

Guidance to CTC

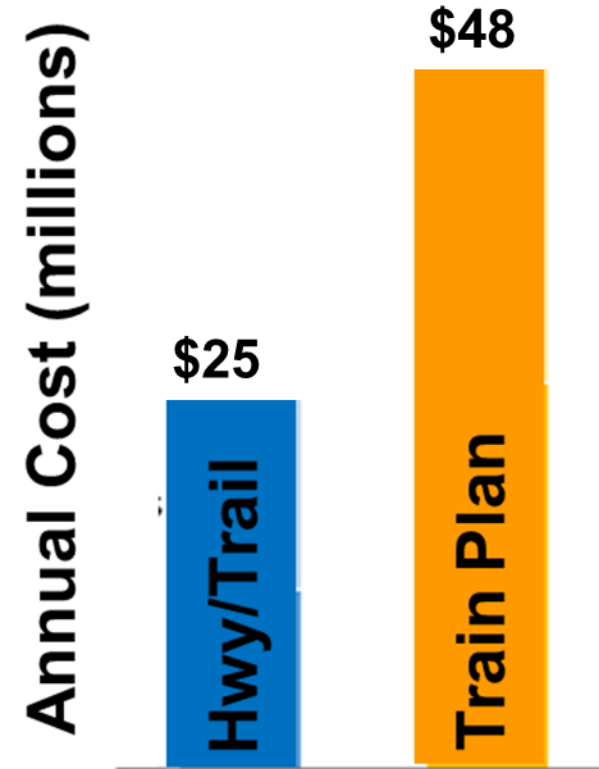
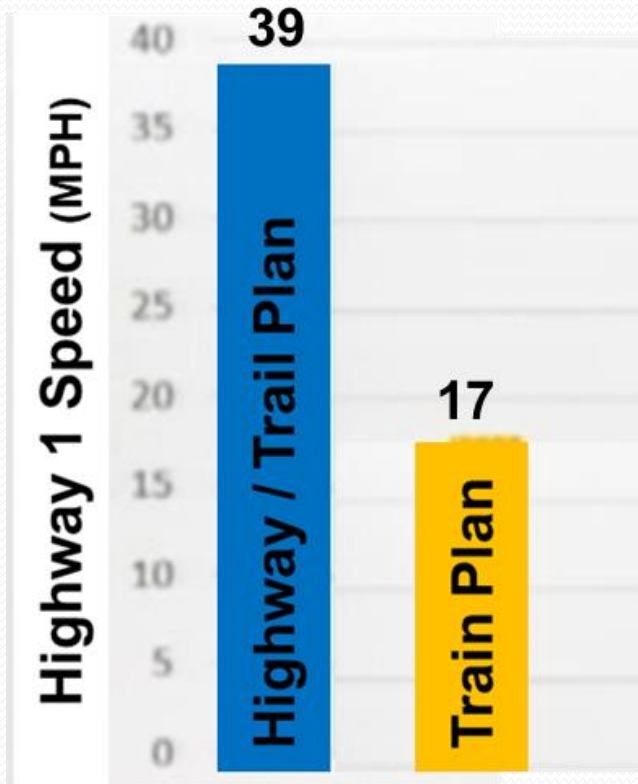
- ❑ Why is Santa Cruz allowed to waste tax dollars on a train plan that has no impact on traffic congestion?
- ❑ Why are Proposition 116 funds being used to fund a private excursion train operator?
- ❑ Does CTC understand the cost and limitations to a train along Santa Cruz Branchline?
- ❑ Can CTC provide more guidance to Santa Cruz on viable transportation solutions?

Train Bad Idea for Santa Cruz

- ❑ Passenger train not viable / zero impact on traffic (Unified Corridor Study)
- ❑ Loss of Historic Timber Trestles (Seascape, Hidden Beach, Capitola)
- ❑ Public opposition to the train (petition, Measure L, farmers, lawsuits, business)
- ❑ +20 years Coastal Corridor closed for transportation
- ❑ Tax dollars funding private company excursion trains
- ❑ Active transportation on Coastal Corridor 5x more transportation users than a passenger train (Unified Corridor Study)



Train Not Effective or Affordable



- ❑ Studies show train is not economically viable
- ❑ Santa Cruz County Population 250,000

HISTORIC TRESTLES

- ❑ **Over 22 trestles**
- ❑ **Historic Trestles Torn down and replaced**
- ❑ **Trail can not connect to Timber Trestles**



Corridor Not Wide Enough



- ❑ Train speeds planned to travel 45 MPH
- ❑ Corridor 27 feet wide
- ❑ Homes and Businesses next to tracks

Tracks Prone to Cliff Collapse and Wetland Submersion



- ❑ Tracks along beach
- ❑ High Cliffs (Manresa, New Brighton Beach)
- ❑ Wetlands (Harkins Slough, North Coast)

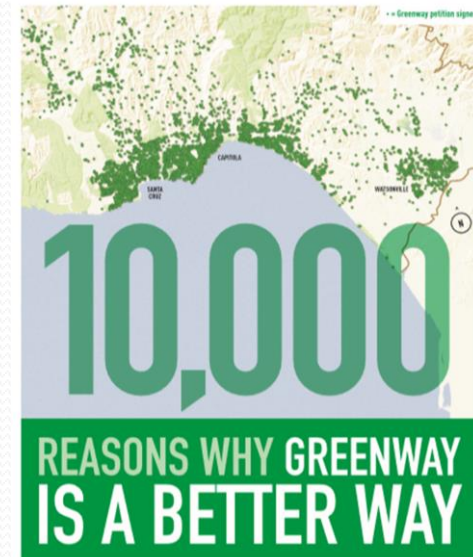
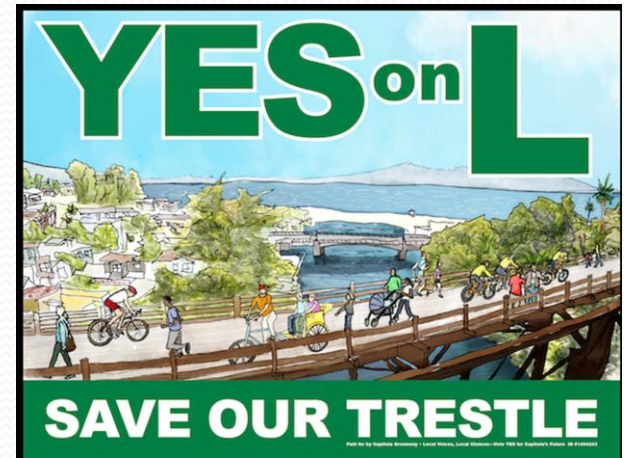
Taxpayers Funding Excursion Trains

- ❑ **\$1.6 million per year maintaining Corridor**
- ❑ **\$15 million to upgrade tracks for excursion trains**
- ❑ **+20 years of Excursion Trains, no transit solution**



Community Backlash to Train

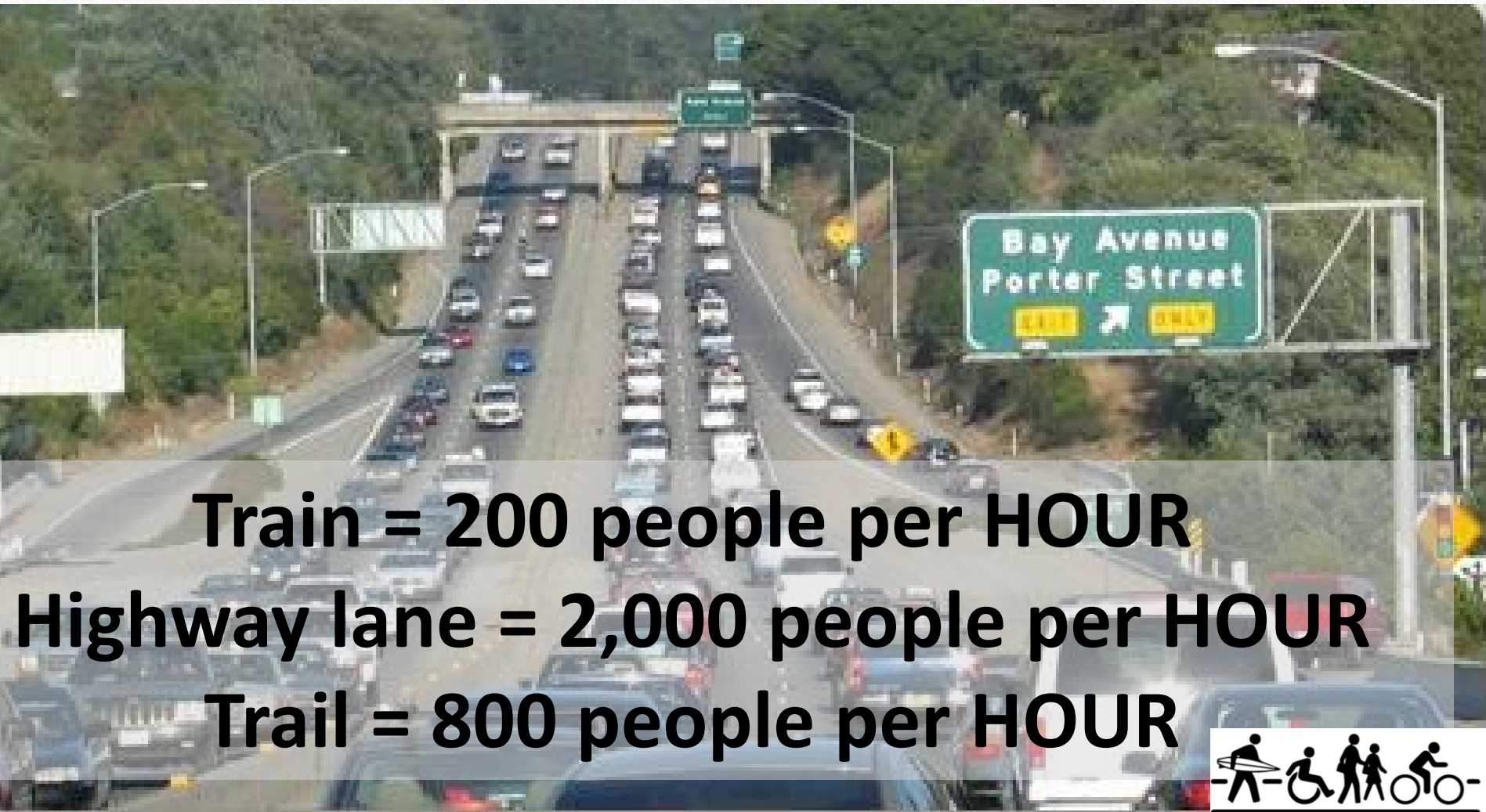
- ❑ **Ballot Measure L against Train approved in 2018**
- ❑ **10,000 Signatures for Trail and No Train**
- ❑ **Millions spent on litigation - not transportation**



Active Transportation Today



Active Transportation Best Solution Today



Train = 200 people per HOUR

Highway lane = 2,000 people per HOUR

Trail = 800 people per HOUR

