

From: [Jean Brocklebank](#)
To: manu.koenig@santacruzcounty.us; thekristenbrown@gmail.com; vanessa.quiroz@cityofwatsonville.org; sbrown@cityofsantacruz.com; apedersen@ci.capitola.ca.us; eduardo.montesino@cityofwatsonville.org; Felipe.hernandez@santacruzcounty.us; zach.friend@santacruzcounty.us; rj12@comcast.net; openup@ucsc.edu; scott.eades@dot.ca.gov
Cc: [Regional Transportation Commission](#)
Subject: 5/4 Agenda item #29 Segments 8 and 9
Date: Wednesday, May 3, 2023 12:11:28 PM

Dear Commissioners ~

Our comments are basically on Segment 9.

Differentiate Segment 8 from Segment 9

Keep in mind that **Segment 8's** trail across the San Lorenzo River ***was built long before the EIR for Segment 8 and 9 was released for review.*** That well-used trail has been enjoyed for a long time!!

Furthermore, since there will be no loss of trees, loss of wildlife habitat, no stream or creek crossings, no removal of underlying vegetation and bulldozing and removal of living top soil for the purpose of building retaining walls to finish Segment 8, there is no need to oppose the Segment 8 portion of this two segment project! It is time to **let Segment 8 move forward** alone, even before receiving the results of your wisely initiated Zero Emission Passenger Rail feasibility study, expected to be completed in 2025.

The opposite is true of Segment 9.

Two important whereases in the resolution before you really apply ***only*** to Segment 9. They are as follows:

- WHEREAS, the **environmental impacts** of the Coastal Rail Trail Segments 8 & 9 Plan are analyzed in the Coastal Rail Trail Segments 8 & 9 FEIR, prepared by City of Santa Cruz as the lead agency and reviewed by RTC as responsible agency (Public Resources Code Section 15381), with RTC making appropriate findings;
- WHEREAS, the Coastal Rail Trail Segments 8 and 9 FEIR evaluate **potential impacts** of constructing a single build alternative which include development of the Ultimate Trail Configuration **where the trail would be located next to the railroad track alignment** and an Optional First Phase: Interim Trail where the trail would be constructed in place of the existing railroad track alignment;

See?! There are ***no environmental impacts in Segment 8*** as described in those Whereases. They are all in Segment 9. We request that in your resolution you somehow differentiate between the two Segments, which were unfortunately combined. Perhaps there can be a Whereas added that addresses this matter.

Accept or Adopt?

Words have meaning. The RTC staff report uses two different words in its proposed resolution: accept and adopt. The active verb accept is defined as "consent to receive" whereas the active verb adopt is defined as "embrace, rubber stamp, give the green light." Two rather different meanings, right?!

"Accept" will suffice for both, allowing the RTC the discretion described in the Staff Report:

The Findings of Fact and Statement and Overriding Considerations provided for consideration by the RTC and included as Attachment 3: Exhibit A are for the proposed project in its entirety, Ultimate Trail Alignment and the Optional First Phase: Interim Trail. Adoption of these findings would **allow the RTC to maintain flexibility to take discretionary action(s) on either the Ultimate Configuration or the Optional First Phase: Interim Trail.** This differs from the action taken by the City of Santa Cruz on the FIER at their March 2023 Planning Commission and City Council meetings whereby the City of Santa Cruz identified only the Ultimate Trail Configuration as the preferred approach to constructing Segments 8 and 9 and approved Findings of Facts and Overriding Considerations for only the Ultimate Trail Alignment. The City of Santa Cruz would need to adopt revised findings should they desire to move forward with the Interim Trail.

Using the word "accept" in both 1. and 2. of the resolution, will allow the RTC discretionary action(s) without embracing or greenlighting (adopt) any Segment 9 specific plan for now, including moving forward with Segment 8,

Unlike with Segment 8, it is premature to give thumbs up and a green light for the destruction that will occur in Segment 9 with the Ultimate Trail until the "responsible agency" -- the RTC -- has at a minimum received the results of its feasibility report.

Please put the brakes on any Cooperative Agreement regarding Segment 9. Move forward only with Segment 8 completion between the Wharf and the San Lorenzo River.

California Transportation Commission Funding

Fortunately, after hearing from CTC officials, it appears that the City of Santa Cruz does not have to worry about its recent funding from the CTC (to help construct Segment 9) being somehow jeopardized. Apparently they confirmed that it is allowable to make adjustments to a project funded by the CTC and said the Interim Trail would be considered a "Minor Change" that would not require it to go to CTC Board.

Trees

One last word about Segment 9 impacts of the Ultimate trail. In Segment 9's Ultimate trail portion we would destroy **381** trees in **1.6** miles of the urban forest. Recently we learned that in Segment 12 it will be **527 trees** in **1.1** miles. This is on top of 1,112 trees to be removed for the Highway 1 auxillary lanes. There is no alternative to a highway widening project, but there is an alternative to development of the Scenic Trail in the Rail Corridor. Let us choose wisely.

Sincerely,
Jean Brocklebank

Michael Lewis

[Save Santa Cruz Trees](#)

From: [REDACTED]
To: [Regional Transportation Commission](#)
Subject: A Second Letter of lesser Value for the Northern Rail Trail
Date: Sunday, May 21, 2023 4:01:58 PM
Attachments: [Letter-to-Grace-Blakelee-of-SCCRTC-on-The-Coastal-Rail-Trail-SC-#2-Introduction-to-Letter-#3.pdf](#)
[Letter-to-Grace-Blakelee-of-SCCRTC-on-The-Coastal-Rail-Trail-SC-#3.pdf](#)

Grace Blakelee
Coastal Rail Trail Planning
Santa Cruz Regional Transportation Commission

I have two letters on attachment for you. One is an Introduction to the main Letter. Unlike my first Letter, this second Letter is rather Verbose. there is potential Funding in it, if you can Land it.

Sincerely,

Glenn Rabenold

May 20, 2023

Grace Blakelee
Coastal Rail Trail Planning
SCCRTC
Santa Cruz, CA

My Perceptions indicate that my first Letter was well Received. This Second letter, number 3, in the Document Title List, is devoted to the North County Stretch, through Wilder Ranch State Park.

I had written a Letter to Luis of SCCRTC on this matter and am writing again, on the same matter.

This upcoming Letter is Extensive. The purpose of being so “Busy” about the Atmosphere around the Coastal Rail Trail, to the North, is to provide some Background to the Work your Commission will be engaging in, as it Installs the Coastal Rail Trail, to the North, through Davenport. The Farmers will be Territorial and are not likely to lose Territoriality. One substantive Problem is that the Rail Trail moves slowly. They are likely to see that as a Win.

I am providing this Ahead of time, for two Reasons. I will be attempting to Relocate this Summer and would like to Send this out, prior to that Time Period. The Second is that I have your Ear, and this Project goes along with the First.

I should Mention – One Idea proposed, was to possibly Ship some Brussel Sprouts, via the Rail Line, to Watsonville. I believe it is within your Powers to Require that the Farm Managers of Wilder Ranch Farmland ship by the means you Dictate, in the SCCRTC. It might be Advisable to make Extra Claims that you can then pare down, to what you really want.

The Following Letter is on the Gating of the Farm Management Properties, prior to SCCRTC going into that Area, in the making of the Rail Trail.

The Use of the Rail Trail in South County for Shipping would be easier to Organize, than North. There is a Petulance that is developing to the North.

Anyway, just a little warming that the following Letter is a little Verbose. There is a valuable Ending on how to Pay for the rather Extensive Beatification I am Proposing. It is rather Advanced Funding, but we were Informed about it, by Governor Jerry Brown, when the Federal Government decided to cut its Tax Credits to California, at the End of the Financial Crisis. We, the Public, were Formally Informed about it, in a Front Page Article, partially penned by Governor Jerry Brown, himself.

Sincerely,

Glenn Rabenold

May 19, 2023

Grace Blakelee
Coastal Rail Trail Planning
SCCRTC
Santa Cruz, CA

This Request comes from a Request I have already Submitted to Luis, but which may not have been carried forward. I will not be Present when this reaches Fruition, so it cannot be said that I make the Request for my Benefit.

The Request Refers to the Rail Trail Area northeast of the current Rail Trail completed. The projected Trail ends in Davenport.

The Food Processing Businesses were Separated Off when Grey Whale Ranch was Sold to the State & became Wilder Ranch. These have Separate Security Daytime, to Nighttime. In Mexico, Nighttime Security are called Veladores. They are the cheapest Profession in the entire Nation. They are unpaid and are provided Nighttime Lodging in exchange for watching the place.

The Food Processing Businesses are Private Pieces of Ground & may be the Leasers of the Farmland, that of Wilder Ranch. They, Wilder Ranch, Lease & do not ask questions.

There is a Rooming House near the Ranger Station that is Leased with the Farmland, at no extra Cost. It Houses Workers, I believe.

What I am Requesting is that all the Farm Property Entrances be Gated with Storage Keyed & Operated Fences. By Storage Keyed, I am referring to the acquired Electronic Codes that open the Fences. This applies to three Sunken White Rented Properties, as well. Two of these are on the other Side of Hwy 1, and the last one is on the Wilder Side, but passed the Land that is Wilder. I believe these final Irrigated Fields are to be part of the upcoming BLM Coast Dairies.

The Threat of Nighttime Incursion is causing Witchcraft Response that is threatening to undo local Economies. It is partially a Psychic Radio Control Procedure. One Facility is now manned Oriental & these are being Taught or Teach Themselves the Witchcraft in question. There is a Captive 4-year old Oriental girl at the Dimeo Lane Facility where the Irrigation Pond is. I have heard her Complain loudly, one Time. I Ride a Bicycle.

They seem to use a Sexual Protection Model, that was started by a Plant Start Specialist called La Sueca. The Swede. She would get Radical about Sex, when there was a car threatening to Enter (at Night). She found it worked, but this created a unsustainable Model, as it is Human Energy Expensive. This Procedure is even damaging to the Morals of the Traffickers, along this Road.

Recreation Users are prohibited from driving onto the Ranch and yet Field Workers drive there with Impunity. Field Workers after hours, will Recreate, with Alcohol, on Wilder Ranch Premises, having Driven there, by Car or Truck. Farm Workers have erected Barriers against legal use of Roadside Parking.

My Information is that RVs have legal Right to Park along Hwy 1. Farm Employees engage in what I believe is called "Excessive Stewardship" with regards to Recreational RVs.

I was a Lifeguard for two full Seasons. The Oriental Connection is Resulting in Mexican Surfers who cannot Swim passed the Dog Paddle, or not at all. All Surfers who Surf regularly, are required to have Junior Lifesaving. Otherwise, there is the Legal Need of a Lifeguard on Duty. The Mexican & Oriental Visitors cannot simply Suit Up & learn how to Surf.

Equal Protection does not apply to Foreigners, but cannot be applied in Reverse. Mexicans & Orientals cannot enjoy greater Privileges than Caucasian Recreation Groups. The Public, if they knew, would be United in Opposition to this Leniency.

The South County Strawberry Fields are Operated by the Japanese, supposedly. They own the Farm Management Operations.

The ownership of the Wilder Ranch Farm Operations has been hard to Track down. It is Possible that Fort Ord & the NAVAL Post Graduate School receive Credits on Japanese Earnings.

A Solar Field, at Kramer Junction, in San Bernadino County, next to Boron, CA, was Sold to a Japanese Firm, despite being part of what is called "Nuclear Security". These are Renewable Energy Systems in place in Case of a Nuclear War, by the Military.

Due to the Exchange Rate value of the Yen, I believe the U.S. Okinawa Base buys these Assets for the Military & Operates them, rather Clandestinely. This hides Private Revenues for the Military.

This would explain the Tenacity of Trafficking of Drugs along Hwy 1 North.

This Operation is part of the Court Marshall Court of Monterey & the Chinese Freighter. Military Personnel that have to wait for their Court Marshall engage in the Opiate & Speed Deals with the Chinese Freighter. This I have Proof of. There is an occasional "Bad Dope" Batch, and the Military Personnel come out of their Housing, looking for Culprits. The Symptoms are Swollen Eyes.

The Military receives vehicles from the Chinese Freighter & I believe they may be Trafficking in both Directions. They could be Refining Drugs for Shipping **back to** Southeast Asia. Exchange Rate Skill is all that is needed.

The Rail Trail North is likely to Receive Sabotage Attention from the extended Farming Community. There is likely to be Souped up Cars Speeding on the Dirt Roads.

The Rail Trail owns Land on both Sides of the Rail Line, including the Farm Road. The Farm can use the Secondary Roads, in all Cases. They do not need to zip along the main dirt drag. They can enter each Gate close to the place of Work.

I Advise not giving up Land without direct trade for Land Surface, with Wilder Ranch. I would trade exactly even. It might be possible to Trade in the Usage only, but this should be an exact Trade as well. The Rangers are probably **never** going to

be empowered to Trade any Sections of Land with SCCRTC. This would mean an Even Trade of Usage, not ownership.

The Watering Company is now Separate and the Trucks marked. They are not going to mind coming in through the right Gate.

We probably do not want Field Workers moving onto the bike Path, at the Tight Points.

There are two Land Bridges, where they cannot go around. In one case, they go around, **already**. In the other, they use the Road belonging to SCCRTC. This is the one with the Bank that has the White Boulders protecting against Erosion. They do not need to Access through that Road. One Reason is that this is a very Publicly Used Section, by Surfers.

The Ranch Fields are conveniently Separated to enable Entry via the Food Facility Entrance. I am not even sure that each of these is owned by the same Company. There are some differences that could Indicate more than one Owner.

You will want to Hold Onto each parcel of Ground like it is Gold. You may even want to Plant Eucalyptus, along the Rail Trail, onto Wilder Ranch. The cutting out of the Eucalyptus Grove on Wilder was very unpopular with the Public, as there were many People who visited that Grove, Intentionally. It would be a good way to Distinguish the Ownership of the Rail Trail, from Wilder Ranch. On what to plant along the Rail Trail North, for Shade and ownership, I would consider consulting Dr. Gordon Frankie on Eucalyptus type **Bee Nectar Trees**. You don't want the Nectar dripping and you don't want Eucalyptus Nuts dropping on the Train.

The Rail Trail will eventually Landscape its own Land. The Bee Gardens along the Rail Trail may be enough, and Trees will not need to be planted. There is a non-toxic leaf from Australia called **Fused-Leaf Acacia**. **This Tree does not get very large**, which is best, with a Train going through. Bee Gardens, in the Open, do not collect Leaves and this is good for the **Garden Longevity** and Low Maintenance. There is a Fused Leaf Acacia at the UCSC Upper Garden, if it is still there. Looks like a Eucalyptus, but has relatively sweet Leaves in decomposition. The bark is not Eucalyptus looking. **I discuss Bee Gardens shortly.**

The Farm Workers want everything for Free and are pretty good Actors. They will say, "We are used to the way we do things." The down-to-earth Farm Workers hardly ever have a say and are at the Mercy of Management.

The Cliff Fringe receives Cyclists & Joggers, routinely. Surfers will often walk along the Cliff with their Surfboards.

Sail Surfers are excellent Tourism for the Upcoming Rail Trail Passenger Train. There is an Increasing Usage by Sail Surfers of the Beaches in Wilder Ranch State Park. These Sites will be within easy Viewing by the Trains and they will be able to Park and watch the Surfers. They are used to Spectators.

Bicycle Commuting between Davenport & Santa Cruz is Likely when the Trail is done.

The Best Way to Stop Farmworker Territoriality is to Gate the Farm Service Properties and the Residential Properties on the same Stretch of Hwy 1. In Immigration, I believe the Psychological Profile is “Excessive Stewardship”.

The Electronic Keying will require Legal Visas & Identification. The Night Hours are not Inspected by the CHP and there is a lot of Movement by Mexicans Driving probably illegally.

Nobody with Tuberculosis, AIDS, or even Lethal Pox are allowed to Drive any Vehicle at any Time.

Contagion will be better Trackable.

Women & Girls along this Road experience Driver harrassment & this Problem is the Foremost one.

If the Military do Operate these Farms, Honorable Discharge requires Protecting Women & Children. Ethics of Men, as measured by Women, involves Protection of Women & Children.

The Military may be Invalidating the Morals of the “Outside” Authorities, as having Jurisdiction.

The Cost of the Issue. These Electronically Operated Fences Cost.

Electronic Operated Fences are easily Re-Keyed. This is usually to new Storage Unit Renters. When the Renters Vacate, the Electronic Operation Capability is rescinded. This Model is excellent, because the Gates can be electronically Re-Keyed at any time, closing out the Workers and their New Acquaintances, none of whom Work there.

I met with Luis on this Proposal. He read my Paperwork for a while and then said to me “This is approximately what we have in Mind.” He seemed Depressed, however. Negotiations with the Farmworkers took their Toll, I believe. I don’t believe in Concessions, here.

The Food Processing small Lots would Like Control of who enters & who does not, especially at Night. The Irrigation is now done by a Separate Watering Company & they have a Truck Logo. This makes Gating easier. The problem is never the Watering Crew & they need the most Access.

Tractor Drivers are sometimes Hot Rod-ers. This is currently on the Decline.

The SCCRTC will have to be Creative about Funding the Gating. I remember that Infrastructure Money was still available during the Bus Driver Strike.

This certainly qualifies as Infrastructure.

The SCCRTC owns the Rail Trail Line. It owns all Associated Property & those Lines are drawn.

Once Landscaped, all Owned Properties will achieve a high Level of Beauty.

Landscaping for Native Bees is the most Aesthetic & most Practical. All Strategies are Drought Tolerant. The main Regional Expert is **Dr. Gordon Frankie** of UC Berkeley.

<https://patch.com/california/pinole-hercules/rare-chance-to-meet-california-native-bees-f26f1e40>

<http://www.helpabee.org/>

<https://baynature.org/2014/06/19/gordon-frankie-revisited/>

Please enter Native California Bee Gardens into Google, **and then Click on Images**. This will give you a view of how Aesthetically these Drought Tolerant Gardens are made. There have got to be Grants to get these Bee Gardens going. Dr. Gordon Frankie is not getting any younger.

I Recommend leaving the Fennel, for medicinal purposes. Wintergreen used to be Fennel & there were Fields owned by Wrigleys Chewing Gum, in Grey Whale Ranch. The replacement Wintergreen **is not Medicinal**. It is one of the best Herbal Antibacterials and Broad Spectrum.

Fennel requires no Watering & is the Featured Ingredient in the Lucrative Liquor called **Abysinthe**. It is a Medicinal Liquor. Fennel grows Naturalized along the Rail Trail & Hwy 1. It is the rich Green Fern like Plant, you see this time of year. It can be found within the Rail Trail Property, near the Upper Mission Safeway.

The Main Advantage of Electronic Fence Gating is the Closing out of Spreaders. The Second Main Advantage is to prevent Fear Response from Women & Girls. There is Aggravated Body Betrayal associated & these Easements are damaging to the Public Morals, especially those of Foreigners, both Mexican & Canadian.

I would like to Identify Funding for this Project. I will continue to think about it. The Best Plan so far is to use the Rail Trail Property as Equity by which to generate Credits.

With Security & Landscaping, the Value of the Property **must go Up**. This Adds to the Equity. The Size of the Equity does Impact the Amount in Credits generated. RCCTRC could Theoretically Sell the Property **to another** Government Agency, so Property Values **do** come into Play.

Control of Access to the Property will Impact Sale Potential to another Government Agency much more than any purported Sale to a **Private** Entity. This is a very Strong Reason to Gate these Properties. **Note this Paragraph.** The Key Concept is having a Proposed Sale to **another** Government Entity, by which to Create an Infrastructure **of keeping the Equity Value UP**.

Landscaping with Native Bee Gardens is a very Beautiful Option. Please enter the Pages provided and use the Links I have provided. These Gardens can be Designed to need very little weeding, even as they provide some burrowing for Native Bees. Unlike Old World bees, Native Bees are burrowers. **They nest underground.** Native Bee Gardens are almost always designed "Drought Tolerant once Established".

The Increase of the Property Values, from this Landscaping is very valuable in bringing Up the Equity Value to where the highest amount of Credits can be derived.

Finding these Financial People. It is best **not** to use a Local Person, since this County is Bad with Money. Once you have the Person, you may or may not be able to Support them here. More Likely is that the Person will make his or her Rounds.

Now that the Rail Trail is Paid For, the Project Itself can be Supported on the Credits. Private Access to Credit Generation is extremely limited and Warren Buffet is the main Expert in this Area of Endeavor. He has Consolidated all the Junk Mail for the Postal Service. The Public Ownership of this Property, with modest Resale Potential, inside Government, has the greatest potential for Credits generation. This is not a Common Concept, so be Sure to Verify the Viability of this Plan.

Credits can be generated twice over, but generally, these are Spent outside the Area. This is for Reasons of Maintaining the Level of Money in Circulation. This County is in a Recession, so twice over Credits can be Spent here, **in** the County. This could be for Bus Service or some other needed Expense.

I would like to see a Buffer on the problem of Buses having to honor the petty money paid by Scouters of Wealthy Properties & the University. Bus Drivers should make Money keeping these known undesirables **off the Metro Buses**.

The Bus Drivers have to actually prevent these Riders, so this is not Payment not to Farm. A Major Advantage to this Needed Venture, is that it helps Justify, in the Minds of Regulators, the entire Project of Generating Credits from Property Equity Value.

Native Bee Gardens, coupled with the **Gating** of the Northern part of the Coastal Rail Trail, is sure to bring up the Equity Substantially. Native Bee Gardens will have multiple Duties. They help Restore Pollinators. They are Liked as Sheer Beauty, by the Tourists. They Increase the Equity Value of the Property, by which to Pay for any Work the Coastal Rail Trail needs, and to have extra, by which to help Support the Bus Riding Community.

Sincerely,

Glenn Rabenold

From: [Rita Law](#)
To: [Regional Transportation Commission](#)
Subject: Bus on Shoulder
Date: Monday, May 1, 2023 1:43:27 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Hello Committee,

I am just wondering if anyone considered this Bus On Shoulder initiative. I believe, by doing my own research, that the money spent on this project is a complete waste. The commute situation on Hwy 1 is more than just a bus issue. This shoulder lane should be for commuters.

What will happen to the traffic when the shoulder ends and the buses try to merge onto traffic. It will be another mess and back up.

Also, I have been observing the buses during different times of the day and evening and there are about 3 to 4 people riding the bus at any given time. The buses Santa Cruz has holds about 50 people. To run routes with this few people is not economical at all.

Has anyone actually ridden the buses to see how many people are really riding? The people who are driving are most likely not going to take the bus because of an extra lane on the highway.

Has anyone actually looked at the income from bus riders and bus passes compared to the expense of maintaining the bus, fuel and driver pay? I will bet it is a huge loss.

Please let's be prudent in our decisions and yes make a shoulder for cars and possibly buses.

Thank you for your time.

Thank You



Rita M. Law
Owner/Broker
DRE#00756074



<https://www.facebook.com/KendallandPotter/>

<http://montereycoast.com/>

<https://rentals.montereycoast.com/>

From: [Nick Adams](#)
To: [Regional Transportation Commission](#)
Subject: Design and Build Segment 12
Date: Thursday, May 11, 2023 1:14:08 PM

Dear Commissioners,

Please build the Coastal Rail Trail ASAP. Design and build Segment 12 and do NOT widen Highway 1 in Santa Cruz County, unless a new longer rail bridge is included in the project.

Vibrant communities and neighborhoods encourage diversity of all kinds and support public transit. 74% of county voters overwhelmingly supported keeping and building the Rail Trail.

Please keep in mind future generations by not holding the young as hostages to our privilege.

Sincerely,

Nick Adams
Capitola, 95010

From: [Yesenia Parra](#)
To: [Krista Corwin](#)
Subject: FW: California Coastal Commission Public Comment: Santa Cruz Coastal Trail delays
Date: Tuesday, May 9, 2023 1:18:30 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

For correspondence log. No responses will be sent.

Yesenia

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[Yesenia Parra](#), Administrative Services Officer
[Santa Cruz County Regional Transportation Commission](#)
 1101 Pacific Avenue, Suite 250 | Santa Cruz, CA 95060
 Main Office 831.460.3200 | Direct 831.460.3218 | Cell 831-277-0721



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From: Brian Peoples <brian@trailnow.org>
Sent: Monday, May 8, 2023 4:21 PM
To: ExecutiveStaff@coastal.ca.gov
Cc: Justin.cummings@santacruzcounty.us; openup@cats.ucsc.edu;
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 citycouncil@cityofwatsonville.org; City Council <citycouncil@cityofsantacruz.com>;
 citycouncil@ci.capitola.ca.us; Krygsman, Vail@Coastal <vail.krygsman@coastal.ca.gov>
Subject: California Coastal Commission Public Comment: Santa Cruz Coastal Trail delays

The Santa Cruz Coastal Corridor, stretching from Watsonville to Davenport, comes within 20 feet of the Pacific Ocean in multiple locations. Trail Now's goal is to get the Coastal Trail built along the corridor in a timely, cost-effective, and environmentally responsible manner without impacting the Coastal Bluff or Harkins Slough. The construction of the Coastal Trail has been delayed for years due to current plans to build a new passenger rail system along this corridor, the feasibility for which has never been substantiated by the Santa Cruz County Regional Transportation Commission (SCCRTC). Building a trail next to train tracks has proven to be neither physically possible nor affordable. Two segments of the Coastal Trail are in the active stages of environmental review, with two others soon to follow, all environmentally more damaging than necessary. **Sea level rising requirements, as established by the California Coastal Commission, will not allow for a passenger rail**

system to be built on the vulnerable Santa Cruz County coastline. (See the Manresa Beach photo as an example.)

While Southern California develops plans to relocate existing rail systems inland, Santa Cruz officials continue to advocate for a new passenger rail along the vulnerable Santa Cruz coast, resulting in the Coastal Trail never being built. This matter will come before the Coastal Commission in the near future.

We respectfully ask the California Coastal Commission to guide the SCCRTC in understanding that building a passenger rail system 20 feet from the Pacific Ocean is not realistic. Let's build the world-class Santa Cruz Coastal Trail NOW while protecting our fragile coastline.

Best regards,

Trail Now

From: [Shannon Munz](#)
To: [Regional Transportation Commission](#)
Subject: FW: Request for technical reports related to project DISTRICT 5 – SCR – (8.1/10.7) EA 05-0C734
Date: Wednesday, April 26, 2023 10:53:24 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

From: Shannon Munz
Sent: Wednesday, April 26, 2023 10:51 AM
To: [REDACTED]
Subject: RE: Request for technical reports related to project DISTRICT 5 – SCR – (8.1/10.7) EA 05-0C734

Hi Jacob,

We have added the technical reports to the project webpage. You can find them here:
<https://sccrtc.org/projects/streets-highways/hwy1corridor/highway-1-state-park-dr-to-freedom-blvd-aux-lanes/>. Please let me know if you need anything else or have any questions.

Best,

Shannon



Shannon Munz, Communications Specialist
[Santa Cruz County Regional Transportation Commission](#)
1101 Pacific Avenue, Suite 250 | Santa Cruz, CA 95060
Main Office 831.460.3200 | Direct 831.460.3210

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From: Jacob Wysocki [REDACTED]
Sent: Wednesday, April 26, 2023 10:31 AM
To: info@sccrtc.org
Cc: Bertola, Alexa@DOT <Alexa.Bertola@dot.ca.gov>
Subject: Fw: Request for technical reports related to project DISTRICT 5 – SCR – (8.1/10.7) EA 05-0C734

EXTERNAL EMAIL. Links/attachments may not be safe.

I have a question on receiving copies of public records and would like to request this email be forwarded to Shannon Munz.

I am currently reviewing the State Route 1 Aux Lane/Rail Trail Segment 12 Draft EIR for myself and for Santa Cruz County Friends of the Rail and Trail. The DEIR makes reference to a number of technical reports and outlines a procedure to request electronic copies of these reports (see Appendix H). I followed this procedure and the response was a link to the Caltrans public records request page. I have submitted a public records request and been informed there is a timeframe of 10 days to receive an initial statement on the request. This response to my initial email seems to be at odds with the instructions in Appendix H of the DEIR. Is this the expected response to this type of inquiry? Is there a way to expedite the release of these documents? The comment period for the DEIR is very limited, and hiding these records behind layers of bureaucracy further limits the opportunity to review the methodologies used in this report and provide meaningful feedback.

I have forwarded my initial correspondence and the response from Caltrans.

Thank you for your attention to this matter.

Regards,

Jacob Wysocki

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

From: Bertola, Alexa@DOT <alexa.bertola@dot.ca.gov>

To: Jacob Wysocki [REDACTED] DOT D05Info D5 <info-d5@dot.ca.gov>

Sent: Wednesday, April 19, 2023, 11:59:24 AM PDT

Subject: RE: Request for technical reports related to project DISTRICT 5 – SCR – (8.1/10.7) EA 05-0C734

Hi Jacob,

Thanks for reaching out to Caltrans District 5.

Here is a link where you can request that information:

[https://caltrans.mycusthelp.com/WEBAPP/_rs/\(S\(jg1fplh5dsdgu5adtma1twmq\)\)/supporthome.aspx](https://caltrans.mycusthelp.com/WEBAPP/_rs/(S(jg1fplh5dsdgu5adtma1twmq))/supporthome.aspx)

From: Jacob Wysocki [REDACTED]

Sent: Wednesday, April 19, 2023 11:48 AM

To: DOT D05Info D5 <Info-D5@dot.ca.gov>

Subject: Request for technical reports related to project DISTRICT 5 – SCR – (8.1/10.7) EA 05-0C734

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

I would like to request technical reports relating to the following project:

Project name: State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Blvd. to State Park Dr.—and Coastal Rail Trail Segment 12 Project

(Widen State Route 1 from post miles 8.1 to 10.7 in Santa Cruz County and Construct Coastal Rail Trail Segment 12)

Project identifying code:

DISTRICT 5 – SCR – (8.1/10.7)

SCH Number 2020090347

05-SCR-1-8.1-10.7

EA 05-0C734/Project ID Number 0520000083

Electronic copies are preferred. Please send copies to :

Jacob Wysocki

email address: [REDACTED]

Mailing address:

XXXXXX
XXXXXX

Please provide copies of the following reports:

Energy Analysis Report (TAHA, July 2022)

Traffic Study Report (CDM Smith, March 2021)

Additional Traffic Analysis Memorandum (CDM Smith, March 2023)

Climate Change Memorandum (ICF, April 2023)

Cumulative Impact Assessment (ICF, March 2023)

Air Quality Report (TAHA, February 2022)

Thank you in advance.

Jacob Wysocki

From: [REDACTED] on behalf of [DAVE DUSTY JAYNE DIXON](#)
To: [Regional Transportation Commission](#)
Subject: I Want You to Support Passenger Rail Alongside the Trail
Date: Friday, May 5, 2023 5:11:46 PM

Dear RTC Commissioner,

My name is DAVE DUSTY JAYNE DIXON, and I want you to support moving forward with electric passenger rail.

I want rail transit because it will let me bypass highway congestion and get where I need to go reliably, quickly, and without adding to global warming. Electric passenger rail in combination with the Rail Trail is the best option for Santa Cruz County. A BIG DEAL FOR US EVEN THOUGH THIS WOULD MEAN GIVING UP A LITTLE IN TIRE SALES. JUST US 3 NEED TO DRIVE TO WORK AND BACK AT SEPARATE TIMES EACH DAY THATS 25 MILES EACH WAY TIMES 3 = 150 MILES PER DAY , WE WOULD BE ABLE TO STEP OFF THE TRAIN .WITH A FEW STEPS INTO THE OFFICE, WE ARE SURE THE SAME WOULD APPLY FOR MANY OTHER OPERATIONS.. WITHIN WALKING DISTANCE.. MAKE IT HAPPEN AND DONT LET THE CONTRACTORS BS YOU GET A PRICE AND MAKE EM UP HOLD IT

Please encourage the RTC staff to continue applying for all possible grant funding for the passenger rail project.

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

Sincerely,
DAVE DUSTY JAYNE DIXON
[REDACTED] Watsonville, CA 95076-4926
[REDACTED]

From: [Shannon Munz](#)
To: RMeza@oaklandca.gov
Cc: [Regional Transportation Commission](#)
Subject: Mega application for Watsonville-Santa Cruz Multimodal Corridor
Date: Tuesday, April 25, 2023 3:18:05 PM
Attachments: [FINAL_MPDG_2022_Narrative_SCR-SR1.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Ruth,

We are happy to share our grant narrative with you. The document is attached. Once you have looked it over, let me know if you have any questions and I can set up a call with the project manager if you like. Best of luck!

Shannon

.....



Shannon Munz, Communications Specialist
[Santa Cruz County Regional Transportation Commission](#)
1101 Pacific Avenue, Suite 250 | Santa Cruz, CA 95060
Main Office 831.460.3200 | Direct 831.460.3210



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From: Meza, Ruth <RMeza@oaklandca.gov>
Sent: Monday, April 3, 2023 9:41 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Mega application for Watsonville-Santa Cruz Multimodal Corridor

Hello,

My name is Ruth Meza and I'm a Transportation Planner with the City of Oakland, Major Projects Division. I'm reaching out to you as I understand you were recently awarded for the Watsonville-Santa Cruz Multimodal Corridor proposal from the Mega grant program. The City of Oakland is considering reapplying to the Mega program this year and we're hoping to learn from the best (i.e., Mega awarded agencies such as yours). Would you be willing to share your project narrative and/or have a brief call to discuss this? Or could you put me in touch with someone who could talk more about the Watsonville-Santa Cruz Multimodal Corridor proposal?

Best,

Ruth Meza (she/her)

Transportation Planner
Major Projects Division | Oakland Department of Transportation
rmeza@oakandca.gov

From: [Contact Request Form](#)
To: [Regional Transportation Commission](#)
Subject: New submission from Contact Form
Date: Tuesday, May 9, 2023 9:19:04 AM

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

Name

John Benito

Email

[REDACTED]

Subject

vote for EIR segments 8 & 9

Your Message

Dear Commissioners,

Listening to the debate on the EIR for Trail Segments 8 and 9 on Thursday night the 4th of May, 2023 at the RTC meeting. It was disheartening to hear the representative that is suppose to me my advocate in the 1st district of Santa Cruz county not advocate for what I believe the majority of people in the first district want, (going by the vote against measure D 2022). They were one of 3 NO votes for this EIR. I have no clue who or what interest the representative for the 1st District is actually representing, but it does seem clear they are not representing the over 70% of us that voted NO on measure D 2022 in the 1st District. That vote I believe clearly outlines the path the residents of Santa Cruz County wants its representatives to support.

Regards,

- jb -

From: [Contact Request Form](#)
To: [Regional Transportation Commission](#)
Subject: New submission from Contact Form
Date: Wednesday, May 3, 2023 11:48:50 AM

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

Name

Frank Rimicci

Email**Subject**

Highway improvements

Your Message

Dear Commissioners,

While I applaud Your efforts to improve transit in Our county, I am painfully aware of the changes coming to highway one between Freedom Blvd. and Soquel Drive. We need changes there, no doubt. Is there a way to lessen the environmental and aesthetic impact resulting from widening? Perhaps the Bay/Porter re-alignment can be utilized to ease the backup in that location. And a longer merge lane at the ridiculously short SB Soquel Dr. onramp. If these improvements were made and indeed helped traffic flow, maybe some of the 70 million earmarked for the widening at Rio Del Mar could be directed toward the passenger rail option. While no single remedy is going to completely cure Our growing transit needs, I want to stress the need to implement all of Our options, especially using the rail line to give Us a proven transportation tool. I am thankful as always for Your attention. Yours, Frank Rimicci Jr.

From: John Hibble
To: "Sorvari, Tina"; Guy Preston; Regional Transportation Commission; zach.friend@santacruzcounty.us; Senator.Laird@senate.ca.gov; assemblymember.addis@assembly.ca.gov; [REDACTED]
Cc: "Sandy Lydon"; "Carolyn Swift"; "Annie Murphy"; Kevin Newhouse
Subject: RE: 05-0C734 Section 106 Local Consultation Request SR 1 Aux Lanes Coastal Rail Trail Segment 12 Project
Date: Thursday, May 11, 2023 3:06:07 PM
Attachments: [State Route Highway 1 Auxiliary Lanes and.docx](#)

This is a response to a Caltrans request to the Aptos History Museum regarding State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Blvd. to State Park Dr.—and Coastal Rail Trail Segment 12 Project (EA: 05-0C734) which would widen State Route (SR) 1 to include auxiliary lanes and to accommodate bus on shoulder operations between the Freedom Boulevard and State Park Drive interchanges and construct Coastal Rail Trail Segment 12, to determine whether this undertaking could potentially impact identified historic properties in the project area. There are two historic properties that could potentially be affected.

May10, 2023

DEPARTMENT OF TRANSPORTATION
CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
(805) 549-3101
Tina Sorvari, Environmental Planning
+1.916.231.9738 direct
Tina.Sorvari@icf.com

Re: State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Blvd. to State Park Dr.—and Coastal Rail Trail Segment 12 Project

Dear Tina Sorvari and Daniel T. Leckie,

Thank you for your request for the Aptos History Museum to comment on the proposed State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Blvd. to State Park Dr.—and Coastal Rail Trail Segment 12 Project. We are looking forward to these transportation improvements.

We are sure that you are aware that this project passes through Aptos Archaeological Sites CA-SCR 2-H and CA-SCR 222.

Two historic properties will be affected by this project and need to be protected. Although these properties were determined in the Historic Resources Evaluation Report to not be eligible for the National Register of Historic Places, (NRHP), and are not historical resources for the purposes of the California Environmental Quality Act, (CEQA), they are the only two surviving properties from the original historic Aptos Village. These properties are the Arano General Store at 7996 Soquel Drive, APN 039-232-01, and the Rice House/Hotel at 7992 Soquel Drive, APN 0329-232-03. These two properties are actually located on Aptos Wharf Road which was the original town's connection to Rafael Castro's wharf at the beach.

Aptos Village originated on the west side of Aptos Creek near the home of the original land grant owner

Rafael Castro. With the coming of the railroad, the town moved to the eastern side of Aptos Creek to take advantage of the lumbering opportunities.

The Arano General Store, 7996 Soquel Drive, was the first commercial building in Aptos and the first Post Office. It is the oldest building in Aptos. It was constructed by Joseph Arano, son-in-law of the first landowner, Rafael Castro and later, Arano built the Bay View Hotel. The Arano home and general store was constructed about 1867 and was granted the first Aptos Post Office in 1870. In the Historic Resources Evaluation Report, this important structure was not even mentioned. It is listed in the Santa Cruz County Historic Resources Inventory. It qualifies as a local listing NR 4 Status as of 2003.

The second historic property is mentioned in the Historic Resources Evaluation Report: *“Other hotels that catered to tourists included Peter Walsh’s Live Oak House in the village and **D. M. Rice’s hotel** on Aptos Wharf Road.”* The Rice house/hotel was built in 1874 by David M. Rice. His wife Jennie was the daughter of Isaac Graham, a well-known immigrant to Mexican California who built one of the first water powered sawmills in California near Felton and who built Graham Hill Road to transport his lumber to Santa Cruz. The Rice House qualifies as a local listing NR 3 Status as of 2003.

As we understand it, the Santa Cruz County Regional Transportation Commission is purchasing these properties in order to remove auxiliary buildings, to provide for right-of-way behind the buildings for the trail next to the rail line, to reconfigure the parcel lot lines, and ultimately to sell the buildings and reconfigured parcels to private ownership with the historic buildings intact. If that is the case, we have no problem with that plan. What is essential is that the buildings remain intact and available to the community.

Cultural resources studies may use any criteria at hand to decide that a property is not significant, however the original buildings of Aptos are historic and are essential to the “community’s character.”

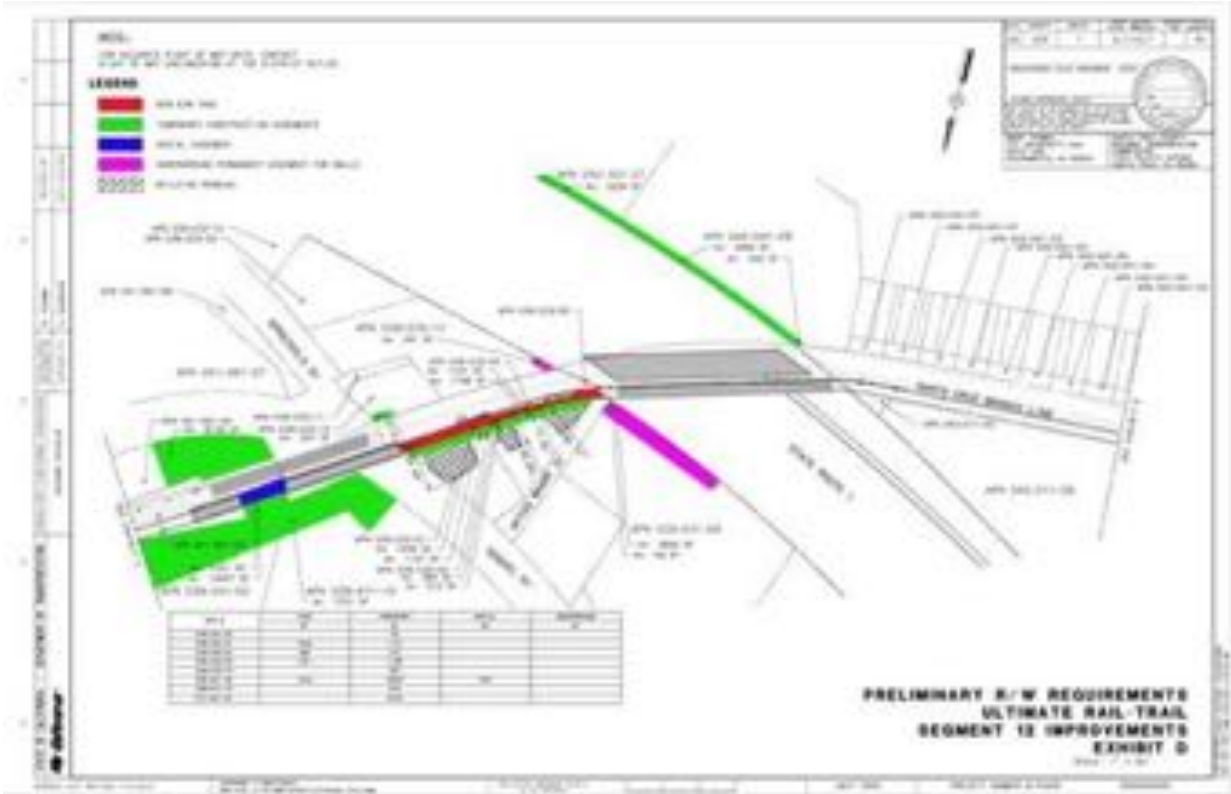
Thank you for this opportunity to comment on the project.

John Hibble, Curator
Aptos History Museum



Photograph 4 in the Technical Study, Historic Property Survey Report: *Three-quarter aerial view of Aptos, 1949, California Highways and Public Works*, Shows the original town of Aptos on the western side of Aptos Creek with the historic Arano House and Rice Hotel in the center of the photograph.

https://sccrtc.org/wp-content/uploads/Highway1AuxLanes_TechStudies/Hwy1_AuxLanes_HPSR-redacted.pdf



https://sccrtc.org/wp-content/uploads/2023/04/15_App_F_ROW_Exhibits.pdf

-
Resources:

-
Draft Environmental Impact Report

Appendix F, Right-of-Way Exhibits, Page 15

PRELIMINARY R/W REQUIREMENTS

ULTIMATE RAIL-TRAIL

SEGMENT 12 IMPROVEMENTS

EXHIBIT D

Technical Studies

Historic Property Survey Report

County of Santa Cruz Historical Resources Inventory

From: [Regional Transportation Commission](#)
To: [R. Adams](#)
Subject: RE: Hwy 1 -
Date: Tuesday, May 2, 2023 3:44:00 PM

Hello,

Thank you for your interest in the Highway 1 project. The lead agency for construction of this project is the California Department of Transportation (Caltrans).

To submit a public records request to Caltrans, please use this link:

[https://caltrans.mycusthelp.com/webapp/_rs/\(S\(2mlmqp5eoajoqtyd0fsvzb01\)\)/support/home.aspx](https://caltrans.mycusthelp.com/webapp/_rs/(S(2mlmqp5eoajoqtyd0fsvzb01))/support/home.aspx).

Regards,
Krista

Krista Corwin [she/her] Administrative Assistant II

Santa Cruz County Regional Transportation Commission

1101 Pacific Avenue, Suite 250 | Santa Cruz, CA 95060

Main Office 831.460.3200 | Website www.sccrtc.org

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-----Original Message-----

From: R. Adams <disp333-code@yahoo.com>
Sent: Tuesday, May 2, 2023 2:05 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Hwy 1 -

Hello,

In reviewing the materials on the SCCRTC website, I have not been able to locate the actual plans for the work that is currently underway between Soquel and 4th Ave. Plan alternatives appear to be the only plans visible in the environmental documents, and no other plans appear to be available.

I am interested in seeing how the intersections and areas along the highway frontage may be modified and am unable to find that information online.

Could you please direct me to a link where I can view the construction plans for the project?

Or, please provide access to a PDF copy of the approved plans.

In the interests of transparency, I feel that a copy of the plans for each stage of the Hwy 1 corridor project should be easily accessed online through the SCCRTC website. I recommend that SCCRTC info services staff create links to the plan documents on each page.

Thank you,

R. Adams

From: [Regional Transportation Commission](#)
To: [dave tucci](#)
Subject: RE: Murry Street Br.
Date: Friday, May 5, 2023 3:50:00 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Dave,

Please check in with the public works department of the City of Santa Cruz for updates on that project. citypw@santacruzca.gov

All the best,
Krista



[Krista Corwin](#) [she/her] Administrative Assistant II
[Santa Cruz County Regional Transportation Commission](#)
1101 Pacific Avenue, Suite 250 | Santa Cruz, CA 95060
Main Office 831.460.3200 | Website www.sccrtc.org



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From: dave tucci [REDACTED]
Sent: Friday, May 5, 2023 1:17 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Murry Street Br.

Hello,

I'm looking for info on when the repair of the Murry Street Bridge might begin. Last year, I read that it was scheduled for "spring 2023."

Thanks,

dave t

From: [Regional Transportation Commission](#)
To: [REDACTED]
Subject: RE: New submission from Contact Form
Date: Monday, May 22, 2023 9:13:00 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Peter,

Thank you for your message.

The RTC's Commission has provided direction to staff. For information on the status of each of the Rail Trail Segments, please visit our website.

<https://sccrtc.org/projects/trail/>

Best,
Krista



Krista Corwin [she/her] Administrative Assistant II
[Santa Cruz County Regional Transportation Commission](#)
 1101 Pacific Avenue, Suite 250 | Santa Cruz, CA 95060
 Main Office 831.460.3200 | Website www.sccrtc.org

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From: Contact Request Form <admin@sccrtc.org>
Sent: Thursday, May 18, 2023 12:31 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: New submission from Contact Form

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

Name

Peter Gibson

Email

[REDACTED]

Subject

Trail Now and its Demonstration Trail

Your Message

I see that Trail Now is accepting donations for "building, implementing and operating the Demonstration Trail from Watsonville to Santa Cruz Boardwalk". That quote is from their Donation page on their portal:

<http://www.trailnow.org/donate>

From what I know, SCCRTC has not granted access to Trail Now for building such a trail nor have I heard of any permits that would allow Trail Now to build this trail.

What is the status with Trail Now and its desire to construct a Demonstration Trail over the SCBRL?

Also, if you agree that such a trail cannot be built considering current licensing agreements with SPPR, what should SCCRTC do to stop this apparent fraudulent fund collection activity by Trail Now?

Thanks!

From: [Thomas Travers](#)
To: [REDACTED]
Cc: [Regional Transportation Commission](#)
Subject: RE: New submission from Contact Form
Date: Thursday, May 4, 2023 8:20:52 AM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Jess,

Online we have posted a table of more recent counts in the county, updated just recently to include some counts from last fall. Please visit [this page](#) and then see the link located at the yellow arrow below.



[Tommy Travers, Transportation Planner](#)

[Santa Cruz County Regional Transportation Commission](#)

1101 Pacific Avenue, Ste. 250 | Santa Cruz, CA 95060
 Office 831-460-3200
 Direct 831-460-3208

[Cruz511.org](#) Traveler information for Santa Cruz County

From: Contact Request Form <admin@sccrtc.org>

Sent: Wednesday, May 3, 2023 11:09 AM

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

Subject: New submission from Contact Form

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

Name
Jess Dawson
Email
[REDACTED]
Subject
Data Request: Traffic Counts
Your Message
I am contacting you to find out if there are any newer traffic counts than the 2015 PDF found online? This data will be processed and used for commercial purposes. Thanks for your help.

From: [Regional Transportation Commission](#)
To: [REDACTED]
Cc: [Regional Transportation Commission](#)
Subject: RE: Public Records Request - Grandey
Date: Wednesday, May 3, 2023 5:12:47 PM

Hi Ms. Grandey:

The RTC does not have any Caltrans records matching the request. You may reach out to Caltrans for the documents you are seeking at (805) 549-3111 or Info-d5@dot.ca.gov.

Best,
Cindy

From: Cindy Convisser
Sent: Tuesday, March 28, 2023 2:52 PM
To: [REDACTED]
Subject: Public Records Request - Grandey

Hi Ms. Grandey:

The RTC received your Public Records Request for public records notices for a project near your property at 6407 Highway 9 and we will provide you with any documentation by May 15, 2023.

Best,
Cindy

From: [Cindy Convisser](#)
To: [REDACTED]
Cc: [Yesenia Parra](#); [Regional Transportation Commission](#)
Subject: RE: Public Records Request
Date: Wednesday, May 3, 2023 5:31:14 PM

Hi Mr. Vierra:

The RTC received your Public Records Request for each proposal received in response to RFP2153, Electric Passenger and Rail Transit Project, and we will provide you with any documentation by July 1, 2023. This date is extended from the response date sent in the email below.

Best,

Cindy

From: Cindy Convisser
Sent: Tuesday, March 28, 2023 2:06 PM
To: [REDACTED]
Subject: Public Records Request

Hi Mr. Vierra:

The RTC received your Public Records Request for each proposal received in response to RFP2153 and we will provide you with any documentation by May 15, 2023. This date is extended from the original response date sent in the email below.

Best,
Cindy

From: Regional Transportation Commission
Sent: Friday, February 24, 2023 5:02 PM
To: [REDACTED]
Subject: Public Records Request

Hi Mr. Vierra:

The RTC received your Public Records Request for each proposal received in response to RFP2153 and we will provide you with any documentation by March 31, 2023.

Best,
Cindy

From: Sarah Christensen
To: [REDACTED]
Cc: Regional Transportation Commission; Zach Siviglia
Subject: RE: Sarah Christensen - Highway Project
Date: Monday, May 8, 2023 3:10:52 PM
Attachments: image001.png

Derek

We would be happy to meet with you and your neighbors to provide information regarding the project improvements. I am assuming this is a request for an in-person meeting which may be a few weeks from now due to schedules. If it can be a virtual meeting we have more availability. Please let me know your preference and I will work toward getting availabilities of our team.

Thank you

Sarah Christensen, P.E.
Regional Transportation Commission
(831) 460-3204 | (831) 247-4887

From: Regional Transportation Commission <info@sccrtc.org>
Sent: Monday, May 8, 2023 2:58 PM
To: Sarah Christensen <schristensen@sccrtc.org>
Subject: FW: Sarah Christensen - Highway Project

Hi Sarah,

Please respond and CC info@.

Thanks,
Krista

From: Derek L. [REDACTED]
Sent: Thursday, May 4, 2023 8:16 PM
To: Regional Transportation Commission <info@sccrtc.org>
Cc: Derek L. [REDACTED]
Subject: Sarah Christensen - Highway Project

Sarah

Several of us home owners in the blue square are concerned that the highway is expanding closer to us and the sound wall appears it won't be extended through this area. My house is the orange circle and below is a picture from my balcony. If the trees are cut back and no sound wall is installed this is going to really decrease the value of my home. What options are available for us to ensure this won't affect us from a visual, sound, and safety issue. Are you able to come and visit with us in our neighborhood to discuss this? We have major concerns.

Derek Leffers
[REDACTED]





From: [Brianna Goodman](#)
To: [Noah Miretsky](#); [Regional Transportation Commission](#)
Subject: RE: Subject: RFP2168: Climate Adaptation - Vulnerability Assessment and Transportation Priorities Report proposal submission
Date: Thursday, May 18, 2023 10:23:48 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Good morning Noah,

RTC has agreed to a contract with WSP and will be signing today. The next day I have sufficient availability is 5/30, please send me a few times that would work for you for a debrief on that day.

Thank you,
Brianna



Brianna Goodman, Transportation Planner *(she/her)*
[Santa Cruz County Regional Transportation Commission](#)
1101 Pacific Avenue Suite 250 | Santa Cruz, CA 95060 |
831.460.3200

SCCRTC develops and delivers transportation solutions for a vibrant, sustainable, and equitable community

From: Noah Miretsky [REDACTED]
Sent: Tuesday, March 21, 2023 8:04 AM
To: Brianna Goodman <bgoodman@sccrtc.org>; [Regional Transportation Commission](#) <info@sccrtc.org>
Subject: RE: Subject: RFP2168: Climate Adaptation - Vulnerability Assessment and Transportation Priorities Report proposal submission

Hi Brianna,

Thank you so much! I really appreciate it and we look forward to learning more. Have a great day.

Best,
Noah

Noah Miretsky
Associate Director, State and Local Group
703-635-0856 [REDACTED]
[guidehouse.com](#)



From: Brianna Goodman <bgoodman@sccrtc.org>

Sent: Tuesday, March 21, 2023 7:27 AM

To: Noah Miretsky [REDACTED] Regional Transportation Commission
<info@sccrtc.org>

Subject: RE: Subject: RFP2168: Climate Adaptation - Vulnerability Assessment and Transportation Priorities Report proposal submission

You don't often get email from bgoodman@sccrtc.org. [Learn why this is important](#)

External Email

Good morning Noah,

Yes we'd be happy to. I'll need to compile all the reviewer comments, but I'll reach out again to find a time to communicate their feedback.

Thank you,
Brianna



Brianna Goodman, Transportation Planner *(she/her)*
[Santa Cruz County Regional Transportation Commission](#)
1101 Pacific Avenue Suite 250 | Santa Cruz, CA 95060 |
831.460.3200

SCCRTC develops and delivers transportation solutions for a vibrant, sustainable, and equitable community

From: Noah Miretsky [REDACTED]

Sent: Monday, March 20, 2023 8:02 PM

To: Brianna Goodman <bgoodman@sccrtc.org>; Regional Transportation Commission
<info@sccrtc.org>

Subject: RE: Subject: RFP2168: Climate Adaptation - Vulnerability Assessment and Transportation Priorities Report proposal submission

Thank you for the update, Brianna. Would it be possible for us to have a debrief meeting to get feedback on this so we can continue to improve?

Best,
Noah

Noah Miretsky
Associate Director, State and Local Group

703-635-0856 | nmiretsky@guidhouse.com
guidhouse.com



From: Brianna Goodman <bgoodman@sccrtc.org>

Sent: Monday, March 20, 2023 5:02 PM

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

<[REDACTED]>

Subject: RE: Subject: RFP2168: Climate Adaptation - Vulnerability Assessment and Transportation Priorities Report proposal submission

You don't often get email from bgoodman@sccrtc.org. [Learn why this is important](#)

External Email

Good afternoon Noah,

My sincere apologies for not getting back to you sooner. We had many great proposals, but Guidehouse was not selected to advance to the interview round. We hope to hear from your firm again in the future.

Thank you,
Brianna



Brianna Goodman, Transportation Planner *(she/her)*

[Santa Cruz County Regional Transportation Commission](#)

1101 Pacific Avenue Suite 250 | Santa Cruz, CA 95060 |
831.460.3200

SCCRTC develops and delivers transportation solutions for a vibrant, sustainable, and equitable community

From: Noah Miretsky [REDACTED]

Sent: Monday, March 20, 2023 4:22 PM

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

Cc: Roshini Das [REDACTED]

Subject: RE: Subject: RFP2168: Climate Adaptation - Vulnerability Assessment and Transportation Priorities Report proposal submission

Good Afternoon,

I'm following up on our response to this opportunity based on the procurement schedule in the RFP. Is there any update on your evaluations and whether Guidehouse will be given the opportunity to participate in the short listed interview process? Thanks - Noah

PROCUREMENT SCHEDULE

Monday February 6, 2023	Distribute RFP
Tuesday February 21, 2023, 2:00 PM	Pre-Proposal Meeting (via Zoom)
Tuesday February 28, 2023, 12:00 PM	Requests for clarification/questions due
Monday March 6, 2023, 12:00 PM	Proposals Due
Monday March 20, 2023	Interview Short Listed Consultants
Thursday, April 6, 2023	Commission Awards Contract
Thursday, April 13, 2023	Notice to Proceed

Noah Miretsky

Associate Director, State and Local Group
 703-635-0856 [REDACTED]
guidehouse.co



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

Sent: Monday, March 6, 2023 12:24 PM

To: Noah Miretsky [REDACTED]

Subject: RE: Subject: RFP2168: Climate Adaptation - Vulnerability Assessment and Transportation Priorities Report proposal submission

External Email

Received, thank you.



Krista Corwin [she/her] Administrative Assistant II

[Santa Cruz County Regional Transportation Commission](http://www.sccrtc.org)

1101 Pacific Avenue, Suite 250 | Santa Cruz, CA 95060

Main Office 831.460.3200 | Website www.sccrtc.org



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From: Noah Miretsky [REDACTED]

Sent: Monday, March 6, 2023 11:23 AM

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

Cc: Collin Lopes <[REDACTED]> Britt Harter <[REDACTED]>

Subject: Subject: RFP2168: Climate Adaptation - Vulnerability Assessment and Transportation Priorities Report proposal submission

Dear Ms. Brianna Goodman,

Guidehouse is pleased to submit our proposal in response to RFP2168: Climate Adaptation – Vulnerability Assessment and Transportation Priorities Report. We would greatly appreciate confirmation that you have received this proposal ahead of the 12:00 PM deadline.

Let me know if you have questions and have a great day!

Best,
Noah

Noah Miretsky
Associate Director, State and Local Group
703-635-0856 | [REDACTED]
guidehouse.com



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From: [Regional Transportation Commission](#)
To: [Katrin Tobin](#)
Subject: RE: Your SC County Bike Map
Date: Monday, May 15, 2023 9:38:00 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Katrin,

Glad to hear the maps are working out for you! Stop by during our office hours to pick up more. You don't need an appointment. Monday through Friday 8am-12pm and 2pm-5pm.

Did you know that we moved recently? Our new address is:
1101 Pacific Avenue, Suite 250, Santa Cruz, CA.

Krista



[Krista Corwin \[she/her\]](#) Administrative Assistant II
[Santa Cruz County Regional Transportation Commission](#)
1101 Pacific Avenue, Suite 250 | Santa Cruz, CA 95060
Main Office 831.460.3200 | Website www.sccrtc.org



Follow our social networks for the latest RTC news

From: Katrin Tobin [REDACTED]
Sent: Sunday, May 14, 2023 8:07 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Your SC County Bike Map

Hello - I would love to adopt couple stacks of you SC County Bike Maps again, if possible. Clients & Open House visitors really appreciate them and I've gone through my stash. Can I come by any time during the week? Should I have an appointment?
Thank you for your help,
Katrin

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Or just call/email me and we'll get started!

From: [Jack Brown](#)
Cc: manu.koenig@santacruzcounty.us; thekristenbrown@gmail.com; s.brown@cityofsantacruz.com; apedersen@ci.capitola.ca.us; [REDACTED] eduardo.montesino@cityofwatsonville.org; felipe.hernandez@santacruzcounty.us; justin.cummings@santacruzcounty.us; bruce.mcperson@santacruzcounty.us; zach.friend@santacruzcounty.us; rj12@comcast.net; openup@ucsc.edu; [Regional Transportation Commission](#); [Guy Preston](#)
Subject: RTC Meeting 5/4
Date: Wednesday, May 3, 2023 11:36:22 AM

Just wanted to note several items.

I vehemently oppose continuation or acceptance of the EIR for the Ultimate trail. We cannot afford the impact of tons of concrete and their greenhouse gas impact along with the cutting of and carbon release of thousands of mature trees on the corridor. The EIR is deeply flawed by saying the interim trail would remove even more trees? Why was a 26 foot width used? THAT is wider than the street the county refuses to maintain in front of my house?

We simply do not have the population, or large dense area required to make a train successful here. We need to implement bus on shoulder correctly. Something that both sides of the train issue can agree on is that the bus on aux lane will not work.

Lastly, I disagree with the use of Hydrogen buses being considered 'carbon neutral'. The source of most hydrogen today is a byproduct of petroleum refinement. The cost of the refueling stations are astronomical at over \$2 million per station. Why could you not look at the DC fast charging stations similar to the ones MST uses for their electric bus at the transit center? They would definitely have enough time while at end points to recharge the batteries to a level that would allow continuous operation.

It is embarrassing to see how much the political influences from rail and the petroleum industry are used in the RTC's decisions for going forward.

Jack Brown
Aptos, CA

From: [ROBERT STEPHENS](#)
To: manu.koenig@santacruzcounty.us; thekristenbrown@gmail.com; s.brown@cityofsantacruz.com; apedersen@ci.capitola.ca.us; [REDACTED] [org](#); eduardo.montesino@cityofwatsonville.org; felipe.hernandez@santacruzcounty.us; justin.cummings@santacruzcounty.us; bruce.mcperson@santacruzcounty.us; zach.friend@santacruzcounty.us; rj12@comcast.net; openup@ucsc.edu; [Regional Transportation Commission](#)
Cc: [Guy Preston](#)
Subject: RTC Meeting 5/4
Date: Wednesday, May 3, 2023 11:13:01 AM

Dear RTC Commissioners:

I enjoyed reading Mike Rotkin's editorial about METRO today. As he correctly pointed out, buses need to run every 15 minutes to be effective. This is also true of trains. How many sidings (needed for trains to pass each other) will our single track line need to have to accomplish this? Where will they be located? Are any in segment 9? How many people will ride the train and how much will it cost to build and operate? Will a train actually work in our community? Do you have the answers to these questions?

If not, I urge you to not spend any money or cause tons of environmental damage by cutting down hundreds of urban trees, by building the ultimate trail until there are answers to these basic questions. The EIR for the interim trail was flawed, as it assumed in the analysis there would be a train in the near future. This has not been established yet, as this seems to be influenced by a political position.

Past train studies, show low ridership and high operating costs. The feasibility of a train is currently being study. Why act now? Politics. Your current staff is great, ask them what they think about this issue and what they would do.

Why have most trains in our county failed in the past. The tire and car companies did not buy them up and put them out of business in our county. They failed mainly for two reasons: the trains financially could not make it, or there was a place where the line could not be maintained or repaired. For example, the tunnels under the Santa Cruz mountains were built with cheap Chinese labor, but could not be maintained. The question we need to consider is can our current rail line make it financially and are there places where the line would be too costly to be repaired? For example, the Capitola trestle, the Manresa Bluffs, Harkin Slough.

There is enough money for a trail to be built from one end of our county to the other, however the current plan does not allow this as Watsonville gets no trail. The city of Santa Cruz gets a trail, Watsonville gets a bike lane on Beach Street and San Andres Road. Watsonville is underserved as far as parks and trails go (see the Trust for Public Land Park Score Study). This reminds me of the current levees on the San Lorenzo River and the Pajaro River. The San Lorenzo River levee was raised years ago, meanwhile the Pajaro River was not raised due to lack of funding. Guess who got flooded out this year.

Please try and approach this whole issue with an open mind not a political one.

Sincerely

Robert Stephens
Aptos

PS I am not making money on this issue, the only entity that seems to be able to financially benefit from this is a small private train company in Felton.

From: [David Scott](#)
To: [Regional Transportation Commission](#)
Subject: Re: RTC Receives \$3.45 Million in State Funding for Zero Emission Passenger Rail & Trail Project
Date: Monday, April 24, 2023 7:30:27 PM

So stupid.

We could have already had a trail and there will never be a train.

Now there will never be either.

Don't injure yourselves while patting yourselves on the back.

Barf

On Apr 24, 2023, at 4:49 PM, SCCRTC <info@scrtc.org> wrote:



RTC Receives \$3.45 Million in State Funding for Zero Emission Passenger Rail & Trail Project

The Santa Cruz County Regional Transportation Commission (RTC) was awarded \$3.45 million in funding from the California State Transportation Agency's (CalSTA) Transit and Intercity Rail Capital Program for the RTC's Zero Emission Passenger Rail and Trail Project.

The grant award will fully fund the Project Concept Report which will refine the locally preferred alternative from earlier planning work and provide a stable project definition that would then proceed through full environmental review, pending additional funding. The Concept Report will involve extensive community outreach during the development of performance metrics and system planning with early engineering and ridership projections.

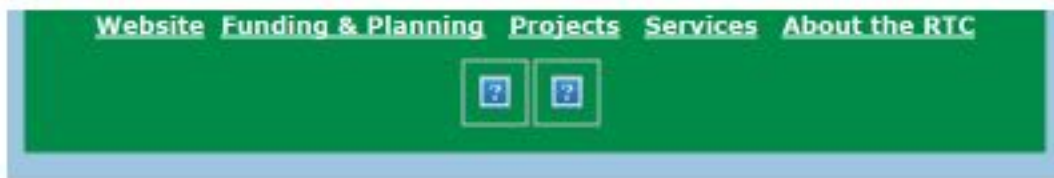
Once environmentally cleared, the Commission would likely seek full funding for zero-emission passenger rail service on 22 miles of the RTC-owned Santa Cruz Branch Rail Line, from Pajaro Junction to Natural Bridges, as well as the remaining sections the Coastal Rail Trail, within the project limits.

"This project plans to convert the underutilized branch line into a multimodal corridor, transforming the way people travel to and within Santa Cruz County," said RTC Executive Director Guy Preston. "Zero emission passenger rail offers a carbon-free alternative to highly congested Highway 1 for commuters, students, and visitors. The trail will provide an additional sustainable travel mode with first- and last-mile connections to proposed rail stations."

The RTC will begin work on the Project Concept Report in 2023 and it is expected to be completed in 2025. Upon completion of the Project Concept Report, the project will continue on with additional engineering, environmental studies, and initial right-of-way services to complete an Environmental Impact report.

CalSTA awarded \$690 million in total to 28 transit projects across the state through its Transit and Intercity Rail Capital Program. The Transportation Agency for Monterey County (TAMC) received \$2.274 million to advance the environmental phase of its Pajaro/Watsonville Multimodal Station Project, which is an important connection to the State Rail network for the Santa Cruz Zero Emission Passenger Rail Project. The Santa Cruz Metropolitan Transit District (METRO) received \$38.6 million to purchase 24 zero-emission hydrogen buses to expand service frequencies on Highways 1 and 17, to implement rapid bus enhancements along the Soquel Drive/Main Street corridor, and to redevelop METRO's Watsonville Transit Center and Pacific Station in downtown Santa Cruz to include mixed-use and 180 affordable housing units. The recent success and advancement of the RTC's Highway 1 program, which includes a dedicated bus lane with its bus-on-shoulder improvements, was a key factor in METRO's competitiveness by reducing bus transit travel times and increasing reliability. Transit Improvements on Soquel Drive, led by the County Department of Public Works, was also helpful in demonstrating future reliability with reduced travel times for bus transit users.

www.sccrtc.org



SCCRTC
1101 Pacific Avenue, Suite 250
Santa Cruz, CA 95060
www.sccrtc.org

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From: [Harden, Olivia](#)
To: [Regional Transportation Commission](#)
Subject: SFGATE Media Inquiry: Deadline 12 PM PST
Date: Tuesday, May 9, 2023 8:59:42 AM

Hello,

My name is Olivia, and I am a travel reporter for SFGATE. I'm getting in touch because we are working on a story about the dangers of Highway 17, and we saw CHP is one of the partners for the access management plan. I just have a couple of quick questions.


Highway 17 has been accused of being one of the most dangerous highways due to its sharp curves, blind curves, and sudden changes in speed along the road. What does the new plan do to mitigate that?

How long will the changes take, and what stage of the timeline is it in now?

Would you happen to have any statistics on car accidents on Highway 17, or do you know where I can get some?

I appreciate any help you can give me.

Warmly,

Olivia Harden (she/her/hers)
SFGATE Travel Reporter


From: [leeseve](#)
To: [Regional Transportation Commission](#)
Subject: Timeline for tree removal, State Park-Freedom
Date: Wednesday, May 3, 2023 8:06:14 PM

Thank you for the online presentation re: Hwy 1 State Park - Freedom.

Though I have many questions and concerns, I am trying to get just one answered at the moment. I did ask it through last night's chat, but the answer wasn't clear to me.

When does tree removal begin on this segment of the highway?

I ask because that purveyor of gossip, NextDoor, featured a recent conversation asserting that mature trees along Hwy 1 State Park - Freedom, would be removed extremely soon, and that residents were notified of this in April 2023.

I am a resident (on Encino Drive, off the coastal side frontage road, Bonita, between Rio del Mar and Freedom), yet I was not notified of imminent tree removal.

Why would trees be removed two years before construction begins? Which ones and on which sides, north- or southbound or both? None of this makes environmental, GHG-emissions-reduction, aesthetic or cultural sense.

I appreciate your clarifying this matter.

Gratefully,
Elissa Wagner
Aptos, CA 95003

From: [Lynda Marín CCL-SC](#)
To: [Regional Transportation Commission](#)
Subject: Tree replacement ratios
Date: Thursday, May 4, 2023 9:57:52 PM

Dear RTC Commissioners,

I am writing on behalf of Citizens' Climate Lobby Santa Cruz chapter to request a higher ratio of tree replacement mitigation for the trees slated to be cut for Trail segments 8 and 9, as well as future segments. As you know, mature trees sequester carbon much more efficiently than saplings where it takes up to 10 years for significant emission reductions to occur.

We very much appreciate the climate benefits of the trail and rail long term, but the climate is in crisis now, so every measure should be taken NOW to sequester as much carbon as we can. Given what we know about how much carbon trees can sequester it is important that we plant as many as possible. I have reviewed Pauline Seales' analysis of how much carbon sequestration will be lost by removing the requisite number of trees for Segments 8 and 9 and am in very much agreement that a 4:1 replacement ratio would give us a chance to replace the capacity of the cut trees to sequester carbon within 5 years. I hope you will take this opportunity to call upon the community, and particularly those who may be objecting to the rail trail project on account of significant tree loss, to help keep the enhanced number of trees for this project alive during their first sapling years of growth.

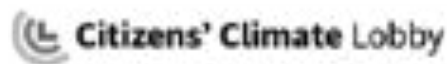
Thank you for your consideration.

Best regards,

Lynda Marín

--

Lynda Marín
Santa Cruz Chapter - lead



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From: [REDACTED]
To: [Regional Transportation Commission](#)
Subject: attn: Grace Blakelee
Date: Wednesday, May 17, 2023 4:48:39 PM
Attachments: [Letter-to-Grace-Blakelee-of-SCCRTC-on-The-Coastal-Rail-Trail-regarding-Splitting-the-Trail.pdf](#)

Grace Blakelee
SCCRTC

There is a letter on attachment in Sealed PDF on the matter of the Trees
being cut down in preparation for the Rail Trail and the Solution.

Sincerely,

Glenn Rabenold

May 17, 2023

Grace Blakelee
Coastal Rail Trail Planning
SCCRTC
Santa Cruz, CA

This Letter is on the Rail Trail. I have attended an old Meeting held at your Old Office many years ago. I have visited Luis quite a few times to talk to him.

There is a Problem brewing. There have now been two Healthy Eucalyptus Trees taken down in relation to the Rail Trail.

One was taken down at the Harbor, right next to the Rail Bridge.

The other was taken along Hwy 1 on North Mission St. TODAY.

The widening of the Trail as it heads from Bay St. to the Boardwalk has cut into the Bank.

If you look at the Future Trail at the other end of the San Lorenzo Bridge, you will see Venerable Old Eucalyptus Trees on both Sides.

If there is Push to put the Trail through at that Point, these Trees have to come down.

I believe the taking of Eucalyptus Trees is a Test of the Community Resolve on the Saving of Trees, prior to the Major Butcher Job along the Rail, right after the San Lorenzo Bridge, going South.

AFTER the Harbor Rail Trail Bridge is completed, you have two Sets of EXISTING Problems. There are Private Properties **too close** to the Rail, to provide room for a double lane Bike Path on **one** Side.

You will need to Split the Rail Trail into **two Paths**, presumably of one Lane Apiece, on either Side of the Tracks.

This should have been done in the Section now being Worked on, but was not.

There is Zero Chance, in this Atmosphere, of getting Private Property donated to the Rail Trail. You CANNOT get the double-lane Bike Path to fit.

Why endanger the Trees when you have to go to a double Track, anyway?

What about completing this Section, and then going to one of two Sets of Private Properties that I mention and work backwards from there. You will have to go Two Lane, I assure you. Once you determine the Necessity of That, you will not have to take any nice Venerable Eucalyptus Trees.

My Opinion on the value of these Trees is multiple.

In terms of Climate, Something is better than Nothing. Once these Trees are taken there will be nothing.

It is Wilder Ranch that chose to remove a Grove of Eucalyptus, not you. They wanted Wilder Ranch more Natural.

You will Note that Properties with Adult Eucalyptus Trees are much more Valuable. It harms Property Values to cut down Healthy Eucalyptus Trees.

Trees take a long time to grow. These Trees might be 100 years old, by now.

The Old Growthe Monterey Cypress that was taken off Hwy 1 North Mission was a **Native Tree**. Did the Tree Removers know it was a Native Tree?

It is what is called the Coastal Pine that is susceptible to Pine Bark Beetle, but there has been no Cases of Pine Bark Beetle. It does **not attract** Pine Bark Beetle to have Coastal Pine in the middle of the Zone that has to be protected against Pine Bark Beetle. I know quite a bit about Pine Bark Beetle and Consulted with the Fire Marshall of Colorado on the Lodgepole Pine Pine Bark Beetle Infestation, with Successful Results.

A Nursery on Freedom Boulevard in Corralitos, announced that they no longer carry Coastal Pine due to Pine Bark Beetle susceptibility. These are not Citizens, usually, who are claiming Expertise in Pine Bark Beetle.

I can Assure you that there have been no Cases of Pine Bark Beetle anywhere along this Stretch of Coast. I would definitely have heard about it.

There are been two Coastal Pines taken off Hwy 1, rather recently, in what is emerging as an ongoing Test of the Environmental Resolve of this County.

The Environmental Vote keeps going UP here and the Labor Hired to manage the Roads **should reflect that Fact**.

As a Touring Cyclist, I know that the Highway Laws are not State but County, pertaining to Hwy 1 and Hwy 101. Sonoma County does not allow Cycling on the Freeways, but Marin County DOES. The CHP will try to say that it is State Mandated, but this is not True. This County has chosen not to Support the use of Bicycles to the same Extent that Marin County has.

The Strength of the Coastal Commission of this County is much weaker than the one just North of here, despite denials about this, as well. The Coastal Commission is in Support of the Environment, in the Pescadero Area.

The Coronavirus Adjustments have been hard on Bicycles, without the Cases of Contagion to justify a Continuation of this Policy. It is the Chinese Freighter that docks in Oakland that seems to be Setting the Policy, since the Oriental Cases of Coronavirus **weigh so much more heavily**. Their Rank is rather low, being Sergeant maximum.

In Summation:

The Action I Request is Prove to yourselves, at pinching places with Private Property, that you have to Split the Paved Bike Path. This will Save the Trees.

Sincerely,

Glenn Rabenold