

From: [J Lighthill](#)
To: [Regional Transportation Commission](#)
Subject: Is TIG/m proposal disallowed by Prop 116?
Date: Wednesday, November 3, 2021 11:58:44 AM

Dear RTC Commissioners and Staff,

As you review the current recreational rail proposal offered by TIG/m, please consider a May 2000 letter (found on the RTC website) from the CTC ED to the then RTC ED, that addresses potential uses of the rail corridor and whether the corridor purchase was even recommended without any existing plans to implement rail service, but to only serve existing (private) freight.

Robert Remen asks whether “a ‘premature’ purchase of this corridor brings into question the fundamental prohibition specified in Proposition 116, under Public Utilities Code Section 99680(c) that ‘funds allocated pursuant to this part shall not be used for...facilities...whose primary purpose would be to benefit a private entity or individual.’”

<https://www.sccrtc.org/wp-content/uploads/2011/04/CTCMay2000onProp116.pdf>, p. 3

Would the TIG/m proposal be prohibited under this rule?

Thanks for your consideration.

Sincerely,

Johanna Lighthill

From: [Mark Mesiti-Miller](#)
To: [Regional Transportation Commission](#)
Subject: 11/4/21 RTC Agenda Item 19 - Unsolicited Rail Proposal TIG/m and Roaring Camp
Date: Wednesday, November 3, 2021 10:55:42 AM

Dear Commissioners,

The prejudicial tone and substance of the staff report on this item is disturbing and unfair to all residents of the county who depend on unprejudiced, factual and fair information upon which to base decision-making. While there is much upon which to comment, due to the limited time I have available at present, this letter will focus on three items.

1. Blanket Rejection of Public-Private Partnerships

“RTC staff does not recommend pursuing this unsolicited Public Private Partnership (P3) proposal or any other potential P3 proposal for passenger rail service.”

2. Undocumented Costs

“RTC estimates that the cost to RTC for those initial repairs would be in the neighborhood of \$50M - \$65M”

3. Artificially Limited Funding Mechanisms

“an approximate 30-Year, 1/2-cent county-wide sales tax would be needed”

Blanket Rejection of Public-Private Partnerships (P3s)

P3 agreements have become popular because they quickly and cost-effectively develop and complete public works projects, especially transportation projects. Successful examples of P3s abound across the USA and around the world. Here are links to two of the many articles discussing the advantages of P3s and providing examples:

<https://www.nlc.org/article/2020/09/01/public-private-partners-a-solution-to-aging-infrastructure/>

Notable Quote: *PPP projects are rising in popularity, with more than [\\$36 billion worth of partnership projects](#) coming to fruition in the last decade, **saving taxpayers 20 percent for most projects**, and [more than 30 states](#) have opened up public-private partnerships to their municipalities since 2015.*

<https://slvpost.com/accusations-abound-as-electric-streetcar-demo-rolls-out/>

Notable Quote: *Caltrain is a publicly-owned service, using tracks owned by the counties through which it operates, and operated entirely on contract by a for-profit operator – TransitAmerica Services Inc.*

While the staff report points out that “P3s are complex transactions with notable tradeoffs that require substantial review, due diligence, and technical expertise to manage effectively.” that P3s are complex is certainly no reason to reject this or any other P3.

Costs

Staff presents a variety of cost estimates, most of which have nothing whatsoever to do with the P3 proposal on the agenda. Figures provided appear to reinforce a prejudicial narrative that the costs of passenger rail service between Watsonville and Santa Cruz are prohibitive in so far as the staff report fails to mention all figures are based on very-rough conceptual cost estimates (e.g. TCAA cost figures include contingencies of well-over \$100 million) and provides only gross project cost figures rather than estimated local share figures.

Regarding the one statement which appears to be directed at the subject P3 proposal: “RTC

estimates that the cost to RTC for those initial repairs would be in the neighborhood of \$50M - \$65M". No breakdown of the estimate is provided thus, no one cannot discern if this estimate is for the entire rail corridor or just for the Capitola to Davenport section. Furthermore, it appears staff has made no attempt to account for the substantial outside funding available for repair of rail lines in spite of the fact that **outside funding covered** most, if not all, of the cost for repairs to the rail bridge near Watsonville.

Funding Mechanisms

In perhaps the most egregious example of promulgating a misleading narrative regarding future passenger rail service, the staff report makes this statement:

"an approximate 30-Year, 1/2-cent county-wide sales tax would be needed" while failing to mention that the TCAA team explicitly pointed out that ***"Other potential sources of local funds include funds from vehicle levy or registration fees, local fuel tax, property tax, income tax, transient occupancy tax, student fees, vehicle miles traveled charges, and parking fees."*** Not only does the staff report fail to mention these other sources of local funds, there is no mention of even exploring other local funding sources or collaborating with the community to develop local funding sources.

Furthermore, in recognition that new funding mechanisms are needed to expand public transit systems in the fight against climate change and social inequity, many other jurisdictions are employing innovative public financing mechanisms to fund public transit. Here is just one of many examples:

<https://bikeportland.org/2021/10/13/portland-leaders-unanimous-in-support-of-plan-for-higher-transportation-fees-339879>

It is worth noting that not one of the seven proposed funding mechanisms developed by the broad community coalition involves imposition of a local sales tax.

Summary

For a public agency that includes the following in its mission statement:

- Pursues and allocates funding for major capital improvements to all elements of the transportation system, consistent with long-range plans;
- Adopts policies to maximize the efficiency of the current transportation system and improve mobility, access and air quality;
- Plans for future projects and programs to develop a balanced transportation system that addresses all modes, while improving the region's quality of life;
- Conducts programs and advocates for the encouraged use of alternative transportation modes.

I trust you will direct your staff to

- A. amend this report deleting non-relevant and prejudicial information
- B. prepare and present fair, complete and objective reports focused on the matter at hand without editorializing on unrelated subjects
- C. maintain an open mind and further explore this P3 and any other P3 addressing the future transportation needs of this county
- D. Establish a broad community group to explore how to raise the local funds needed to expand our public transportation system by adding passenger rail to our existing bus

system

Respectfully submitted,

Mark Mesiti-Miller

Professional Civil Engineer, C040945

38 year resident of Santa Cruz

From: [Tina Andreatta](mailto:Tina.Andreatta)
To: ladykpetersen@gmail.com
Cc: [Regional Transportation Commission](#)
Subject: A classic Win-Win: TIG/m & Coast Futura demo rides and future linking with METRO Buses
Date: Thursday, October 28, 2021 3:46:32 PM

Dear Ms. Petersen,

Let's unite METRO buses with clean, green, light rail service.

I had the opportunity to ride the zero emission streetcar in Watsonville and a few days later at the Boardwalk.

Every single Watsonville resident I spoke with is excited this can be implemented sooner than later. Many work in Santa Cruz within walking and/or biking distance from the tracks. Many work on the Westside at Costco, UPS, the Santa Cruz Wharf and businesses in Aptos, Capitola to Santa Cruz.

The Hispanic - Noticias Ya Costa Central TV Channel News - currently has over 48,500 views, 280 shares and almost 600 positive comments and likes regarding the CoastFutura demo rides. Watsonville's City Council and Supervisor support rail transit.

A few days later while waiting to ride the streetcar for a second time at the Boardwalk, I spoke with numerous Boardwalk employees who fully support rail transit services and they said approximately 80% of the Boardwalk's employees live in Watsonville.

I was amazed with the modern technology. TIG/m is a California based company, and employing Californians.

I was amazed the TIG/m streetcar is more quiet than most cars, all trucks, all UPS, FEDEX, Amazon trucks, other delivery trucks and vehicles and all motorcycles.

Light rail can be incorporated into transit-oriented development and healthy, walkable community design so people can leave their cars behind. Our community got a quick peek into what this could be like during the Coast Futura demonstration event and it was great!

Investing in our public transit system is essential to fighting climate change and improving quality of life. The sooner we make the investments needed the better for two main reasons:

1. Construction costs never go down over time so acting now will save us money.
2. Implementing rail transit will get more and more folks to drive less, reducing GHG emissions and the costs of mitigating the impacts of climate change.

Adding clean light rail will increase county-wide public transportation use to 250% of pre-pandemic levels. The more people use public transportation the less cars there will be on our roads leading to less traffic and safer streets everywhere. For those using the rail system, they will be free of all traffic congestion all the time.

Analysis: Pre-covid METRO annual reports indicate there are about 5,000,000 annual boardings on the bus system or about 13,700 boardings per day. The Transit Corridor Alternatives Analysis / Rail Transit Integration Study released by Regional Transit Commission earlier this year (Table 5.19) predicts adding Light Rail Transit will increase use of public transit countywide to 34,300 boardings per day. Doing the math: $34,300 / 13,700 = 250\%$

Sincerely,

Tina Andreatta
Aptos, CA 95003

Sent from my iPhone

From: [Tina Andreatta](#)
To: [S Brown](#)
Cc: [Regional Transportation Commission](#)
Subject: A classic Win-Win: TIG/m & Coast Futura demo rides and future linking with METRO Busses
Date: Thursday, October 28, 2021 12:58:28 PM

Dear Ms. Sandy Brown,

Let's unite METRO busses with clean, green, light rail service.

I had the opportunity to ride the zero emission streetcar in Watsonville and a few days later at the Boardwalk.

Every single Watsonville resident I spoke with is excited this can be implemented sooner than later. Many work in Santa Cruz within walking distance from the tracks. Many work on the Westside at Costco, UPS, the wharf and businesses close by from Aptos, Capitola to Santa Cruz.

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Truly Yours,

Tina Andreatta
Aptos, CA 95003

Sent from my iPhone

Sent from my iPhone

From: [Tina Andreatta](mailto:Tina.Andreatta@ucsc.edu)
To: openup@ucsc.edu
Cc: [Regional Transportation Commission](#)
Subject: A classic Win-Win: TIG/m streetcar joining with METRO Busses
Date: Thursday, October 28, 2021 10:56:07 PM

Dear Mr. Rotkin,

Let's unite METRO busses with clean, green, light rail service.

I had the opportunity to ride the zero emission streetcar in Watsonville and a few days later at the Boardwalk.

Every single Watsonville resident I spoke with is excited this can be implemented sooner than later. Many work in Santa Cruz within walking and/or biking distance from the tracks. Many work on the Westside at Costco, UPS, the Santa Cruz Wharf and businesses in Aptos, Capitola to Santa Cruz.

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Sincerely,

Tina Andreatta
Aptos, CA 95003

Sent from my iPhone

From: [Tina Andreatta](#)
To: ryan.coonerty@santacruzcounty.us
Cc: [Regional Transportation Commission](#)
Subject: A classic Win-Win: TIG/m streetcar joining with METRO Buses
Date: Thursday, October 28, 2021 10:51:25 PM

Dear Mr. Coonerty,

Let's unite METRO busses with clean, green, light rail service.

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Every single Watsonville resident I spoke with is excited this can be implemented sooner than later. Many work in Santa Cruz within walking and/or biking distance from the tracks. Many work on the Westside at Costco, UPS, the Santa Cruz Wharf and businesses in Aptos, Capitola to Santa Cruz.

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Aptos, CA 95003

Sent from my iPhone

From: [Tina Andreatta](#)
To: eduardo.montesino@cityofwatsonville.org
Cc: [Regional Transportation Commission](#)
Subject: A classic Win-Win: TIG/m streetcar joining with METRO Busses
Date: Thursday, October 28, 2021 10:47:10 PM

Dear Mr. Montesino,

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Aptos, CA 95003

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From: [Tina Andreatta](#)
To: jbertrand@ci.capitola.ca.us
Cc: [Regional Transportation Commission](#)
Subject: A classic Win-Win: TIG/m streetcar joining with METRO Busses
Date: Thursday, October 28, 2021 10:39:10 PM

Dear Mr. Bertrand,

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Aptos, CA 95003

Sent from my iPhone

From: [Tina Andreatta](#)
To: greg.caput@co.santa-cruz.ca.us
Cc: [Regional Transportation Commission](#)
Subject: A classic Win-Win: TIG/m streetcar joining with METRO Busses
Date: Thursday, October 28, 2021 11:00:45 PM

Dear Supervisor Caput,

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Sincerely,

Tina Andreatta

Aptos, CA 95003

Sent from my iPhone

Sent from my iPhone

From: [Paula Bradley](#)
To: [Regional Transportation Commission](#)
Subject: Coast Futura TIG/m e-train demo in Santa Cruz & Watsonville
Date: Thursday, October 28, 2021 10:22:34 AM

Dear Commissioners:

I hope you were able to ride the Coast Futura demo e-train the last 2 weekends - the most exciting positive event in our area in years! The hundreds of people who rode it loved it! This is what transit could look like in our future. A quiet, self-powered, clean energy transit option to benefit the entire county, from Watsonville to Davenport. It can run on our existing rails, no electrification such as overhead wires or rail, and the associated costs are required. Please support the County's approved MBSST (rail trail) plan which not only benefits our county but will connect with the regional rail network.

Thank you

[Sent from AT&T Yahoo Mail on Android](#)

[Sent from AT&T Yahoo Mail on Android](#)

From: [Sue Kaufmann](#)
To: manu.koenig@santacruzcounty.us
Cc: [Regional Transportation Commission](#)
Subject: Coastfutura and TIG/m Week Long Event
Date: Wednesday, October 27, 2021 9:30:38 PM

Supervisor Koenig,

The 'Coastal Rail & Trail' allows us to have transportation from the City of Watsonville and travel north to Santa Cruz. Plus southbound it connects to Gilroy, Salinas, Monterey and the rest of the California State Rail Plan.

I had an opportunity to ride it in Watsonville and I loved it. It's quiet; it's comfortable, it's smooth. And, I think it's marvelous.

Please support moving this important project forward.

It's progressive.

No more delays. The whole county will benefit.

Very Sincerely,

Sue Kaufmann
Depot Hill
Capitola, CA. 95010

From: [Sue Kaufmann](#)
To: ladykpetersen@gmail.com
Cc: [Regional Transportation Commission](#)
Subject: Coastfutura and TIG/m Week Long Event
Date: Wednesday, October 27, 2021 8:55:48 PM

Dear Ms. Petersen,

The 'Coastal Rail & Trail' allows us to have transportation from the City of Watsonville and travel north to Santa Cruz. Plus southbound it connects to Gilroy, Salinas, Monterey and the rest of the California State Rail Plan.

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Depot Hill
Capitola, CA. 95010

From: [Sue Kaufmann](#)
To: ryan.coonerty@santacruzcounty.us
Cc: [Regional Transportation Commission](#)
Subject: Coastfutura and TIG/m Week Long Event
Date: Wednesday, October 27, 2021 9:26:23 PM

Dear Supervisor Coonerty,

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No more delays.

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Depot Hill
Capitola, CA. 95010

From: [Sue Kaufmann](#)
To: eduardo.montesino@cityofwatsonville.org
Cc: [Regional Transportation Commission](#)
Subject: Coastfutura and TIG/m Week Long Event
Date: Wednesday, October 27, 2021 9:22:29 PM

Dear Mr. Montesino,

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From: [Sue Kaufmann](#)
To: sbrown@cityofsantacruz.com
Cc: [Regional Transportation Commission](#)
Subject: Coastfutura and TIG/m Week Long Event
Date: Wednesday, October 27, 2021 9:19:28 PM

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Depot Hill
Capitola, CA. 95010

From: [Sue Kaufmann](#)
To: rji12@comcast.net
Cc: [Regional Transportation Commission](#)
Subject: Coastfutura and TIG/m Week Long Event
Date: Wednesday, October 27, 2021 9:16:51 PM

Dear Mr. Randy Johnson,

The 'Coastal Rail & Trail' allows us to have transportation from the City of Watsonville and travel north to Santa Cruz. Plus southbound it connects to Gilroy, Salinas, Monterey and the rest of the California State Rail Plan.

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Capitola, CA. 95010

From: [Sue Kaufmann](#)
To: bruce.mcpherson@co.santa-cruz.ca.us
Cc: [Regional Transportation Commission](#)
Subject: Coastfutura and TIG/m Week Long Event
Date: Wednesday, October 27, 2021 9:13:51 PM

Dear Supervisor McPherson,

The 'Coastal Rail & Trail' allows us to have transportation from the City of Watsonville and travel north to Santa Cruz. Plus southbound it connects to Gilroy, Salinas, Monterey and the rest of the California State Rail Plan.

I had an opportunity to ride it in Watsonville and I loved it. It's quiet; it's comfortable, it's smooth. And, I think it's marvelous.

Please support moving this important project forward.

No more delays.

It's progressive.

Sincerely,

Sue Kaufmann
Depot Hill
Capitola, CA. 95010

From: [Sue Kaufmann](#)
To: greg.caput@co.santa-cruz.ca.us
Cc: [Regional Transportation Commission](#)
Subject: Coastfutura and TIG/m Week Long Event
Date: Wednesday, October 27, 2021 9:11:06 PM

Dear Supervisor Caput,

The 'Coastal Rail & Trail' allows us to have transportation from the City of Watsonville and travel north to Santa Cruz. Plus southbound it connects to Gilroy, Salinas, Monterey and the rest of the California State Rail Plan.

I had an opportunity to ride it in Watsonville and I loved it. It's quiet; it's comfortable, it's smooth. And, I think it's marvelous.

Please support moving this important project forward.

No more delays.

It's progressive.

Sincerely,

Sue Kaufmann
Depot Hill
Capitola, CA. 95010

From: [Sue Kaufmann](#)
To: jbertrand@ci.capitola.ca.us
Cc: [Regional Transportation Commission](#)
Subject: Coastfutura and TIG/m Week Long Event
Date: Wednesday, October 27, 2021 9:08:02 PM

Dear Mr. Jacques Bertrand,

The 'Coastal Rail & Trail' allows us to have transportation from the City of Watsonville and travel north to Santa Cruz. Plus southbound it connects to Gilroy, Salinas, Monterey and the rest of the California State Rail Plan.

I had an opportunity to ride it in Watsonville and I loved it. It's quiet; it's comfortable, it's smooth. And, I think it's marvelous.

Please support moving this important project forward.

No more delays.

It's progressive.

Sincerely,

Sue Kaufmann
Depot Hill
Capitola, CA. 95010

From: [Sue Kaufmann](#)
To: zach.friend@santacruzcounty.us
Cc: [Regional Transportation Commission](#)
Subject: Coastfutura and TIG/m Week Long Event
Date: Wednesday, October 27, 2021 9:03:59 PM

Dear Supervisor Friend,

The 'Coastal Rail & Trail' allows us to have transportation from the City of Watsonville and travel north to Santa Cruz. Plus southbound it connects to Gilroy, Salinas, Monterey and the rest of the California State Rail Plan.

I had an opportunity to ride it in Watsonville and I loved it. It's quiet; it's comfortable, it's smooth. And, I think it's marvelous.

Please support moving this important project forward.

No more delays.

It's progressive.

Sincerely,

Sue Kaufmann
Depot Hill
Capitola, CA. 95010

Sue Kaufmann

From: [Sue Kaufmann](#)
To: openup@cats.ucsc.edu
Cc: [Regional Transportation Commission](#)
Subject: Coastfutura and TIG/m Week Long Event
Date: Wednesday, October 27, 2021 9:32:55 PM

Dear Mr. Rotkin,

The 'Coastal Rail & Trail' allows us to have transportation from the City of Watsonville and travel north to Santa Cruz. Plus southbound it connects to Gilroy, Salinas, Monterey and the rest of the California State Rail Plan.

I had an opportunity to ride it in Watsonville and I loved it. It's quiet; it's comfortable, it's smooth. And, I think it's marvelous.

Please support moving this important project forward.

It's progressive.

No more delays. The whole county will benefit.

Sincerely,

Sue Kaufmann
Depot Hill
Capitola, CA. 95010

From: [Jacob Wysocki](#)
To: [Regional Transportation Commission](#)
Subject: Comments for RTC meeting November 4th, 2021
Date: Tuesday, November 2, 2021 10:37:21 AM

It seems to have gone unnoticed that, two months ago, the RTC issued a report concluding that railbanking the Santa Cruz Branch Rail Line is not legally feasible because it is not up for abandonment by the designated common carrier, Saint Paul & Pacific Railroad. It is well settled precedent that the Surface Transportation Board will not allow abandonment of a rail line to create a “stranded segment.”^[1] In order to abandon the SCBRL, the Felton Branch Line would first have to be removed from the national rail system through adverse abandonment. The STB has stated that applicants seeking adverse abandonment have a heavy burden of proof^[2] and, further, that trail use is not a valid basis for forcibly removing an unabandoned line from the rail system^[3]. Thus, Roaring Camp’s ownership of the Felton Branch Line precludes abandonment of the SCBRL even if abandonment is sought by SPPR and the RTC, a concern voiced in recent correspondence between the two^[4]. The available evidence indicates that railbanking is dead, no matter the vote of local commissions or citizens.

If it is really the case that no local organization, public or private, will shoulder the burden of maintaining this critical infrastructure, then the only way forward is for all of us to start lobbying our state and national representatives to secure assistance.

^[1] “Stranded segments. It is well settled that so long as there is a common carrier obligation attached to a particular segment of track, the Board will not allow that segment to become isolated from the rail system as a result of the abandonment of the adjoining segment.” STB Docket No AB-515 (Sub-No.2).

^[2] “...an applicant seeking Board authorization for an adverse (involuntary) abandonment must meet a heavy burden. That is why the Board has stated in the past that authority for an adverse abandonment would not be granted, even in the absence of current traffic on a line, if there is a reasonable potential for future railroad use.” STB Docket No AB-290 (Sub-No.286)

^[3] “Even if trail use were a basis for forcibly taking an unabandoned line out of the rail system – which it is not – Applicants have not shown that the 100-foot wide right-of-way for most of the length of the Lines is not sufficient for both active rail service and a trail under the operations CLS&SB hopes to undertake here.” STB Docket No AB-290 (Sub-No.286)

^[4] “...if RTC essentially forces PGR to institute an expensive and potentially futile abandonment process we are concerned it will be denied by the STB because it will leave Roaring Camp isolated from the rail system...” Correspondence March 18, 2021 between SPPR and RTC.

From: [ROBERT STEPHENS](#)
To: [Regional Transportation Commission](#)
Subject: Comments for your November meeting
Date: Wednesday, November 3, 2021 10:03:53 AM

Dear RTC Members:

I was very happy to see staff does not recommend entering into a contract to work with TIG/m, for a trolley from Capitol to Davenport. Please vote to follow the staffs recommendation.

Here are some reasons why:

No service for Watsonville. We should not invest public money to benefit a private company. New Taxes will be required to make this happen and there is no funding available at this time.

Lastly, the “demo” did not prove anything. For example: I could ship a plane to the Watsonville airport and have the plane taxi people on the runway, but this does not mean Watsonville could become a full fledged commercial airport. The demo was just a publicity stunt.

Sincerely,

Robert Stephens
Aptos

From: [Yesenia Parra](#)
To: [Regional Transportation Commission](#)
Subject: Fwd: Trail Now Comments to RTC Board meeting (11/4)
Date: Wednesday, November 3, 2021 7:22:34 AM

Add to comments for this agenda

Yesenia Parra
Santa Cruz County Regional Transportation Commission
831-460-3218- Santa Cruz
831-768-8012-Watsonville

Begin forwarded message:

From: Brian Peoples <brian@trailnow.org>
Date: November 3, 2021 at 5:25:47 AM PDT
To: Regional Transportation Commission <info@scrtc.org>
Cc: Guy Preston <gpreston@scrtc.org>, Manu Koenig <manu.koenig@santacruzcounty.us>, rj12@comcast.net, sbrown@cityofsantacruz.com, rpquinn@pacbell.net, Zach Friend <BDS022@co.santa-cruz.ca.us>, Bruce McPherson <Bruce.McPherson@santacruzcounty.us>, Gine Johnson <Gine.Johnson@santacruzcounty.us>, greg.caput@co.santa-cruz.ca.us, eduardo.montesino@cityofwatsonville.org, openup@cats.ucsc.edu, ryan.coonerty@santacruzcounty.us, Andy Schiffrin <Andy.Schiffrin@santacruzcounty.us>, Steve Wiesner <Steve.Wiesner@santacruzcounty.us>, Nathan Nguyen <nnguyen@cityofsantacruz.com>, Shannon Munz <smunz@scrtc.org>, Yesenia Parra <yparra@scrtc.org>, Sarah Christensen <schristensen@scrtc.org>, Alex Clifford <A.Clifford@scmt.com>, ladykpetersen@gmail.com, tim.gubbins@dot.ca.gov, Jacques.bertrand@sbcglobal.net, jimmy.dutra@cityofwatsonville.org
Subject: Trail Now Comments to RTC Board meeting (11/4)

RTC,

Please accept the following comments for the items on RTC agenda for Thursday, 11/4. Also included is a photo of the Roaring Camp train parked on the taxpayer-owned Santa Cruz Boardwalk Trestle. Please include this photo as part of our communications.

Item #13a. October 15 Letter to Nathan Nguyen - Notice of Preparation of an EIR for Rail Trail Segments 8 & 9

Trail Now supports the letter from the RTC to the City of Santa Cruz to include an alternative analysis in the EIR to railbank and construct the interim Coastal Trail along Segments 8 & 9. This alternative analysis will demonstrate a more cost-effective approach to opening the Santa Cruz Coastal Corridor for transportation, and will show that railbanking, pulling the tracks and building an interim trail is the best solution for our community. We fully support the RTC's leadership in moving toward railbanking the Coastal Corridor.

In addition, we recommend that the Santa Cruz Boardwalk Trestle that extends over the San Lorenzo River be included in the Segment 8 & 9 analysis. Currently, the Boardwalk Trestle is NOT included in any of the segments, which results in the trestle NOT being included in any EIR analysis.

Finally, Roaring Camp has stated that they want what is best for the community and look forward to working with the RTC on a win-win solution for the Coastal Trail and their on/off-boarding operations. Therefore, we ask that the RTC and City of Santa Cruz take Roaring Camp up in their offer to relocate to Depot Station as part of the Segment 8 & 9 trail development.

Item #19 Unsolicited Rail Proposal - TIG/m and Roaring Camp

We support the RTC's staff recommendation to NOT accept the unsolicited proposal by TIG/m and Roaring Camp to operate a tourist train along the taxpayer-owned Santa Cruz Coastal Corridor. As stated by RTC Executive Director Guy Preston, "the trolley demonstration did not provide information that would make commuter rail easier or less expensive to implement. RTC did not sponsor the event and is not responsible for the information disseminated at the demonstration, either orally or in writing."

The trolley demonstration should never have occurred and should not have been supported by ANY RTC commissioners. The demonstration increased traffic congestion along adjacent surface streets and added workload to RTC staff.

This on-going push by rail advocates is blocking the use of the Santa Cruz Coastal Corridor for active transportation. The Coastal Corridor has remained closed for over a decade since becoming a taxpayer-owned resource. We ask the RTC to move forward with railbanking, pulling the rails, and building an interim Coastal Trail NOW.

Best,

Brian Peoples
Trail Now



Roaring Camp Train parked
on Santa Cruz Boardwalk
Trestle blocking Santa Cruz
Coastal Trail

From: [Contact Request Form](#)
To: [Regional Transportation Commission](#)
Subject: New submission from Contact Form
Date: Monday, November 1, 2021 9:59:02 PM

This Contact Request Form has been submitted by a member of the public to <http://sccrtc.org/contact-us/>.

Name
Susan Kauffman
Email
[REDACTED]
Subject
Thanks hugely for the amazing rail experience!
Your Message
<p>Dear Commissioners of the SCCRTC: Thank you very much for the wonderful opportunity to ride the Coast Futura train/street car!!! Here are 10 reasons I loved having light rail here in Santa Cruz County:</p> <ol style="list-style-type: none">1. The all-electric train ride was comfortable, quiet, relaxing, accessible, family friendly and fun!2. The all-electric train would be equipped with WIFI and space for our bicycles.3. An all-electric train, like the sleek Coast Futura, would produce zero emissions and would actually reduce emissions by providing a clean non-polluting alternative to greenhouse gas producing automobile transport in our County.4. An all-electric train would significantly reduce commute times and would relieve the horrible traffic congestion on Hwy One. Currently I need to be in Watsonville in mid to late afternoons. It would take about HALF the time to get there from Santa Cruz on an all-electric train, such as the Coast Futura than it now takes me in frustrating, stressful stop and go traffic on Hwy One.5. The battery powered Coast Futura train/street car would be charged up by Central Community Energy without producing any carbon...ZERO carbon!6. Until I rode on the all-electric Coast Futura, I was concerned about the noise for those living in the nearby vicinity of the rail line. However I spent time near the station as train passed by and I was pleasantly surprised how amazingly quiet it was each time the train/street car went by. Old fashioned cargo and passenger trains shook the earth and were very noisy, however this light rail train did not shake the earth and was pleasantly very quiet.7. With the rail line transporting folks from one end of the County to the other, there will be less traffic on Hwy One meaning less accidents and safer travel.8. Currently we have to drive all the way to Salinas, or alternatively, over dangerous Hwy 17 and up Hwy 280 another 5 miles to get to the Salinas or San Jose Amtrak stations to get to other locations in California or the US. With the development of light rail here in Santa Cruz, folks would be able to board the closeby all-electric train in our neighborhoods and take it a short distance to the new Pajaro/Watsonville station to catch an Amtrak train to anywhere in the US. That would result in a huge time savings since we wouldnt have to drive an hour or longer to get to an interconnected trail system for long distance destinations.

9. With the build out of the 32 mile coastal rail and trail system, those who want to stay in our beautiful County, could go all the way from Watsonville to Davenport without having to drive, find parking, or pollute.

10. The Coast Futura train/street cars are manufactured here in California, not in some foreign country which may have poor labor practices and lacking environmental safeguards.

Everyone I knew who got lucky enough to ride the Coast Futura train loved it, as I did, and wants it or a similar all-electric light rail train for Santa Cruz County today, or as soon as is possible.

Please, Commissioners, move full speed ahead for the Santa Cruz County planned Rail and Trail system. We need the light rail and the trail here now, please!

Thanks again for the Coast Futura train ride reminding me just how good transport in our County can be!

Very sincerely,

Susan Kauffman, Santa Cruz

From: [Contact Request Form](#)
To: [Regional Transportation Commission](#)
Subject: New submission from Contact Form
Date: Wednesday, November 3, 2021 7:21:39 AM

This Contact Request Form has been submitted by a member of the public to <http://sccrtc.org/contact-us/>.

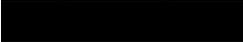
Name
Lawrence Denis Freitas
Email
[REDACTED]
Subject
Coast Futura
Your Message
I encourage the SCCRTC to move as quickly as possible to get the funding to improve the RR tracks and start the light rail trolley service that was demonstrated by Coast Futura recently. It is more than obvious that this type of service would work well for county residents, especially those who live near the tracks.
LD Freitas

From: [Doug Huskey](#)
To: [Regional Transportation Commission](#)
Subject: Please NO Tourist Train or Trolley on the Rail Corridor
Date: Sunday, October 31, 2021 10:12:04 PM

Please do not support a private for profit use of the rail corridor for a tourist train or trolley. Let's use the corridor as a public transportation path (ebikes, bicycles, pedestrian, wheelchair, and possibly bus on trail using separate lanes for bicycles, and pedestrians.

Railbank the tracks and support future modes of public transit as funding becomes available.

Regards,
Doug Huskey

 Santa Cruz, CA 95060

From: [paul rucker](#)
To: [Regional Transportation Commission](#)
Subject: Public/Private Rail
Date: Wednesday, November 3, 2021 10:38:53 AM

Hi SCCRTC.

I agree with Director Guy Preston's assessment that the proposed TIG/m trolley is not what would be best for Santa Cruz County. I just recently became interested in this issue when asked to sign a Greenway petition for a ballot initiative. I signed because this issue is so divisive it makes sense to me to let the people decide if they support rail/trail or trail only at this time. As it looks like we will eventually need to tax ourselves more to complete a rail project I think it makes sense to know how the voters feel about that. I feel the same about the TIG/m proposal. I would definitely vote for the Greenway initiative in preference to using public money to support a recreational trolley.

Sincerely, Catherine Rucker

Sent from [Mail](#) for Windows

From: [Bob Berlage](#)
To: [Regional Transportation Commission](#)
Subject: RE Agenda Item 19
Date: Tuesday, November 2, 2021 2:26:22 PM

Please include the following in the public record:

November 2, 2021

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

Dear Commissioners:

Big Creek Lumber Company has been conducting business in Santa Cruz County for the past seventy-five years. Fifty years ago we purchased the land for our Watsonville Branch specifically because that property had an existing railhead. From the time it was purchased we have continuously received rail freight at that location. This service is critical for us to remain competitive. We strongly urge Your Commission to continue supporting this service within the City of Watsonville. Our company does not have a position on issues related to the rail corridor north of the Watsonville city limits.

Attachment 1 on Agenda Item 19 (page 70) is a graph indicating the number of railcar deliveries to Watsonville customers from the 4th quarter of 2018 to the 2nd quarter of 2021. While we do not dispute this data, it is misleading in the absence of proper context. The entire United States has been experiencing serious supply-chain shortages directly associated with Covid 19 restrictions. These supply shortages are not limited to building supplies. Virtually every business, small or large, has been negatively impacted by delayed product shipments.

The critical point is that this is a supply issue, not a demand issue. It is also a temporary problem. Once the pandemic has lessened, we fully anticipate a return to historic delivery levels on the rail lines in Watsonville. In fact, the demand is likely to increase.

Lastly, regarding the subject of railbanking, Big Creek Lumber recommends that Your Commission opposes that option inside the city limits of Watsonville unless current freight recipients can be assured of uninterrupted service and no significant cost increases would result from that action.

Thank you for your consideration,

Bob Berlage
Communications Director
Big Creek Lumber Company

From: [Kaki Rusmore](#)
To: [Regional Transportation Commission](#)
Subject: Rail transit
Date: Tuesday, November 2, 2021 8:34:30 PM

Dear RTC Commissioners,

I had the opportunity to ride on the demonstration light rail car recently and it made it so clear and obvious that we need to move forward with rail transit as fast as possible in our county. We can have a bike/pedestrian path AND fast, quiet, affordable rail transit. Don't be confused, this is a huge opportunity for equity and economic development for the county. Don't let the railbankers pull the wool over your eyes - NO community has railbanked and then installed trails. It raises the cost and slows the rail development down. For us, our neighbors and the planet - we need rail transit now.

Thank you,

Kaki Rusmore
[REDACTED] Aptos, CA 95003

From: [Susie Stelle](#)
To: [Regional Transportation Commission](#)
Subject: Rail transit
Date: Wednesday, November 3, 2021 12:32:37 AM

Please follow through with pursuing the rail for our County

I live in Capitola by jade st park, I am almost 75 years old and I would love to have the rail to be able to go to Watsonville or Santa Cruz by the rail.

I appreciate all you to do
Thank you

Susie Stelle, Broker Associate
Century 21 Showcase Realtors
00561000



From: [REDACTED]
To: [Regional Transportation Commission](#); [Brian Peoples](#)
Cc: [Guy Preston](#); [Manu Koenig](#); [rj12@comcast.net](#); [sbrown@cityofsantacruz.com](#); [rpquinn@pacbell.net](#); [Zach Friend](#); [Bruce McPherson](#); [Gine Johnson](#); [greg.caput@co.santa-cruz.ca.us](#); [eduardo.montesino@cityofwatsonville.org](#); [openup@cats.ucsc.edu](#); [ryan.coonerty@santacruzcounty.us](#); [Andy Schiffrin](#); [Steve Wiesner](#); [Nathan Nguyen](#); [Shannon Munz](#); [Yesenia Parra](#); [Sarah Christensen](#); [Alex Clifford](#); [ladykpetersen@gmail.com](#); [tim.gubbins@dot.ca.gov](#); [REDACTED]; [jacques.bertrand@sbcglobal.net](#); ["jimmy.dutra@cityofwatsonville.org"](#)
Subject: Re: Trail Now Comments to RTC Board meeting (11/4)
Date: Wednesday, November 3, 2021 10:38:10 AM

Dear Commissioners,

I agree with everything written here by Brian Peoples and representing the interests of Trail Now supporters.

I ask that RTC Commissioners censure Commissioner Michael Rotkin for his recent letter-to-the-editor published in the Santa Cruz Sentinel. In expressing his personal opinion, Commissioner Rotkin signed his letter and noted "RTC Commissioner." Commissioner Rotkin's personal opinion expressed in the letter-to-the-editor was his own, and not that of the SCCRTC. Therefore, he should not identify his opinion as "RTC Commissioner."

Mr. Rotkin has never been elected to any countywide public office, and has never been elected to any Santa Cruz City public office in a fairly apportioned city district election. In fact, it has been nearly two decades since he last held office in the City of Santa Cruz from a unfair at-large citywide election (that violates the California Voting Rights Act.) His position on the Santa Cruz Metro and the Santa Cruz County Regional Transportation Commission is untenable, and he should be removed and replaced from both the Metro and RTC with a commissioner who is more representative of the current countywide dynamics.

Respectfully,
Peter Stanger

[REDACTED]
Watsonville, CA 95076

On Wednesday, November 3, 2021, 05:25:44 AM PDT, Brian Peoples [REDACTED] wrote:

RTC,

Please accept the following comments for the items on RTC agenda for Thursday, 11/4. Also included is a photo of the Roaring Camp train parked on the taxpayer-owned Santa Cruz Boardwalk Trestle. Please include this photo as part of our communications.

Item #13a. October 15 Letter to Nathan Nguyen - Notice of Preparation of an EIR for Rail

Trail Segments 8 & 9

Trail Now supports the letter from the RTC to the City of Santa Cruz to include an alternative analysis in the EIR to railbank and construct the interim Coastal Trail along Segments 8 & 9.

This alternative analysis will demonstrate a more cost-effective approach to opening the Santa Cruz Coastal Corridor for transportation, and will show that railbanking, pulling the tracks and building an interim trail is the best solution for our community. We fully support the RTC's leadership in moving toward railbanking the Coastal Corridor.

In addition, we recommend that the Santa Cruz Boardwalk Trestle that extends over the San Lorenzo River be included in the Segment 8 & 9 analysis. Currently, the Boardwalk Trestle is NOT included in any of the segments, which results in the trestle NOT being included in any EIR analysis.

Finally, Roaring Camp has stated that they want what is best for the community and look forward to working with the RTC on a win-win solution for the Coastal Trail and their on/off-boarding operations. Therefore, we ask that the RTC and City of Santa Cruz take Roaring Camp up in their offer to relocate to Depot Station as part of the Segment 8 & 9 trail development.

Item #19 Unsolicited Rail Proposal - TIG/m and Roaring Camp

We support the RTC's staff recommendation to NOT accept the unsolicited proposal by TIG/m and Roaring Camp to operate a tourist train along the taxpayer-owned Santa Cruz Coastal Corridor. As stated by RTC Executive Director Guy Preston, "the trolley demonstration did not provide information that would make commuter rail easier or less expensive to implement. RTC did not sponsor the event and is not responsible for the information disseminated at the demonstration, either orally or in writing."

The trolley demonstration should never have occurred and should not have been supported by ANY RTC commissioners. The demonstration increased traffic congestion along adjacent surface streets and added workload to RTC staff.

This on-going push by rail advocates is blocking the use of the Santa Cruz Coastal Corridor for active transportation. The Coastal Corridor has remained closed for over a decade since becoming a taxpayer-owned resource. We ask the RTC to move forward with railbanking, pulling the rails, and building an interim Coastal Trail NOW.

Best,

Brian Peoples
Trail Now

From: [Tina Andreatta](#)
To: [Regional Transportation Commission](#)
Subject: Support Passenger Rail Transit in Santa Cruz County
Date: Tuesday, November 2, 2021 8:02:17 PM

Dear Commissioners,

I want rail transit. My friends want right transit. My neighbors want rail transit. My spiritual community members want rail transit. My bookclub wants rail transit. My Watsonville friends desperately want rail transit.

Every 1st world country's small and midsize towns and cities offer their communities rail transit with connections to bus transit. It's time to move forward and stop the unnecessary delays with more studies that cost the hardworking lower class and middle class taxpayers more dollars.

Highway One congestion isn't getting any better. The vast majority of people cannot and will not ride bikes and e-bikes from Watsonville to their jobs, and neither will Watsonville's Cabrillo College and UCSC students commuting to Aptos, Capitola and Santa Cruz. Many Watsonville residents work on the Westside.

Every resident and I deserve a reliable, quick rail transit system. Busses are great and both can join together for quicker travel, however busses are stuck on every street, road and Highway One.

It's time to act now and stop ignoring the needs of our whole community. It's time to act now and stop ignoring the climate crisis.

Please inspire and encourage the RTC staff to vigorously apply for grants for the preliminary design, engineering and for the EIR.

Lastly, thank you for your consideration and compassionate work on the RTC to improve transportation in our beautiful Santa Cruz County.

Sincerely,

Tina Andreatta
Aptos, CA. 95003

Sent from my iPhone

From: [PETE PEARSON](#)
To: [Regional Transportation Commission](#)
Subject: Support for Rail & Trail
Date: Wednesday, November 3, 2021 11:00:48 AM

To whom it may concern;

I have been a Santa Cruz City home owner since 1988. I fully support the rail and trail combo as an alternative to additional widening of highway one, other than dedicated bus lanes.

Numerous contract workers travel from Watsonville daily in addition to many of the boardwalk employee's. Retired persons like my wife and I and tourists would see a benefit to the electric trams traveling from Davenport to Watsonville, and in the future to Monterey.

We often drive to Davenport just for dinner to avoid the congestion of tourists on weekends. I bike and this would offer an alternative to driving to start points weekly with the Santa Cruz County Cycle club in Aptos, or I could now explore riding North from Davenport.

Nels "Pete" Pearson
Donna Pearson
[REDACTED]
Santa Cruz, CA 95060

From: [Nadene Thorne](#)
To: [Bruce McPherson](#); [Manu Koenig](#); [Michael Rotkin](#); [Zach Friend](#); [Andy Schiffrin](#); [Ryan Coonerty](#); [Jacques Bertrand](#); [Randy Johnson](#); eduardo.montesino@cityofwatsonville.org; greg.caput@co.santa-cruz.ca.us; ladykpetersen@gmail.com; [Sandy Brown](#); alnorthc@cabrillo.edu; lowell.hurst@cityofwatsonville.org; [Rob Quinn](#); [Guy Preston](#); [Regional Transportation Commission](#)
Subject: TIG/m Demonstration
Date: Wednesday, November 3, 2021 11:09:06 AM

I felt it was important to convey my gratitude for your explicit disavowal of support for the TIG/m demonstration and unsolicited proposal. Regrettably, it seems that this event has created considerable confusion in the minds of many county residents: is it a tourist excursion? - is it a passenger commuter? It would appear to me that it has undermined the ostensible goals of FORT and its offspring Coast Connect and Coast Futura by demonstrating nothing more than a bus that runs on fixed tracks, and has no capability for carrying passengers from Watsonville to Santa Cruz - so much for their loud assertions that a train will offer equity to South County!

The RTC director's reports and the accompanying written material do much to explain the true situation with regard to the rail corridor and its capabilities, offering clarity to all of us who have been following these discussions for several years, as well as to those who are only recently tuning in. It is a mystery to me that FORT and other fanatical train supporters continue to proclaim RTC support and funding for a train in the rail corridor in light of the clear and unambiguously stated remarks you've published.

I can only hope that you will continue on the intelligent path you are now forging with EIRs for trail only construction and railbanking - projects that will benefit many more residents as well as furthering our climate goals sooner - and cheaper - than pursuing the folly of any train for the foreseeable future. And perhaps a 'yes' outcome on the June Greenway ballot measure will serve to quiet some of the train noise!

Thank you again,

Nadene Thorne

Santa Cruz 95060

From: [Jack Brown](#)
To: [Regional Transportation Commission](#); [Guy Preston](#)
Subject: TIG/m Trolley exceeded speed limit during demonstration
Date: Wednesday, October 27, 2021 4:29:40 PM
Attachments: [image.png](#)

I believe the trolley was supposed to be limited to a maximum speed of 10 MPH/16 KPH, but I noticed in one of the promotional videos during the event that they exceeded the speed limit by 12.5%. Is there any ramification for putting passengers at risk by speeding on class 1 excepted track and violating their agreement?



From: [Jack Brown](#)
To: [Regional Transportation Commission](#); [Guy Preston](#)
Subject: Thank you for the thoughtful and detailed rejection of TIG/m's Unsolicited Proposal
Date: Friday, October 29, 2021 9:12:44 AM

I just wanted to reach out to thank Executive Director Guy Preston for his well detailed and documented recommendation on November 2021 Agenda Item 19 to reject the unsolicited proposal to run a tourist trolley on the coastal corridor.

As I noted in my earlier email that TIG/m does not have the experience and resources to manage the line, the simple notion of privatizing the corridor for a tourist attraction when we really need to open up the corridor for active transportation and solve public transit issues. I encourage the commission to follow the advice of the Executive Director and his staff and reject the proposal and any future attempts to privatize the corridor. It is clear the time has come to rail bank the corridor.

Respectfully,

Jack Brown
Aptos, CA

From: [mary.allen](#)
To: [Regional Transportation Commission](#)
Subject: The RTC should be informed that the Greenway group is going door to door to promote untruths about the TIGm streetcar demo and project. Lies are part of their plan. We do want and need the streetcar and the trail. The project was a success and well pra...
Date: Wednesday, October 27, 2021 3:31:44 PM

Please pass to council members in Capitola that those who want to privatize the track and destroy our right of way are over riding public sentiments and rights. We are being robbed by their unjust campaign. Calling themselves a Greenway is just their initial lie.

Mary Allen

15 year resident of Capitola, retired RN at Dominican Hospital Home Health Liaison Consultant.

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From: [Tess Waldo](#)
To: [Regional Transportation Commission](#)
Subject: Tomorrow's meeting
Date: Wednesday, November 3, 2021 10:52:54 AM

Good morning Yesenia,

I am a south County Santa Cruz resident and I am unable to attend the meeting tomorrow because I am working, and I am taking care of a recently hospitalized elderly parent at the same time. I was able to ride the hydro electric train in Watsonville and Santa Cruz and I strongly support the Rail and the Trail. It just makes sense to me, with all the attention to Global Warming right now, that Santa Cruz should make **Every attempt** to move forward with future technologies that blend with a train track that was constructed in 1871 instead of ripping it out.

I am concerned about this Greenway group that has taken over the local facebook groups, Sentinel Newspaper and local Next door groups with the same five talking points and making the Friends of the rail trail out to be as evil by constantly calling them FORT members. They are just local community volunteers!

Anyway I just wanted to share with you the two youtube videos I made in regards to my train ride. That is all and thank you for your time

Santa Cruz trip <https://youtu.be/3AE10WxX-II>

Watsonville trip <https://youtu.be/tTLOuE3PN4s>

From: [Brian Peoples](#)
To: [Regional Transportation Commission](#)
Cc: [Guy Preston](#); [Manu Koenig](#); [rj12@comcast.net](#); [sbrown@cityofsantacruz.com](#); [rpquinn@pacbell.net](#); [Zach Friend](#); [Bruce McPherson](#); [Gine Johnson](#); [greg.caput@co.santa-cruz.ca.us](#); [eduardo.montesino@cityofwatsonville.org](#); [openup@cats.ucsc.edu](#); [ryan.coonerty@santacruzcounty.us](#); [Andy Schiffrin](#); [Steve Wiesner](#); [Nathan Nguyen](#); [Shannon Munz](#); [Yesenia Parra](#); [Sarah Christensen](#); [Alex Clifford](#); [ladykpetersen@gmail.com](#); [tim.gubbins@dot.ca.gov](#); [REDACTED]; [jacques.bertrand@sbcglobal.net](#); ["jimmy.dutra@cityofwatsonville.org"](#)
Subject: Trail Now Comments to RTC Board meeting (11/4)
Date: Wednesday, November 3, 2021 5:25:48 AM

RTC,

Please accept the following comments for the items on RTC agenda for Thursday, 11/4. Also included is a photo of the Roaring Camp train parked on the taxpayer-owned Santa Cruz Boardwalk Trestle. Please include this photo as part of our communications.

Item #13a. October 15 Letter to Nathan Nguyen - Notice of Preparation of an EIR for Rail Trail Segments 8 & 9

Trail Now supports the letter from the RTC to the City of Santa Cruz to include an alternative analysis in the EIR to railbank and construct the interim Coastal Trail along Segments 8 & 9.

This alternative analysis will demonstrate a more cost-effective approach to opening the Santa Cruz Coastal Corridor for transportation, and will show that railbanking, pulling the tracks and building an interim trail is the best solution for our community. We fully support the RTC's leadership in moving toward railbanking the Coastal Corridor.

In addition, we recommend that the Santa Cruz Boardwalk Trestle that extends over the San Lorenzo River be included in the Segment 8 & 9 analysis. Currently, the Boardwalk Trestle is NOT included in any of the segments, which results in the trestle NOT being included in any EIR analysis.

Finally, Roaring Camp has stated that they want what is best for the community and look forward to working with the RTC on a win-win solution for the Coastal Trail and their on/off-boarding operations. Therefore, we ask that the RTC and City of Santa Cruz take Roaring Camp up in their offer to relocate to Depot Station as part of the Segment 8 & 9 trail development.

Item #19 Unsolicited Rail Proposal - TIG/m and Roaring Camp

We support the RTC's staff recommendation to NOT accept the unsolicited proposal by TIG/m and Roaring Camp to operate a tourist train along the taxpayer-owned Santa Cruz Coastal Corridor. As stated by RTC Executive Director Guy Preston, "the trolley demonstration did not provide information that would make commuter rail easier or less expensive to

implement. RTC did not sponsor the event and is not responsible for the information disseminated at the demonstration, either orally or in writing."

The trolley demonstration should never have occurred and should not have been supported by ANY RTC commissioners. The demonstration increased traffic congestion along adjacent surface streets and added workload to RTC staff.

This on-going push by rail advocates is blocking the use of the Santa Cruz Coastal Corridor for active transportation. The Coastal Corridor has remained closed for over a decade since becoming a taxpayer-owned resource. We ask the RTC to move forward with railbanking, pulling the rails, and building an interim Coastal Trail NOW.

Best,

Brian Peoples
Trail Now

From: [Dave](#)
To: [Regional Transportation Commission; RCIS Santa Cruz County](#)
Cc: [Bruce McPherson](#)
Subject: YES on tourist use or our corridor. NO on "railbanking"
Date: Wednesday, November 3, 2021 11:39:10 AM

Dear RTC and Bruce McPherson,

RAILBANKING:

Please do not "rail bank" our rail corridor. The Greenway group is pushing a rail banking alternative for our rail corridor and is simultaneously attempting to remove the rail banking language from our general plan.

Here is an example of the text removal proposal from the Greenway initiative:

Objective 3.7 to preserve and protect existing railroad right-of-way and existing rail facilities for current seasonal recreational travel, for availability to carry freight, for possible future passenger rail service within the County, and for possible future passenger rail transportation for intra-County commuter use.

Removing the tracks from our rail corridor and removing language from our general plan that allows rail use on the corridor is not rail banking. It is a manipulation by Greenway to support their real intent to remove the tracks forever. Please do not let this happen.

TOURIST USE AND TIG/m:

Tourism is our main economy in Santa Cruz County. Tourists spent \$1billion here in 2019 and that number will only increase if we invest in tourist infrastructure. The electric trolley demonstration showed us that the plan put forth by TIG/m is feasible and the trolley idea was well received by our community. Please move forward with this option.

Keep rail and trail, and add a tourist component.

-Dave Faulkner, Zayante, CA

From: [Grace Voss](#)
To: [Regional Transportation Commission](#)
Subject: smiles all around, thank you!
Date: Wednesday, November 3, 2021 9:36:43 AM

Dear RTC Directors...thank you so much for issuing the license for Coast Futura, the electric transit vehicle that recently carried 2,000 people on more than 70 roundtrip journeys, first through local agricultural fields and then across the San Lorenzo River and Small Craft Harbor bridges to Capitola!...i was fortunate enough to ride the Coast Futura twice, once from the Walker Street Station into the slough areas of Watsonville, across pristine ag fields, and again from the Boardwalk to Capitola. Both rides were smooth and quiet, while providing never-before-seen views of local sights. On board, the enthusiasm of the passengers was palpable, with smiles all around. What a pleasant experience! More than 100 volunteers helped with this effort, which would not have been possible without the RTC's support! Thank you for making this possible!

Grace Voss
Live Oak