Questions from the Public at the September RTC Meeting

Item 19 – Conceptual Study to Repurpose the Bridges to a Multiuse Trail

1. **Do the total costs include the positive contribution from recycling the rails?** (Question from Ryan Sarnataro)
   The current cost estimates for the Capitola Trestle Rehabilitation are at the planning level of detail, which does not include those specifics. If the project moves to final design, complete plans, specifications, and estimates will account for recycling where feasible.

2. **Has any consideration been given to disposition other than landfill of rail ties, stringers, and other wood parts of the trestle that need to be replaced?** (Question from Ryan Sarnataro)
   The current cost estimates for the Capitola Trestle Rehabilitation are at the planning level of detail, which does not include those specifics. If the project moves to final design, complete plans, specifications, and estimates will account for recycling where feasible.

3. **Will the basic design of the trail that has been done on Segment 7 continue on to Segments 10, 11, and 12 along the side of the tracks?** (Question from Michael Saint)
   Segments 9-12 are just beginning environmental analysis and will consider alternatives, including both a trail alongside the tracks and an interim trail in place of the existing rail line.

4. **Once you approach the areas where there is damage done from the storms of 2017 (Harkins Slough area) are you going to jump the trail off onto to San Andreas and bring it up to West Beach which is shown on one of the diagrams?** (Question from Michael Saint)
   Storm Damage Sites 1 and 2 are in Segment 17 of the rail trail. This section is extremely challenging and is not being advanced at this time. The MBSST Master Plan discusses alternative alignments, including a detour onto San Andreas Road. Determination of potential alternatives for project level environmental review will move forward as funding is identified for this segment.

Item 20 – Preservation of the Santa Cruz Branch Rail Line

1. **Is it possible to railbank for transit use, railbank the freight easement, and keep the tracks, but also guarantee Roaring Camp the ability for infrequent movement of their rolling stock?** (Question from Barry Scott)

It is possible to railbank the corridor and keep the tracks. The condition of the railroad infrastructure is not currently adequate and would need significant rehabilitation or replacement to accommodate Roaring Camp's equipment.

2. **Could Roaring Camp move their rolling stock on railbanked tracks if they were not torn up?** (Question from Sally Arnold)
Railbanking would not prevent Roaring Camp from moving their cars on the track. What would prevent it is the condition of the bridges, the track, and various infrastructure.

3. **Easements are presented as a key factor that's motivating railbanking and there are only a few easements in question. Couldn't such rights be acquired in a way that would not trigger the need for railbanking?** (Question from Jeanette Guire)
The RTC could attempt to acquire the additional rights without railbanking. To do so, the RTC would need to research each property individually and perform appraisals. The RTC could make offers and purchase property rights from willing sellers. If a property owner is unwilling to sell, the RTC could invoke the powers of eminent domain with the following findings:

    1. The public interest and necessity require the proposed project.
    2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
    3. The property described in the resolution is necessary for the proposed project.
    4. That either the offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record, or the offer has not been made because the owner cannot be located with reasonable diligence.

Such a finding would require 2/3 vote of the Commission and 2/3 vote of the governing body for jurisdiction (County or City) where the property lies.