June 14, 2018 RTC Special Meeting

This Contact Request Form has been submitted by a member of the public to [http://sccrtc.org/contact-us/](http://sccrtc.org/contact-us/).

**Name**
- Tom Falcon

**Email**
- tfalcon214sc@gmail.com

**Subject**
- Highway 1

**Your Message**

I saw your latest email on the 5 year plan of Measure D. I am very disappointed on it taking 5 years to start highway 1 improvements (ie auxiliary lanes, bridges etc) since the passing of Measure D. The improvements of Highway 1 have been talked about and had been designed for many years prior to the passage of Measure D. It seems everything else has been talked about from weekend walking/bike riding paths to train no trains, but it seems that Highway 1 improvements have been side stepped. Whose responsible for misleading voters on this?

The Highway 1 corridor should be 1st priority for everyone in Santa Cruz County.

Regards,
- Tom Falcon

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From: Peter Stanger [mailto:pjlsb@att.net]

Sent: Monday, June 11, 2018 8:18 PM

To: Regional Transportation Commission

Subject: Measure D Five-Year Project

Dear SCCRTC,

The active transportation routes in Watsonville already exist, and lack only a few key elements to make the routes complete and enjoyable for pedestrians, cyclists and nature enthusiasts. Yet, again the SCCRTC staff is leading commissioners down the the wrong road: Segment 18 of the MBSST.

Look, the Segment 18 is in the industrial section of Watsonville. Yes, it'll be nice for the rail, but it is counterproductive for the safe and enjoyable transportation of citizens of the city. The residential areas are already near the Watsonville Slough, the Struve Slough and the Harkins Slough all of which have trails partially or wholly completed. The existing plans to build-out the connecting trails and bridges THAT ARE ALREADY PLANNED would connect the residential areas better than the work planned for Segment 18 of the MBSST. Okay, already, you can have the train tracks by the industrial area, yes. But the residents don't need to go there, or even want to go there, to get from their homes to schools, shopping and other destinations.

The City of Watsonville already has the plans:
- [https://www.cityofwatsonville.org/1192/Watsonville-City-Trails](https://www.cityofwatsonville.org/1192/Watsonville-City-Trails)

The Watsonville wetlands trails can more easily and more enjoyably provide transportation routes to the active transportation users a thousand times better than the work planned for Segment 18 of the MBSST. Please, please take a look at the trails map on the PDF above and you will see for yourselves. The prioritizing of Segment 18 over the build-out of the trails and bridges for the Watsonville wetlands is very unwise.

If the SCCRTC was able to fund the Santa Cruz Yacht Harbor project with MBSST and SCCRTC funds, then I believe that the SCCRTC should fund the Watsonville Wetlands Trails and Bridges build-out.

Thank you for your consideration,
Just pathetic. No work on Highway 1 until maybe 2021 and you include in that more stupid bike lanes/overcrossing? When will you address the traffic concerns of Watsonville residents coming north on Hwy 1 or do "those people" not matter to north county elites? And please, the trolley folly / Rail Fail is just a joke too stupid for even Santa Cruz to contemplate.

RTC,

Measure D funds should not be allocated for the train, nor a trail built for a future train! Within the 5-year plan for Measure D allocations, there are millions going towards a trail designed for a future train. This not only increases the cost of the trail, but it also results in a substandard trail. We do not agree with doing any design or construction of a trail to accommodate a future train.

Please vote no on the Progressive Rail contract. I don't want my measure D taxes wasted on rail. If you want train service, put another measure for that on the November ballot.

The Measure D funds for the Active Transportation component or 17% of Revenues should be divided by segment before funding for any one segment. By doing it that way all portions of the active transportation program will be treated fairly and equally without a disproportionate share of the revenue going to one segment or one area of the county. For example, the RTC has already identified funds for the Segment 7 in the amount of $1,345,000, while only allocating $265,000 to the Segment 18 in Watsonville. Before more is spent on any one segment, we need an estimate for all segments to make sure all parts of the County are served and not just segments that are favored by advance priority.