

Yesenia Parra

From: Brian Peoples [REDACTED]
Sent: Sunday, August 28, 2022 6:17 AM
To: Regional Transportation Commission
Subject: Fw: Trail Now Newsletter

Please include in statements to RTC meeting on 9/1/22.

From: Trail Now [REDACTED] >
Sent: Saturday, August 27, 2022 9:04 PM
To: Brian Peoples <[REDACTED]>
Subject: Trail Now Newsletter



COASTAL COMMISSION REBUFFING THE CURRENT RAIL TRAIL PLAN

On September 8th (<https://www.coastal.ca.gov/meetings/agenda/#/2022/9>) at 9 am, the California Coastal Commission (CCC) will hold a hearing on the current North Coastal Rail Trail Plan (Davenport to Wilder Ranch). Based on the CCC agenda, the Santa Cruz County Regional Transportation Commission (RTC) and Federal Highway Administration (FHWA) will be required to submit an alternative rail trail plan to CCC within 6 (six) months since the railroad is no longer

being preserved for rail service to Davenport. As part of RTC/FHWA Environmental Impact Report (EIR), two alternative rail trail plans (trail only, farmers plan) were included within the EIR, both of which had less environmental impact on the coastal environment than the current rail trail plan. The current rail trail plan was selected because at the time of the EIR study, "railbanking" was not considered an option by the RTC. Since that time, RTC Executive Director Guy Preston has reported that not only is it possible, but required to preserve the Coastal Corridor as a publicly-owned transportation resource. We will be asking RTC/FHWA to work with the local farmers/property-owners to implement the farmers' plan.

REGIONAL TRANSPORTATION COMMISSION (RTC) MEETING 9/1/22 (9 am):

The Santa Cruz County Regional Transportation Commission (RTC) will be holding a public meeting on Thursday, September 1st at 9 am to address various transportation projects. Item #23 is to approve moving forward with Highway 1 widening (Phase I), which includes auxiliary lanes and a bus on shoulder facility in both directions of Highway 1 (41st Avenue to Soquel Drive), retaining walls, soundwalls, and a new bicycle/pedestrian overcrossing at Chanticleer Avenue. Winning bid for Highway 1 Phase I (\$28.9M) widening is Granite Construction Company for a 2.75-mile section, working out to an approximate cost of \$10.5M per mile. We support moving forward with contract award.

Having said that, the cost per mile for Highway 1 improvements (41st Avenue to Soquel Drive with retaining walls, soundwalls, and a new bicycle/pedestrian overcrossing at Chanticleer Avenue) is millions LESS than the current construction of Coastal Trail Segment 7 (phase II: Bay Ave to Wharf). At a high cost of \$15M per mile, Segment 7 Coastal Trail is a good illustration of why 1.2 miles of the Coastal Trail have only been completed over a 10-year period. Building a 12-ft wide trail that cost more than widening Highway 1 is poor public policy by RTC Leadership. Time to railbank, pull rails and build entire Coastal Trail in a timely and cost-effective manner.

Item #24 approval of contract award for final design phase for Highway 1 improvements from State Park Drive to Freedom Boulevard and Coastal Rail Trail Segment 12 Project Contract Amendment. We recommend approval authorizing Amendment 1 to the professional engineering services contract with Mark Thomas & Company, Inc. (TP2122) for the Plans, Specifications and Estimates (PS&E) component (final design) of the Highway 1 Auxiliary Lanes and Bus on Shoulders from State Park Drive to Freedom Boulevard and Coastal Rail Trail Segment 12 Project.

TRAIL NOW HATS AND DONATIONS

Trail Now logo is available to create custom hats at Lids in Capitola Mall. Please consider supporting local business and building Santa Cruz Coastal Trail NOW by purchasing customer Trail Now hat at Lids in the Capitola Mall. Trail Now does not get any proceeds from the hat purchases at Lids.

If you are interested in contributing to our efforts to build the Santa Cruz Coastal Trail, please consider donating at www.trailnow.org/donate. All contributions are confidential and funds go towards our efforts to open the Santa Cruz Coastal Corridor as a transportation resource.