

COMMUNITY FOCUS GROUP MEETINGS MEETING SUMMARY

Wednesday,

February 5, 2020

9 - 10:15 a.m.

**Simpkins Swim Center,
Community Room
979 17th Avenue
Santa Cruz, CA 95062**

10:45 a.m. - 12 p.m.

**Simpkins Swim Center,
Community Room
979 17th Avenue
Santa Cruz, CA 95062**

2 - 3:15 p.m.

**Watsonville Library, Community
Room
275 Main Street, 2nd Floor
Watsonville, CA 95076**

Project Team Attendees

Guy Preston, SCCRTC
Ginger Dykaar, SCCRTC
Brianna Goodman, SCCRTC
Shannon Munz, SCCRTC

Matt Marquez, Santa Cruz METRO
Pete Rasmussen, Santa Cruz METRO
Stephen Decker, HDR
Heleana Galvan, HDR
Eldar Levin, HDR

On Wednesday, February 5, 2020, the Santa Cruz County Regional Transportation Commission (SCCRTC), in partnership with the Santa Cruz Metropolitan Transit District (METRO) held three Community Focus Group Meetings for the Transit Corridor Alternatives Analysis (TCAA) — Watsonville/Pajaro to Santa Cruz Project.

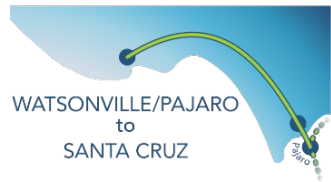
As part of SCCRTC and METRO's commitment to engage the public and regional stakeholders throughout the TCAA process, the three meetings were held at different times and locations to allow attendees to participate at their convenience. Attendees included representatives that serve as key liaisons to the larger community of business, advocates, residents and organizations. The purpose of the meetings was to:

- Discuss the TCAA process, goals and key milestones
- Gather initial input on initial list of alternatives, draft screening criteria and performance measures
- Discuss ongoing engagement opportunities

The meetings were set up as an informal group discussion/activity, which included:

- Brief Welcome/Introduction
- Introduction of Project (PPT)
 - Project Description
 - Project Area Map
 - TCAA Process/Highlight
 - Project Key Milestones/Schedule
- Interactive Discussion/Input Activities





INTRODUCTIONS AND TCAA OVERVIEW

- Ginger provided a general background and overview of the TCAA. She then initiated introductions and asked attendees to identify themselves as well.
- Heleana then presented an overall introduction of the meeting and outlined the meeting format, followed by Steve who presented an overall introduction of the TCAA, touching upon the triple bottom line approach and evaluation frameworks being utilized in the study.
- The notes in this summary represent a consolidation of all three Focus Group Meetings.

Discussion 1: Project Alternative Goals/Screening Criteria/Performance Measures

- The purpose of this discussion was to share information and gather input on the evaluation metrics to identify which goal is most important to the public for consideration by the team during the review of alternatives
- **Handout: Analysis Framework**
Activity: Evaluation Metric (table / dots): Attendees received three colored dots to place on their three most important metrics. Each table below, representing the Triple Bottom Line Approach-based Analysis Framework (Economy, Social Equity, Environment, and Other), includes the number of DOTs suggested by Focus Group participants. In each table, open-ended feedback captured by the team is shown in the Notes/Comments from Attendees.



SUPPORTS ECONOMY

Goals	Evaluation Metric	Description	Top 3 Most Important			Notes/Comments from Attendees
			First ●	Second ●	Third ●	
Fiscally feasible	Capital cost	How does capital cost compare to other projects?	4	3		<ul style="list-style-type: none"> Discussions about cost of investment vs. highway/road expansion Consider quantifying time wasted in traffic; O&M, incentives, ridership Consider adding annual riders to cost and O&M measures Consider cost be compared to benefit, number of riders Consider cost per passenger mile, or per user Consider cost to double capacity be analyzed
	O&M costs	Is project relatively more expensive to maintain and operate?	3	2	1	<ul style="list-style-type: none"> Consider analyzing O&M per passenger mile Consider costs of autonomous capabilities (driver costs)
	Funding	How much funding will likely be available?	2		1	
Results in a well-integrated transportation system supporting economic vitality	Tax revenue	Does project generate new tax revenues?		3	1	<ul style="list-style-type: none"> Questions about meaning of this measure
	Jobs	Will project support job growth – near term through construction, longer term through O&M activity – and economic development?	2	3	2	<ul style="list-style-type: none"> Consider clarifications on Housing densification including how does the project support achieving a more successful jobs/housing balance Consider assessing smart growth Consider to assess regional jobs (net new) and transit jobs (net new)





Freight	What is the impact on freight rail operators and shippers?		3	2	<ul style="list-style-type: none"> Consider specifying freight will not be needed beyond Watsonville Mentioned that Roaring Camp has a trackage rights agreement to the Boardwalk Clarify about how the alternatives allow freight to expand into north county and ability to shift heavy-duty trucks off the road
Non-contiguous transportation corridor	What is the level of risk that the corridor will not remain contiguous?	2	2	1	<ul style="list-style-type: none"> Consider adding concept of maintaining the line Consider identifying travel behavior changes

SUPPORTS EQUITY

Goals	Evaluation Metric	Description	Top 3 Most Important			Notes/Comments from Attendees
			First ●	Second ●	Third ●	
Promotes active Transportation	Active transportation	Does project include features that support active transportation and promotes health?	2	4	2	<ul style="list-style-type: none"> Consider identifying bicycle capacity on each transit vehicle and walking accessibility Consider adding a new metric identifying impact on the width of the trail, % of trail that would need to go off ROW
Supports safer transportation for all modes	Safety	Does project support public safety?			3	<ul style="list-style-type: none"> Consider comparing safety to the baseline





<p>Provides accessible and equitable transportation system that is responsive to the needs of all users</p>	<p>Access</p>	<p>Does project provide transportation access to transportation high need populations?</p>	<p>7</p>	<p>1</p>	<p>1</p>	<ul style="list-style-type: none"> • Consider adding existing residential and business development • Consider including people with disabilities: how many mobility devices fit on one vehicle, level boarding • Consider linking route frequency to cost/access • Consider rewording description to state "Does project provide access to transportation high need"
<p>Offers reliable and efficient transportation choices that serve the most people</p>	<p>Travel time</p>	<p>Does project improve transportation travel time?</p>	<p>2</p>	<p>1</p>	<p>2</p>	<ul style="list-style-type: none"> • Consider assessing travel times versus economic impact • Consider comparing vs. same trip on Highway 1
	<p>Reliability</p>	<p>Does project improve transportation reliability?</p>	<p>3</p>	<p>3</p>	<ul style="list-style-type: none"> • Questions about defining this measure • Consider assessing alternatives that leave the ROW and the resulting unreliable travel times • Questions about if the alternatives will be subject to congestion 	
						<ul style="list-style-type: none"> • Consider assessing transit hub displacement

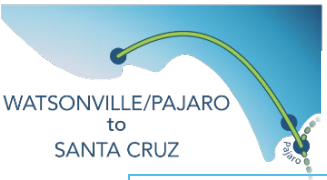




SUPPORTS ENVIRONMENT

Goals	Evaluation Metric	Description	Top 3 Most Important			Notes/Comments from Attendees
			First ●	Second ●	Third ●	
Promotes a healthier environment	Transit ridership	Does project have enough capacity to substantially increase transit ridership?	4	3		<ul style="list-style-type: none"> Consider appealing to choice riders, more appealing than driving Consider assessing by demographic, including seniors and disabled Consider changing description to say does “...to substantially increase and expand...?” Consider using passenger miles traveled Consider the number of people moved per hour, scalability of alternative (multi-car) Consider using public transit mode share as metric
	Emissions reduction	Does project support the goal of reduced emissions?	5	1		<ul style="list-style-type: none"> Consider assessing over the long term Consider climate change mitigation as separate goal Consider assessing life cycle emissions of the system, including maintenance





SUPPORTS ENVIRONMENT

Climate adaptation	Will project adapt to climate change?	3			<ul style="list-style-type: none"> Consider assessing to what extent do projects support climate adaptation Consider identifying how quickly alternatives can be implemented to start impacting VMT
Biological, visual, noise and vibration	Are there effects of the project on biological resources, visual, noise and vibration?	2	1		<ul style="list-style-type: none"> Consider assessing the effects of paving the corridor: including runoff, heat island effect Consider assessing the visual effects should include privacy of neighbors
Energy usage	Does project support the goal of reduced energy usage?	1	2	3	<ul style="list-style-type: none"> Consider using quantitative measures to assess
				1	<ul style="list-style-type: none"> Consider assessing jobs/housing balance to support sustainability
					<ul style="list-style-type: none"> Consider adding sustainability to the assessment (i.e., battery disposal for EVS) and potential use of "Best Value Contracting" Consider assessing 5G integration into future infrastructure needs and beyond Consider adding a Sea Level Rise metric Question about if alternatives would be analyzed to assess land use impact and spur compact development

OTHER GOALS





Goals	Evaluation Metric	Description	Top 3 Most Important			Notes/Comments from Attendees
			First ●	Second ●	Third ●	
Addresses project-specific concerns	Technical feasibility	Is project technically feasible?	3		1	<ul style="list-style-type: none"> Suggested if no, then leave off list Consider adding how soon can the alternatives be built
	Consistent with other planning Efforts	Is project consistent with other local, state and federal planning efforts?	2	3		<ul style="list-style-type: none"> Consider specifying how in this matrix Consider being consistent with TAMC efforts, around the Bay single seat
	Consistent with regulatory requirements	Is project consistent with local, state, and federal regulatory requirements?	2	1		
	Integration	Does project integrate into existing transportation infrastructure?	1	1	3	
	Right-of-way	How easily can project be integrated into existing right-of-way?		1	1	
			1			<ul style="list-style-type: none"> Consider adding is the alternative appealing, especially to young people
			2			<ul style="list-style-type: none"> Consider adding desirability, including the ability of riders to move around on vehicle, Wi-Fi access





GENERAL

Questions & Answers, and Comments

Questions were asked about how will the “High, Medium, Low” rankings for Phase 1 determined and used. The team mentioned that the evaluations were not occurring today’s meeting, rather the meeting’s intent is to gather input about the framework for refinement.

- Consider using Good/Fair/Poor instead, as “Low” is good for some metrics (cost, collision rates)
- Phase 2 metrics listed as “High, Medium, Low” still seem to be qualitative rather than quantitative measures. The team mentioned that the criteria will be developed and outlined at a later date
- What is the timeline of the entire process? Expecting to conclude the TCAA by end of January 2021
- How does information get input into the analysis (facts and data)? Gathered available information such as travel demand models, cell phone data, previous funding plans, transit networks in similar communities, etc. will be utilized and analyzed.
- Consider categorizing metrics into different prongs (Economy, Social Equity, Environment), as there appears to be much overlap

SUPPORTS ECONOMY

Questions & Answers, and Comments:

- What is the scale associated with “cost/rider” performance measure? I.e. 50 years? The Future horizon year will be 2040
- Consider providing a longer timeline considering the large investment likely required
- Consider framing the “capital cost” performance measure by number of users served rather than one value
Consider adding “cost/rider” performance measure to Capital Cost metric
- Consider revising “cost/rider” performance measure to “cost/passenger mile” under O&M metric
- Consider investigating the use of the “jobs” component in more detail
- Consider adding automated transit to the measure, because this will have lower O&M costs – automation capability as metric
- Regarding freight rail options, consider adding increased safety associated with freight rail operations as opposed to freight trucking operations (e.g. possibility of truck turnover)
- Consider identifying the potential impacts and changes in housing prices (including rent and TOD) as they relate to new services and stations
- Consider assessing alternatives serving where commercial/destinations are now, or stick to the ROW and let development priorities shift
- Question about how some stations are proposed in areas already fully built out, these stations would likely have smaller platforms and development would arrive more slowly



- Consider variations such as “cost/resident” or “cost/tenant” which will help accounting for differences in population (i.e. south county vs north county)
- Question was asked about expanding freight on the corridor. Many alternative options would remove the option to move freight. If freight tracks remain in Watsonville, they will be “in the way” of access to the LPA to Watsonville riders

SUPPORTS EQUITY

Questions & Answers, and Comments:

- Question was asked regarding the “access” metric, how are disadvantaged populations defined? The RTP outlines the definition for disadvantaged populations, with primary factors being race and income level
- Consider including disabled persons in this category, but RTC indicated data does not typically identify the locations of such individuals
- Consider re-evaluating “transit vehicle miles traveled” performance measure – suggest “passenger miles per transit service,” “passenger miles traveled,” or similar, metric should include the number of people moved per hour
- Regarding accessibility to proposed system, consider assessing demographics, disadvantaged populations, income levels, educational opportunities
- Consider adding equity integrated with of jobs, housing, and congestion issues (jobs/housing imbalance) – people are struggling to live and work in this community
- Consider assessing transit hubs/TOD potential to create gentrification
- Consider the cost to users (fare) as an equity issue – should be affordable
- Consider hours of operation as an equity issue – service workers need early and late service
- Consider the system should reach disadvantaged populations in Watsonville
- Questions about how are we getting low income and transit dependent populations to participate in this study which may include advertising on buses.
- Consider assessing the cross county commute from Watsonville: If vehicle gets on and off the corridor time savings compared to Hwy 1 will decrease and travel time reliability will also decrease
- Consider changing “bike capacity on transit/day” performance measure to “bike capacity/vehicle” or similar, due to METRO’s ability to currently accommodate three bikes per bus
- Consider availability and accessibility for bikes, how much will each alternative shift users out of their car for first/last mile
- Consider assessing how the different alternatives would have different impacts on the trail (e.g. width, moved to surface streets, additional ROW needed, trail quality)
- Regarding access for disadvantaged populations, consider ensuring level boarding and loading options (with no assistance needed from driver) and consider carrying capacity of vehicles





- Consider emphasizing travel time reliability during peak hours (when most important) as opposed to aggregated over the entire day
- Consider the synergies between bike options and other transit services – i.e. expansion of the JUMP bike program
- Consider adding “accessibility for all users” (includes seniors) or similar as a new metric
- Consider “high need” terminology as opposed to “disadvantaged”

SUPPORTS ENVIRONMENT

Questions & Answers, and Comments:

Consider emphasizing the “line” aspect of corridor – an immovable, dependable, and fixed route

- Consider assessing students in planning process, as they comprise of a large traveling percentage of the population – UCSC, Cabrillo College, K-12. Their ability to access Education could be considered an equity issue
- Consider assessing the appeal and desirability of service/mode to attract “choice” riders in the analysis. Suggestions for enhancement included marketing, branding, comfort, amenities (i.e. ability to work on buses), etc.
- Question about why aren’t people using transit currently. This new system should be designed to address those shortcomings directly
- Consider defining services/modes necessary to double transit ridership, as well as how much doubling capacity would cost
- Consider assessing the climate change effects and adaptation to new technologies, and climate change creates urgency: How many years to implement the alternative should be a metric
- Regarding climate concerns, consider non-emission sources such as particles from tires
- Consider adding “pollutants per VMT” as another performance measure
- Comment: Many riders will still want to drive to stations, parking lots would have big impact if connector service not easy/robust
- Consider building the system with little to no parking lots – riders should arrive by transit or active transportation
- Consider adding a “public transit mode share” performance measure which seems to be missing from the evaluation framework and consider if the project has the capability to expand transit usage
- Consider adding a “life cycle emissions” performance measure which seems missing from the evaluation framework (including production of vehicles, maintenance, and disposal)
- Consider adding the amount of added pavement as an Environmental issue (runoff, heat island effect)
- Consider adding “privacy” to noise/vibration effects metric because some alternatives (gondola, inverted PRT, multi-level rail cars) would look into people’s windows.
- Consider sea level rise and proximity to fault line in development of Locally Preferred Alternative (LPA) and service

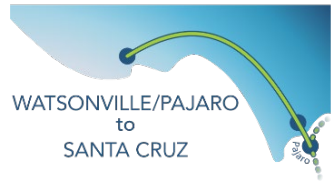




OTHER GOALS

Questions & Answers, and Comments:

- Question about what is the effect on land use with this impact maybe more important than the actual LPA selected. The goal is to promote densification as opposed to sprawl, as well as protect environmental regions. Promoting compact development could be a metric under Environment.
- Consider adding jobs-housing imbalance to the analysis
- Consider refining technical feasibility to include when/how soon the system can be built
- Consider assessing the feasibility of incorporating freight and other FRA compliant vehicles (i.e. Roaring Camp) options in tandem with other modes
- Consider ensuring that the TCAA outcome and goals are consistent with other planning efforts (such as TAMC)
- Consider the consistency with other plans as a very important aspect of this study: once the LPA is decided, many local and state plans would begin to move forward
- Consider the need to integrate the new transit corridor into entire transportation network
 - Consider transforming the entire network for future travel patterns, modes, and services
 - Consider assessing a robust and integrated system will create more METRO advocates in the community, subsequently correlating to increased funding due to patronage voting efforts
 - Consider identifying landowners that have property in the path of or adjacent to the ROW and do not want to sell their property for TOD, stations, etc. being propose



Discussion 2: Initial List of Alternatives

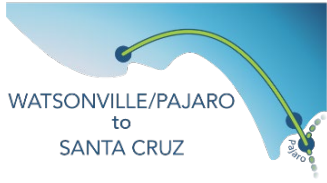
- The purpose of this discussion was to share information and gather input on the Core and Commuter Services
- **Handouts:** Core and Connector Service Characteristics and Examples (each option numbered).
Activity: Core & Connector Services Table Exercise. Attendees provided open-ended feedback captured by team about pros/cons of Core & Connector Services. Attendees also wrote specific pros/cons on easel pad

Pros	Cons
	1-7: These were considered less desirable than rail options
	1: Consider deleting because there is no advantage over existing service
8-12: Consider the Positive effect on land use over long term and likely to be chosen by riders	6 and 7: Consider deleting because this is suitable for public transit
	12: Attendees considered this alternative as too expensive for implementation
	14-18: Consider eliminating all pie in the sky options because of expected too long to deliver

Questions & Answers, Comments:

- Question about how to assess the different modalities affect the width of the trail. Difference alternatives require different ROW widths, so trail width will indeed need to reviewed and designed depending on the service provided
- Question about how are the pros and cons of each alternative determined? The metrics as outlined from the triple bottom line approach will be used to determine and distinguish the benefits and obstacles of each alternative
- Ensure trails are preserved in all scenarios. Attendee voiced concern that a trail may be deemed an afterthought to the LPA, as designs have already shown trail widths decreasing from 12 ft to 10 ft to 8 ft. Team indicated that the standard CA minimum trail width is 8 ft.
- Consider options that feature cars as a means of travel
- Consider combining solar PV energy generation arrays with PRT alternatives, solar on stations
- Consider feasibility of core services that fall out of contention as connector services
- Consider assessing PRT and streetcar as connector service options





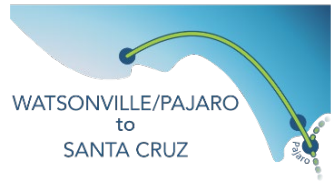
- Consider phased implementation of connectors (e.g. bus line could eventually become streetcar)
- Consider including bike share in connector services
- Consider re-evaluating passenger capacity thresholds and ranges (i.e. no capacity limit at 100 passengers for alternatives that can add additional cars)
- Consider eliminating diesel or CNG vehicles from contention
- Consider adding range of 5 to 9 passengers to the Universe of Alternatives handout
- Consider emphasizing that autonomous vehicles should be highly regarded in an effort to reduce METRO labor costs
- Consider the importance of considering the proposed system’s integration with freight service as it exists in Watsonville today – as well as potential connectivity to Pajaro and Gilroy

Discussion 3: Potential Station Locations

- The purpose of this discussion was to gather input on the initial station location
- **Display:** Large North and South County maps identifying key destinations/population centers with previously identified rail study identified potential stations
- **Activity.** Attendees provided general comments that were captured by team regarding the previously identified rail study potential stations

Station	Comments
1.	<ul style="list-style-type: none"> • (Between stations 1 & 2) Almar puts people at a retail center • Larger station
2.	<ul style="list-style-type: none"> • New bike/ped trail under construction will be good connector • Platform
3.	<ul style="list-style-type: none"> • Could use the spur along Chestnut to get nearer downtown • Large station! • Bus connection to UCSC #3, 4 and 5
4.	<ul style="list-style-type: none"> • Consider move or add Harbor location • Platform
5.	<ul style="list-style-type: none"> • Good! High population density! • Loop connector service to match Trunk Line schedule (pulse) <typical> • Redevelopment potential platform
6.	<ul style="list-style-type: none"> • Loop connector service to match Trunk Line schedule (pulse) <typical> • 38th St instead? • For “new mall” access • Larger station • Move to 38th St?
7.	<ul style="list-style-type: none"> • Platform
8.	<ul style="list-style-type: none"> • Gondola





	<ul style="list-style-type: none"> • Or a new overpass? Or across from Cabrillo and use a gondola to connect across the freeway to upper campus • Platform • Bike bridge
9.	<ul style="list-style-type: none"> • New village area Trout Gulch • Do you mean a historic station in the village or somewhere else? • Larger station
10.	<ul style="list-style-type: none"> • Loop connector
North County Comments	<ul style="list-style-type: none"> • Possible “station” at Depot Park or further up Chestnut St? • Keep it simple and affordable • Add Seascape platform • Davenport North
South County Comments	<ul style="list-style-type: none"> • Seascape Resort Village • Watsonville Junction connect to state and beyond • Castroville please • Seascape (2 comments) • No other stations? • La Selva Beach • Connector (at Freedom Blvd Retail) • Large station (end of Pajaro) • Connector senior community

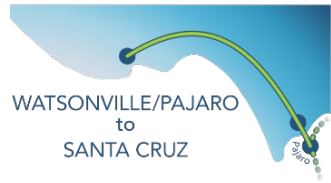
Questions & Answers, Comments:

- Question about how the public is being informed for this study. RTC is engaging with social media, website, radio ads, newspapers, etc. (including dual language efforts). Consider adding signs to METRO buses for higher visibility.
Question about how long it will take until something is actually done. Expressing frustration in going through similar motions and activities for years. Team presented process of project development related to pre-scoping, LPA, environmental, PS&E, construction – indicating that each stage varies and may take years
- Consider the viability of station locations (i.e. land ownership issues), move Stations #6 from 41st Ave to 38th Ave, and consider a station at Seascape/Rio Del Mar.

Map Markups:

- Consider identifying a possible “station” at Depot Park or Chestnut St
- Consider moving (or adding) Station #4 to harbor location (farther east)
- Regarding Station #3, consider using the spur along Chestnut St to get nearer to downtown
- Consider loop connector services (i.e. UCSC, Live Oak, Watsonville, etc.) to match trunk line schedule





- Consider moving Station #9 farther east to new village area (Trout Gulch)
- Consider larger stations for proposed North County stations
- Consider bus connections to UCSC from Stations #3-5
- Consider a station at Davenport and La Selva Beach
- Consider Watsonville Junction, connecting to Castroville and other destinations in the state and beyond
- Consider additional and other station locations in Watsonville

Miscellaneous Information/Comments:

- Attendee indicated more than half the population in Santa Cruz are renters
- Consider implementing climate-positive alternatives sooner rather than later
- Attendee stated mid-county residents currently encounter difficulties accessing various services (due to congestion and transportation issues flanking either side)
- Responded to a question about the difference between “cost per rider” and “cost for rider” – acknowledging they are correlated but different
- Attendee stated the largest senior community is located on the east side of Watsonville

Easel Pad Comments:

- Attendee suggested not to consider adding other “stations” in Watsonville
- During sign-in and throughout the meetings, attendees were given the opportunity to write comment cards, which could be turned in to the comment box during the meeting or brought home to mail or fax later. The following comment cards were submitted at the meetings:

Comment #1:

We should utilize the current tracks as much as possible. Electric trains seem to be the way of the future. That should help those who have homes close to the tracks. Make stops quick—like the Capitol Corridor—on and off. Be sure you serve seniors—largest community in south county and also those with disabilities. Remember Watsonville has freight needs—work with local businesses.

Submitted by:

Nancy Bilicich
Adult Education

831-786-2160 | Nancy_bilicich@pvusd.net

Comment #2:

I really like what Ross Clark said regarding the incorporation of TAMC into rail corridor planning! It sounds like a timely alternatives analysis/transit plan may serve to encourage transit further afield!

Other significant points:

- a. Rails are far superior to pavement!





- b. Public transit mode share – what will it take to get the most people around in this county?
- c. Climate change seemed to be a significant concern of most people today
- d. How many bikes per vehicle is a BIG DEAL for train/bike users!
- e. Level boarding important for the handicapped

Other big ideas:

1. Bike share important connector
2. Think about transit-oriented developments
3. CA Rail Plan is funding source, already has Santa Cruz Branch Rail Line in its 2018 Rail Plan! (Money!)
4. Bus funding will be easier when used as connector for rail travel! Money talks!

Submitted by:

Grace Voss
SCCCC (Bike Club)
800 Brommer Street #80
Santa Cruz, CA 95062
831-462-4884 | gracevoss@sbcglobal.net

Comment #3:

Priorities: high score should go to solutions that

- Use full length of corridor to Pajaro
- Integrate well with bike and trail users
- Integrate with METRO and improve ridership
- Minimize time to implementation – be built soon
- Permit high capacity ≥ 100 passengers/vehicle
- Have no or low greenhouse gas emission
- Connect with State Rail Network
- Integrate with TAMC and Ambag RTPs
- Respect the adopted Coastal Rail Plans
- Level boarding for bikes, wheelchairs
- Consider useful vehicle life and lifetime costs
- Minimize need for new pavement

Thank you!

Submitted by:





Barry Scott
Coastal Rail Santa Cruz
260 Rio Del Mar Blvd. #23
Aptos, CA 95003
831-612-6574 | barry@coastalrail.org

Comment #4:

Allow Community Bridges Lift Line to utilize BART or rapid transit for constituents and provide for Lift Line vehicle access to station for connectivity from rail to services.

Add seniors and people with disabilities to list of “disadvantaged” (please change the term) populations to increase access.

Consider sea level rise and earthquakes in environmental assessment.

Cost per person is part of accessibility, please include in final analysis and tiered system based on income levels.

Submitted by:

Tonje Switzer
Community Bridges
519 Main Street
Watsonville, CA 95076
831-688-8840 x208 | tonjes@cbridges.org

Comment #5:

Thank you all for your hard work and allowing us this opportunity!

(Letter attached to comment card)

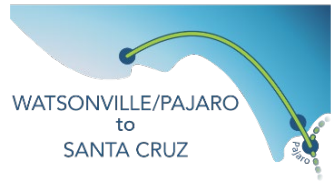
Good morning staff:

CFST is very appreciative of being invited to this very important discussion about alternatives on the corridor. After we polled our membership, four criteria stood out as the must haves for this study.

1. Highest number of persons traveled possible, that could be capacity of the vehicle or a system that is capable of traveling more frequently thus increasing ridership
2. Least GHG emissions
3. Must have adequate space for bicycles. We will assume it will be ADA compliant.

To come to some understanding of what can be considered as actual transit options, we need to know what the goal or what this corridor was intended for. I went to the archives and the original intent was





to expand transportation options for now and into the future, including freight rail (goods movement), passenger rail (transit and recreational) and a bike and ped trail.

Question #1: Is freight still considered to be transported on the entirety of this corridor?

If yes, then there are only three alternatives out of the 18 listed that are compatible with freight rail.

1. Intercity Rail
2. Commuter Rail
3. Light Rail EMU

Question#2: Are you will to sacrifice freight rail on this corridor in favor of the other 15 scenarios that are listed?

If the answer is no, then we are limited to those three choices for Core Service Alternatives. Also under supports economy, what is the impact on freight rail operators and shippers and under performance measure, you list freight weight volume, which all 15 scenarios would rate low and three would be high.

Under Connector Services, three choices and all susceptible to congestion with cars.

Question #3: Could we study one or more of the Core Services choices and make them into a connector service as time passes and technology improves (i.e. PRT, Inverted or Elevated)?

In the meantime while we are waiting for this technology to be operationally feasible and cost effective, we use METRO and enhance its operations as a connector.

Question #4: Will the Alternatives Study analyze a phase approach to transit on the corridor as well as connector service shifting from one more to another as ridership and funding increase?

Before CFST can effectively recommend an alternative on the corridor, we need to know if freight rail consideration on this corridor.

Steve Decker – used some of their experience plus UCIS, 2040 RTP.

Also, from CFST Newsletter:

- The entire public transit system should be evaluated and reconfigured as needed to optimize the efficiency of the entire system.
- Costs should be evaluated per user and operating costs per passenger mile
- Evaluation of bicycle and wheelchair access
- To what extent will the project promotes transit ridership
- To what extent will the project promote compact land use patterns





Submitted by:

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Community Focus Group Meeting

Wednesday, February 5, 2020

Simpkins Swim Center, Community Room

979 17th Avenue, Santa Cruz, CA 95062

9:00 a.m. Meeting	Entity/Organization Invited	Name	Attended
Business Community Leaders			
	Santa Cruz County Conference and Visitors Council	Maggie Ivy	
	Capitola-Soquel Chamber of Commerce	Toni Castro	
	Santa Cruz Chamber of Commerce	Casey Beyer	Casey Beyer
	Pleasure Point Business Association	Derek Rupp	
	Aptos Chamber of Commerce	John Hibble	
	Downtown Business Association of Santa Cruz	Abra Allan	Abra Allan
	Santa Cruz County Business Council	Robert Singleton	
	Lomak Property Group	Doug Kaplan	
	Monterey Bay Economic Partnership	Kate Roberts	
	Red Tree Properties	Doug Ley	
	Ow Properties	William Ow	William Ow
	Envision Housing	Eric McGrew	
	Santa Cruz Beach Boardwalk/Seaside Co.	Kris Reyes	
	Seascape Resort	Jim Maggio	
	Dominican Hospital	Nanette Mickiewicz	
	Sutter/PAMF	Leah Cowan	
	Kaiser	Hanh Nguyen	
	Plantronics	Roberto Garcia	
	Monterey Bay Labor Council	Glen Schaller	
	MidPen Housing	Diana Alfaro	Diana Alfaro
	MidPen Housing	Joanna Carman	Joanna Carman
	Santa Cruz Rotary	Ross Condit	
	Santa Cruz Sunrise Rotary	Peter Truman	
	Scotts Valley Rotary	Bill Holl	
	Capitola-Aptos Rotary	Michelle Bassi	
	San Lorenzo Valley Rotary		
	SC Sentinel	Steve Bennet	
	Cruzio	Peggy Dolgenos	Peggy Dolgenos
Neighborhood/ Youth/Seniors Leaders			
	Live Oak Neighbors	Linda Wilshusen	Linda Wilshusen
	Santa Cruz Neighbors	Barry Kane	
	Rural Bonny Doon Association	Ted Benhari	Ted Benhari
	Rio Del Mar Improvement Assoc	Dan Rothenbush	
	Seacliff Improvement Association		
	Davenport North Coast Association	John Barnes	
	Seniors- Area Agency on Aging	Clay Kempf	
	Encompass Community Services	CFDP/ERSEA Manager	
	Boys & Girls Club of Santa Cruz	Bob Langseth	
	Sierra Club	Micah Posner	Micah Posner
	New Wave Networking	Alexandra Sibille	
	Santa Cruz Nexties	Matthew Swinnerton	

Community Focus Group Meeting

Wednesday, February 5, 2020

Simpkins Swim Center, Community Room

979 17th Avenue, Santa Cruz, CA 95062

10:45 a.m. Meeting	Entity/Organization Invited	Name	Attended
Transportation Leaders			
	Santa Cruz County Cycling Club	Grace Voss	Grace Voss
	Bike Santa Cruz County	Gina Cole	Gina Cole
	Mission Pedestrian Bicycle Committee	Debbie Bulger	
	Bicycle Committee	Amelia Conlen	
	Friends of the Rail & Trail	Sally Arnold	Sally Arnold
	Greenways	Bud Colligan	Bud Colligan
	Trail Now	Brian Peoples	
	Coastal Rail Santa Cruz	Barry Scott	Barry Scott
	Santa Cruz Personal Rapid Transit	Brett Garrett	Brett Garrett
Environmental Community Leaders			
	Friends of Santa Cruz State Parks	Bonnie Hawley, John Akeman	
	Land Trust of Santa Cruz	Stephen Slade	
	Resource Conservation District	Lisa Lurie	
	Ecology Action	Piet Canin	Piet Canin
	Sierra Club of Santa Cruz County	Gillian Greensite	
	League of Women Voters	Barbara Lewis	
	Campaign for Sustainable Transportation	Rick Longinotti	Michael Saint
	Campaign for Sustainable Transportation		Robert Morgan
	Central Coast Wetlands		Ross Clark
Education Leaders			
	Santa Cruz County Office of Education	Faris Sabbah	Faris Sabbah
	Happy Valley Union Elementary School District Office	Helen Herd	
	Live Oak School District	Lorie Chamberlain	
	Pacific Elementary School District Office	Eric Gross	
	San Lorenzo Valley Unified School District	Laurie Bruton	
	Santa Cruz City Schools	Kris Munro	
	Santa Cruz City Schools	Emil Frates	
	Scotts Valley Unified School District Office	Tanya Krause	
	Soquel Union Elementary School District Office	Scott Turnbull	

Community Focus Group Meeting

Wednesday, February 5, 2020 - 2:00 p.m.

Watsonville Library, Community Room

275 Main Street, 2nd Floor, Watsonville, CA 95076

Entity/Organization Invited	Name		Attended
Soroptimist International of Watsonville			
Watsonville Women's Club	Barbara	Lyons	
Santa Cruz County Farm Bureau	Jess	Brown	
Rotary Club of Watsonville	Kathleen	King	
Freedom Rotary	Gloria	Garing	
Watsonville Woman's Club	Paula	Tanner	
Action Pajaro Valley	Theresa	Brown	
Encompass Community Services			
Community Action Board of Santa Cruz County, Inc.	Maria Elena	De La Garza	
YMCA	Robert	Wollenzien	
Pajaro Village Homeowners Association			
Bay Village Homeowners Association			
Pajaro Dunes Association	Carol	Turley	
Watsonville Community Science Workshop	Darren	Gertler	
CRLA	Gretchen	Regenhardt	
Agricultural History Project (AHP) Museum	John	Kegebein	
Corralitos Womens Club			
Freedom Lions Club	Maureen	Moore	
Digital Nest	Jacob	Martinez	
Jovenes Sanos	Keisha	Frost	
Jovenes Sanos	KyMBERly	Lacrosse	
Pajaro Valley Chamber			Chaz Roth

Community Focus Group Meeting

Wednesday, February 5, 2020 - 2:00 p.m.

Watsonville Library, Community Room

275 Main Street, 2nd Floor, Watsonville, CA 95076

Entity/Organization Invited	Name		Attended
Wetlands Watch	Jonathan	Pilch	
Pajaro Valley Unified School District	Michell	Rodriguez	
Pajaro Valley High School	Matt	Levy	
Watsonville High School	Elaine	Legorreta	
Rolling Hills Middle School	Ivan	Alcaez	
Cesar Chavez Middle School	Benjamin	Ito	
Lakeview Middle School	Dr. Rosa	Hernandez	
E.A. Hall Middle School	David	Harrah	
St. Francis High School	Patrick	Lee	
Watsonville Pilot's Association			
Cabrillo College	Dr. Matthew	Wetstein	Bradley Olin
Monterey Bay Central Labor Council	Cesar	Lara	
Watsonville Rotary and active community member	Murray	Schekmen	
Ceiba Charter School	Josh	Ripp	
Community Bridges	Ray	Cancino	Ray Cancino
Green Valley Church			
St. Patrick's Parish			
All Saints Episcopal Church			
Calvary Chapel			
First United Methodist			
Westview Presbyterian			
Our Lady Help of Christians			
Bethel Tabernacle			
Grace Works Bible Church			
Pajaro Valley Water	Brian	Lockwood	Marcus Mendiola
Business Owner/AG	Jeannie	Kegebein	
Business Owner/AG	Kirk	Schmidt	
Business Owner	Ron	Ense	
Watsonville Historical Society			

Community Focus Group Meeting

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Entity/Organization Invited	Name		Attended
Pajaro Valley Arts	Linda	Martin	
Ow Properties	William	Ow	
Santa Cruz County Farm Bureau	Matt Gianelli		
Pajaro Village Homeowners Association			
Lutheran Church	Pastor Susan		
Pajaro Valley Prevention and Student Assistance	Erica	Padilla	
Watsonville Historical Society	Jodi	Frensley	
Watsonville Adulthood	Nancy	Bilicich	Nancy Bilicich
PVUSD	Todd	Livingstone	Todd Livingstone
CC Watsonville	Rachel	Mayo	Rachel Mayo
The Day Worker Center			
John Martinelli			
Myles Reiter			
Navigation Center			
Assemblymember Robert Rivas Office	Kayla	Klauer	Kayla Klauer
Pajaro Valley Prevention and Student Assistances	Erica	Padilla	
Santa Cruz County Office of Education	Dana	Sales	Dana Sales
PVUSD	Alicia	Jimenez	Katie Powell
Sean Shrum	Sean	Shrum	
Watsonville Planning Commission			Anna Kammer