

**Additional Public Comments Received on  
Measure D 5-Year Program of Projects**

*In addition to comments previously included with the staff report, the following comments on the Measure D 5-Year Program of Projects were received.*

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**From:** Brian Peoples  
**Sent:** Sunday, October 30, 2022 7:48 AM  
**To:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
**Subject:** RTC five-year program for Measure D

RTC Commission,

Trail Now recommends that the RTC five-year program for Measure D projects focus on ***timely implementation, cost-effective investments*** and ***meet State regulatory requirements***.

***Timely Implementation***

Only 1.2 miles of Coastal Trail has been built in a decade. The Santa Cruz Coastal Corridor needs to be opened to help alleviate the major traffic congestion that will be created with widening Highway 1, upgrades to Soquel Drive and Harbor Bridge seismic work over the next 10 years. Opening the Coastal Corridor NOW is essential to help alleviate the near-term major traffic congestion and providing a safe alternative to active transportation on roadways. The proposed five-year program falls short in opening of the Coastal Corridor in a timely manner. We request that the five-year program identify a path-forward to opening the Coastal Trail from Watsonville to Santa Cruz within 5 years.

***Cost-Effective Investments***

The current proposed five-year program will waste Measure D funds due to overly complex design of Coastal Trail and the excessive destruction of heritage trees for the construction of the Coastal trail. Segment 7 Phase II is a narrow bike trail that is costing more per sq ft than widening Highway 1. When a simple trail cost more than building a highway, there are structural errors in the RTC planning process. Construction of Segments 7 and 9 will destroy more than 400 heritage trees and cause more environmental damage to accommodate a future train that will never arrive. We ask RTC Staff to look for more affordable approaches that do not result in over 400 heritage trees being destroyed to building the Coastal Trail.

***State Regulatory Requirements***

The California Coastal Commission (CCC) has denied the last three (3) Coastal bluff request by Santa Cruz County (Manresa culvert repair, Davenport Seawall, Local Coastal Plan). The five-year program proposes to do design work that will not meet CCC requirements and will never be approved or funded. Prior to including an expensive electric train design in the five-year program, RTC Staff should be required to give assessment if a new fixed-rail system along the California Coastal bluff will be approved by CCC. **No Measure D funds should be allocated to any project that does not meet CCC requirements.**

Best regards,  
Brian Peoples, Trail Now

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**From:** Trail Now

**Sent:** Sunday, October 30, 2022 7:40 AM

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

**Subject:** Trail Now Newsletter



### **DEMONSTRATION TRAIL 2023**

Trail Now is proposing to the Santa Cruz County Regional Transportation Commission (RTC) that we be allowed to conduct “Demonstration Trails” temporarily along the Santa Cruz Coastal Corridor. The purpose of the Demonstration Trails will be to help illustrate the value of opening the corridor for active transportation. Our proposal will comply with all railroad State and Federal regulations. Platform-trails will be placed on trestles to allow for the public to temporarily use the trestle for active transportation. Surface-Aggregate trails will be built along the whole distance to assure safety for all using the corridor for walking, biking and other active transit. The first section of the Demonstration Trail will start at the Santa Cruz Boardwalk trestle to 7<sup>th</sup> Ave. Opening this section will help alleviate traffic congestion during Harbor Bridge seismic repair work that is scheduled to start in Spring/2023 and last for 2 ½ years. The Demonstration trail will continue south opening key sections of the corridor all the way to Watsonville.

Demonstration trail will be privately funded, allow for use of the corridor to be used as an alternative to driving while preserving the corridor for future transit and the world-

class Santa Cruz Coastal Trail.

**RTC Public Meeting ITEM #21: Measure D: Five-Year Programs of Projects for Regional Projects**

[SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION \(sccrtc.org\)](http://sccrtc.org) will be conducting a public meeting on Thursday, November 3<sup>rd</sup> at 9:30 am. Please submit comments to [info@sccrtc.org](mailto:info@sccrtc.org).

Trail Now recommends that the RTC five-year program for Measure D projects focus on *timely implementation, cost-effective investments and meet State regulatory requirements.*

*Timely Implementation*

Only 1.2 miles of Coastal Trail has been built in a decade. The Santa Cruz Coastal Corridor needs to be opened to help alleviate the major traffic congestion that will be created with widening Highway 1, upgrades to Soquel Drive and Harbor Bridge seismic work over the next 10 years. Opening the Coastal Corridor NOW is essential to help alleviate the near-term major traffic congestion and providing a safe alternative to active transportation on roadways. The proposed five-year program falls short in opening of the Coastal Corridor in a timely manner. We request that the five-year program identify a path-forward to opening the Coastal Trail from Watsonville to Santa Cruz within 5 years.

*Cost-Effective Investments*

The current proposed five-year program will waste Measure D funds due to overly complex design of Coastal Trail and the excessive destruction of heritage trees for the construction of the Coastal trail. Segment 7 Phase II is a narrow bike trail that is costing more per sq ft than widening Highway 1. When a simple trail cost more than building a highway, there are structural errors in the RTC planning process. Construction of Segments 7 and 9 will destroy more than 400 heritage trees and cause more environmental damage to accommodate a future train that will never arrive. We ask RTC Staff to look for more affordable approaches that do not result in over 400 heritage trees being destroyed to building the Coastal Trail.

*State Regulatory Requirements*

The California Coastal Commission (CCC) has denied the last three (3) Coastal bluff request by Santa Cruz County (Manresa culvert repair, Davenport Seawall, Local Coastal Plan). The five-year program proposes to do design work that will not meet CCC requirements and will never be approved or funded. Prior to including an expensive electric train design in the five-year program, RTC Staff should be required to give assessment if a new fixed-rail system along the California Coastal bluff will be approved by CCC. No Measure D funds should be allocated to any project that does not meet CCC requirements.

**NEW TRAIL NOW STICKERS**

New Trail Now stickers available at [www.trailnow.org/](http://www.trailnow.org/). Funds go towards Demonstration Trail efforts.

From: Joe Martinez  
Sent: Monday, October 31, 2022 9:36 AM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Nov 3rd RTC Agenda Item #21

Commissioners,

Please be aware that the California Coastal Commission (CCC) has denied the last three (3) Coastal bluff request by Santa Cruz County (Manresa culvert repair, Davenport Seawall, Local Coastal Plan). The five-year program proposes to do design work that will not meet CCC requirements and will never be approved or funded.

Please - No Measure D funds should be allocated to any project that does not meet CCC requirements.

Jose Martinez  
Aptos

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**From:** Trink Praxel  
**Sent:** Monday, October 31, 2022 10:27 AM  
**To:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
**Subject:** Nov 3, Item 13 Question

This is a question for Rachel Marconi on item 13 of the November 3 agenda.

Could you please provide me with further detail on the annual totals given for Rail Infrastructure Preservation costs for FY's 23 through 27 (pg 21-13)? How were these totals developed; on what work or costs are they based?

Thank you for a reply prior to the meeting.

Sincerely,

Trink Praxel

**From:** Marie Wegrich  
**Sent:** Tuesday, November 1, 2022 6:12 AM  
**To:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
**Subject:** Item 21 on Nov 4 agenda; Measure D; 5 year projects

RTC,  
I strongly support the demonstration trail proposal. This sounds like a great idea to reduce surface street gridlock and to keep our community members safe biking and walking, especially during the Harbor bridge repair work. I know the areas proposed are particularly narrow and hazardous for non-car users, as I use this route often.  
Please allow this proposal; it will truly make a big safety difference for our Santa Cruz community.  
Marie Wegrich  
Aptos

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<b>From:</b> Contact Request Form < <a href="mailto:admin@sccrtc.org">admin@sccrtc.org</a> >
<b>Sent:</b> Tuesday, November 1, 2022 12:23 PM
<b>Name</b>
Frank Rimicci
<b>Subject</b>
re-allocating measure D funding
<b>Your Message</b>
Hello commissioners, Please consider that in light of the overwhelming support for preserving rail transit and freight options, as shown by voters, if the People are willing to "put Their money where Their mouth is" by voting to allocate more measure D revenue towards rail refurbishment. We know funding is a major issue and We cannot rely on just grants, We should see if the majority is willing to dip into the highway widening pot for rail repairs. If so, repairs and implementation can become a much sooner reality. A separate tax would otherwise most likely be needed and would not be approved by voters in light of the current economic conditions. I would stress that needed maintenance of existing streets should not be compromised. We are at a critical time when We need to move forward with the option for utilizing rail given Our current administration, environmental stewardship and local transit shortcomings. Thanks for Your consideration, Frank Rimicci Jr.

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**From:** Casey KirkHart

**Sent:** Tuesday, November 01, 2022 5:15 PM

**Subject:** The Interim Trail is the only 5-year path forward for everyone

Dear Commissioners and Staff,

The next 5 years will be a critical time for our community. We can reverse the physical and mental health problems caused by the pandemic. We can right economic and social inequities made worse by the pandemic. We can bring together long-divided communities. We can address transit, housing, and climate issues. We can - we HAVE TO - do each of these by unlocking our most precious resource NOW.

In the next 5 years we can have the safe, beautiful, accessible, affordable cross-county multi-use trail that *we all* envision - by building the Interim Trail.

What will we have in 5 years without the Interim Trail? A patchwork of expensive, over-engineered, unconnected segments that leaves most of south county without access. That is not enough and too long to wait for solutions that our community needs now.

As a leader myself, I understand that our constituents and the public expect results that address our biggest challenges and that they can see and enjoy for themselves now, not 10, 20, 40 years in the future.

I urge you to forge ahead with plans to complete the Interim Trail within the next 5 years, leaving open the option for future freight or passenger rail.

Thank you for your continued leadership on this topic. I look forward to decisive, tangible action taken at your next meeting.

Dr Casey KirkHart  
Family Physician, Santa Cruz

**From:** Peter Stanger  
**Sent:** Wednesday, November 2, 2022 9:27 AM  
**To:** Regional Transportation Commission <[info@scrtc.org](mailto:info@scrtc.org)>  
**Subject:** Measure D Transportation - November 3 Input

Dear SCCRTC,

The Metro service to La Selva Beach was terminated in 2016 prior to the passage of Measure D. For six years now, residents and taxpayers in La Selva Beach have contributed 1/2cent sales taxes to fund **Transportation for seniors and people with disabilities** from 20% of net measure revenue.

A decade before that, Metro terminated "transfer" service to allow distant residents to transfer from a neighborhood transit line to a inter-county main line (Routes 91, 71, 69A, 69W) without paying additional fares. This policy not only leaves transit riders utilizing the neighborhood transit lines with longer transit times, but also more expensive transit costs. (With the exception of the FREE Route 75 service which excludes La Selva Beach).

I ask that commissioners finally address this inequitable situation by stipulating to Metro that some kind of link to service for La Selva Beach be initiated within a six month time-frame. Minimal service could either be established by including a Highway 1 at Mar Monte stop for Route 91 or 69A or 69W for westbound service and Highway 1 at La Selva Drive for eastbound service. Or, re-route a Route 69 along San Andreas Road to re-connect to Highway 1 at either Mar Monte, or all the way to Beach Road.

Taxation without any benefit of receiving services for seniors and people with disabilities has existed too long. Your immediate action on this matter is requested.

Thank you,  
Peter Stanger  
Watsonville, 95076

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November 2, 2022

**Chair Sandy Brown, Commissioners and Commissioner Alternates  
Guy Preston, Executive Director**

Santa Cruz County Regional Transportation Commission  
1101 Pacific Ave, Suite 250  
Santa Cruz, CA 95060

**Re: Item 21 on the November 3, 2022 agenda  
Measure D: Five-Year Programs of Projects for Regional Projects**

Friends of the Rail and Trail have reviewed the staff report and attachments regarding the proposed programming of Measure D funds for the next five years. We are concerned about a number of issues including:

**#1** - Our paramount concern is that the total of funds programmed for rail corridor projects appears to be \$5.1M short of the total \$20.3M in Measure D revenues projected to be available for rail corridor projects. (See attached Appendix A) FORT considers this failure to program available Measure D revenues for needed repairs, maintenance and preservation of rail line infrastructure an egregious violation of the spirit, intent and language of the 2016 Measure D approved by a super-majority of voters. Deferred maintenance and delayed repair projects always cost more. Yet the previously approved allocation of \$12.9M for Rail Infrastructure Preservation (including for example Manresa Erosion Repairs was recently delayed until some future time) is proposed to be reduced by \$2.2M. This proposed reduction in Measure D funds allocated to maintenance and repair of the rail line is clearly fiscally irresponsible when a more than \$5M “surplus” is clearly available over the next 5 years. FORT strongly urges the RTC to prioritize repair and maintenance of the rail line infrastructure in keeping with the spirit and intent of Measure D 2016. At a minimum, **we respectfully request the Commission acknowledge that an additional \$5.1M of Measure D funds is projected to be available for rail corridor projects between now and the end of FY26/27 prior to approving this item.**

**21-35**



**#2** - FORT also notes that in the “Handout for Item 21”, posted on Tuesday 11/1/22 and titled “Watsonville-Santa Cruz Multimodal Corridor Program (WSC-MCP) Cycle 3 Project” the reconstruction of the North Aptos & South Aptos Railroad Underpasses is not explicitly included in (or has been omitted from) the scope of work described in the section titled “Contract 1 - Highway 1 + Rail Trail”. FORT trusts this omission is simply an oversight similar to the oversight staff caught and corrected in advance of the Commission’s meeting held two months ago on September 1, 2022. (Specifically corrections made to item 24 on the September 1, 2022 meeting agenda titled “Highway 1 Auxiliary Lanes and Bus on Shoulder from State Park Drive to Freedom Boulevard and Coastal Rail Trail Segment 12 Project Contract Amendment with Mark Thomas & Company, Inc. for the Final Design Phase”). Furthermore, the EIR Project Description for this project indicates the railroad underpasses will be replaced, as required by the Surface Transportation Board. **Accordingly, FORT respectfully requests the Commission correct this omission by adding the reconstruction of the North Aptos & South Aptos Railroad Underpasses to the Contract 1 description prior to approving this item.**

Thank you for your thoughtful consideration of FORT’s comments and suggestions.

Respectfully submitted,

Mark Mesiti-Miller

*Chair, FORT Civic Engagement Committee*

*Board Member, Santa Cruz County Friends of the Rail & Trail (FORT)*

CC: Michael Tree, Executive Director Santa Cruz Metropolitan Transit District (METRO)  
Larry Pageler, Chair, METRO Board of Directors  
FORT Board  
FORT Civic Engagement Committee



## APPENDIX A

**Total Measure D Funds Programmed thru FY26/27 = \$15,194,373 or about \$15.2M**

Measure D: 5-Year Program of Projects (FY22/23-FY26/27)  
 PROPOSED FALL 2022  
 Previously updated 6/6/19, 6/27/19, 10/3/19, 5/7/20, 9/3/20 and 6/6/21, 10/7/21, 6/16/22.

Category: Rail Corridor (8% of Measure D Revenues)

Project	Description	Est. Schedule	Prior Years	Planned <sup>1</sup>					Total Measure D	Fall 2022- Proposed Updates
				FY22/23	FY23/24	FY24/25	FY25/26	FY26/27		
1	Rail Infrastructure Preservation	Ongoing	\$4,591,944	\$1,475,000	\$1,327,000	\$740,000	\$920,000	\$1,675,000	\$10,728,944	Combined infrastructure preservation items, update prior year actuals, and reduce funding for infrastructure repairs. It is assumed that the long term repairs needed will be addressed as part of the Electric Rail Transit & Trail Project. Previously \$12,893,469 programmed.
2	Rail Transit -Preliminary Engineering and Environmental Analysis	TBD	\$0	\$1,250,000	\$1,250,000	TBD	TBD	TBD	\$2,500,000	Placeholder for consultant and staff time, to be updated after negotiation of a consultant contract. Prior to 2020, SAM Measure D was programmed.
3	Santa Cruz County Regional Conservation Investment Strategy	FY19/20-Fall 2022	\$7,344	\$816					\$8,160	FY21/22 updated to reflect actuals. No change total.
<b>Completed Projects</b>										
4	2017 Storm Damage Repair & Cleanup	Spring 2020-2022	\$1,484,537						\$1,484,537	This is an estimate. Final reconciliation of storm damage costs paid by Measure D and FEMA reimbursements still pending.
5	Completed Unified Corridor Investment Study (UCS), past lawsuits, and Transit Corridor Alternatives Analysis (TCAA)	2018-2019	\$1,865,783						\$1,865,783	
4a	FEMA reimbursement for storm damage repairs		(\$493,278)	(\$899,793)					-\$1,393,071	This is an estimate. Final reconciliation of storm damage costs and FEMA reimbursements still pending. Funds shown in FY22/23 have not yet been received.
Total Measure D Expenditures			\$7,456,348	\$1,826,024	\$2,577,000	\$740,000	\$920,000	\$1,675,000	\$15,194,373	

<sup>1</sup> Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.  
<sup>2</sup> Actuals and carryover to be adjusted based on audited actuals. Shown here are preliminary estimates.

**Total of Measure D Revenue Projected thru FY26/27 = \$20,259,000 or about \$20.3M allocated to the Rail Corridor** (sum of figures on line 27 in the table below excerpted from the April 7, 2022 RTC Agenda packet, Item 24, page 181)

Santa Cruz County Regional Transportation Commission Measure D: Transportation Improvement Expenditure Plan Cash Flow Analysis (\$1000s)												
	FY17 & FY18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27		
<b>row</b>	<b>Actuals per Audited Financials</b>					<b>Revenues and Allocations Updated per HdL projections</b>						
1	\$ 25,221	\$ 22,181	\$ 21,314	\$ 24,675	\$ 26,408	\$ 26,874	\$ 27,577	\$ 28,256	\$ 28,878	\$ 29,628		
2												
3												
4	<b>Expenditures</b>											
5	\$ 1,011	\$ 739	\$ 721	\$ 678	\$ 727	\$ 740	\$ 759	\$ 778	\$ 795	\$ 816		
6	\$ 252	\$ 222	\$ 213	\$ 247	\$ 264	\$ 269	\$ 276	\$ 283	\$ 289	\$ 296		
7	\$ 758	\$ 517	\$ 508	\$ 432	\$ 463	\$ 471	\$ 483	\$ 495	\$ 506	\$ 519		
8	\$ 24,210	\$ 21,442	\$ 20,593	\$ 23,997	\$ 25,681	\$ 26,134	\$ 26,818	\$ 27,478	\$ 28,083	\$ 28,812		
9												
10	\$ 11,480	\$ 10,221	\$ 9,797	\$ 11,498	\$ 12,340	\$ 12,567	\$ 12,909	\$ 13,239	\$ 13,541	\$ 13,906		
11	<b>Direct Allocation Funding</b>											
13	\$ 6,638	\$ 5,933	\$ 5,678	\$ 6,699	\$ 7,204	\$ 7,340	\$ 7,545	\$ 7,743	\$ 7,925	\$ 8,144		
14	City of Capitola ~5.5%	4.9%	\$ 362	\$ 333	\$ 312	\$ 352	\$ 399	\$ 356	\$ 366	\$ 376	\$ 385	\$ 395
15	City of Santa Cruz ~22.6%	22.4%	\$ 1,462	\$ 1,349	\$ 1,292	\$ 1,521	\$ 1,640	\$ 1,641	\$ 1,687	\$ 1,731	\$ 1,772	\$ 1,820
16	City of Scotts Valley ~4.8%	4.8%	\$ 315	\$ 291	\$ 268	\$ 333	\$ 335	\$ 352	\$ 362	\$ 372	\$ 381	\$ 391
17	City of Watsonville ~15.2%	15.7%	\$ 978	\$ 901	\$ 869	\$ 1,031	\$ 1,102	\$ 1,150	\$ 1,182	\$ 1,213	\$ 1,241	\$ 1,276
18	County of Santa Cruz ~51.3%	52.3%	\$ 3,321	\$ 3,059	\$ 2,936	\$ 3,462	\$ 3,728	\$ 3,841	\$ 3,948	\$ 4,052	\$ 4,147	\$ 4,261
19	<b>Transit/ParaTransit (20%)</b>											
20	\$ 3,874	\$ 3,431	\$ 3,295	\$ 3,840	\$ 4,109	\$ 4,182	\$ 4,291	\$ 4,397	\$ 4,493	\$ 4,610		
21	Community Bridges - 4%	4%	\$ 968	\$ 858	\$ 824	\$ 960	\$ 1,027	\$ 1,045	\$ 1,073	\$ 1,099	\$ 1,123	\$ 1,152
22												
23	\$ 12,730	\$ 11,221	\$ 10,797	\$ 12,498	\$ 13,340	\$ 13,567	\$ 13,909	\$ 14,239	\$ 14,541	\$ 14,906		
24	<b>Regional Project Investment Categories</b>											
25	Highway Corridors - 25%	25%	\$ 6,052	\$ 5,360	\$ 5,148	\$ 5,999	\$ 6,420	\$ 6,534	\$ 6,704	\$ 6,870	\$ 7,021	\$ 7,203
26	Active Transportation - 17%	17%	\$ 4,116	\$ 3,645	\$ 3,501	\$ 4,079	\$ 4,366	\$ 4,443	\$ 4,559	\$ 4,671	\$ 4,774	\$ 4,898
27	Rail Corridor - 8%	8%	\$ 1,937	\$ 1,715	\$ 1,647	\$ 1,920	\$ 2,054	\$ 2,091	\$ 2,145	\$ 2,198	\$ 2,247	\$ 2,305
28	SLV Highway 9	10m	\$ 417	\$ 333	\$ 333	\$ 333	\$ 333	\$ 333	\$ 333	\$ 333	\$ 333	\$ 333
29	Highway 17 Wildlife	5m	\$ 208	\$ 167	\$ 167	\$ 167	\$ 167	\$ 167	\$ 167	\$ 167	\$ 167	\$ 167
30												
31	\$ 25,221	\$ 22,181	\$ 21,314	\$ 24,675	\$ 26,408	\$ 26,874	\$ 27,577	\$ 28,256	\$ 28,878	\$ 29,628		

\*FY2022/23 Formula Apportionment, updated every year