29 PM

**To:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

**Subject:** Message for RTC Commissioners

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Dear RTC Commissioners,

I am writing to express my disappointment with the RTC for rejecting the business plan for rail service on the rail corridor. I understand that there are strong conflicts of interest for some RTC members (their election campaigns were financed by wealthy individuals strongly opposed to rail service). Regardless, the RTC needs to move forward in the best interests of the County and not a handful of overly-wealthy individuals. In particular the interests of Watsonville residents and others living in South County have been shoved aside by this decision. This is inequitable and is just another step along the path of systemic racism and marginalizing poorer communities.

In addition I believe that this decision is shortsighted from an environmental perspective. Transportation corridors are hard to come by and to expect individuals in South County to hop on an ebike and pedal 25 miles to get to Santa Cruz is nothing but a fantasy. The corridor is a viable option for meaningful reduction of vehicle miles travelled which is going to become ever more important.

Sincerely,

Alex Yasbek  
400 34th Ave,  
Santa Cruz, CA 95062

**From:** Molly Ording <[mollyording@yahoo.com](mailto:mollyording@yahoo.com)>  
**Sent:** Thursday, April 22, 2021 7:16 PM  
**To:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
**Subject:** For your information...

**From:** Molly Ording <[mollyording@yahoo.com](mailto:mollyording@yahoo.com)>  
**Subject: The Importance of Your Yes Vote on the Business Plan Recommended by the SCCRTC!**  
**Date:** April 22, 2021 at 2:07:02 PM PDT  
**To:** [aurelio.gonzalez@cityofwatsonville.org](mailto:aurelio.gonzalez@cityofwatsonville.org),  
[greg.caput@co.santacruz.ca.us](mailto:greg.caput@co.santacruz.ca.us), [bruce.mcpherson@co.santacruz.ca.us](mailto:bruce.mcpherson@co.santacruz.ca.us),  
[rarlj12@comcast.net](mailto:rarlj12@comcast.net), [eduardo.montesino@cityofwatsonville.org](mailto:eduardo.montesino@cityofwatsonville.org),  
[ryan.coonerty@santacruzcounty.us](mailto:ryan.coonerty@santacruzcounty.us), [zach.friend@santacruzcounty.us](mailto:zach.friend@santacruzcounty.us),  
[manu.koenig@santacruzcounty.us](mailto:manu.koenig@santacruzcounty.us), Michael Rotkin <[openup@ucsc.edu](mailto:openup@ucsc.edu)>, [sbrown@cityofsantacruz.com](mailto:sbrown@cityofsantacruz.com)

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Good Day Commissioners!

I will be brief but want to thank each of you for your time and consideration of such a critical and historical transportation, equity and environmental issue in our fragile County.

We are long time, involved Capitola residents. We have reached out separately to our friends and representatives, Kristen and Jacques. But, to you, who may not know us...we live on Depot Hill and look out on the Capitola trestle so we are very close to the proposed line. I am the former Chairperson of the City of Capitola Parking and Traffic Commission. As much as we are able, due too our large family, we are engaged and involved community members. I cannot tell you how important we feel your on-going consideration & study is of the business plan for the "rail trail" county-wide electric rail and adjacent walking/bike trail.

"Times...they are a changin'," as the song goes. If there is anything we all should have learned in this past year, it is that our lives and habits and our families and our neighbors' health and the health of all of our adjoining communities and our planet are indeed changing! You have a critical opportunity NOT to foreclose on future viable, healthy, equitable and environmentally sound transportation options for US ALL! Please do not vote against on this opportunity for short-sighted, myopic or small-minded, "my own community only counts" reasons.

TODAY IS EARTH DAY! Please take this day to make a commitment to think creatively, carefully and caringly about our region and our planet. Please do not foreclose on future possibilities for the rail plan! We are counting on you!

Most sincerely,

Molly & Mickey Ording  
218 Monterey Avenue  
Capitola, Ca. 95010

From: [esvehaug@everyactioncustom.com](mailto:esvehaug@everyactioncustom.com)  
<[esvehaug@everyactioncustom.com](mailto:esvehaug@everyactioncustom.com)>

Sent: Thursday, April 22, 2021 11:28 PM

To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

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

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Dear RTC Commissioners,

My name is Erik Svehaug, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Speaking personally, I would like you to seriously explore the Rail option with the trail proposal for several reasons, chief of which is to reduce the number of cars on the road of the future, by providing a real alternative for many of our commuters. Of course, this would reduce pressure on our housing by making out-of-city residences more practical for many and it would also reduce emissions.

I understand from reading that we need to act quickly to participate in outside funding, so I hope you will act quickly to pursue this line of study.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,

Erik Svehaug

100 N Rodeo Gulch Rd Spc 36 Soquel, CA 95073-2049

[esvehaug@gmail.com](mailto:esvehaug@gmail.com)

From: [sa.olmsted@everyactioncustom.com](mailto:sa.olmsted@everyactioncustom.com)

<[sa.olmsted@everyactioncustom.com](mailto:sa.olmsted@everyactioncustom.com)>

Sent: Friday, April 23, 2021 4:09 AM

To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

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

Dear RTC Commissioners,

My name is Scott Olmsted, and I'm writing to ask you to support passenger rail.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost. I am suprised and confused as to how this vote went. This issue seems extremely important to the future of Santa Cruz. Our current model of transportation is unsustainable and this would allow options besides clogged freeways. What are the forces of opposition to even studying this plan really supporting? Rail and Trail!!!

Thanks for your service!

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Scott Olmsted

304 Pendegast Ave Santa Cruz, CA 95060-5317 [sa.olmsted@sbcglobal.net](mailto:sa.olmsted@sbcglobal.net)

From: [nlzwolfe@everyactioncustom.com](mailto:nlzwolfe@everyactioncustom.com)  
<[nlzwolfe@everyactioncustom.com](mailto:nlzwolfe@everyactioncustom.com)>

Sent: Friday, April 23, 2021 7:05 AM

To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

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

Dear RTC Commissioners,

My name is Nanlouise Wolfe, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. I walk/hike and bike and take busses and drive an electric vehicle. I'm looking forward to be able to add train into that mix, especially as I am entering the elderly years of my life. And I think this train route will be beautiful! We need to see what this new public transportation system will look like and how much it would cost so that we can move forward with efficiency.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Nanlouise Wolfe  
820 Western Dr Santa Cruz, CA 95060-6823 [nlzwolfe@gmail.com](mailto:nlzwolfe@gmail.com)

From: [kksantacruz@everyactioncustom.com](mailto:kksantacruz@everyactioncustom.com)  
<[kksantacruz@everyactioncustom.com](mailto:kksantacruz@everyactioncustom.com)>  
Sent: Friday, April 23, 2021 7:22 AM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Kathy KELLY, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Kathy KELLY  
832 Western Dr Santa Cruz, CA 95060-6823 [kksantacruz@gmail.com](mailto:kksantacruz@gmail.com)

From: [catoverseas@everyactioncustom.com](mailto:catoverseas@everyactioncustom.com)  
<[catoverseas@everyactioncustom.com](mailto:catoverseas@everyactioncustom.com)>  
Sent: Friday, April 23, 2021 8:12 AM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Catherine Forest, and I'm writing to ask you to support passenger rail.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Let's evaluate alternatives to automobiles thoughtfully as we re-up our commitment to life in the 'climate emergency' as the editors of Science magazine now have identified.

Please take a close look with due diligence. It is time to take the next right steps for our county.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Catherine Forest  
816 Western Dr Santa Cruz, CA 95060-6823 [catoverseas@yahoo.com](mailto:catoverseas@yahoo.com)

---

From: [nmatt831@everyactioncustom.com](mailto:nmatt831@everyactioncustom.com)  
<[nmatt831@everyactioncustom.com](mailto:nmatt831@everyactioncustom.com)>  
Sent: Friday, April 23, 2021 8:27 AM  
To: Regional Transportation Commission <[info@scrtc.org](mailto:info@scrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is MATTHEW NATHANSON, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost. Please act now and move this issue forward. I am a bicyclist and I believe in rail transit. I support both, not either/or.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
MATTHEW NATHANSON  
818 Western Dr Santa Cruz, CA 95060-6823 [nmatt831@gmail.com](mailto:nmatt831@gmail.com)

From: [kmuten@everyactioncustom.com](mailto:kmuten@everyactioncustom.com)  
<[kmuten@everyactioncustom.com](mailto:kmuten@everyactioncustom.com)>  
Sent: Friday, April 23, 2021 8:38 AM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Kristina Muten, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Please help support moving us into the 21st century by supporting public transportation!

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Kristina Muten  
824 Western Dr Santa Cruz Santa Cruz, CA 95060-6823 [kmuten@coho.org](mailto:kmuten@coho.org)

From: [elisa@everyactioncustom.com](mailto:elisa@everyactioncustom.com) <[elisa@everyactioncustom.com](mailto:elisa@everyactioncustom.com)>  
Sent: Friday, April 23, 2021 9:01 AM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

My name is Elisa Breton, and I'm writing to ask you to support passenger rail.

I am strongly in support in BOTH Rail and Trail, as a small step in improving transportation options in Santa Cruz county.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Elisa Breton  
818 Western Dr Santa Cruz, CA 95060-6823 [elisa@coho.org](mailto:elisa@coho.org)

From: [cybunny@everyactioncustom.com](mailto:cybunny@everyactioncustom.com)  
<[cybunny@everyactioncustom.com](mailto:cybunny@everyactioncustom.com)>  
Sent: Friday, April 23, 2021 9:13 AM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is steven mentor, and I'm writing to ask you to support passenger rail.

Rails are the way! Cars are a terrible way to imagine the post oil and gas future.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
steven mentor  
814 Western Dr Santa Cruz, CA 95060-6823 [cybunny@coho.org](mailto:cybunny@coho.org)

**From:** David Faulkner <[dave@davidfaulkner.com](mailto:dave@davidfaulkner.com)>  
**Sent:** Friday, April 23, 2021 11:27 AM

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

**To:** Grace Blakeslee <[gblakeslee@sccrtc.org](mailto:gblakeslee@sccrtc.org)>  
**Subject:** Fwd: letter to editor re: passenger rail

Dear editor,

The 6-6-split vote on moving forward with passenger rail was completely disappointing. We need passenger rail. Traffic will get worse! No doubt.

There is one point that people just do not understand. There is very little that can ever be done to alleviate traffic on Hwy 1. No amount of trail, train, or tantrums will ever reduce traffic on this infamous highway. 'Induced demand' tells us that once capacity and/or alternatives are introduced, there will always be drivers waiting to fill the empty space. Always! Do you remember when the Morrissey aux lane was going to be the saving grace? Exactly 8 months went by before south bound traffic was back to a standstill. If you add more lanes it will only lead to more cars in gridlock stinking up the county with tailpipe emissions.

We need to abandon Hwy 1, leave it as is, and quit thinking we can improve the situation. We have a good passenger rail and trail plan that has been hijacked by people who live in Santa Cruz and work in Santa Clara. They worked hard to derail the plan for their own selfish reasons. Don't be fooled! The passenger rail works for people who live and work in Santa Cruz County by linking every single town on our coast with a transportation alternative. As housing prices increase, more of our service industry workers will need to live in south county and commute. The Trail Now group is led by an Aptos resident who commutes to Santa Clara. He does not care about the needs of local residents. He wants a 32-miles long dog park and gentrification trail.

As Covid restrictions are lifting we can all see how bad the traffic is now. It isn't even summer yet and it's nuts. What do you think it will look like in 10, 20, or 50 years from now? The beauty of the train is that those who take it will never have to sit in traffic. Fight for Foresight!

-Dave Faulkner  
[dave@davidfaulkner.com](mailto:dave@davidfaulkner.com)

From: [maceo1995@everyactioncustom.com](mailto:maceo1995@everyactioncustom.com)  
<[maceo1995@everyactioncustom.com](mailto:maceo1995@everyactioncustom.com)>  
Sent: Friday, April 23, 2021 2:52 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Dear RTC Commissioners,

My name is Maceo Hastings Porro, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost. The environmental benefits are too hard to pass up!

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,

Maceo Hastings Porro

120 Phelan Ct Santa Cruz, CA 95060-6170 [maceo1995@gmail.com](mailto:maceo1995@gmail.com)

From: [lorizink7@everyactioncustom.com](mailto:lorizink7@everyactioncustom.com)

<[lorizink7@everyactioncustom.com](mailto:lorizink7@everyactioncustom.com)>

Sent: Friday, April 23, 2021 6:55 PM

To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

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

Dear RTC Commissioners,

My name is Lori Zink, and I'm writing to ask you to support passenger rail.

Please vote to accept the Zero-Emissions Passenger Rail Business Plan. Let's at least keep moving this forward so we can learn what trail with rail will look like and its environmental impact and projected cost. Informed choices are the best choices.

Keep open the possibility of doing something life-changing for current residents and future generations. Trail with rail helps fight climate change by taking many more of those idling engines off one of most congested corridors in the state highway system. You'll be more than doubling the use of public transit in our county. And you'll be making life immeasurably better for the people from South County commuting to their jobs in North County. And for people in North County trying to go south on Hwy 1 after

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

3pm. People will regain more time to be involved with their families and communities. Their health will improve by reducing the stress of crawling in heavy traffic, And our economy will be stronger by making it much more appealing and sustainable to live and work here.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Lori Zink  
662 Meder St Santa Cruz, CA 95060-2312  
[lorizink7@gmail.com](mailto:lorizink7@gmail.com)

From: [zunes@everyactioncustom.com](mailto:zunes@everyactioncustom.com) <[zunes@everyactioncustom.com](mailto:zunes@everyactioncustom.com)>  
Sent: Friday, April 23, 2021 7:08 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Stephen Zunes Zunes, and I'm writing to ask you to support passenger rail.

I have spent quite a bit of time in Europe, including areas with a similar population and geography as Santa Cruz County where rail is available and it has been quite successful. It would work here, too.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Stephen Zunes Zunes  
820 Western Dr Santa Cruz, CA 95060-6823 [zunes@usfca.edu](mailto:zunes@usfca.edu)

From: [christi@everyactioncustom.com](mailto:christi@everyactioncustom.com) <[christi@everyactioncustom.com](mailto:christi@everyactioncustom.com)>  
Sent: Friday, April 23, 2021 7:54 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Christine Voenell, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Dramatically improve the commute for South County workers stuck in traffic Reduce pollution and greenhouse gas emissions in the fight against climate change Increase the use of public transportation across the county to 250% of current usage.

Improve mobility for youth, the elderly, persons with disabilities, and bicycle commuters Improve safety and walkability in our neighborhoods by reducing neighborhood traffic

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Christine Voenell  
854 Western Dr Santa Cruz, CA 95060-3035 [christi@coho.org](mailto:christi@coho.org)

From: [krisymac@everyactioncustom.com](mailto:krisymac@everyactioncustom.com)  
<[krisymac@everyactioncustom.com](mailto:krisymac@everyactioncustom.com)>  
Sent: Friday, April 23, 2021 9:42 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

My name is Kristin Macdonald, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Thank you for listening,

Kris Macdonald

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,

Kristin Macdonald

4315 Bain Ave Santa Cruz, CA 95062-4538 [krisymac@yahoo.com](mailto:krisymac@yahoo.com)

From: [geopeabody@everyactioncustom.com](mailto:geopeabody@everyactioncustom.com)

<[geopeabody@everyactioncustom.com](mailto:geopeabody@everyactioncustom.com)>

Sent: Saturday, April 24, 2021 1:08 PM

To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

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

Dear RTC Commissioners,

My name is renwick curry, and I'm writing to ask you to support passenger rail.

Do not let the real estate developers control our county. Clearly, they are worried about the impact of rail on their wealth accumulation, not the well being of the county

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

renwick curry  
2395 Delaware Ave Spc 21 Santa Cruz, CA 95060-5719  
[geopeabody@gmail.com](mailto:geopeabody@gmail.com)

From: [jamie@everyactioncustom.com](mailto:jamie@everyactioncustom.com) <[jamie@everyactioncustom.com](mailto:jamie@everyactioncustom.com)>  
Sent: Saturday, April 24, 2021 1:20 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is sharon jamieson, and I'm writing to ask you to support passenger rail.

I would really like it if we can have a rail and a trail. I know many feel that it is not affordable and will never happen. Can we try? We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
sharon jamieson  
822 Western Dr Santa Cruz, CA 95060-6823 [jamie@coho.org](mailto:jamie@coho.org)

From: [lornagrundeman@everyactioncustom.com](mailto:lornagrundeman@everyactioncustom.com)  
<[lornagrundeman@everyactioncustom.com](mailto:lornagrundeman@everyactioncustom.com)>  
Sent: Saturday, April 24, 2021 10:23 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Lorna Grundeman, and I'm writing to ask you to support passenger rail.

Dear RTC Commissioners,

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

I'm in favor of the rail trail. We need to fund this project and get cars off the highway.

Sincerely,  
Lorna Grundeman

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Lorna Grundeman  
2740 FELT St Santa Cruz, CA 95062  
[lornagrundeman@comcast.net](mailto:lornagrundeman@comcast.net)

From: [evan@everyactioncustom.com](mailto:evan@everyactioncustom.com) <[evan@everyactioncustom.com](mailto:evan@everyactioncustom.com)>

Sent: Sunday, April 25, 2021 12:52 PM

To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

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

Dear RTC Commissioners,

My name is Evan Schaffer, and I'm writing to ask you to support passenger rail.

Accept the business plan. Get on with the job.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Evan Schaffer  
1009 Smith Grade Santa Cruz, CA 95060-9703 [evan@rsw.com](mailto:evan@rsw.com)

**From:** Doug Huskey <[doug.huskey@gmail.com](mailto:doug.huskey@gmail.com)>

**Sent:** Saturday, April 24, 2021 9:13 AM

**To:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

**Subject:** RTC should go forward with a interim trail on corridor

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Now that we have seen the gaps in the business plan, i.e. funding gaps > 322 \$million, no budget for bus connectivity to stations, bridge replacement, tree removal, retaining walls, etc. it is time to focus on building an interim trail.

By 2023, an interim Coastal Trail (Stone Dust) from Watsonville (Lee Road) to Davenport can be built with removal of rails and ties, with long term plans for the world-class Santa Cruz Coastal Trail (asphalt). Please stop wasting time and tax dollars on an expensive, substandard trail and construct the interim Coastal Trail NOW!

Regards,  
Doug Huskey  
West side Santa Cruz

From: [dennis@everyactioncustom.com](mailto:dennis@everyactioncustom.com) <[dennis@everyactioncustom.com](mailto:dennis@everyactioncustom.com)>  
Sent: Monday, April 26, 2021 1:16 PM  
To: Regional Transportation Commission <[info@scrtc.org](mailto:info@scrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Dennis Norton, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Dennis Norton  
505 Oak Dr Capitola, CA 95010-2719  
[dennis@dennisonortondesign.com](mailto:dennis@dennisonortondesign.com)

**From:** Wolff Bloss <[wolffb@gmail.com](mailto:wolffb@gmail.com)>  
**Sent:** Monday, April 26, 2021 4:55 PM  
**To:** Transit Corridor <[transitcorridoraa@scrtc.org](mailto:transitcorridoraa@scrtc.org)>  
**Subject:** Bicyclist for Rail-Trail

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Hello,

I have been a local resident since 1980. I have been commuting on Highway 1 for over 40 years. I am also an avid cyclist. I support the Rail Trail in its currently planned form. Many south county residents would benefit from being able to commute by rail to Santa Cruz. I personally would love to bicycle on the multi-use path. However, I am unwilling to give up on the rail just for my own desire to ride the trail on a bicycle on a possibly shorter timeline.

I find it very disingenuous that real estate developers are pushing the Greenway proposal. Please do not cave in to these wealthy, short sighted, self interested parties that are hoping to sabotage the right of way while claiming it will make the completion faster or better.

Think of the positive long term impact of having commuter rail on the environment and on the people that would ride the rail. They could have a less stressful commute and arrive at work in a shorter amount of time instead of being stuck in traffic.

Wolff Bloss  
Aptos

From: [joe@everyactioncustom.com](mailto:joe@everyactioncustom.com) <[joe@everyactioncustom.com](mailto:joe@everyactioncustom.com)>  
Sent: Monday, April 26, 2021 4:37 PM  
To: Regional Transportation Commission <[info@scrtc.org](mailto:info@scrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Joe Sherer, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost. Traffic is getting worse, more people are moving to this area, I see it getting worse. A train will help ease the congestion our streets & freeway get.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Joe Sherer  
214 Junipero Ct Capitola, CA 95010-3725 [joe@greenstarproduce.com](mailto:joe@greenstarproduce.com)

From: [gracekerner2000@everyactioncustom.com](mailto:gracekerner2000@everyactioncustom.com)  
<[gracekerner2000@everyactioncustom.com](mailto:gracekerner2000@everyactioncustom.com)>  
Sent: Monday, April 26, 2021 4:49 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Grace Kerner, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Grace Kerner  
128 Walti St Santa Cruz, CA 95060-4239  
[gracekerner2000@gmail.com](mailto:gracekerner2000@gmail.com)

From: [ctabor@everyactioncustom.com](mailto:ctabor@everyactioncustom.com) <[ctabor@everyactioncustom.com](mailto:ctabor@everyactioncustom.com)>  
Sent: Monday, April 26, 2021 5:51 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is chris tabor, and I'm writing to ask you to support passenger rail.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost. We need to put more money into transportation for the future of Santa Cruz as a city, and hopefully to benefit and put money back into Santa Cruz's dried out economy.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
chris tabor  
641 Merrill Rd # 191 Santa Cruz, CA 95064-1105 [ctabor@yahoo.com](mailto:ctabor@yahoo.com)

From: [langnesserin@everyactioncustom.com](mailto:langnesserin@everyactioncustom.com)  
<[langnesserin@everyactioncustom.com](mailto:langnesserin@everyactioncustom.com)>  
Sent: Monday, April 26, 2021 8:39 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Erin Langness, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Erin Langness  
28546 Old Spanish Trl Santa Clarita, CA 91390-5258  
[langnesserin@gmail.com](mailto:langnesserin@gmail.com)

From: [social@everyactioncustom.com](mailto:social@everyactioncustom.com) <[social@everyactioncustom.com](mailto:social@everyactioncustom.com)>

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Sent: Monday, April 26, 2021 10:35 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Kevin Schultz, and I'm writing to ask you to support passenger rail.

I'd really like to see you vote for environmentally sustainable public transportation. If we can get an electric passenger rail service that would be amazing. Thank you thank you thank you! ❤️

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Kevin Schultz  
701 Koshland Way Santa Cruz, CA 95064-1007 [social@iokevins.com](mailto:social@iokevins.com)

From: [davidmillershevelev@everyactioncustom.com](mailto:davidmillershevelev@everyactioncustom.com)  
<[davidmillershevelev@everyactioncustom.com](mailto:davidmillershevelev@everyactioncustom.com)>  
Sent: Monday, April 26, 2021 11:21 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is David Shevelev, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Sincerely,  
David Shevelev  
128 Peach Ter Santa Cruz, CA 95060-3250  
[davidmillershevelev@gmail.com](mailto:davidmillershevelev@gmail.com)

From: [zfafard@everyactioncustom.com](mailto:zfafard@everyactioncustom.com)  
<[zfafard@everyactioncustom.com](mailto:zfafard@everyactioncustom.com)>  
Sent: Tuesday, April 27, 2021 7:45 AM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept Business Plan and Take Next Steps for Passenger Rail

Dear RTC Commissioners,

My name is Zigmont Fafard, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. We need to see what this new public transportation system would look like and how much it would cost.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Zigmont Fafard  
130 Iowa Dr Santa Cruz, CA 95060-2447  
[zfafard@ucsc.edu](mailto:zfafard@ucsc.edu)

From: Tina Andreatta <[tinaandreatta@sbcglobal.net](mailto:tinaandreatta@sbcglobal.net)>  
Sent: Tuesday, April 27, 2021 8:43 AM  
To: [zach.friend@santacruzcounty.us](mailto:zach.friend@santacruzcounty.us);  
[patrick.mulhearn@santacruzcounty.us](mailto:patrick.mulhearn@santacruzcounty.us)  
Cc: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Accept the RTC's Staff Recommendations and Vote YES on the Business Plan

Supervisor Friend and Commissioner Mulhearn,

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

This past April 13, 2021, 'Watsonville's City Council unanimously approved five years' worth of transportation road upgrade projects, giving stakeholders the green light to further work on the trail that will link to the Coastal Rail Trail.' Sentinel- [April 15, 2021]

If the Business Plan isn't approved it sends a clear message to our South County and Watsonville residents their lives do not matter.

The SCCRTC is trustworthy, and their experts should not be ignored.

Please don't turn your back from Caltrans's \$17Million.

Don't turn away from the Benefits to METRO from adding passenger rail transit. Ridership will increase to 250% of current ridership. Fare revenue will increase to 310% of current revenue as a result of adding light rail service to the existing METRO Public Transit System. (Based on public information.)

Don't turn away from California Coastal Commission - supporting 'wide range of equitable access that can be provided to users of all ages and abilities through the combination of rail transit and bike and pedestrian uses within the Santa Cruz Branch Line Corridor.' [February 3, 2021.]

Don't turn away from Department of Transportation: Division of Rail & Mass Transportation - 'Caltrans stresses that it is vital for SCCRTC to preserve rail rights of way for rail service, particularly where there has been a public investment to purchase rail lines for this purpose, as is the case with the Santa Cruz Branch Rail Line and conditions established under Proposition 116. (1990) [January 4, 2021]

Don't turn away from Transportation Agency for Monterey County (TAMC) - 'The Transit Corridor Alternatives Analysis and Rail Network Integration Study recognizes that electric commuter or light rail will provide superior service from Santa Cruz through Watsonville to Pajaro in Monterey County, which will eventually be a stop on the rail service to Salinas.' [December 18, 2020]

Don't turn away from Association of Monterey Bay Area Governments (AMBAG) - 'governed by a 24 member Board of Directors comprised of elected officials from each city and county within the region. Elected officials from 18 cities and two supervisors from each county make up the AMBAG Board. The AMBAG region includes Monterey, San Benito and Santa Cruz County. AMBAG serves as both a federally designated

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Metropolitan Planning Organization (MPO) and Council of Governments (COG). Required to follow the Brown Act.' [April 14, 2021]

Don't turn away 'California Transportation Plan 2050 (CTP 2050)' aims to advance social equity by actively directing support, resources, and protections to disadvantaged communities, and ensuring that the highest quality transportation options are available to those who need them most. The disparities that disadvantaged communities experience today are due in part to exclusion from transportation planning, engagement, and the decision-making processes.

Does a bike path to work sound like a high quality transportation option for South County residents?

Do more buses on Highway 1 sound like an answer to alleviating gridlock?

Rail with Trail is an equitable and environmentally positive solution for all.

Sincerely,

Tina Andreatta  
Aptos, CA 95003

**From:** Natasha Flechsig <[natasha@mac.com](mailto:natasha@mac.com)>

**Date:** April 27, 2021 at 9:14:40 AM PDT

**To:** [sbrown@cityofsantacruz.com](mailto:sbrown@cityofsantacruz.com)

**Cc:** [info@scrtc.org](mailto:info@scrtc.org)

**Subject: Santa Cruz County Residents Need Transportation Choices**

Hello!

I am a Sierra Club writing in support of the rail around the bay for several reasons.

- 1) We must get people out of cars to reduce carbon emissions. Public transportation is crucial to accomplish this.
- 2) To increase equality around Monterey Bay, there needs to be equal access to transportation.
- 3) Large public transportation projects are never going to get less expensive, and with the Biden administration in office, we are unlikely to

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

get a better opportunity to fund this project.

Thank you for your service!

Natasha Flechsig

**From:** Eliece Horton <[elieceh@yahoo.com](mailto:elieceh@yahoo.com)>

**Sent:** Tuesday, April 27, 2021 9:33 AM

**To:** Bob Morgan <[robertmorgan@baymoon.com](mailto:robertmorgan@baymoon.com)>;  
[sierraclubsantacruz@gmail.com](mailto:sierraclubsantacruz@gmail.com); Micah Posner  
<[micahposner@cruzio.com](mailto:micahposner@cruzio.com)>

**Cc:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

**Subject:** Faulty Link Typo Re: Santa Cruz County Residents Need  
Transportation Choices

Dear Sierra Club Santa Cruz County Group,

Thank you for supporting transportation equality.

I just sent my letters out and noticed that some of the information in your  
email was incorrect.

Please update the contact info for the following:

Santa Cruz County Regional Transportation Commission [info@sccrtc.org](mailto:info@sccrtc.org),  
This is the WRONG email LINK -->> (Include a cc to the RTC at  
[info@scrtc.org](mailto:info@scrtc.org). ) Missing a, "C"

Metro's Michael Rotkin [openup@ucsc.edu](mailto:openup@ucsc.edu),  
This is the WRONG email-->> ([openup@cats.ucsc.edu](mailto:openup@cats.ucsc.edu)) There is NO,  
"cats".

R E C Y C L E: Ride your Bike again Today!  
Eliece Horton

**From:** Peggy Kenny <[peggywrites@yahoo.com](mailto:peggywrites@yahoo.com)>

**Sent:** Tuesday, April 27, 2021 10:32 AM

**To:** [zach.friend@santacruzcounty.us](mailto:zach.friend@santacruzcounty.us); Patrick Mulhearn  
<[patrick.mulhearn@santacruzcounty.us](mailto:patrick.mulhearn@santacruzcounty.us)>

**Cc:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

**Subject:** I am a District 2 Voter and I Support Rail or other Public Transit

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Dear Commissioner Friend and Commissioner Alternate Mulhearn,

I live in District 2 and I support passenger rail or, if more practical, another form of public transit on the rail right-of-way, for a safer, more equitable, and more prosperous County. Public transit would let people move through District 2 without their cars. It would reduce traffic congestion on Soquel Drive and let me visit friends to the north and south even during rush hour. It would help the climate by reducing greenhouse gas emissions. Right now, I actually avoid getting together with some of my friends in other districts at certain hours, due to the traffic congestion. This is an unacceptable situation now, and should not be considered acceptable for the future.

Let's look realistically at the alternatives to putting a train or other public transit on the existing rail corridor.

- A trail only, without transit would not serve residents of Santa Cruz County, including many in your district, who are differently abled.
- Adding more buses on Highway 1 would not make the commutes to and from District 2 faster or less congested.
- And for those who live in Watsonville and other South County areas, the trail offers **nothing** to improve their commute. Does a bike path to work sound like a realistic, equitable transportation option for South County residents?

I was honestly shocked and dismayed when I learned you voted "NO" on the plan for passenger rail transportation. I urge you to please change your vote and accept the business plan for passenger rail. Please allow the RTC staff to get grant funds so they can move forward with the next steps. We desperately need public transit options in Santa Cruz County, and particularly in District 2.

Respectfully,

Peggy Kenny

**From:** Nate Villaume <[natevillaume@gmail.com](mailto:natevillaume@gmail.com)>

**Sent:** Tuesday, April 27, 2021 2:04 PM

**To:** [zach.friend@santacruzcounty.us](mailto:zach.friend@santacruzcounty.us); Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

**Subject:** Approve the light rail business plan

Hello!

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

HWY 1 is a mess; the light rail business plan can help fix it. There's funding lined up to support it at the local state and federal levels! Results of a very recent survey show that 73% of residents countywide and 68% of residents in District 2 support the light rail.

Approving the business plan should be a slam dunk except for the well-funded anti-American NIMBYS that ruin opportunities like this for everyone.

Please approve the business plan!

Nate Villaume  
Aptos, CA

From: Karl Auerbach <[karl@cavebear.com](mailto:karl@cavebear.com)>  
Sent: Tuesday, April 27, 2021 2:16 PM  
To: Regional Transportation Commission <[info@scrtc.org](mailto:info@scrtc.org)>  
Subject: Comments on upcoming vote re TCAA/RNIS Business Plan

I would like to submit the attached comment to the RTC regarding the TCAA/RNIS Business Plan (i.e. the plan to use the rail line for light rail transit.)

I can't give the agenda item number because the agenda for the May 6 meeting has not yet been posted.

I hope I'm doing this correctly, I've not submitted anything to the RTC before. ;-)

I hope .pdf format is acceptable. There's a copy up on the web at <https://www.cavebear.com/cavebear-blog/sc-rtc-rail/>

Do you need our address or phone number? If so, let me know.

Thanks!

--karl--  
Karl Auerbach (Santa Cruz)

Chris Wellens (Santa Cruz)

**To:** The Commissioners of the Santa Cruz County Regional Transportation

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

Commission (RTC)

On May 6, 2021 the RTC Commissioners will once again be voting on the Transit Corridor Alternatives Analysis and Rail Network Integration Study (TCAA/RNIS) Business plan.

That Business Plan deserves your approval.

Santa Cruz County has a traffic problem, a large traffic problem.

Most residents and businesses in Santa Cruz County are concentrated in a long, narrow coastal plain between Watsonville at the south end and Santa Cruz at the north.

The principal arteries of transportation are two highways: Highways 1 and 17. Both are aging and designed for an era when Santa Cruz County was more rural. Both congest and clog daily.

Caltrans has widened parts of Highway 1 with almost no long-term benefit. And there's little chance that the infamous "fishhook" or the obsolete on/off ramps (such as Soquel near Dominican) will be remedied.

Today, even in the era of Covid-19 and work-at-home, there is a daily tide of commuter traffic. In the morning much of that tide flows north on Highway 1 from Watsonville to Santa Cruz. Much of that traffic continues over Highway 17 to Silicon Valley. In the evening that tide reverses. Long delays occur every day as thousands of automobiles stop, creep, and stop again.

We have a system of smaller roadways, such as Soquel Drive. But they are mere capillaries.

And yet, right in front of us is a golden resource – The "Santa Cruz Branch Rail Line" (SCBRL), an old rail line that runs from a junction with the Union Pacific (and future Caltrain) line in Watsonville, north through Santa Cruz and on to Davenport. These still functioning tracks run close to the Monterey Bay shoreline and roughly parallel to Highway 1.

That line was purchased by the Santa Cruz County Regional Transportation Commission (RTC) with funds from the State of California.

The funds used to acquire that line came with a non-negotiable obligation imposed by California Proposition 116 and subsequent legislation.

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That obligation requires that the SCBRL be used for passenger rail transit.

The California Transportation Commission (CTC) stated this requirement succinctly in a letter to the RTC, dated May 15, 2000.

*Section 99613(a)(1) of Proposition 116 is not broadly constructed to allow*

*rail right of way acquisition for other than rail purposes.*

Using the SCBRL for anything that does not include passenger rail transit would likely mean that the RTC would have to refund the acquisition money and be dragged into protracted litigation with stakeholders and third parties.

Should such litigation arise it is likely that the RTC would be enjoined from using the SCBRL for any other use, particularly one that could impair the SCBRL as a passenger rail facility.

The RTC has, over the last decade, performed a sequence of studies leading to a Business Plan to deploy passenger rail on the SCBRL.

That plan creates a framework to construct a quiet, non-polluting, rail system that would likely off-load a significant part of the traffic on Highway 1.

On May 6 that Business Plan will be on the RTC agenda for a vote by the commissioners.

That Business Plan should be accepted.

### ***The Past***

Santa Cruz County has a long history of rail transit. Santa Cruz once had a system of street cars; the imprint of which can still be seen in the triangular intersections along Soquel Avenue.

And the county once had three rail lines – (1) the South Pacific Coast Railroad line, now drowned under Lexington Reservoir, roughly paralleling Highway 17 to Los Gatos, on which once ran the famed “Suntan Special”; (2) a line up to Swanton and beyond; and finally (3) a line down to Watsonville with its connection to the Union Pacific Mainline that now

Emails received between 3/31/21, 12pm and 4/27/21, 5pm

carries Amtrak and may eventually carry Caltrain (with its connections to BART.)

### ***The Future***

Many cities and counties have learned the lesson that highways are not enough.

Cities such as Los Angeles and counties such as Sonoma and Marin are even now resurrecting and reviving their long overlooked or abandoned rail infrastructure.

Santa Cruz County ought to be among them.

### ***Bicycles and Multiple Use***

Santa Cruz has long prided itself in forward-looking, environmentally friendly policies and projects.

We have a strong community of people who use alternative means of transportation, most particularly bicycles.

Bicycles are great. They have proven effective in cities on the great flat coastal plains of Northern Europe and Eastern China. However, that success is almost universally accompanied by a system of local (and regional) rail transport that carries people longer distances; or when weather is less than opportune; or when people are aged, tired, or have to go shopping or deal with children.

Bicycles are an adjunct to a regional transportation system; bicycles are not such a system in themselves.

The Business Plan to be voted upon envisions that the SCBRL will be put to multiple uses. In addition to carrying rail traffic, the line will encompass paths for both riding and walking. In some places those latter uses will have to diverge from the rail due to physical constraints, but for the most part they will run alongside one another, not unlike the recently opened sections of the City of Santa Cruz Coastal Rail Trail Project.

### ***Risks and Opportunities***

The RTC studies include measures of need and projections of ridership. The traffic jams on Highway 1 underscore our need for an alternative to the automobile.

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Projects such as this are not inexpensive, and there are risks. However the RTC studies have already examined these. We are not flying into this blind.

We are at a critical juncture in a rare moment of opportunity: Federal and State money is starting to flow into infrastructure projects, such as the one in the RTC's Business Plan.

If we miss this moment, if we do not accept this Business Plan, we may find that we have lost the opportunity to reduce our county's transportation woes.

And if we fail to seize the opportunity we may find ourselves in a tightening bind as the State of California becomes more impatient that we put the \$17 million of Proposition 116 funds to their intended use.

We have the need, we have the resources, the time is right. We merely lack an affirmative vote by the RTC to accept the proposed business plan.

Karl Auerbach  
Santa Cruz, California

Chris Wellens  
Santa Cruz, California

**From:** Daniel Nemchonok <[daniel.nemchonok@gmail.com](mailto:daniel.nemchonok@gmail.com)>  
**Sent:** Tuesday, April 27, 2021 2:28 PM  
**To:** [patrick.mulhearn@santacruzcounty.us](mailto:patrick.mulhearn@santacruzcounty.us);  
[Zach.Friend@santacruzcounty.us](mailto:Zach.Friend@santacruzcounty.us)  
**Cc:** Regional Transportation Commission <[info@scrtc.org](mailto:info@scrtc.org)>  
**Subject:** Vote Yes on Light Rail

My name is Daniel Nemchonok and I live at 112 20th Ave in Live Oak.

Please vote to consider building the light rail train.

73% of residents countywide and 68% of residents in District 2 support the light rail, in results of a very recent survey.

Median Income in Watsonville is less than half what it is in the other three cities in the county. Fast reliable transportation for Watsonville residents to better jobs is a critical equity issue. People spend more than an hour driving from Watsonville to Santa Cruz on Highway 1 at rush hour (which now lasts several hours).

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Light rail has been shown to be the most affordable and environmentally sound solution to Santa Cruz county's transportation issues. The plan is for it to be linked to bus service, allowing for easy access to all County locations. Over half the county population lives within 1 mile of the rail corridor.

California and federal transportation plans prioritize funding for rail service. This line is included in those plans. An already approved local funding plan (measure D) includes funding for the rail line as well.

18 local, regional and state governmental organizations have already approved the plan, which will include pedestrian and bike paths parallel to the rail line. The fastest way to get the trails built is to continue with the approved plan rail and trail.

The time to stop the climate crisis is now, and this is one way we can make a difference. Think about the world you want future generations to inherit, and send a quick email today.

From: [tylero201@everyactioncustom.com](mailto:tylero201@everyactioncustom.com)  
<[tylero201@everyactioncustom.com](mailto:tylero201@everyactioncustom.com)>

Sent: Tuesday, April 27, 2021 4:37 PM

To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>

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

Dear RTC Commissioners,

My name is Tyler Olson, and I'm writing to ask you to support passenger rail.

We need a much better public transportation system for Santa Cruz County to have a healthy future. Transit projects create jobs, improve our economic interconnectedness, and support a necessary move towards a sustainable carbon-zero future. We need to see what this new public transportation system would look like and how much it would cost.

Please accept the Rail and Trail business plan and allow the staff to get the grants for design and for the EIR.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

