

## Transit Corridors Alternatives Analysis Milestone 2 Email Input 4/14 through 5/11

J Lighthill <[jimmlight@comcast.net](mailto:jimmlight@comcast.net)> 4/16/2020

Dear SCCRTC Commissioners, Director and Staff,

Thank you for considering public suggestions for future projects. My recommendation pertains to increasing active transportation opportunities and is as follows:

**Connect the MBSST directly to Cabrillo College with a bike/pedestrian tunnel or bridge.**

I understand there is a plan currently underway to build a bridge to reconnect Mar Vista Dr. in Aptos, but I hope you'll see that, as planned, this connection:

- a) Serves only a small portion of the community, with a narrow scope of accessibility,
- b) Puts bikes/pedestrians in harm's way on Mar Vista Dr. (on the ocean side of highway, a very busy road), and on Soquel Drive, thereby discouraging use, and
- c) Is expensive. Current estimate \$13.2 Million. [https://sccrtc.org/wp-content/uploads/factsheets/Hwy1MarVista\\_Fact\\_Sheet.pdf](https://sccrtc.org/wp-content/uploads/factsheets/Hwy1MarVista_Fact_Sheet.pdf), and is not fully funded.

I envision an alternative.

Connecting the MBSST (at a location just north of Borregas Creek in Aptos) with Cabrillo College (near the field maintenance buildings) could

- a) Provide safe access to six schools (Mar Vista Elem, Delta HS, Oasis HS, Twin Lakes school, SC Montessori, and Cabrillo College; see map below),
- b) Promote active transportation and serve more county residents (access to Cabrillo becomes a 20-minute e-bike ride, or less, from as far as Santa Cruz or La Selva Beach).
- c) Be more cost effective. Length of needed tunnel or bridge ~0.1 mile. The Boring Company, in Hawthorne, Ca, recently completed a 1.14 mile tunnel for \$10 Million, just two years after its initial conceptualization. This may be well worth exploring. <https://www.boringcompany.com/testtunnel>. Whether bridge or tunnel, this location offers more flexibility of alignment.

Additional considerations:

There is an existing paved path on the Cabrillo side (near the existing field maintenance buildings; see photos below). The path continues up to Soquel Dr. through an existing parking lot. Eliminating public parking on Soquel Dr. in this area could allow room for a protected, bi-directional bike/ped path to Mar

Vista Elem and/or SC Montessori schools. There is an existing foot bridge over Soquel Dr. in this area, as well.

This site could offer a connection to transit, if such becomes available on the rail corridor.

In addition to increasing accessibility to these schools, this connective link would also accommodate those attending Cabrillo College events, such as its farmers market, theater, sporting events, in addition to those visiting local parks, churches, and more. This connection would also allow increased accessibility to local beaches and state parks to those who live on the inland side of Hwy 1.

Only routes perceived to be safe will attract bicyclists and pedestrians (especially those traveling to schools). I hope you will consider the potential efficiency of this project: one that might serve our community better by using existing paths and corridors and potentially saving on construction costs. Previously severed communities could be connected again. Thank you for your consideration.

Sincerely,

Johanna Lighthill



**From:** Mark Mesiti-Miller <[markmesitimiller@gmail.com](mailto:markmesitimiller@gmail.com)>

**Sent:** Thursday, March 19, 2020 10:25 AM

**To:** 'Andy Schiffrin' <[Andy.Schiffrin@santacruzcounty.us](mailto:Andy.Schiffrin@santacruzcounty.us)>

**Cc:** 'Ryan Coonerty' <[Ryan.Coonerty@santacruzcounty.us](mailto:Ryan.Coonerty@santacruzcounty.us)>; Guy Preston <[gpreston@sccrtc.org](mailto:gpreston@sccrtc.org)>

**Subject:** RE: TCAA follow up to our meeting last week

Hi Andy,

Thanks for your prompt response.

I may not have made myself clear and I can see how FORT's request may have been misunderstood. Several of the items we are requesting are not additions, just a request that during the next phase, Phase 2, of the TCAA, some of the performance measures be updated.

For example, during the focus group sessions, we asked that the nationally recognized metric "Passenger Miles per Transit Vehicle Mile" be used instead of "Transit vehicle miles traveled" as the Phase 2 performance measure under the equity goal "Provides accessible and equitable transportation system that is responsive to the needs of all users". At that time RTC staff, METRO staff and the consultants all agreed to this change. However, what was actually included in the updated analysis framework was "Transit passenger capacity miles traveled". While "Passenger Miles per Transit Vehicle Mile" speaks to the efficiency and efficacy of an option, "Transit passenger capacity miles traveled" seems almost meaningless by comparison as an option could achieve very high capacity without any efficiency or efficacy.

Given the multi-generational impact of the decision flowing from the TCAA, I trust you and the RTC will reconsider our request that this, and the other phase 2 measure adjustments we requested, be included as reasonable updates in the interest of providing citizens with the best possible information and furthering the over-arching goal of choosing the best option for high-capacity public transit along the corridor.

Please do stay healthy as well,

Mark

*Mark Mesiti-Miller, P.E.*

*Vice Chair, Friends of the Rail & Trail*

*Husband, father, grandfather and champion for social, environmental, and economic justice*

*(831) 818-3660*

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**From:** Mark Mesiti-Miller <[markmesitimiller@gmail.com](mailto:markmesitimiller@gmail.com)>

**Sent:** Wednesday, March 18, 2020 2:29 PM

**To:** Ryan Coonerty <[Ryan.Coonerty@santacruzcounty.us](mailto:Ryan.Coonerty@santacruzcounty.us)>

**Cc:** Andy Schiffrin <[Andy.Schiffrin@santacruzcounty.us](mailto:Andy.Schiffrin@santacruzcounty.us)>

**Subject:** TCAA follow up to our meeting last week

\*\*\*\***CAUTION:**This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.\*\*\*\*

Greetings Ryan and Andy,

I hope this email finds you and all yours in the very best of health and spirits during these challenging times.

Please find attached a copy of FORT's letter to the RTC dated February 12, 2020, regarding the TCAA with the our remaining concerns highlighted.

Like you, FORT is committed to evaluating the options for high-capacity public transit on the rail corridor. To provide citizens with objective, clear and convincing comparisons between public transit options, we recommend the concerns listed below be given serious consideration and included in the TCAA before Phase 2 of the study begins.



1. Passenger Miles per Transit Vehicle Mile should be included as a phase 2 performance measure. Passenger Miles per Transit Vehicle Mile is a nationally recognized metric included in the *National Transit Database* and speaks to both equity and economy.
2. Include analysis of both the Capital costs and the O&M costs needed to expand a project to double its initial ridership capacity. It is highly likely the demand for public transit will rapidly increase in the near future as the climate crisis and traffic congestions worsens.
3. Include bicycle carrying capacity per transit vehicle or per train-set for all the reasons we discussed and as FORT stated under item 2.a. in FORT's original letter.
4. Include the ease of loading a bicycle onto or into the transit vehicle. Many cyclists are simply unable to lift bicycles onto a typical bus bike rack, preventing them from regularly using public transit. Since bicycles are a proven first mile last mile solution for public transit users, an evaluation of how well a proposed transit vehicle accommodates these users is essential when comparing alternatives.
5. Include analysis of "How much of the existing SCBL corridor will be used by the project" with a Phase 2 Performance Measure: "Miles of Corridor Used" for all the reasons we discussed and FORT stated under item 4.b. in FORT's original letter.
6. Include the extent to which the project will rely on the expansion of existing, or construction of new, paved surfaces, streets and highways" with the Performance Measure: "Area of New or Expanded Pavement". This metric is easily estimated, a key distinctive and of high importance to many folks in our community concerned about impacts on the environment.

We trust other highlighted portions of FORT's letter not included in the above list are being analyzed as outlined here:

The related issues of "total cost of ownership" and "life cycle emissions / vehicle useful service life" will be addressed as part of the estimated O&M costs comparing systems. Since rail vehicles last more than twice as long as bus vehicles, the cost of an appropriate number of total bus fleet replacements will be included in the estimated cost for O&M when comparing bus options to rail options.

FORT's request that the TCAA include a discussion of all possible ways local matching funds for Capital and/or Operating Expenses can be raised. I understand this issue will be addressed under the modified Phase 2 Performance Measure "% funding likely from existing and potential future sources". Potential future sources will include discussion of the various ways local funds can be raised.

Regarding our request that the evaluation of each core alternative should be done in the context of its integration with an optimized public transportation system, we understand that while this type of evaluation would be valuable and relevant, the presently available resources and hard deadlines imposed by CalTrans for completing this study, preclude this approach.

Lastly, on behalf of all the Friends of the Rail & Trail across this great county, THANK YOU for your time and consideration. Your attention during these challenging times is very much appreciated.

Respectfully yours,

Mark

*PS: you may have noticed, I have a new email address [markmesitimiller@gmail.com](mailto:markmesitimiller@gmail.com) Please make note of it as I am phasing out [mark@dm5.biz](mailto:mark@dm5.biz). Thanks !*

*Mark Mesiti-Miller, P.E.*

*Vice Chair, Friends of the Rail & Trail*

*Husband, father, grandfather and champion for social, environmental, and economic justice  
(831) 818-3660*

**From:** Chelsea George (ChelseaMaya) <[chelseamaya@gmail.com](mailto:chelseamaya@gmail.com)>  
**Sent:** Monday, April 13, 2020 8:34 PM  
**To:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
**Subject:** Re: Transit Corridor Alternatives Analysis Online Open House Now Open

What about a trolley, like the red ones in San Diego that they originally bought from Stuttgart, Germany? Or another form of light rail, maybe electric so it's small, light and quiet.

I rode on the Danish light rail that traveled around the country in the mid-1990s. We rode from the Boardwalk to Watsonville. It was fabulous.

C

Pete Haworth [pete.haworth40@gmail.com](mailto:pete.haworth40@gmail.com) 4/14/2020

I have read through the online descriptions of the current short list of alternatives for this project.

All but one of them lists potential strong ridership as a benefit, yet the UCS study presented pretty damning evidence that the ridership would be very low and would have practically no effect on Highway 1. In addition, you are no doubt aware of the ridership number decline on SMART, a service which serves an area of, I believe, about 3 times the population of Santa Cruz, whose ridership numbers are less than those projected in the UCS and has had the tiny effect on 101 freeway.

When Measure D was put on the ballot, we were promised a study of the best use of the rail corridor. To date we have had the UCS with its carefully grouped scenarios to cast the worst light on a trail only option, and now a study of alternatives that studiously avoids any mention of a trail only alternative and does not even provide an option in its survey questions to nominate one. When will we get the study promised in Measure D that disinterestedly compares trail only with the other options under consideration?

All over the country, communities have successfully rail-banked their rail rights of way and built beautiful trails. This is not a pipe dream, they all faced the same obstacles as Santa Cruz but were able to overcome them. The Rails-To-Trails Conservancy has been integral in helping in the process, yet, as far as I know, the RTC has never had any conversations with them, planning instead to incur huge capital and operational costs for a rail system that serves a tiny fraction of the county's population and, as with SMART, has a minuscule effect on Highway 1 traffic.

Sent with [Shift](#)

**From:** Follow your heart <[upward\\_path@yahoo.com](mailto:upward_path@yahoo.com)>

**Sent:** Tuesday, April 14, 2020 9:34 AM

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

**Subject:** Re: Transit Corridor Alternatives Analysis Online Open House Now Open

Are we seriously back to a survey like this? It reminds me of your first "train only" survey in 2014-15, in which there was a Hobson's Choice where you couldn't answer any question without supporting a train/light rail (now add hyperloop, gondolas...?) and what times you'd ride it.

If we don't select at least one of the options we can't submit the survey? How about "none of the above?" This invalidates your entire survey because it forces one to choose something one would never support. No cost estimates, no corridor constraints, no reality.

Dean Morrow

Bob F [bobfif@hotmail.com](mailto:bobfif@hotmail.com) 4/17/2020

To All,

Imagine if Santa Cruz County had fallen for wasting mega-millions by "donating" to an outside freight train organization (only interested in maximizing their profits) to re-build the broken down railroad track system (at our total expense) to exclusively accommodate their freight trains for at least 10 years? And imagine trying to draw money from an depleted government system that has much higher priorities.

On the other hand, if the present deteriorating railroad track had simply been removed or paved over at a much lower cost, we would be presently walking, jogging, bicycling ... making good use of that entire 30+ mile corridor while sharing a beautiful environment. This would provide safer essential travel as well as safe recreation that meets recommended social distancing.

This first step would be the prelude to eventually advance to where a separate single dedicated lane could be added for electric powered buses (presently available to METRO) when mass transportation again becomes safe for all and the same easements needed for any past proposals are definitely assured. (These two phases would be more assured and cost less than trying to safely accommodate heavy freight trains.) Even under the existing conditions, that separate mass transportation lane would never be wasted because it could accommodate almost anyone traveling in a variety of manners, whereas a railroad track would always have limitations. (Please Google, "Freight Train to Nowhere" and "Public Transportation: If you build it (properly), they will come" and follow all the links.) Why ignore common sense???

The present surreal situation seemed unfathomable just a few months ago. Who knows what new reality lurks around the corner? Maybe I'll catch the latest virus and not survive another day. Or maybe many years from now, I'll be able to use the mask that I now have, to filter air so bad that I cannot see my hand in front of my face if our present "leader" continues to reduce air pollution regulations. That scenario may seem extreme, but look at the reality we are now facing!

Bob Fifield

Aptos

Peter Thomas [peteranddonna@cruzio.com](mailto:peteranddonna@cruzio.com) 4/18/2020

I want to comment that I live in Live Oak, within a half mile of the rail line, and were it running, I would use it to go downtown or south county to visit my family.

But it will only be useful if service is more regular than the bus is now.

I used to take the bus (for environmental reasons), but service has been cut back so much that now it is rarely works for me to take the bus when I need to go.

The ability of the agency to provide frequent of service should a key consideration in making the decision for what kind of service to offer.

It seems to me that the train would never be held up by traffic jams. Thus I feel it is the best investment we can make to improve public transportation service between north and south county.

I looked at filling in the survey, but the wording was too specialized or abstract for me to do so.

Not being completely familiar with the jargon used I could not easily interpret what it was asking and why.

For example how is "promotion of active transportation" a transportation NEED I might have. I don't see promotion as a NEED.

Yours,

Peter Thomas  
Cell phone # 831-475-1455



Rick Longinotti [longinotti@baymoon.com](mailto:longinotti@baymoon.com) 4/18/2020

Hi Ginger,

I'm sending this back to the top of your email queue. I imagine you've been busy.

Thanks,

Rick

**Question 1:**

Is the background information available to the public for how the alternatives were scored? If you show how staff and consultants arrived at the conclusions, the public will have more confidence in the conclusions. For example, I can imagine the following groups being skeptical about the following conclusions in the Alternatives Screening report:

**Rail advocates:**

- Commuter Express Bus scores an A in energy usage per passenger mile, while light rail scores a B.
- Bus rapid transit scores an A on capital costs. Does this include the cost of purchasing right-of-way easements due to removal of tracks?

**Bus advocates:**

- Arterial and right-of-way bus rapid transit scores a B in ridership. What route was chosen for estimating bus rapid transit ridership? Are there other potential routes that could result in higher ridership?
- The Rail Transit Feasibility Study assumed a peak headway frequency of 30 minutes. For more frequent headways, more sidings would be needed for trains to pass, potentially requiring the purchase of more right-of-way. Did the Alternatives Screening account for the increased cost of these sidings?

**Bicycle advocates:**

- Bus rapid transit scores A/B in ability to transport bicycles. Local and right-of-way bus scores a B. What's the difference?

**Greenway advocates:**

- The report assumes that modes that depart from the corridor are less reliable than modes that remain on the corridor.

PRT advocates:

- PRT scores a C on accommodating two-way travel on the corridor

Other key questions that could use more information include:

1. How were ridership estimates made for each mode?
2. What kinds of decisions were made about the frequency of service that resulted in the ridership projections? For example, Light Rail is listed as having potential 10-30 minute peak period headway. Which frequency on that scale was chosen to estimate ridership?
3. What kinds of assumptions about the rest of the transit network were made in estimating ridership for each mode? For example, did ridership assumptions include new bus connectors for rail transit stations?

**Question 2:**

For some of the criteria, a discussion could provide more meaningful information than just the letter score. For example:

1. In comparing transit alternatives, it would be helpful if the description included a discussion of the benefits and tradeoffs. For example, which riders are best served with commuter rail and which are best served by streetcar?
2. The report refers to a potential loss of "continuity of the corridor from a loss of easements". What is staff's strategy for preventing a loss in continuity resulting from a removal of tracks from the corridor? What is staff's assessment of the risk of loss of continuity?
3. Are there any assumptions about future rezoning along the corridor that would increase density over time, resulting in increased ridership?
4. Some discussion of time-frame for implementation could be helpful. For example, some modes that currently score low on feasibility could become optimal at some future time. Time-frame analysis could inform cost. For example, hydrogen or battery-powered light rail may not be feasible in the short run. But it could be less expensive than overhead wires.
5. It appears that your estimate for travel time includes traversing the entire length of the corridor. Yet how much demand is there to travel the whole corridor? Would a better metric for estimating social benefit be travel time for people in high travel demand areas to get to their regular destinations? See the maps Jarrett Walker creates on how far people in one area can get within 30 minutes; 45 minutes, etc. <https://humantransit.org/2018/08/dublin-new-map-of-where-you-can-go-and-how.html>

Barry Scott [barry@coastalrail.org](mailto:barry@coastalrail.org) 4/20/2020

Dear Ginger, et al,

This may be of interest to you, published this morning.

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Funding Opportunity for Consolidated Rail Infrastructure and Safety Improvements

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

Link: <https://www.govinfo.gov/content/pkg/FR-2020-04-20/pdf/2020-08226.pdf>

Many thanks,  
Barry

Barry Scott

Coastal Rail Santa Cruz

A not for profit organization

831-612-6574

[CoastalRail.org](http://CoastalRail.org)

[Facebook.com/CoastalRail](https://Facebook.com/CoastalRail)

Brian Peoples <[brian@trailnow.org](mailto:brian@trailnow.org)> 4/23/2020

Please find comments on Alternative Analysis.

### **IMPACT ON TRAIL**

Our primary concern is that the study does not incorporate how the selected mass transit system will impact the Santa Cruz Coastal Trail. The fact is, a fixed-rail system (train) will prevent the construction of the continuous trail; making the trail unaffordable and physically not possible through the central sections (Santa Cruz to Manresa Beach). Based on the Unified Corridor Study (2017-18), the Santa Cruz Coastal Trail would have 5 to 10 times more users than a train or bus, projecting more than 800 active transportation users an HOUR (commuting, school, shopping, etc.) using the trail versus a train that would have less than 2000 users a DAY. We believe not including the impact of the proposed transit system on the Santa Cruz Coastal Trail makes the **alternative analysis significantly flawed**.

### **SELECTED ALTERNATIVES**

We ask that two additional alternatives (Shuttle, Micro-shuttle) be included in the study. Each of these are more practical solutions due to the fact they can operate as autonomous vehicles and have a seating capacity of 12-15, which is more cost-effective.

#### **ANALYSIS SCORING CHANGES**

RTC has completed an initial assessment of the various alternatives using a scoring / matrix table system. We believe that the scoring of rail options is inaccurate and do not truly take into consideration the actual realities of funding potentials, estimated ridership, operating cost and transit effectiveness. We challenge the high ratings of rail alternatives due to the current infrastructure of the trestles, corridor and actual operating results of the SMART train in Sonoma and VTA Light-rail in San Jose. Based on actual operating conditions of these systems, the scoring of rail system for Santa Cruz needs to be reduced.

Best regards,

Brian Peoples

Executive Director

TrailNow

**From:** Jean Brocklebank <[jeanbean@baymoon.com](mailto:jeanbean@baymoon.com)>

**Sent:** Thursday, April 23, 2020 11:27 AM

**To:** Transit Corridor <[transitcorridoraa@scrtc.org](mailto:transitcorridoraa@scrtc.org)>

**Cc:** John Leopold <[John.Leopold@santacruzcounty.us](mailto:John.Leopold@santacruzcounty.us)>

**Subject:** Transit Corridor Survey

Dear RTC staff ~

I finished the Survey but since I did not choose four alternatives in Question 16 (and will not do so as I will not allow you push-poll me into an answer), I can not get my survey answers accepted by the platform you have provided. This is troubling indeed.

Therefore, I am submitting my answers to this survey in this email. Please let me know that my answers will be included in the survey and that I will not be disenfranchised from this virtual process.

Thank you,

Jean Brocklebank

Resident of District 1

## Survey Questions and Answers

1, 2, 3, and 4: My travel needs are met by walking or occasionally bicycling. As a pedestrian I must deal with large moving vehicles on all other roadways (corridors) in the entire County. I want a place for practical (not recreational) walking and bicycling where I do not have to deal with any large moving vehicles.

5, 6, 7, 8: I did not select any options in question 5 or 7. My travel needs are met by walking or occasionally bicycling. As a pedestrian I must deal with large moving vehicles on all other roadways (corridors) in the entire County. I want a place for practical (not recreational) walking and bicycling where I do not have to deal with any large moving vehicles.

9, 10, 11, 12: No answer given

13: Choice = I do not support freight or recreational rail on the SantaCruz Branch Line. Reason = The environmental destruction (wildlife habitat) that will be caused by the proposed industrial scale corridor is unacceptable to me. Furthermore, my travel needs are met by walking or occasionally bicycling. As a pedestrian I must deal with large moving vehicles on all other roadways (corridors) in the entire County. I want a place for practical (not recreational) walking and bicycling where I do not have to deal with any large moving vehicles.

14, 15: Reason for no answer on 14 = The environmental destruction (wildlife habitat) that will be caused by the proposed industrial scale corridor is unacceptable to me. Furthermore, my travel needs are met by walking or occasionally bicycling. As a pedestrian I must deal with large moving vehicles on all other roadways (corridors) in the entire County. I want a place for practical (not recreational) walking and bicycling where I do not have to deal with any large moving vehicles.

16, 17: I oppose all of the listed alternatives on 16. I especially oppose PRT (whether inverted or elevated), Gondola, Monorail, Dual Rail anything, Hyperloop.

18: Milestone 2 is not responsive to what will surely be the new normal for Santa Cruz County post-coronavirus; that is, a stable-state economy, not a growth economy.

Gray Jameson [gabe.mining@gmail.com](mailto:gabe.mining@gmail.com) 4/25/20

To Whom It May Concern,

It has come to my attention that there is another mobility option that should be studied in the Transit Corridor Alternatives Analysis. The TCAA mentions studying many options including Tram/Trolley/Streetcar services, and various forms of Bus services including Bus Rapid Transit and Commuter Express Bus services. There is, however, no proposal to study the integration of Tram/Trolley/Streetcar or Light Rail with Bus services allowing both forms of transit to use the Santa Cruz Branch Rail Line corridor. This could be done by creating a paved busway around the tracks,



embedding them in the center to allow bi-directional operations of both forms of transit in a single shared lane.

This is a sound proposal for many reasons, firstly it would allow increased mobility options over both buses only services and streetcar only services. Since Santa Cruz County has a traffic imbalance with many more people commuting north in the am hours and south in the pm hours, a single bus lane built into the rail corridor where feasible would be of substantial benefit for speeding up buses traveling during peak hours on the corridor.

Secondly, this would offer more connection opportunities between modes, bringing buses, streetcars, bicycles, and pedestrians into a separate but closely shared corridor would help foster more transit ridership and improve the transfer process by allowing both buses and streetcars to stop at the same platforms.

Third, this option would greatly lessen the need for transfers between streetcars and buses for most riders, allowing more single ticket, single-seat rides on the system. It would allow this by connecting places not served by the Santa Cruz Branch Rail line and offering buses the advantage of car-free transit lanes where possible.

Fourth, this proposal safeguards the easement rights to the corridor, building a bus lane over the top of the rail line, keeping the tracks in place and accessible for operations of both buses and streetcars should maintain the rights of corridor ownership.

Fifth, we already have a technically functional segment built along Beach Street in Santa Cruz where buses share a traffic lane with the rail line. Extending this portion to the north, either up to Bay & California Streets or to Laurel Street would allow for many buses to travel on dedicated lanes on their way to UCSC, the Boardwalk and Downtown. Extending this segment to the south, a bus could directly access from Live Oak or Seabright from UCSC bypassing Downtown traffic, beach traffic, and the need for a transfer at the Metro Center.

Examples of Bi-Directional One lane Busways already exist for small and mid-sized cities and transit agencies. Eugene Oregon's Emerald Express utilizes a Bi-directional single lane busway operated in the median of a major street corridor with signaling technology and key areas at stations and major intersections to allow buses to pass one another (Better BRT). Bi-Directional single lane Busways are recommended to be a mile or less in length and do require a dispatching or traffic control system, however, both these constraints fit with Santa Cruz's operational needs. Operating with Streetcars on a single track would require a traffic control system and incorporating buses into that plan should be feasible. The width constraints on the corridor would require that any bus segments be routed back to surface streets wherever the width is an issue, ensuring buses can stop at transfer points and bypass especially congested areas while passing quickly through the corridor and then returning to surrounding streets.

#### References:

"Single-Lane Busways." *Better BRT*, 2018, [betterbrt.growingeastcounty.com/portfolio/single-lane-busways/](https://betterbrt.growingeastcounty.com/portfolio/single-lane-busways/).

Barr, Joseph, et al. "Designing Bus Rapid Transit Running Ways." *Nacto.org*, The American Public Transportation Association, 2010, [nacto.org/docs/usdg/designing\\_brt\\_running\\_ways\\_apt.pdf](https://nacto.org/docs/usdg/designing_brt_running_ways_apt.pdf).

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support electric light rail rather than a bus option on the rail corridor. Rail transit is the only mode that will equitably serve the people who live south of Harkin Slough, by giving them service that is free of traffic congestion impacts. Rail is also quiet, efficient, and has much more easily expandable capacity, so that we can grow the service as our population grows and as more people opt for a car-free lifestyle.

Please choose Electric Light Rail as one of your short-listed 4, and please choose it again when you are deciding on the final Preferred Alternative.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Jessica Evans  
CA  
[jessefansfiddler@gmail.com](mailto:jessefansfiddler@gmail.com)

[jessefansfiddler@everyactioncustom.com](mailto:jessefansfiddler@everyactioncustom.com) 4/25/2020

Dear RTC Commissioners and Staff,

I also wanted to add that tearing up the existing tracks to replace them with a road for buses would create a huge environmental impact. Frankly, I'm very puzzled about the inclusion of Road Train. As far as I can tell it has zero advantages over Light Rail. If you want the advantages of rail, and you already have tracks, would you do a huge demolition and reconstruction project to remove the tracks and install an inferior, unproven, less energy efficient copycat of light rail? It makes no sense to me....if you wanted to have a 4th alternative that pushes the envelope and might actually be interesting to study, why not PRT, with the notion of elevating it above the tracks? That way you could still run freight the full length of the county.

It's not that I think PRT could win out over light rail on the merits, but the Road Train notion seems frankly absurd, and I'm just puzzled as to why you chose it for the short list.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Jessica Evans  
921 Seaside St # CA95060 Santa Cruz, CA 95060-4227 [jessefansfiddler@gmail.com](mailto:jessefansfiddler@gmail.com)

[majohern1245@everyactioncustom.com](mailto:majohern1245@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.
- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Marino Hernandez

Watsonville, CA 95076  
[majohern1245@gmail.com](mailto:majohern1245@gmail.com)

[kclark@everyactioncustom.com](mailto:kclark@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.

- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

- Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Kate Clark  
115 Hugus Ave Santa Cruz, CA 95062-1029 [kclark@cruzio.com](mailto:kclark@cruzio.com)

[donna0sue@everyactioncustom.com](mailto:donna0sue@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

Dear members of the RTC,

I live in Live Oak and look forward to both the trail and RAIL to downtown Santa Cruz and also to La Selva where my daughter lives.

Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years. This would make me very happy!

Donna Thomas

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Donna Thomas  
260 15th Ave Santa Cruz, CA 95062-4824  
[donna0sue@gmail.com](mailto:donna0sue@gmail.com)

[MILIZA8142@everyactioncustom.com](mailto:MILIZA8142@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than the bus, because rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not. It will also provide the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Miguel Lizarraga  
4675 Topaz St Capitola, CA 95010-3161  
[MILIZA8142@GMAIL.COM](mailto:MILIZA8142@GMAIL.COM)

[samsgram@everyactioncustom.com](mailto:samsgram@everyactioncustom.com) 4/29/2020

Dear RTC Commissioners and Staff,

I'm retired now but would have happily taken rail to work from where I live in Live Oak, near Simpkins, to NMFS way out on the west side.

So I am writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus for the additional following reasons!

- Rail transit will move more people faster and for less money than bus transit.

- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.



-Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

-Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Ellen Davidson

1871 16th Ave Santa Cruz, CA 95062-1708 [samsgram@rattlebrain.com](mailto:samsgram@rattlebrain.com)

[chelseamaya@everyactioncustom.com](mailto:chelseamaya@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

Just look at the trolley system in San Diego County. It's the best thing they've done since I turned 18 in 1975. They bought the trains from Stuttgart, Germany. I don't know if they're still buying new ones from Stuttgart, but San Diego is expanding their system. Trains run every 15 minutes and are well used.

In 1996, I think it was, a Danish light rail system was touring the US, letting people try a ride for \$5. In Santa Cruz my grandma, a friend and I boarded that Danish train at the Boardwalk and rode all the way to Watsonville. They had to go slowly because a lot of the track had been neglected, but it was such a beautiful, scenic route. We even went through an estuary I didn't know existed. They said that Santa Cruz was ideally set up for light rail because our tracks linked the major population areas of the county. I was optimistic it would be happening soon.

PLEASE, PLEASE, PLEASE, find a nice quiet comfortable rail system to move people throughout the county without cars or buses. It's possible to put a bike on the train and that's a big advantage. Look how clean the environment is right now while people are not using cars. Let's preserve that cleanliness and not go back to widening freeways and building parking structures for these destructive and archaic forms of transportation, one person per car.

In addition:

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.
- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Carole George  
CA  
[chelseamaya@gmail.com](mailto:chelseamaya@gmail.com)

[jparr@everyactioncustom.com](mailto:jparr@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

Hello!

I support the rail option rather than the bus option. Please invest in the future of transit in our county by continuing to plan for and secure funding to build the rail and trail as it was originally envisioned. A complete rail system with a trail.

Thank you for the visionary way you have approached this complex subject.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Jessica Parr  
2017 Ocean Street Ext Santa Cruz, CA 95060 [jparr@ccof.org](mailto:jparr@ccof.org)

[alli@everyactioncustom.com](mailto:alli@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

-Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Allison Cruz  
108 Beel Dr Santa Cruz, CA 95060-1632  
[alli@cruzkidz.com](mailto:alli@cruzkidz.com)

[pacificflyer77@everyactioncustom.com](mailto:pacificflyer77@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

Hello,

I'm writing to let you know I'm so tired of hearing this back and forth on what to do about the insane traffic problems in our area. We have the solution mostly set up right now. For all the reasons listed below, lets get it done!!!

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.
- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Sincerely, Dave Stoltz

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Dave Stoltz  
Aptos, CA 95003  
[pacificflyer77@yahoo.com](mailto:pacificflyer77@yahoo.com)



[dbnaman@everyactioncustom.com](mailto:dbnaman@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus because rail transit assists more people quicker & for less expense than bus transit.

Additionally rail transit is more accessible, more comfortable, and quieter & more reliable.

Let's reduce global warming by lowering our emissions!

Also rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

Please make the right decision here.

Thank You

Deanna Naman

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Deanna Naman

444 Alta Ave Santa Cruz, CA 95060-6317

[dbnaman@yahoo.com](mailto:dbnaman@yahoo.com)

[tigernick98@everyactioncustom.com](mailto:tigernick98@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.

- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.

- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.
- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
 Michael Rivera  
 84 Glen Lake Dr Pacific Grove, CA 93950-5376 [tigernick98@gmail.com](mailto:tigernick98@gmail.com)

[dorrianca@everyactioncustom.com](mailto:dorrianca@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

-Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

-Rail - not buses!!

DD

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Danielle Dorrian

202 Santa Clara Ave Aptos, CA 95003-4419 [dorrianca@aol.com](mailto:dorrianca@aol.com)

[Jeffreyjohnwallace@everyactioncustom.com](mailto:Jeffreyjohnwallace@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because the existing rails are already in place, because rail is much less expensive, in the long run, to operate and because rail is a much cleaner and more accessible option.

Thank you for building this wonderful transportation corridor for our entire community, Jeff and Janet Wallace.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Jeff Wallace  
CA  
[Jeffreyjohnwallace@gmail.com](mailto:Jeffreyjohnwallace@gmail.com)

[heydanno@everyactioncustom.com](mailto:heydanno@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I wanted to let you know I support the rail options over the bus option on the rail corridor. I think rail is better than bus because:

- Rail will operate in its own dedicated corridor and will provide reliable service.
- Rail provides a first-class transportation option as opposed to buses, which have a perception among some as being used by those of lower status.
- Rail is the right thing to do.

Thanks for hearing my voice.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Dan Nowacki  
Santa Cruz, CA 95060  
[heydanno@gmail.com](mailto:heydanno@gmail.com)

[tony.fleig@everyactioncustom.com](mailto:tony.fleig@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

I lived for years in a community in Europe served by rail and found it preferable to travel by bus. Much better use of time by reading or working during travel. Trains are just more comfortable.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

Using tax dollars to promote more asphalt roads is just wrong in the present environment.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

When we lived in Europe we would regularly ride our bikes to the train station and take them with us to our destination. More healthy, less expensive, less traffic congestion, fewer cars.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Tony Fleig

317 Ingalls St Santa Cruz, CA 95060-5814 [tony.fleig@gmail.com](mailto:tony.fleig@gmail.com)

[margo.ross@everyactioncustom.com](mailto:margo.ross@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I am writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus for several reasons:

1. Rail transit makes sense: It will move more people faster and for less money than bus transit. Moreover it is more accessible, more comfortable, and quieter for riders and neighbors.
2. Because rail transit will offer South County riders the same access to improved public transportation as North County riders, I will be able to use public transportation to get to work. (Currently I drive alone in my car every day from Watsonville to Live Oak). This is especially true because rail transit will operate in a dedicated corridor free of any traffic congestion, making it likely that I will get to work on time, every time.
3. Rail transit is a good tool to fight global warming. It can be implemented sooner than bus transit, meaning we can travel car-free and lower our emissions sooner. Because rail transit is predicted to double the use of public transportation county-wide, fewer pollution causing cars will be on the road.



Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Margo Ross  
560 Chandler Ln Watsonville, CA 95076-0448 [margo.ross@sbcglobal.net](mailto:margo.ross@sbcglobal.net)

[zzzkendall@everyactioncustom.com](mailto:zzzkendall@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus because it's clean, accessible to more people for less\$, quicker to get up and running than bus, tourist attraction due to it's uniqueness and reduction to traffic.

Let's get going and continue with the effort to transform our corridor to rail and trails.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Rosemary Kendall  
CA  
[zzzkendall@gmail.com](mailto:zzzkendall@gmail.com)

[mo.davidson@everyactioncustom.com](mailto:mo.davidson@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I returned from Japan last year convinced that rail service is the absolute best public transportation system. I support the rail rather than a bus option on the rail corridor. In this existing passageway, rail will be more reliable, with lower carbon footprint, be more accessible and quieter for passengers and residents, and cheaper and faster for passengers. It could carry more bikes and wheelchairs. It can be implemented comparatively quickly--could all happen within a decade. It's egalitarian...North and South county riders will both have access. Funding is identified in the State Rail Plan.

I can only imagine what a catastrophe tearing up the existing tracks to replace them with a road for buses would create. Demolition waste, grading, miles of new pavement, and digging for storm drainage systems would be MILES of environmental trauma for neighbors and commuters.

I understand that rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

Rail--it will change hundreds of people's lives for the good!

Sincerely,  
Maureen Davidson  
Santa Cruz

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
maureen davidson  
530 Ocean View Ave Santa Cruz, CA 95062-3339  
[mo.davidson@sbcglobal.net](mailto:mo.davidson@sbcglobal.net)

[rossclarkiv@everyactioncustom.com](mailto:rossclarkiv@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

If we bulid it they will ride!

Rail services built the county over 100 years ago and our county is uniquely developed to benefit from a linear rail services. Similarly, if we commit to rail now, our coummunities can develop new community centers (i.e. Aptos town center) along the rail line, build high density development and job centers needed to house our population and provide good jobs, provide effective access to our universities and link our county to Monterey and the San Francisco Bay Area.

The rail trail is not ownly a transportation corridor it is an economic redevelopment plan that will greatly benefit the entire community. Such economic and redevelopment drivers do not occur with new bus routes because the are epemeral and transition over time that limits the value of location to adjacent redevelopment.

Please commit to rail and then work with the community to make it work for everyone (even the metro).

Keep up the great work.  
Ross

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Ross Clark  
110 Las Ondas Ct Santa Cruz, CA 95060-3316 [rossclarkiv@gmail.com](mailto:rossclarkiv@gmail.com)

[lundholm@everyactioncustom.com](mailto:lundholm@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I support the rail transit options rather than a bus option on the rail corridor.  
The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.
- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Dean Lundholm  
1840 41st Ave # 284 Capitola, CA 95010-2513 [lundholm@cruzio.com](mailto:lundholm@cruzio.com)

[Afrisbee79@everyactioncustom.com](mailto:Afrisbee79@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I've used train, buses, and cars for transportation in the Bay Area. After moving to Santa Cruz 10 years ago I was shocked by the lack of access to reliable public transportation. Trains by far outweigh buses for many reasons- see below. Please choose to be forward thinking and provide big solutions to climate change, air pollution, and quality of life. It's time to take big action- we've been talking about this for too long.

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Adrienne Frisbee  
Santa Cruz, CA  
[Afrisbee79@gmail.com](mailto:Afrisbee79@gmail.com)

[curtcoleman@everyactioncustom.com](mailto:curtcoleman@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.
- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Curt Coleman  
CA  
[curtcoleman@gmail.com](mailto:curtcoleman@gmail.com)

[bogdanvitoc@everyactioncustom.com](mailto:bogdanvitoc@everyactioncustom.com) 4/29/2020

Dear RTC Commissioners and Staff,

More so than what I have written below from the playbook of Friends of the Rail & Trail (text I thoroughly support), I want to make a personal plea. Santa Cruz county has within arm's reach the ability to build a world-class transit system. And stand behind its values of environmental and social consciousness that it often projects but less often upholds.

We have the opportunity to build an equitable and sustainable transit system, that can serve as a model FOR THE REST OF THE NATION. I'm a Romanian immigrant. My country is much poorer, but even there public transit is better. I'm familiar with how much better public transit, and in specific RAIL, can make life. I'm strongly thinking about moving to Germany, and as a remote tech worker it would be very easy for me to do so. The improved public transit infrastructure is the number one advantage.

I hope however, that I can choose to stay. There are many things that drew me to California beyond the job market, and in specific Santa Cruz. To me the lack of real investment in public transit is in highest contrast to all the values and virtues of this usually great place.

I support rail – and only rail - on the corridor. Here are some other reasons why I do so:

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.
- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Bogdan Vitoc  
500 Hudson Ln Aptos, CA 95003-2701  
[bogdanvitoc@gmail.com](mailto:bogdanvitoc@gmail.com)

[jwork012@everyactioncustom.com](mailto:jwork012@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.

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Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

John Work

907 Windham St Santa Cruz, CA 95062-3447 [jwork012@gmail.com](mailto:jwork012@gmail.com)

[kent.robinett@everyactioncustom.com](mailto:kent.robinett@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support getting the Rail Trail done as quickly as possible. The rail options are better than bus, because...

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

-Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

As a long time Santa Cruz resident, we have been slow to capitalize on the great thoroughfare the Rail Trail provides. The time to act is now and complete as fast as possible.



Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

kent robinett

490 Sea Horse Dr Watsonville, CA 95076-1819 [kent.robinett@maximintegrated.com](mailto:kent.robinett@maximintegrated.com)

[gregstarrs64@everyactioncustom.com](mailto:gregstarrs64@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.
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-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Greg Shuster  
870 Park Ave Apt 307 Capitola, CA 95010-2333 [gregstarrs64@gmail.com](mailto:gregstarrs64@gmail.com)

[freestyle89@everyactioncustom.com](mailto:freestyle89@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
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- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Andrew Hall  
610 Laguna St Santa Cruz, CA 95060-6111 [freestyle89@gmail.com](mailto:freestyle89@gmail.com)

[danjobry@everyactioncustom.com](mailto:danjobry@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I DO NOT support the rail transit options rather than a bus option on the rail corridor. The rail options are NOT better than bus, because...

Too expensive to use and maintain and not enough population/ taxes to support any train. Smart train and SCLara County are losing ridership and wasted taxpayer money.

-Rail transit will NOT move more people faster and for less money than bus transit. Please don't build a train!! We need a walking bike path only on the ROW! Railbank the rails!! Please!!

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

-Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

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-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Joan Steele  
Capitola, CA 95010  
[danjobry@aol.com](mailto:danjobry@aol.com)

[dandion1@everyactioncustom.com](mailto:dandion1@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I strongly support the rail transit on our rail corridor rather than a bus . Rail transit is much more efficient than bus, its more just in providing access to more community members, we can get it implemented sooner and have a trail in the meantime, rail ensures that the rail easements are intact saving many millions and it can be paid for largely with state and federal funds which we have ALREADY paid into and will continue to pay into so we better use the funds.

Please let's move forward on this. We have unnecessarily delayed long enough.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Dan Dion  
1525 Laurent St Santa Cruz, CA 95060-2038 [dandion1@me.com](mailto:dandion1@me.com)

[SPACEUNICORN3000@everyactioncustom.com](mailto:SPACEUNICORN3000@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I OPPOSE the rail transit options and the bus option on the rail corridor. The rail options however are far worse than bus, because...

-Rail transit will not move more people faster nor for less money than bus transit.

-Rail transit is more NOT accessible, less comfortable, and louder for riders and neighbors. It also does not go where people need to go.

-Rail transit will operate in a corridor creating additional traffic congestion in residential neighborhoods, so provides the least reliable service: NEVER on time any time.

-Rail transit CANNOT be implemented sooner than bus transit, it will have NO IMPACT to be able to travel car-free, it WILL NOT lower our emissions, it WILL NOT fight global warming, and will have NO IMPACT to escape traffic congestion sooner.

-Rail banking WORKS and absolutely protects 100% of the existing 32 mile rail corridor from easement threats. The Great Redwood Trail in Northern California is using rail banking for a distance 10 times longer than the Santa Cruz Corridor with not easement threats. The only threat here is from the extremists at the Friend of the Rail Trail.

-Choosing rail transit means construction of the Coastal Rail Trail is ALREADY delayed and WILL NOT be completed within 10 years. Plans for the rail trail are shoddy and ridiculously expensive.

-Bus Rapid Transit/Bus on Shoulder along Highway 1 offers South County riders the same access to improved public transportation as North County riders, RAIL transit does not. It would also clearly show single occupant vehicle drivers that there is a faster way to Santa Cruz.

-Rail transit WILL NEVER double the use of public transportation county-wide. Please use SMART as an excellent example of Rail Transit Failure. You cannot get an entire county to accept the burden of financing public transportation for 2% of the population.

-Rail transit is THE MOST expensive to operate and maintain so, over time, rail transit will BANKRUPT THE COUNTY

-Funding to implement passenger rail service is NOT REALISTICALLY identified in the State Rail Plan. With COVID-19, we will also be taking a massive hit to revenue in the county to be wasting on rail projects.

-Tearing up the existing tracks to replace them with a road for buses or commuter rail would create environmental trauma such as TOXIC CLEANUP FROM DECADES OF PESTICIDES, GREASES and OTHER WASTE along with demolition waste, grading, miles of new pavement, and digging for storm drainage systems. This is minimized by replacing the tracks with a active transportation trail and keeping mass transit on the Highway 1 corridor where it belongs.

-Rail provides the LEAST easiest access and minimal amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3). WE DONT WANT A PLACE TO STORE OUR BIKES, WE WANT A PLACE TO SAFELY RIDE OUR BIKES!!!!!!!!!!

-It doesn't matter if rail provides the access for wheelchairs if it is difficult to get to the locations to ride the train and to get to a final destination as the centuries old rail line does not pass through any current

day employment area, government center or higher learning campus. Rail on a single track cannot accommodate more people with personal mobility devices.

- STOP WASTING OUR TIME WITH THESE STUDIES! STOP THE MADNESS OF RAIL AND THEIR SPECIAL INTERESTS AND BUILD A TRAIL ON THE CORRIDOR NOW!!!!

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Jack Brown  
523 Townsend Dr Aptos, CA 95003-5027  
[SPACEUNICORN3000@gmail.com](mailto:SPACEUNICORN3000@gmail.com)

[airracers@everyactioncustom.com](mailto:airracers@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
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- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
James McCarrick  
9757 E Zayante Rd Felton, CA 95018-9035 [airracers@comcast.net](mailto:airracers@comcast.net)

Mary Hesketh [marygracepaints@gmail.com](mailto:marygracepaints@gmail.com) 4/27/2020

We moved here from a city which did a rail to trail project. It is one of the best features of that city - a trail for pedestrians and cyclists, who don't have to worry about getting run over. This trail revitalized blighted areas of the city. Businesses vie to be the closest to the trail. Realtors tout trail proximity in real estate listings. It's a huge draw. It was also immediately available, for far fewer dollars than trying to do some sort of mass transit on the same trail. Why can't we have a trail like this in Santa Cruz?

<https://discoversouthcarolina.com/articles/explore-the-swamp-rabbit-trail>

We also do not support the rail use of the Santa Cruz Branch Line because we don't know understand who it is going to serve. If there was a rail line that went "over the hill," now that would decrease car traffic, and be something worthwhile. The proposed rail on the SCBL is more of a "train to nowhere," in our opinion. Not excited about spending our tax dollars on this boondoggle!

Mary and Tony Hesketh

Santa Cruz residents

[robarko@everyactioncustom.com](mailto:robarko@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. Why? Rail solutions integrate with all other public and personal transportation modes to enable a systemic solution for transportation in our county, represent a viable alternative to the current automobile dominant lifestyle, and provides the most equitable and sustainable approach long term.

The light rail options are better than bus, because...

- Rail is the only proven alternative being studied.

- Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.

- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

- Funding to implement passenger rail service is identified in the State Rail Plan.

As a cyclist Rail solutions benefit us because:

- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Robert Arko  
2 Thayer Rd Santa Cruz, CA 95060-9767  
[robarko@gmail.com](mailto:robarko@gmail.com)

[johnnaird@everyactioncustom.com](mailto:johnnaird@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

Just a note to voice my strong support for your continued and vigorous pursuit of the rail alternative.

It seems to me to be superior for a whole host of reasons, including -

- light rail technology has improved substantially over the last 20 years and there is every reason to believe it will continue to do so.

- clearly light rail is more efficient, quieter, and more environmentally friendly than buses would be



- an attractive rail alternative will draw more users taking them out of their cars and off the over-used highways; buses will not.

- A light rail system will be a tourist attraction for families as it moves along our spectacular coast. Again not an attribute the bus alternative would offer at all.

For these reasons and many others, I urge your absolute full support for the "Rail and Trail" option.

PS. Sorry for not having completed your recent RTC formal survey: I hope that this communication will indicate my strong preference.

[cortesluis22@everyactioncustom.com](mailto:cortesluis22@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.

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-Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Luis Cortes  
Soquel, CA 95073  
[cortesluis22@yahoo.com](mailto:cortesluis22@yahoo.com)

[sierracruz@everyactioncustom.com](mailto:sierracruz@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I DO NOT support the rail transit options because they exclude use of trestle crossings for bicycle and pedestrian use and make construction of the trail in other pinch point way too expensive.

Due to the less direct and less safe re-routing of bicycles onto surface streets at trestle crossings, bicycle ridership will also be suppressed.

Trains will not be financially self sustainable due to low ridership.

Fear of contagious disease will also suppress use of mass transit.

It would be cheaper to grant every low income and handicapped person an electric tricycle than run a train system.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Doug Valby  
CA  
[sierracruz@cruzio.com](mailto:sierracruz@cruzio.com)

[itsarmiento831@everyactioncustom.com](mailto:itsarmiento831@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because they transport more people faster than a bus.

- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

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- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you,

Jenny T. Sarmiento

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Jenny Sarmiento

Watsonville, CA 95076

[jtsarmiento831@gmail.com](mailto:jtsarmiento831@gmail.com)

[adria.arko@everyactioncustom.com](mailto:adria.arko@everyactioncustom.com) 4/27/2020

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Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Adria Arko

120 Larita Dr Ben Lomond, CA 95005-9521 [adria.arko@gmail.com](mailto:adria.arko@gmail.com)

[bud@everyactioncustom.com](mailto:bud@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support bike, pedestrians and small electric shuttle options on the rail corridor. These options are better because...

- Rail transit will NOT move more people faster and for less money than bus transit. A bike, ped and electric shuttle plan will.

- Rail transit is THE LEAST accessible and quiet for riders and neighbors.

- Rail transit will create TRAFFIC BOTTLENECKS in our neighborhoods and cut the county in half with a fence.

- Rail transit will take the LONGEST TIME to implement and a trail next to the tracks will not be possible in many parts of the corridor due to the width of the corridor and many environmental obstacles (e.g. harbor, Capitola, Aptos, Harkins Slough, etc.).

- Rail transit is predicated on a TRAIL next to the tracks, which will spark the filing of many lawsuits for a use different from what the easements filed more than 100 years ago were based on. Railbanking for a bike and ped trail moves the liability to the federal government for any lawsuits and it's been used successfully in many communities.

- Choosing rail transit means construction of the Coastal Rail Trail will NEVER BE COMPLETE. In Sonoma and Marin, despite promises, 16 miles of trail have been built (mostly with money from other sources than SMART) vs. 45 miles of train tracks.

- Rail transit does not offer South County riders a transit solution--most will stay in their cars for cost, flexibility, first mile/last mile issues. The tracks and prospective stations are not near the major employers where south county residents work. In addition, the reality is that mostly high income people ride trains nationwide. For example, the average income of SMART users is \$97,000. Helping low income neighbors would be improved by building a wide multi-use trail NOW for bikes, peds and electric shuttles, optimizing METRO with new technology, and riding the wave of innovations in transportation. Public transit ridership is decreasing across the nation....SCC is fighting yesterday's war.

- Rail transit ridership has been declining countywide, statewide and nationwide. Why buy into a fading paradigm? COVID-19 has resulted in very few people riding public transit, whereas if the RTC had built a trail like Kirkland, WA, who bought their corridor at the same time as the RTC in 2012, residents of SCC would have more options for commuting today.

- Rail transit will cost \$1.3 BILLION over 30 years (per UCIS) for capital and operations, and any rational fact-based analysis will show that there are many alternatives on a cost per user basis that would move more people and be more effective. If you want factual data, go to [www.greenway.org](http://www.greenway.org).

-Funding to implement passenger rail service is NOT identified in the State Rail Plan. This is a paper document with no source of funds. State and local budgets will be experiencing dramatic cuts in the months ahead, and any happy talk about the state rail plan is completely disingenuous.

-There are environmental strategies to mitigate the ground along the rail corridor, and they will be a pittance compared to \$1.3 BILLION of train costs. BTW, operations expenses will come from the county and there is no money for them. Only additional taxes will generate more funds. Extremely unlikely.

- Communities around the world, in response to the Covid-19 crisis are shutting down streets permanently for bikes and pedestrians. A different world will emerge over the next couple years. The train lobby has exhausted all of their false arguments and the Covid-19 crisis has shown how empty they are.

-Disabled groups around town have endorsed Greenway and have shown the desire to get out and get active on Greenway.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Bud Colligan  
CA  
[bud@colligans.com](mailto:bud@colligans.com)

[osorio.lisa@everyactioncustom.com](mailto:osorio.lisa@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

-Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Lisa O  
[osorio.lisa@gmail.com](mailto:osorio.lisa@gmail.com)

[pmcveigh@everyactioncustom.com](mailto:pmcveigh@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

-Rail transit will move more people faster and for less money than bus transit. AND people are more likely to use rail. It's an exciting way to travel.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors. Most people live within a mile of the rail system. At one point in New York, I walked a mile to the train station. Sun, snow or rain. Wake up folks.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time. And it is relaxing compared to the stress of driving.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner. Have you listened to Highway 1 lately? It creates a noise hazard, lowering our quality of life.

-Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats. THIS is an IMPORTANT point. The discussion has been ongoing for over 10 years, with every consensus asking for a dedicated rail with trail system. Let's get on with it and not spend more time and money in discussions !!!

-Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars. Especially compared to more "widening" or "merge lanes" on highway 1.

-Funding to implement passenger rail service is identified in the State Rail Plan. Let's not loose that money!!!

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems. This is absolutely insane idea. If the increased bus option is chosen then provide a dedicated lane on the highway. Use the south corridor green area in the middle of highway 1 to give bus rapid transit.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices. Bring Santa Cruz into the future.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Pat McVeigh

2573 Parker St Santa Cruz, CA 95065-1634 [pmcveigh@baymoon.com](mailto:pmcveigh@baymoon.com)

[salandrews@everyactioncustom.com](mailto:salandrews@everyactioncustom.com) 4/27/2020



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Sincerely,  
Sally Andrews  
Santa Cruz, CA 95060  
[salandrews@gmail.com](mailto:salandrews@gmail.com)

[glieby@everyactioncustom.com](mailto:glieby@everyactioncustom.com) 4/27/2020

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Sincerely,  
Geri Lieby  
310 Everson Dr Santa Cruz, CA 95060-7131 [glieby@gmail.com](mailto:glieby@gmail.com)

[suzimerriam@everyactioncustom.com](mailto:suzimerriam@everyactioncustom.com) 4/27/2020

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Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Suzi Merriam

318 Cabrillo Ave Santa Cruz, CA 95065-1102 [suzimerriam@outlook.com](mailto:suzimerriam@outlook.com)

[erichter@everyactioncustom.com](mailto:erichter@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

Thanks for your service in this incredible moment we live in.

I'm writing to let you know that the Rail Corridor is incredibly important to me as a voter. I see it as the spine of our communities' future and I SUPPORT RAIL transit options on the rail corridor rather than bus alternatives, because...

- Rail transit will move more people, faster, and for less money than bus transit.
- Rail transit can be more accessible, more comfortable and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can flatten the curve of car trips, lower our emissions, fight global warming and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.
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Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

eric richter  
4622 Fairway Dr Soquel, CA 95073-3037  
[erichter@giro.com](mailto:erichter@giro.com)

[bj@everyactioncustom.com](mailto:bj@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

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Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Brian Johnston  
CA  
[bj@somagenics.com](mailto:bj@somagenics.com)

[crosbygroup5@everyactioncustom.com](mailto:crosbygroup5@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than bus:

- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

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Sincerely,  
Sue Crosby  
541 Pini Rd Royal Oaks, CA 95076-5718  
[crosbygroup5@netscape.net](mailto:crosbygroup5@netscape.net)

[expresso76@everyactioncustom.com](mailto:expresso76@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I hope this finds you well! I am writing to express my strong support for the rail transit options over bus options on the rail corridor. It is highly desirable that the rail has its own dedicated corridor, helping ensure reliable timetables, critically important to encouraging ridership.

In addition, Rail transit can move far more people than buses, for less money! Also critical, the rail options provide for a great deal more space for bicycles, wheelchairs and other essential modes of transit many of us rely on.

Ridership is guaranteed to increase far more with rail options than travel by bus. It seems completely illogical, destructive, enormously expensive, and wasteful to eliminate existing tracks! Finally, funding already exists for the rail transit options in the State Rail Plan!

Stay well, and thank you for your time and consideration of rail transit options. Best wishes.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Judy Cassada  
2239 Brommer St Santa Cruz, CA 95062-3548 [expresso76@yahoo.com](mailto:expresso76@yahoo.com)

[lingham2@everyactioncustom.com](mailto:lingham2@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

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Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Leslie Ingham

206 Oak Creek Blvd Scotts Valley, CA 95066-4507 [lingham2@mac.com](mailto:lingham2@mac.com)

Sally Arnold [sallya@cruzio.com](mailto:sallya@cruzio.com) 4/15/2020

Hi Ginger,

We're having fun studying the TCAA short list and preparing our comments. We have a few clarifying questions. Please see the attached letter.

Thanks for all you are doing!

Sally

Sally Arnold

Board Chair

Santa Cruz County Friends of the Rail & Trail

P.O.Box 1652, Capitola, CA 95010-1652

[www.railandtrail.org](http://www.railandtrail.org)

Cell: 831-419-4622

Dear Ginger,

Friends of the Rail and Trail are excited to see the short list of options for theTCAA. After reading it,



we have a few questions of clarification.

#### GENERAL QUESTIONS ABOUT THE TCAA

- When selecting the Short List of Alternatives, did you use weighted criteria? If so, what values were used in the weighting of criteria and will they be made public? Will the same weighting of criteria be used in the next phase of the TCAA?
- It seems that the definitions of Commuter Rail and Light Rail that you are using here differs significantly from those used in the phase 1 process. Could you make those changes more explicit so that we (and everyone) understand what is, and is not, included in the new definitions?
- When considering both of the bus options, can you explain the assumptions about which parts of the ROW would be used (or not used)?

#### QUESTIONS ABOUT SPECIFIC PARTS OF THE TCAA

- In the green ENVIRONMENT table, in the “energy usage” column, could you please refer us to your source on BTUs/passenger-mile?
- On the red OTHER GOALS table, column “Consistent with greatest number of plans” “It appears to us that the MBSST master plan was omitted. Is that correct? If so can you please explain why?”
- On the purple SOCIAL EQUITY table in the “Supports Safer Transportation for all Modes” column, What is the source of the referenced national safety statistics for each of the final 4 options?

#### NOT REALLY A QUESTION, BUT A POSSIBLE TYPO

- On the green ENVIRONMENT table in the “energy usage” column on the right for grade “B” we see that “BTUs/passenger-mile <1,500” I think this may be a typo. You probably meant to say “>1,500” otherwise it is the same as grade A.

Thank you for all your work on this important project and for taking the time to help us clarify and understand the document. We hope that through our participation others will also benefit. Please let us know if we can be of help in any other way.

Sincerely,

Sally Arnold  
Board Chair, Friends of the Rail & Trail

[me@everyactioncustom.com](mailto:me@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

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Sincerely,  
Judy Gittelsohn  
175 Manfre Rd Watsonville, CA 95076-2052 [me@judyg.com](mailto:me@judyg.com)

[rmb12010@everyactioncustom.com](mailto:rmb12010@everyactioncustom.com) 4/27/2020

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Sincerely,  
Steven Schieffer  
Wahoo, NE 68066  
[rmb12010@aol.com](mailto:rmb12010@aol.com)

[cris.hart@everyactioncustom.com](mailto:cris.hart@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor.

Have you ever ridden on a bus that takes a convoluted route from A to B? That's because of inept management and response to a noisy few who wanted it to suit their personal geography rather than the design of the ENGINEERS who designed the transit route. Check out some SAMTRANS or MUNI routes for example. Try riding the 1L from BART to Pacifica for a taste That's why rail networks designed 100 or more years ago are still in place and communities built around them are generally good places to live or work. (BART followed the Key System route in case that isn't something you know),

Granted a designed bus corridor is not as likely to be convoluted as badly as street routes, but in planning for the future, how do you prevent the corridor from being disrupted by other types of traffic on it, or diverting the route?

Rail is better suited for long term sustainable transportation because the engineering behind it is superior.

The basic facts as repeated stated by Friends of the Rail and Trail include

- Rail transit will move more people faster and for less money than bus transit.
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Sincerely,  
Cris Hart  
CA  
[cris.hart@comcast.net](mailto:cris.hart@comcast.net)

James Slane [jtslane@gmail.com](mailto:jtslane@gmail.com) 4/27/2020

Rail or bus are not realistic options. Please open the rail to bike and pedestrian traffic. My family and I would love to ride my bike throughout the county without fear of being hit by a car. We would happily reduce our driving time in the county if a viable bike trail was offered. Traffic has become almost unlivable in Santa Cruz, a trail would help ease congestion.

Unless the rail is bringing south county residents to north county jobs, then it makes little sense. The bus system is underutilized as it is, why add more capacity?

Have the courage to open the trail!

JT SlaneAptos

[gail.wind@everyactioncustom.com](mailto:gail.wind@everyactioncustom.com) 4/27/2020

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Sincerely,  
Gail Wind

211 Condor Ave Ben Lomond, CA 95005-9625 [gail.wind@yahoo.com](mailto:gail.wind@yahoo.com)

[ischwartz@everyactioncustom.com](mailto:ischwartz@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I strongly urge a rail transit option for the corridor. As a native New Yorker but now a 30-year resident of Santa Cruz, I need no convincing that dedicated rail service on its own right of way moves more people, more quickly and more comfortably, especially when the freeway and surface roads are busy, than any other means.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Ira Schwartz  
CA  
[ischwartz@baymoon.com](mailto:ischwartz@baymoon.com)

[rc32779@everyactioncustom.com](mailto:rc32779@everyactioncustom.com) 4/27/2020

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- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Robert Cartwright  
2355 Brommer St # SO2 Santa Cruz, CA 95062-3538 [rc32779@gmail.com](mailto:rc32779@gmail.com)

[keithschuler@everyactioncustom.com](mailto:keithschuler@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

Trail only please.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Keith Schuler  
1470 Prospect Ave Capitola, CA 95010-3845 [keithschuler@sbcglobal.net](mailto:keithschuler@sbcglobal.net)

[sanjivgarg@everyactioncustom.com](mailto:sanjivgarg@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.



-Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Sanjiv Garg  
CA  
[sanjivgarg@yahoo.com](mailto:sanjivgarg@yahoo.com)

[kevin@everyactioncustom.com](mailto:kevin@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time. This point is very important. The streets from Westside of Santa Cruz to Watsonville are congested to a stand still every day (except during a pandemic). Railway will help mitigate this issue.

-Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Kevin Kinkor

1240 Graham Hill Rd Santa Cruz, CA 95060-1416 [kevin@kinkorconsulting.com](mailto:kevin@kinkorconsulting.com)

[nancy@everyactioncustom.com](mailto:nancy@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing as Director of Regeneración - Pajaro Valley Climate Action to let you know that we support the rail transit options rather than a bus option on the rail corridor.

We believe the rail options are better than bus, because they will result in more rapid reduction in greenhouse gas emissions, greater use of public transportation, and superior bike-transit options.

2020 is projected to be the warmest year on record and we need to make decisions today that will lead to rapid reduction of emissions.

We support rail over bus because:

- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

- Rail transit is predicted to double the use of public transportation county-wide.

- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

Finally, we are also concerned about environmental injustice in our County, and see low income South County residents benefiting more from rail transit:

- Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Nancy Faulstich  
114 Lapis Dr Watsonville, CA 95076-1360 [nancy@regenerationpajarovalley.org](mailto:nancy@regenerationpajarovalley.org)

[scottjason@everyactioncustom.com](mailto:scottjason@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.
- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Scott Hernandez-Jason

2333 17th Ave Santa Cruz, CA 95062-1864 [scottjason@gmail.com](mailto:scottjason@gmail.com)

[kkalojanov@everyactioncustom.com](mailto:kkalojanov@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.
- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Kaloyan Kaloyanov  
6105 Abbey Rd Aptos, CA 95003-3147  
[kkalojanov@yahoo.com](mailto:kkalojanov@yahoo.com)

[rikibana@everyactioncustom.com](mailto:rikibana@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit option over putting buses along the rail corridor. Here are some of the reasons we should have rail, or light rail on our corridor:

Rail transit will move more people faster and for less money than bus transit.

Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

Rail transit will protect every mile of the existing 32 miles on the rail corridor from easement threats.

Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

Funding to implement passenger rail service is identified in the State Rail Plan.

Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

Rail provides the easiest access and maximum amount of bike storage per vehicle.

Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Richard Mick  
119 Wilkes Cir Santa Cruz, CA 95060-5931 [rikibana@yahoo.com](mailto:rikibana@yahoo.com)

[corndrapes@everyactioncustom.com](mailto:corndrapes@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because -Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems. Also, rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

-Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Rob Land  
COLUMBIA St Santa Cruz, CA 95060  
[corndrapes@gmail.com](mailto:corndrapes@gmail.com)

[pdpateras@everyactioncustom.com](mailto:pdpateras@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I DO NOT support the rail transit options OR a bus option on the rail corridor.

None of these options are viable or economical thus kindly consecrate you efforts in creating a nice to world class trail like Monterey County (best to connect the two, too) ASAP.

Thank you

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Panagos Pateras  
1420 San Andreas Rd La Selva Beach, CA 95076-1744 [pdpateras@yahoo.com](mailto:pdpateras@yahoo.com)

[120psi@everyactioncustom.com](mailto:120psi@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I support a rail system for the following reasons:

- \* Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- \* Rail transit absolutely protects 100% of the existing 32 mile rail
- \* Rail transit provides equitable treatment to South County riderscorridor from easement threats.
- \* Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- \* Funding to implement passenger rail service is identified in the State Rail Plan.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Nils Tikkanen  
883 35th Ave Santa Cruz, CA 95062-4318  
[120psi@outlook.com](mailto:120psi@outlook.com)

Monique Kremer [moniquemkremer@gmail.com](mailto:moniquemkremer@gmail.com) 4/27/2020

Date: April 27, 2020

To: Santa Cruz County Regional Transportation Commission

From: Monique Kremer: 503 Dufour Street, Santa Cruz, CA 95060

Re: Comments on Rail Corridor

I am submitting the following comments and concerns regarding the proposed passenger rail service in Santa Cruz County. Please include my remarks in the Commissioners' packets:

Let me begin by saying that I do not support the creation of a rail transit system for a number of reasons having to do with both its cost and its negative impact on the quality of our county's neighborhoods.

While I appreciate the RTC's diligence in researching various options for this corridor, a quick look back over the emails and meeting notes and survey history that I, myself, have completed indicates that we have been at this for upwards of 5 years. The idea that the rail corridor, which runs almost exclusively through neighborhoods and does not go anywhere near areas where most people work, could be of use as a fixed rail system has always been ridiculous; now, however, with Covid-19 decimating the world's economy, it becomes ludicrous in the extreme to continue to contemplate investing tens of millions of dollars into a transit system that will transport almost no one precisely nowhere they want to go in an enclosed space that people are unwilling to use. Every day in the SF Chronicle there are articles about how BART is bleeding money and the same is true for trains all over the world right now. Today's Chronicle reported that: "Muni officials shut down the light rail at the end of March, wrapping the entrances in caution tape. BART, facing losses of \$37 million a month, cut service in half." This, of course, is a mass transit systems that actually takes people somewhere they need to go and they are running empty trains and losing million of dollars per week.

I agree that Santa Cruz (where I have lived since childhood) experiences miserable traffic congestion during commute times and along tourist corridors, but, per your own studies, this will be so nominally mitigated by a train as to be an irrelevant factor in making this decision. That then begs the question: what would be the point of a fixed rail option on this corridor? I, personally, support using the entire corridor as a pedestrian/bike trail as Monterey has done so successfully; however, I could get behind supporting a rubber wheel option on this corridor (buses, shuttles, e-bikes etc...) if a cost-benefit analysis showed it to be feasible and necessary. A fixed rail, on the other hand, is so incredibly limiting and no amount of train-nostalgia or pretending we live in Europe will change that. Just the fact that most riders would require a secondary source of transportation to get to their final destination makes a fixed rail option untenable.



A train stands to cost us millions upon millions of dollars when today's Santa Cruz Sentinel informed us that Santa Cruz will be facing a staggering budget shortfall this year and in the coming years. Enough already. Let's get a wide, multi-use trail built at a fraction of the cost and shelve the idea of a train once and for all. Just...enough.

Thank you for taking the time to consider my comments; your work is appreciated.

Sincerely,  
Monique Kremer

[felipe32892@everyactioncustom.com](mailto:felipe32892@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Felipe Ardila  
CA  
[felipe32892@hotmail.com](mailto:felipe32892@hotmail.com)

[bcorser@everyactioncustom.com](mailto:bcorser@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.
- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Please, please approve passenger rail for the rail corridor - it's time to get this done and move forward!

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Brian Corser  
114 Ladera Dr Santa Cruz, CA 95060-5254 [bcorser@calcentral.com](mailto:bcorser@calcentral.com)

[cacnwy@everyactioncustom.com](mailto:cacnwy@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

I lived in New England for 20 years and the trains were wonderful, I would ride a train any day that goes where I want to go with regular service.

- Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Charlotte Conway  
Morgan Hill, CA 95037  
[cacnwy@yahoo.com](mailto:cacnwy@yahoo.com)

[tatianamiller@everyactioncustom.com](mailto:tatianamiller@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to express my strong support for developing rail transit on the rail corridors. We desperately need rail service in this county. The last thing we need is more pollution from automobile and buses. It is shocking and sad to me to see on nice days (before the COVID-19 shelter in place started) traffic jams across Highway 17, cars filling the highway with people who drive over the hill to Santa Cruz not because they want to use their cars here at all, but just because they want to go to the beach. We need light rail service. We need rail to the beach phone so come Valley. We need commuter alternatives and rail that can take people from South County to Santa Cruz and from Santa Cruz city cup to the campus. We need a network of rail that is connected and that allows people to bring bikes so that we can stop being dependent on automobiles.

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

-Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Tatiana Miller

1873 Pound Ln Santa Cruz, CA 95062-3063 [tatianamiller@sbcglobal.net](mailto:tatianamiller@sbcglobal.net)

[marthagw@everyactioncustom.com](mailto:marthagw@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

-Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Martha Graham-Waldon

9501 E Zayante Rd Felton, CA 95018-9094 [marthagw@comcast.net](mailto:marthagw@comcast.net)

[11rshaw11@everyactioncustom.com](mailto:11rshaw11@everyactioncustom.com) 4/27/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.

-Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.

-Rail transit is predicted to double the use of public transportation county-wide.

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-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Robin Shaw  
Santa Cruz, CA 95062  
[11rshaw11@gmail.com](mailto:11rshaw11@gmail.com)

[david.p.date@everyactioncustom.com](mailto:david.p.date@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I am writing in opposition to FORT's coordinated efforts at misinforming the public about the realities of the Rail Trail project. I regularly receive emails informing me how I need to vote, and what I need to say to coax our County further down the path of a billion dollar train project that is neither funded or feasible. Such unfunded projects threaten our ability to fix our roads, improve Metro, maintain our current level of services and tackle the looming pension shortfall in CALPERS. These lobbying efforts are so convoluted, they have secured SantaCruzTrail.org as to leave little doubt in the public's mind as to exactly what is at stake; the completion of a continuous MBSST connecting North and South County.

I am composing this email through an automated mailer set up by FORT, with the intention of bombarding the RTC's inboxes with automated pleas for a train. I have been instructed to select only a few points so that it appears personalized and unique. I have included all of them, and would advise Staff to flag all emails containing the following one liners as spam.

Thank you for your time.

David Date.

\*\*\*\*

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
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- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
David Date  
185 Alta Dr Watsonville, CA 95076-1645  
[david.p.date@gmail.com](mailto:david.p.date@gmail.com)

[eggarcia76@everyactioncustom.com](mailto:eggarcia76@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
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- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

I lived in Oceanside CA and I commuted and opted to travel on the rail line to all of San Diego county - and it was convenient and awesome. I'd suggest dedicating some rail cars for those traveling w bikes or larger objects in order to have a quicker boarding/transition.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.



Sincerely,  
Eriverto Garcia  
Santa Cruz, CA 95062  
[eggarcia76@gmail.com](mailto:eggarcia76@gmail.com)

[angela@everyactioncustom.com](mailto:angela@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because...

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32 mile rail corridor from easement threats.
- Choosing rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders, bus transit does not.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Angela Evans  
361 Webb Rd Watsonville, CA 95076-9738  
[angela@lifted-organics.com](mailto:angela@lifted-organics.com)

[sallyneas@everyactioncustom.com](mailto:sallyneas@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people faster and for less money than bus transit.
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-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle (rail 20 or more, most buses can only carry around 3).

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Sally Neas  
Felton, CA 95018  
[sallyneas@gmail.com](mailto:sallyneas@gmail.com)

[richpie.rb@everyactioncustom.com](mailto:richpie.rb@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Richard Branson  
1191 Clubhouse Dr Aptos, CA 95003-5438  
[richpie.rb@gmail.com](mailto:richpie.rb@gmail.com)

[cruztbone@everyactioncustom.com](mailto:cruztbone@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

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-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

and ONLY clean energy busses should be on highway 1, anyway. and many of them ARE NOT.

i will use the train when it opens. and i am 67, and in good health.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Steve Trujillo

774 Bronte Ave Watsonville, CA 95076-3641 [cruztbone@yahoo.com](mailto:cruztbone@yahoo.com)

[dvptoro@everyactioncustom.com](mailto:dvptoro@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

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-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Demetrio Pruneda  
10743 Country Meadows Rd Salinas, CA 93907-1634 [dvptoro@yahoo.com](mailto:dvptoro@yahoo.com)

[Vmd@everyactioncustom.com](mailto:Vmd@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I am writing to ask that you implement the plan for rail service rather than bus service on the rail and trail corridor. I ask this because as a South County resident I think that rail service would be much more useful than bus service and would attract many more riders. Rail is quiet, clean and easy for commuters. Rail transit is predicted to double the use of public transportation county wide.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Valeri Roach  
696 San Miguel Canyon Rd Royal Oaks, CA 95076-9022 [Vmd@cruzio.com](mailto:Vmd@cruzio.com)

[dlarthur@everyactioncustom.com](mailto:dlarthur@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-- we need transportation that is the most energy-efficient and reliable

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Derede Arthur

Salinas, CA 93908  
[dlarthur@ucsc.edu](mailto:dlarthur@ucsc.edu)

[woodyrehanek@everyactioncustom.com](mailto:woodyrehanek@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.
- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle.
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.



Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Edward Rehanek

451 Vivienne Dr Watsonville, CA 95076-3652 [woodyrehanek@aol.com](mailto:woodyrehanek@aol.com)

[daveriggs@everyactioncustom.com](mailto:daveriggs@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Ant stimulus package to support local government and economic recovery is likely to include funding for infrastructure. Using this type of once in a generation funding for a modern rail system would provide jobs as well as addressing traffic congestion and the environmental impact of daily traffic jams.

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Dave Riggs  
110 Chase Ln Aptos, CA 95003-3431  
[daveriggs@quailrun.net](mailto:daveriggs@quailrun.net)

[robofiges64@everyactioncustom.com](mailto:robofiges64@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because we will use existing rail infrastructure and proven technology which lends itself well with using more solar and less fossil fuels.

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle plus encourages more people to use bikes in conjunction with rail travel.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices which in turn means more inclusiveness in our area transport options.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Robert Hartzell

195 Crest Dr Watsonville, CA 95076-9643 [robfigures64@yahoo.com](mailto:robfigures64@yahoo.com)

[ZHERSHFIELD@everyactioncustom.com](mailto:ZHERSHFIELD@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Zav Hershfield  
CA  
[ZHERSHFIELD@GMAIL.COM](mailto:ZHERSHFIELD@GMAIL.COM)

[mayacampbell28@everyactioncustom.com](mailto:mayacampbell28@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

We already have a bus system in Santa Cruz County. We need to diversify the public transportation options available.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Maya Campbell-Unsoeld  
13 Vine Hill Rd Santa Cruz, CA 95065-9608 [mayacampbell28@gmail.com](mailto:mayacampbell28@gmail.com)

[levysantacruz@everyactioncustom.com](mailto:levysantacruz@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I support rail on the corridor!

Here's why:

--The corridor is already nearly ready to run rail. Not so for buses.

--Rail better supports bicycle transportation, and the two of them together are the future of transportation.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Michael Levy  
Santa Cruz, CA 95060  
[levysantacruz@gmail.com](mailto:levysantacruz@gmail.com)

[educatorjc@everyactioncustom.com](mailto:educatorjc@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I DO NOT support ANY rail transit options on the rail corridor. The rail options are an extravagant expenditure benefitting a few privileged individuals. Your own feasibility study confirms that. Remove the defective rails and sell them for scrap. Use that money to create a bicycle only trail.

There is no funding to implement passenger rail service identified in the State Rail Plan. There is only a cost estimate.

Rail is dangerous for wheelchairs and people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Jack Carroll  
CA  
[educatorjc@gmail.com](mailto:educatorjc@gmail.com)

[cbasiletti@everyactioncustom.com](mailto:cbasiletti@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people faster and for less money than bus transit. I believe ridership will be much higher with rail than bus.

- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

- Rail transit offers South County riders the same access to improved public transportation as North County riders.

- Rail transit is predicted to double the use of public transportation county-wide.

- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

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- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Chris Basiletti

606 Delta Way Watsonville, CA 95076-3622 [cbasiletti@gmail.com](mailto:cbasiletti@gmail.com)

[takashimizuno1231@everyactioncustom.com](mailto:takashimizuno1231@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because there are already too much traffic on the roads !

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Takashi Mizuno

649 Bronte Ave Watsonville, CA 95076-3532 [takashimizuno1231@gmail.com](mailto:takashimizuno1231@gmail.com)

[jbryer62@everyactioncustom.com](mailto:jbryer62@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. I would use a rail system much more than a bus. It is a step in the right direction to eliminate emissions from buses. It's the direction we need to take in our county.

Thank you for considering my request.

Janet Bryer

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Janet Bryer

226 Younglove Ave Santa Cruz, CA 95060-5348 [jbryer62@gmail.com](mailto:jbryer62@gmail.com)

[kathleenfounds@everyactioncustom.com](mailto:kathleenfounds@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

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-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

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-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

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-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

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-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Kathleen Founds  
3196 Melanie Rd Marina, CA 93933-2609  
[kathleenfounds@gmail.com](mailto:kathleenfounds@gmail.com)

[maryzmckenna13@everyactioncustom.com](mailto:maryzmckenna13@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because rail is more comfortable and quieter. Rail is also more accessible for people with mobility issues and has more room for bike storage.



Rail has a better on time record because it operates in a dedicated corridor. We need to keep the rail easement, which is an invaluable asset that may be lost if we do not construct the rail transit line. The construction of bus lanes would require more demolition and construction than rail. Rail costs less to maintain and operate.

Finally, the people of South County need and deserve viable public transport and the rail will help ease congestion that degrades the quality of life in South County and contributes to air pollution throughout the county.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Mary McKenna  
2760 Valencia Rd Aptos, CA 95003-9616  
[maryzmckenna13@gmail.com](mailto:maryzmckenna13@gmail.com)

[nitahertel@everyactioncustom.com](mailto:nitahertel@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

this is a crucial time to make the right decision in slowing carbon emissions and addressing climate crisis. I support the rail option through our corridor and urge you to act on that as quickly as possible.

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.
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-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

I hope you will take all of these concerns seriously and make the right decision for rail. Thank you for considering my thoughts.

Sincerely  
Nita Hertel  
354 Stanford Av  
Santa Cruz, 95062

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Nita Hertel  
354 Stanford Ave Santa Cruz, CA 95062-1108  
[nitahertel@gmail.com](mailto:nitahertel@gmail.com)

[mjsriodel@everyactioncustom.com](mailto:mjsriodel@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because I'm a believer in light rail. I recently was in Portland, Oregon, and they have converted their rail into light rail and what a joy to ride. It goes through the center of Portland ..great sightseeing, easy to get to different areas of Portland and saves traffic congestion. Our rail runs through beautiful coastline and our charming small towns. It would be fabulous to get our local residents around the area as well as our tourists.

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Maryjane Slade  
110 Elva Drive Aptos, CA  
[mjsriodel@yahoo.com](mailto:mjsriodel@yahoo.com)

[astroquake@everyactioncustom.com](mailto:astroquake@everyactioncustom.com) 4/28/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
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- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
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- Rail provides the easiest access and maximum amount of bike storage per vehicle.
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
S Love  
Aptos, CA 95003  
[astroquake@yahoo.com](mailto:astroquake@yahoo.com)

[mari42597@everyactioncustom.com](mailto:mari42597@everyactioncustom.com) 4/29/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because:

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
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- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle.
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.
- Rail is better at transportation of people without building up congestion on highway 1.
- way faster way of getting to work/home than northbound at 8am and southbound at 3-5pm on highway one From SC - Watsonville
- I can leave my car at home! Less congestion!

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
María Corona  
140 S Morrissey Ave Santa Cruz, CA 95062-2226 [mari42597@gmail.com](mailto:mari42597@gmail.com)

[pamelabeth.sexton@everyactioncustom.com](mailto:pamelabeth.sexton@everyactioncustom.com) 4/29/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because it will move more people faster for less money. It is also quieter, more comfortable and more accessible. I like to bike and often use bikes and buses, but if the bike spots on the front of the bus are full, I am out of luck. Rail transit is better for the long-term, and it can be done quickly, meaning we can travel car-free, lower our emissions, fight global warming and escape traffic congestion sooner. This is also an issue of equity. Railway transit would ensure the south county residents have the same transportation service available to north county residents.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Pamela Sexton  
146 Tucker Rd Royal Oaks, CA 95076-9280 [pamelabeth.sexton@gmail.com](mailto:pamelabeth.sexton@gmail.com)

[rmed2012@everyactioncustom.com](mailto:rmed2012@everyactioncustom.com) 4/29/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.
- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Ramiro Medrano  
[rmed2012@gmail.com](mailto:rmed2012@gmail.com)

[leeseve@everyactioncustom.com](mailto:leeseve@everyactioncustom.com) 4/29/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Elissa Wagner  
528 Encino Dr Aptos, CA 95003-4860  
[leeseve@aol.com](mailto:leeseve@aol.com)

[mpastick@everyactioncustom.com](mailto:mpastick@everyactioncustom.com) 4/29/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.



-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Mark Patrick  
Santa Cruz, CA 95062  
[mpastick@att.net](mailto:mpastick@att.net)

[allison.solis@everyactioncustom.com](mailto:allison.solis@everyactioncustom.com) 4/30/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

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-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Allison Solis  
55 S 6th St Apt 307 San Jose, CA 95112-3579 [allison.solis@sjsu.edu](mailto:allison.solis@sjsu.edu)

[grompa@everyactioncustom.com](mailto:grompa@everyactioncustom.com) 4/30/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because:

- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

- Rail transit offers South County riders the same access to improved public transportation as North County riders.

Santa Cruz county is a world class beautiful natural setting and deserves a world class transportation infrastructure. A light rail between Watsonville and Davenport would not only make best use of the existing rails for commuters, but would in fact be the one of the most scenic light rails in the world and a tourist attraction in it's own right.

Thank you for your consideration.

Bob Elledge, Watsonville.

[dlaughlin@everyactioncustom.com](mailto:dlaughlin@everyactioncustom.com) 4/30/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
DAVID LAUGHLIN  
1614 King St Santa Cruz, CA 95060-5204  
[dlaughlin@ebold.com](mailto:dlaughlin@ebold.com)

[mateo@everyactioncustom.com](mailto:mateo@everyactioncustom.com) 5/1/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Rail transit will move more people faster and for less money than bus transit. It provides more equitable service to residents in South County.

-Rail transit provides easier bike boarding access and capacity than other modes.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan..

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Matt Farrell

922 Windsor St Santa Cruz, CA 95062-2618 [mateo@cruzio.com](mailto:mateo@cruzio.com)

[evasbrunner@everyactioncustom.com](mailto:evasbrunner@everyactioncustom.com) 5/1/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I strongly support the rail transit options rather than a bus option on the rail corridor.

The rail options are better than bus for these reasons:

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

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-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

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-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Eva Brunner

105 Routier St Santa Cruz, CA 95060-2236 [evasbrunner@gmail.com](mailto:evasbrunner@gmail.com)

[christina3cuevas@everyactioncustom.com](mailto:christina3cuevas@everyactioncustom.com) 5/1/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Christina Cuevas  
619 Cabrillo Ave Santa Cruz, CA 95065-1107 [christina3cuevas@outlook.com](mailto:christina3cuevas@outlook.com)

[emmaho@everyactioncustom.com](mailto:emmaho@everyactioncustom.com) 5/1/2020

Dear RTC Commissioners and Staff,

I've lived on the West Side. Santa Cruz for 15 years. My home is one block from the Rail Trail. I would much prefer a light rail line to a bus corridor in my neighborhood.

Aside from that, I've heard about the following advantages of light rail over bus.

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is quieter for riders and neighbors.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Rail provides the easiest access and maximum amount of bike storage per vehicle.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Joel Isaacson  
143 Mason St Santa Cruz, CA 95060-4712  
[emmaho@mac.com](mailto:emmaho@mac.com)

[suegkaufmann@everyactioncustom.com](mailto:suegkaufmann@everyactioncustom.com) 5/1/2020

Dear RTC Commissioners and Staff,

Today I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because:

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Sue Kaufmann  
Capitola, CA  
[suegkaufmann@gmail.com](mailto:suegkaufmann@gmail.com)

[jan.mcgirk@everyactioncustom.com](mailto:jan.mcgirk@everyactioncustom.com) 5/1/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Rail transit will move more people faster and for less money than bus transit.

- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.
- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle.
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Jan McGirk  
2130 Portola Dr Santa Cruz, CA 95062-4924 [jan.mcgirk@gmail.com](mailto:jan.mcgirk@gmail.com)

[krusmore@everyactioncustom.com](mailto:krusmore@everyactioncustom.com) 5/1/2020

Dear RTC Commissioners and Staff,

Please support a rail option on the rail corridor, rather than a bus option. Some of the reasons this is important to me are:



-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

--Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

We need to be thinking long-term into the future and set up systems that will work in very reduced climate impact world. This is a way to do that and increase our equity in the county. Having safe, reliable, fast transportation to and from South County is critical to bringing our communities together on equal terms. Do the right thing, go rail!

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Kaki Rusmore  
6010 Soquel Dr Aptos, CA 95003-3115  
[krusmore@gmail.com](mailto:krusmore@gmail.com)

[eholtrusmore@everyactioncustom.com](mailto:eholtrusmore@everyactioncustom.com) 5/2/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner. Rail transit also means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years. Additionally, transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

As you know, funding to implement passenger rail service is identified in the State Rail Plan. Let's get this done for all of us and our environment!

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Eva Holt  
112 20th Ave # 3 Santa Cruz, CA 95062-4961 [eholtrusmore@gmail.com](mailto:eholtrusmore@gmail.com)

[sgd@everyactioncustom.com](mailto:sgd@everyactioncustom.com) 5/2/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

I am excited that we could have public transportation in our neighborhood that is fast, efficient, and environmentally friendly. It is a solution that provides equitable access for those in north and south county and will accommodate more bicycles than a bus option.

I encourage you to support the rail option today.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Susan Dahlgren  
142 Darwin St Santa Cruz, CA  
[sgd@baymoon.com](mailto:sgd@baymoon.com)

[joannenocce@everyactioncustom.com](mailto:joannenocce@everyactioncustom.com) 5/2/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- The track is already there, why recreate the process? A motto in my household, "let's see what we have to use before buying more."

- Rail transit will move more people faster and for less money than bus transit.

- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Joanne Noce

4965 Emerald St Capitola, CA 95010-3829 [joannenocce@yahoo.com](mailto:joannenocce@yahoo.com)

[snyders@everyactioncustom.com](mailto:snyders@everyactioncustom.com) 5/2/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. Sure to the following reasons:

-Rail transit is more accessible and more comfortable.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

AND MOST IMPORTANTLY:

-THE RAILTRANSIT ABSOLUTELY PROTECTS 100% OF THE EXISTING 32 MILE RAIL CORRIDOR FROM EASEMENT THREATS.

It is imperative to NOT turn this opportunity into a land grab.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Melissa Snyder

4215 Portola Dr Santa Cruz, CA 95062-4527 [snyders@pacbell.net](mailto:snyders@pacbell.net)

[pwsnyder@everyactioncustom.com](mailto:pwsnyder@everyactioncustom.com) 5/2/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-If you remove the tracks there will never come back. I grew up with a train in this town and it was no bother, And it wouldn't be now, this is nothing more than a land grab by a few wealthy individuals who happened to buy along the tracks.

-I say let's work with what we have instead of reinventing the wheel.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Peter Snyder

4215 Portola Dr Santa Cruz, CA 95062-4527 [pwsnyder@pacbell.net](mailto:pwsnyder@pacbell.net)

[brusmore@everyactioncustom.com](mailto:brusmore@everyactioncustom.com) 5/2/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. I grew up in Aptos, went to UCSC, had a business in Santa Cruz for 10 years -- and still own my grandparents home in Rio (along with my siblings). I've seen LOTS of changes for Santa Cruz. You are doing the right thing to plan ahead and focus on long term best solutions for transportation. The rail options are better than bus, because:

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

-- and the bus plan would not include Watsonville, which is big mistake!

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Barbara Rusmore

1429 S Grand Ave Bozeman, MT 59715-5609 [brusmore@gmail.com](mailto:brusmore@gmail.com)

[leroywriter@everyactioncustom.com](mailto:leroywriter@everyactioncustom.com) 5/2/2020

Dear RTC Commissioners and Staff,

I spend a lot of time during the summer months in Aptos at a family summer house. I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are best because:

1) Rail transit will move more people faster and for less money than bus transit.

2) Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

3) Bus transit will not include Watsonville which would substantially increase rider cost if Watsonville is a rider's destination.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Lynnwood Coppedge

2927 Barbara St Ashland, OR 97520-1413  
[leroywriter@hotmail.com](mailto:leroywriter@hotmail.com)

[caburne@everyactioncustom.com](mailto:caburne@everyactioncustom.com) 5/2/2020

Dear RTC Commissioners and Staff,

I'm writing to you because I firmly believe that expanding (NOT destroying) rail access is the best option for a healthy future, both locally and nationally. Our addiction to petroleum guzzling vehicles will never lessen is you take away one of the most viable alternatives.

So know that I, a local voter, support the rail transit options as opposed to a bus option on the rail corridor.

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, NOT ADDING TO and hopefully helping to end the GRIDLOCK that plagues our beautiful area.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.
- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders.
- Rail transit is predicted to double the use of public transportation county-wide. WE CANT INCREASE PUBLIC TRANSPORTATION IF WE DON'T OFFER EFFICIENT OPTIONS!!
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems. AND THE RAILS WOULD BE FOREVER LOST-- A GRAVE AND UNNECESSARY TRAVESTY.
- Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
S. LaVerne Coleman  
PO Box 2892 Santa Cruz, CA 95063-2892  
[caburne@aol.com](mailto:caburne@aol.com)

[natevillaume@everyactioncustom.com](mailto:natevillaume@everyactioncustom.com) 5/2/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor.

Our grandparents have passed a house on to us all and whenever we visit we are astounded by how bad the traffic is.

We support rail over the bus option because it is an independent mode of travel; The rail options are better than bus, because:

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.



Sincerely,  
Nathaniel Villaume  
526 Cutwater Ln Foster City, CA 94404-3942 [natevillauame@gmail.com](mailto:natevillauame@gmail.com)

[wking108@everyactioncustom.com](mailto:wking108@everyactioncustom.com) 5/2/2020

Dear RTC Commissioners and Staff,

I'm writing to voice my support for the rail transit options rather than a bus option on the rail corridor. I prefer rail options because

- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

- Rail transit offers South County riders the same access to improved public transportation as North County riders.

- Funding to implement passenger rail service is identified in the State Rail Plan.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Wendy King  
SANTA Cruz, CA  
[wking108@icloud.com](mailto:wking108@icloud.com)

[powertochangeNOW@everyactioncustom.com](mailto:powertochangeNOW@everyactioncustom.com) 5/2/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail service all the way to Watsonville is critically important to reducing the parking lot on the freeway between Aptos and Watsonville on normal weekday commutes.

- Rail transit will move more people faster and for less money than bus transit.

- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

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-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Daniel Villaume  
Aptos, CA 95003  
[powertochangenow@yahoo.com](mailto:powertochangenow@yahoo.com)

[chrisweir@everyactioncustom.com](mailto:chrisweir@everyactioncustom.com) 5/2/2020

Dear RTC Commissioners and Staff,

I am writing to express my support for electric rail transit options on the rail corridor.

In particular, I believe that light rail is better than buses on this corridor. Rail options provide timely and efficient transportation. They are more accessible for disabled people and for bike riders than a bus.

They will cost less money over the long haul. Rail can be be equally accessed by north and south county residents. And electric rail will help our county reduce our output of greenhouse gases.

It makes no sense to me to tear up the tracks, to run any kind of bus on the corridor. Removing the tracks would endanger the rail easements posing prohibitive costs in lawsuits, and delay the entire project by at least a decade. And in the end, we'd have a second-rate transit system rather than the superior one we could have had if we'd wisely put a rail vehicle on the existing tracks.

It just seems so obvious - rail vehicles on the tracks, buses on the streets.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Christine Weir  
316 California St Santa Cruz, CA 95060-4216 [chrisweir@baymoon.com](mailto:chrisweir@baymoon.com)

[ketury@everyactioncustom.com](mailto:ketury@everyactioncustom.com) 5/2/2020

Dear RTC Commissioners and Staff,

I support rail transit rather than bus on the rail corridor. The rail option is better than bus, because

- Rail transit is more comfortable, and quieter for riders and neighbors.
- Rail provides easy access for wheelchairs and bikes.
- Rail transit provides both South County and North County riders access to good public transportation.
- Rail transit is what we, the voters, voted for.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Ketury Stein  
2704 Amberwood Ln Santa Cruz, CA 95065-2001 [ketury@cruzio.com](mailto:ketury@cruzio.com)

[bmovieking@everyactioncustom.com](mailto:bmovieking@everyactioncustom.com) 5/2/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.
- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle.
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Nick Adams  
815 Balboa Ave Capitola, CA 95010-2330  
[bmovieking@msn.com](mailto:bmovieking@msn.com)

[johnrusmore@everyactioncustom.com](mailto:johnrusmore@everyactioncustom.com) 5/3/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
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- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
John Rusmore  
9457 Monroe Ave Aptos, CA 95003-4110  
[johnrusmore@gmail.com](mailto:johnrusmore@gmail.com)

[terihandzel@everyactioncustom.com](mailto:terihandzel@everyactioncustom.com) 5/3/2020

Dear RTC Commissioners and Staff,  
I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service:

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Teri Handzel  
805 Seacliff Dr Aptos, CA 95003-3561  
[terihandzel@comcast.com](mailto:terihandzel@comcast.com)

[willcoppedge@everyactioncustom.com](mailto:willcoppedge@everyactioncustom.com) 5/3/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because:

I come to visit my family in Aptos frequently and the freeway is very loud near the house. Trains would reduce cars and the noise.

Also, I STRONGLY support trains because they reduce CO2 output and reduce global warming.

Thanks for listening!

Sincerely,

Will

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Will Coppedge  
1307 E Broadway St Missoula, MT 59802-4945 [willcoppedge@gmail.com](mailto:willcoppedge@gmail.com)  
[theodan\\_king@everyactioncustom.com](mailto:theodan_king@everyactioncustom.com) 5/3/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.
- Rail transit offers South County riders the same access to improved public transportation as North County riders.
- Rail transit is predicted to double the use of public transportation county-wide.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Theo Rusmore  
CA  
[theodan\\_king@yahoo.com](mailto:theodan_king@yahoo.com)

[terry\\_keller@everyactioncustom.com](mailto:terry_keller@everyactioncustom.com) 5/3/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus for the following reasons (to mention just a few):

- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Funding to implement passenger rail service is identified in the State Rail Plan.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Terry Keller  
Santa Cruz, CA 95065  
[terry\\_keller@comcast.net](mailto:terry_keller@comcast.net)

[tim.mcgirk@everyactioncustom.com](mailto:tim.mcgirk@everyactioncustom.com) 5/4/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.



-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Tim McGirk

2130 Portola Dr Santa Cruz, CA 95062-4924 [tim.mcgirk@gmail.com](mailto:tim.mcgirk@gmail.com)

Ted Lorek [tedlorek@gmail.com](mailto:tedlorek@gmail.com) 5/4/2020

Please stop wasting our time and tax money on rail! Rail bank it now like Monterey has done. Let's use it for active transportation now. We can always un-bank it in the future if need be.

Sincerely,

Ted

[owen.lawlor@everyactioncustom.com](mailto:owen.lawlor@everyactioncustom.com) 5/5/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

It provides a real alternative to the automobile. Only options that make public transportation from Watsonville to Santa Cruz faster than sitting in Highway 1 traffic should be considered. Other options that do not provide a real, time saving alternative to the single occupancy car should be considered

So,

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Owen Lawlor

612 Spring St Santa Cruz, CA 95060-2030 [owen.lawlor@gmail.com](mailto:owen.lawlor@gmail.com)

[carrie.e.swain@everyactioncustom.com](mailto:carrie.e.swain@everyactioncustom.com) 5/5/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

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-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Carrie Swain

367 Western Dr Apt K Santa Cruz, CA 95060-3051 [carrie.e.swain@gmail.com](mailto:carrie.e.swain@gmail.com)

Rick Longinotti [longinotti@baymoon.com](mailto:longinotti@baymoon.com) 5/5/2020

Dear RTC & METRO Board Members and Staff,

Thank you for the additional information in your Frequently Asked Questions. It's very helpful.

Our organization would like to suggest that you take into account the following as you approve a short list of alternatives for further analysis.

On the recommended short list are two rail alternatives: light rail and commuter rail, both using electrical multiple unit vehicles. Your FAQ notes that commuter rail has relatively longer distance between stops compared to light rail. We request that the analysis of light rail include more stops than were considered in the Rail Transit Feasibility Study (2015). The five recommended scenarios in that study considered only one station in Live Oak (at 17<sup>th</sup> Ave.) Additional stops at 30<sup>th</sup> Ave. and 7<sup>th</sup> Ave. could service dense neighborhoods that already have multi-family housing. Similarly, only one stop was considered for the far west side of Santa Cruz at Natural Bridges Dr. An additional stop at the Almar shopping mall would enable trips to that popular destination. We anticipate that optimal ridership may be achieved by adding these additional stops and perhaps others.

- We also request that Personal Rapid Transit be included in the short list for further study—especially Inverted or Elevated PRT which can easily coexist with the existing freight infrastructure. There are a number of low scores for PRT on the screening analysis that have not yet been explained. For example, PRT scores a C in emissions reduction, capital costs, operating costs, integration with other modes, active transportation, jobs, transit-oriented development, and ability for two-way travel on the right-of-way. We recommend that the staff for this study engage with the PRT advocates in the community to discuss the assumptions that resulted in these low scores. PRT advocates are an important part of our community. Engagement with this community is important for the process of building consensus. The potential for future pandemics suggests that the analysis of ridership take into account transit modes that minimize the spread of contagions and maximize opportunities for social distancing.

It is not clear to us why a train-like vehicle that would require removal of the tracks would be worthy of consideration. Can you explain why the Autonomous Road “Train” was included in the staff-recommended short list?

For all vehicles being studied, we request that the ghg emission analysis include life-cycle ghg emissions (including construction). And that the analysis of alternatives take into account the cost and health impacts of toxic waste removal.

Thank you for soliciting public input on the short list of alternatives. We look forward to seeing what your further research reveals.

For the Campaign for Sustainable Transportation,

Rick Longinotti, Co-Chair

[lwestkeyes@everyactioncustom.com](mailto:lwestkeyes@everyactioncustom.com) 5/5/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
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- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle.
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Lizann Keyes  
1511 Hidden Terrace Ct Santa Cruz, CA 95062-2948 [lwestkeyes@gmail.com](mailto:lwestkeyes@gmail.com)

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.
- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle.
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Martha Graham-Waldon

9501 E Zayante Rd Felton, CA 95018-9094 [marthagw@comcast.net](mailto:marthagw@comcast.net)

[julianne@everyactioncustom.com](mailto:julianne@everyactioncustom.com) 5/5/2020

Dear RTC Commissioners and Staff,

Greetings RTC,

One thing the Shelter in Place Order has demonstrated is that life our quality of life would be much improved, if fewer cars were on the road. It's been great leaving my car in the driveway and walking and biking to the store, but the weather isn't always this perfect, nor do I usually have time to walk and bike. We need rail transport for traveling longer distances and in wet weather. Let's keep the calm after the quarantine has been lifted by bringing rail transport to Santa Cruz County.

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
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Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Julianne Rhodes  
414 Windsor St Santa Cruz, CA 95062-2449 [julianne@cruzio.com](mailto:julianne@cruzio.com)

Dianne [blueiris@gmail.com](mailto:blueiris@gmail.com) 5/6/2020

To: Commissioners and Staff,

I urge you to choose RAIL PASSENGER SERVICE, which has many advantages over "bus rapid transit". A few of the benefits are:

Rail service will run completely on the rail corridor, not on congested streets/highways, so it will be faster and more reliable.

It will serve Watsonville and south county residents much better than the bus option.

Electric/battery rail transit will be energy efficient, quiet, and easily accessible to more bicyclists and wheelchairs.

It will be implemented sooner; the costs for operation and maintenance are lower over time.

Choosing rail service will ensure that the rail trail will be built sooner.

Please move ahead quickly with RAIL PASSENGER SERVICE....SO DESPERATELY NEEDED!!

Dianne Dryer

Santa Cruz County resident

ROBERT STEPHENS [awranch@aol.com](mailto:awranch@aol.com) 5/6/2020

Dear RTC Commissioners:

Your current Alternatives Analysis reminds me a lot of your promised Measure D "study" of the corridor. You pick all the criteria and how they are weighted, so the "study" comes out the way you want it to: TRAIN. I don't think this one will be any different.

While you have used this strategy a few times, it is getting old and our community is losing faith in your ability to manage this process. These "studies" are expensive, time consuming and their outcome is predetermined.

Do you have a realistic business plan for a train? How are you going to fund the capital costs of a train in the corridor? How are you going to fund its operating cost? Where are the stations going to be built?



Where is the parking for stations? When will a train start operating? How many will ride it? Is a train the best use of limited transportation dollars? These important questions need to be answered first.

You have held SMART train as a model for our community, even though they have about three times the population we have. Well, SMART train has failed to build their trail as they promised. They are having financial difficulties and their last bond was soundly defeated. Even in great economic times their ridership was down and needed to be supported by about \$100 per each round trip ticket. SMART is not a model for our community.

Covid-19 has raised havoc on the financial health of our community. What cuts or adjustments are you making to your organization? How will Covid-19 and other illnesses affect mass transit in our area? Where will the money come from to revive METRO?

What saddens me the most is the waste of our corridor, as it sits there in disrepair. Imagine if it had been rail banked from the beginning. Our community would be using it for active transportation. Think of how helpful it would be to everyone during these difficult times when they want a little space to get outdoors and get around on a bike or walking. If and when we want a train, our rail banked corridor would be available for it. You have this whole process backwards: train first, trail last.

For some reason, the whole idea of a train is so ingrained in your organization that you cannot think clearly. You fear any threats to a train so much that you have lost sight of what is good for our community. This "train only" approach means you can never offer any compromise to our community about the use of the corridor. This is very clear by your actions.

In the business world, good businesses are constantly changing their plans and actions due to new data. Have you changed anything regarding the train due to new data? In government, compromise is the way forward. Have you offered any compromise regarding the train? The answer is no to both questions.

Please don't waste resources and time with any more "studies"; at least be honest that all your plans are for a train and only a train in the corridor and that a trail is not really going to happen.

Sincerely,

Robert Stephens  
Aptos, CA

Gregory Becker [greg@laselva.us](mailto:greg@laselva.us) 5/6/2020

Dear Commissioners

Here is a commentary I submitted Monday to the GT, the Sentinel, and the Pajaronian. I hope it is useful, or at least amusing, to you!

Thanks and best regards,

Greg Becker

763-9762

##

If you have the time, bandwidth, an interest in transportation, and a sense of humor, the “Transit Corridor Alternatives Analysis” survey may be just the ticket! It’s online until May 11 at [https://www.surveymonkey.com/r/TCAA\\_Virtual\\_Meeting](https://www.surveymonkey.com/r/TCAA_Virtual_Meeting) and is sponsored by the Santa Cruz County Regional Transportation Commission.

It largely deals with proposed uses of the rail branch line, the 32 miles of right of way that wends through the county, and would make a perfect active transportation corridor. Instead, you will see no reference to walking or biking or running or skating in the survey, but you will be offered the choice of gondolas or hyperloop and other transit alternatives. Even the Regional Transportation Commission’s straw man, the so-called “Rail Trail”, has been thrown under the bus or maybe into the hyperloop. Nary a mention of the Rail Trail, much less a real trail.

Meanwhile, over a year ago, on March 13 2019, RTC Executive Director Guy Preston appeared before the California Transportation Commission to explain his bureau’s approach to the rail branch line. The Commissioners were not gentle with Preston.

Commissioner Jim Ghielmetti: “I guess I’m the only one up here that’s here long enough for the start of this project in August of ‘03. I applaud you for trying to get this thing back on track. My concern is I don’t see a business plan in front of us nor a schedule for passenger rail. Have you developed that yet?”

Preston replies: “We don’t have a business plan for passenger rail commuter service at this time”

Commissioner Ghielmetti: “Well let’s see, 2003 to 2019, we can’t wait much longer; is there any way to expedite this?” ... “Can you give the Commission a timetable or schedule of when we’re going to see something?”

Commission Chair Fran Inman: “I don’t know, if it’s not operational it sounds like the short line really isn’t able to fulfill their agreements.”

Commissioner Ghielmetti: “Well I guess my question is ah it’s really a community decision, you know. Proposition 116 was to provide rail service and that’s why the money went to the community. Now if the community wants to get together and reimburse the state for that acquisition, that’s really a community issue, not an issue before this commission, so they need to figure that out.”

Right. In lieu of a business plan from Executive Director Guy Preston or RTC Commission Chair John Leopold here are some ideas. In RTC-speak they might be called preferred local alternative analysis alternatives. Let's take a shot.

Alternative A: Allocate the eight percent Measure D money devoted to the rail corridor to a fund to repay the state its \$11 million. It would take four or five years on layaway.

Alternative B: Seek relief from the legislature in a bill recognizing the three failed good faith attempts to meet the proposition 116 requirements and to forgive the debt. Many legislators would recognize that Prop 116 was a poorly drafted one-size-fits-all solution and that Santa Cruz County is held hostage to this "solution".

Alternative C: Engage counsel to explore whether or not the county has satisfied the requirements of Proposition 116. As Commissioner Paul Van Konynenburg suggested: "Maybe at some point in the future we can get an opinion as to what requirements have been met and what haven't."

It has taken wallowing leadership to get us to the place of gondolas and hyperloops as solutions. An additional alternative that deserves analysis: It is time for RTC Executive Director Guy Preston and RTC Chairman John Leopold to go.

##

[anna.landaw@everyactioncustom.com](mailto:anna.landaw@everyactioncustom.com) 5/6/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- With Rail transit we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.
- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders.

These are just a few of the many many reasons I strongly support a rail option instead of buses. I grew up using our Metro system here in SC, and I have also visited countries with extensive rail service, so I speak from personal experience when I say I believe a rail will better serve our community.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Anna Landaw  
Capitola, CA 95010  
[anna.landaw@gmail.com](mailto:anna.landaw@gmail.com)

Joyce Roby <[joyceroby@comcast.net](mailto:joyceroby@comcast.net)> 5/6/2020

For my two cents....I went on the website to the open house and saw some wonderful suggestions. In my opinion, we should go with some kind of rail system that can at some point connect to other transportation systems. Busses and shuttles won't necessarily be a helpful solution to the problems on Hwy. 1.

Thank you for giving me opportunity to speak here.

Best regards, Joyce Roby

[cruzincharlie@everyactioncustom.com](mailto:cruzincharlie@everyactioncustom.com) 5/7/2020

Dear RTC Commissioners and Staff,

I am 100% for keeping the rail as part of the plans for the rail corridor. The biggest draw for me will be the opportunity to take advantage of all the future possible uses of the rail tracks - including quiet electric vehicles.

I also want to be able to get on in Santa Cruz and connect with the rest of the rail system in California. Greatly increasing my range of places to enjoy and people to visit in an environmentally sound method - rather than in my car!

Thank you for keeping this as a priority.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Charlie Zimmerman  
Santa Cruz, CA 95060  
[cruzincharlie@gmail.com](mailto:cruzincharlie@gmail.com)

[kittyhansen674@everyactioncustom.com](mailto:kittyhansen674@everyactioncustom.com) 5/7/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Kitty Hansen  
Capitola, CA 95010  
[kittyhansen674@gmail.com](mailto:kittyhansen674@gmail.com)

Charles Bruffey <[cbruffey@sbcglobal.net](mailto:cbruffey@sbcglobal.net)> 5/7/2020

There should be an Alternate 4; "No rail line ever" If put to a vote, a huge majority of Santa Cruz residents will vote the end all funding for any train line in our county. Aside from a few delusional activists, nobody thinks a train line will ever run in Santa Cruz. You do a tremendous disservice by continuing to waste money on this foolish endeavor. So put it on the next countywide ballot for a vote so that we all can have a say and not just the few who scream the loudest.

Chuck Bruffey, Soquel

Sierra Club Member

Sally Arnold [sallya@cruzio.com](mailto:sallya@cruzio.com) 5/7/2020

Dear RTC Staff and Commissioners,

Friends of the Rail and Trail have carefully studied the information on the TCAA Open House and have written our comments in the pdf attached (see below pages).

We hope you find them useful and if you have any questions we'd be delighted to discuss this with you.

We are happy to see the process proceeding, even in these extraordinary circumstances. Thank you all for your hard work in these difficult times.

Sally Arnold  
Board Chair  
Santa Cruz County Friends of the Rail & Trail  
P.O.Box 1652, Capitola, CA 95010-1652  
[www.railandtrail.org](http://www.railandtrail.org)  
Cell: 831-419-4622



May 8, 2020

**Santa Cruz County Regional Transportation Commission**

1523 Pacific Avenue  
Santa Cruz, CA 95060

**Re: TCAA Short List of Alternatives**

Dear Commissioners and Staff,

The Friends of the Rail & Trail (FORT) has carefully reviewed the Draft Short List of Alternatives to provide high capacity public transit in the existing rail corridor. Based on recent studies and the newest information in the TCAA Online Open House, FORT enthusiastically supports further analysis of both Light Rail / EMU and Commuter Rail / EMU and selection of either as the Locally Preferred Alternative. The TCAA analysis to date, clearly shows **rail transit is the superior option with the power to transform our entire public transportation system** and our county into a more equitable, more sustainable and more prosperous community benefiting everyone including our fellow residents, employees, employers and visitors.

P.O.Box 1652, Capitola, CA 95010-1652 [www.railandtrail.org](http://www.railandtrail.org) 831-419-4622



**Analysis:**

Using only the information provided in the TCAA Online Open House, FORT produced the following table comparing the benefits of the Rail Options and the Bus Options:

	RAIL OPTIONS		BUS OPTIONS	
	Light Rail (EMU)	Commuter Rail (EMU)	Bus Rapid Transit (BRT)	Autonomous Road "Train"
Strong ridership potential	X	X		X
Reliable travel times	X	X		X
Faster travel times		X		
Protects the corridor ROW	X	X		
Supports GHG reduction	X	X		X
Supports TOD	X	X	maybe	X
Compatible w/ Freight Rail	X	X		
Lower Operating Costs	X	X		
Capital cost relatively lower			X	
Ability to adapt to new tech			X	
Integrates w/ ex bus system			X	





Similarly, FORT analyzed the “Alternative Scoring Results” provided in the TCAA Online Open House by converting the assigned letter grades to numerical values and then adding up the numerical values for each of the four alternatives. Using conversions of A=5, A/B=4, B=3, B/C=2, C=1, FORT found the alternatives scored as follows:

95	Light Rail (EMU)
98	Commuter Rail (EMU)
80	Bus Rapid Transit (BRT)
78	Autonomous Road “Train”

Clearly, according to your own research, the rail transit options outscore both bus options. In fact, on average, **the rail options scored 22% more points than the bus options.**

FORT also noted the benefits assigned to the BRT alternative, are not really benefits at all. First, the claim that the capital costs are relatively lower is only because the BRT option is proposed to use 8.5 miles of the 22-mile rail corridor instead of the entire corridor. See the attached illustration titled ‘Proposal for Bus “Use” of the Rail Corridor’. Second, the claim that BRT has a greater ability to adapt to new technology is based on the fact that buses are replaced every 12-14 years, while rail vehicles last more than 30 years. However, modern rail vehicles are typically updated on an as-needed basis similar to smart phones and newer automobiles which are upgraded using simple over-the-air technology. Third, the claim that BRT is more easily integrated into the existing bus system is valid from METRO’s perspective but is false from the typical user’s perspective. Multimodal transportation systems are the rule rather than the exception in most any city in the world today. Buses can integrate with trains as easily as buses can integrate with other buses. Therefore the evaluation should not be biased to a vehicle type but biased to which transit type will serve the integrated transit needs of future users.



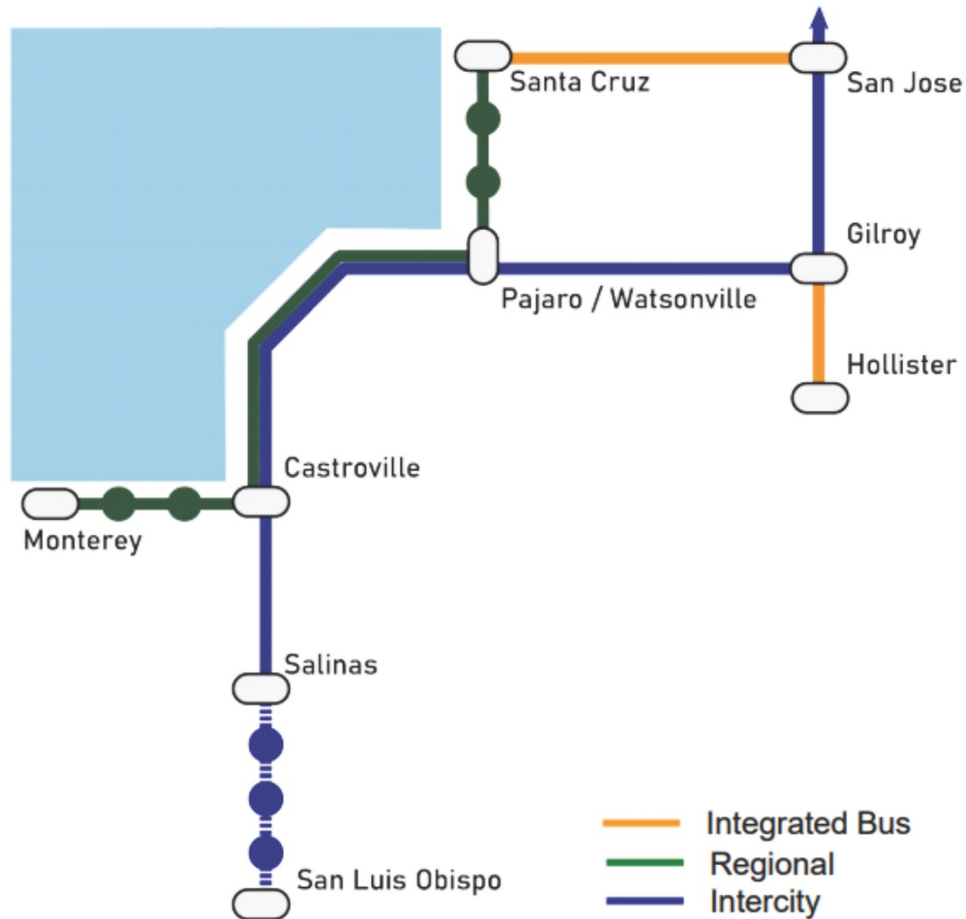
### Discussion:

In addition to the above analysis, using the existing rail corridor for passenger rail service is best for many reasons including:

- **RAIL TRAIL COMPLETION SOONER:** Keeping the tracks for rail transit is the absolute fastest way to complete the long-awaited, now underway Rail Trail within the next ten years. Tearing up the tracks to pave the rail corridor for buses will certainly delay any further progress on the Rail Trail for many years, perhaps a decade or more.
- **TRANSPORTATION IMPROVEMENTS SOONER:** Using the corridor for rail transit is the fastest way to dramatically improve our public transit system, reduce vehicle miles traveled (VMT) and reduce our collective greenhouse gas (GHG) emissions. Implementing rail transit is the fastest way our county can impact our local contributions to global climate change. Tearing up the tracks to build a road for buses will be costly, time consuming and environmentally damaging.
- **FASTER TRAVEL TIMES:** According to the 2019 Unified Corridors Investment Study (UCIS), peak travel times for commuters between Watsonville and Santa Cruz are predicted to be 41 minutes for rail transit and 63 minutes for bus transit, 22 minutes faster for rail transit.
- **FAIR AND EQUITABLE:** Rail transit will use the entire length of the rail corridor providing a congestion-free, dedicated corridor for reliable on-time, every-time service. Because bus transit options will use only part of the corridor, Watsonville residents will be deprived of the full benefits of a dedicated corridor.
- **RAIL CORRIDOR PRESERVATION:** Continuing to use the rail corridor for rail transit guarantees the continuous rail corridor will remain intact forever. Abandoning the rail use to pave the corridor for buses puts all existing railroad easements at risk of certain litigation.



- **LOWER OPERATING EXPENSES:** Rail transit operating expenses per annual boarding and per passenger mile will be significantly lower than bus transit operating expenses according to data in both the UCIS and the National Transit Database (NTD), published by the Federal Transit Administration in 2017. According to the NTD, rail vehicles will deliver almost 3x the passenger miles at only 55% the operating expense of bus vehicles.
- **INCREASED PUBLIC TRANSIT RIDERSHIP:** Adding passenger rail transit to the rail corridor is predicted to increase county-wide use of public transit to 10 million annual users while adding bus transit to the corridor is predicted to only increase county-wide use of public transit to 8 million annual users according to the UCIS. Adding 2 million more annual users will dramatically increase METRO ridership and revenue, and get many more people out of their cars, thereby reducing our collective VMT.
- **FUNDING IDENTIFIED:** The 2018 State Rail Plan includes specific line item funding of \$1.5 Billion for three Central Coast projects. One of the three projects is "Implement Regional Rail Connecting Monterey and Santa Cruz to the Statewide Rail Network". The connection of the Santa Cruz Branch Rail Line to the Statewide Rail Network will occur at the Pajaro / Watsonville Junction.
- **REGIONAL RAIL TRANSIT:** Only rail transit can provide seamless cross-platform connections to coming regional and state rail networks. In fact, the Transportation Agency for Monterey County (TAMC) just kicked off the [Monterey Bay Area Rail Network Integration Study](#) which will lay the groundwork for implementing the 2018 California State Rail Plan, including regional rail service "Around the Bay" between Monterey and Santa Cruz, along the Coastal Rail Corridor. Regional rail service will bring significant benefits to all residents, employees, and visitors of Santa Cruz County.



*Above Illustration from TAMC's "Service Planning and Network Design" presentation  
February 3, 2020.*

P.O.Box 1652, Capitola, CA 95010-1652 [www.railandtrail.org](http://www.railandtrail.org) 831-419-4622



#### **Additional Evaluation Metrics:**

As the TCAA proceeds to the final selection of the Locally Preferred Scenario, FORT urges the commission to add two performance measures to sharpen the comparison of alternatives with respect to social equity and future-proofing our county. The additional measures are:

1. **Passenger Miles per Transit Vehicle Mile** should be included as it is a nationally recognized metric included in the National Transit Database and speaks to both equity and economy.
2. **The Capital and the O&M costs that will be needed to double the initial ridership capacity of an alternative.** It is highly likely the demand for public transit will rapidly increase in the near future as the climate crisis worsens and traffic congestion increases. Knowing the cost of doubling the capacity of one of only three main transportation corridors is prudent and essential to making a wise decision now.

#### **Closing:**

The Friends of the Rail & Trail strongly supports using the rail corridor to strengthen and expand our existing public transportation system into a more equitable, more sustainable, more robust public transportation system. Adding a modern rail transit spine served by numerous METRO bus service ribs will use both transit technologies to move the greatest number of people where they want to go as quickly and efficiently as possible.

FORT's goal is to transform our county's public transportation system in such a way that everyone, regardless of age, ability, or economic status, will think of public transportation as a first choice not a last choice. **Implementing passenger rail transit in the corridor is the best way forward.**

Respectfully submitted,

*Sally Arnold*

Sally Arnold, Chair

Santa Cruz County Friends of the Rail & Trail

P.O.Box 1652, Capitola, CA 95010-1652 [www.railandtrail.org](http://www.railandtrail.org) 831-419-4622

[cyndzen@everyactioncustom.com](mailto:cyndzen@everyactioncustom.com) 5/8/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because light rail can be solar powered, quiet and non-polluting. The corridor will remain dedicated to public transportation without competition from gas-powered cars. Light rail next to the trail will keep our air breathable for trail users. The corridor already has rails and the grading was done to accommodate trains. Buses can be run anywhere, so can be used to shuttle passengers from the train to parking lots or remote access points.

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Cynthia Dzendzel  
5600 Lincoln Way, Felton, CA 95018-9226  
[cyndzen@earthlink.net](mailto:cyndzen@earthlink.net)

[saladinssale@everyactioncustom.com](mailto:saladinssale@everyactioncustom.com) 5/8/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know I support the rail transit options rather than a bus option on the rail corridor. The rail options are clearly better than bus, because:

- Rail transit will move in its own dedicated corridor free of any traffic congestion, so it will provide the most reliable service: on time every time.

- Rail transit offers South County riders the same access to improved public transportation as North County riders.

- Rail provides the easiest access and maximum amount of bike storage per vehicle.

The COVID-19 pandemic will pass & we will still need transit. The likelihood of economic recession/depression must not lead to panic decisions - maintain the long view of this project.

Rail opposition remains in disarray as to what they SUPPORT, only agree they want the tracks removed at all costs, so as to ELIMINATE the obvious transit choice and build an exclusive linear bike park.

Continued portrayals of diesel-powered heavy rail locomotives as the only face of rail transit reveals the dishonesty of most opponents' motives.

Steel wheels on existing rails matched with a county-wide rail-trail remains the best overall option by far. All technology is continuing to evolve and improve, including rail-based transit technology. Align SC county with California's pro-rail-transit plan.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Saladin Sale  
413 Western Dr., Santa Cruz, CA 95060-3080 [saladinssale@gmail.com](mailto:saladinssale@gmail.com)



Micah Posner <[micahposner@cruzio.com](mailto:micahposner@cruzio.com)> 5/8/2020

Dear Commission Staff,

Thank you for presenting alternatives for use on the rail corridor.

Attached is the feedback from the local Sierra Club. We have approximately 4000 members in Santa Cruz County.

We spent many hours carefully reviewing your material and discussing it. More than a dozen Sierra Club leaders were involved in the discussion.

Can you forward this letter to all the Commissioners? Please let me know, or give them their addresses if you would rather I sent it directly.

Again thanks for your work on this important project.

Micah Posner

Chair of the local Group of the Sierra Club



**SANTA CRUZ COUNTY  
GROUP**

**Of The Ventana Chapter**

**P.O. Box 604, Santa Cruz, CA 95061**

<https://www.sierraclub.org/ventana/santa-cruz>

email: [sierraclubsantacruz@gmail.com](mailto:sierraclubsantacruz@gmail.com)

**Santa Cruz County Regional Transportation Commission**

1523 Pacific Ave.

Santa Cruz, CA 95060

[transitcorridoraa@scrtc.org](mailto:transitcorridoraa@scrtc.org)

**Re: TCAA Milestone 2: Stakeholder Input**

Dear Commissioners and Staff,

The Sierra Club supports public transportation and has long advocated for rail transit systems because rail transit promotes Transit Oriented Development (TOD), an effective strategy for reducing urban sprawl and preserving open space. This is a win/win, decreasing environmental impact and increasing quality of life. In recognition of the effectiveness of this strategy, the National Sierra Club's Transportation Policy



unequivocally states that “Rail systems are most effective in stimulating compact development patterns, increasing public transit patronage and reducing motor vehicle use.”

We agree and enthusiastically support the two rail options for our County transit corridor. We believe that removing the rail tracks will cause unnecessary environmental trauma and delay the implementation of a quality transit system and trail along the Coastal Rail Trail. It would also slow action to mitigate GHG emissions, a critical concern of the Sierra Club. We advocate for an integrated system of rail with coordinated bus connections; a County transit network to meet the diverse needs of our community.

At the same time, we acknowledge that the Alternatives Analysis must thoroughly examine each transit alternative presented in Milestone 2 and remain transparent in this analysis to ensure public trust in the process. A rigorous methodology will lead to an incontrovertible outcome, meriting full community support.

We look forward to your further research and evaluation of the four transit alternatives during Milestone 3 of the Transportation Corridor Alternatives Analysis.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Micah Posner", written over a horizontal line.

Micah Posner, Executive Committee Chair

Sierra Club, Santa Cruz Group

[cassowary@everyactioncustom.com](mailto:cassowary@everyactioncustom.com) 5/9/2020

Dear RTC Commissioners and Staff,

I have been watching the arguments for and against the Rail Trail for many years now. Having arrived in Santa Cruz in 1967, I have also watched traffic increase to the point where (before the Covid-19 shut down) Highway 1 comes to a near standstill at commute hours. I have narrowed my forays into town to the window of 10AM - 2PM to avoid the heaviest traffic.

Currently, with the shutdown, we are seeing the air clear and noise abate. It would be wonderfully helpful to our health and sanity to have this continue. Years ago, we Californian's voted for rapid, mass transit for these reasons, and for the relief from driving long distances: We want clean air, we want a more efficient transport system that does not gobble up land and pollute our neighborhoods.

But our local governments have been slow to fulfill these goals for our people, for political reasons. Yes, the rail trail will be costly. Yes, people in the Aptos areas knowingly bought homes along the rail lines. Yes, there are, I believe, a small vocal number of people who want to turn around the State-wide vote FOR rail transport. But, for a cleaner future we need more rail and less polluting automobile traffic. And, for a more equitable future, we need rail transport especially from Watsonville. I would hope, too, that such a rail system would hook up to Monterey, and to other parts of California.

As for the rail along the rail/trail here in Santa Cruz County, I would hope we can go to a quiet electric rail/trolley system that initially accommodates the large number of commuters who travel from South County and would stop off at points along the way to the City of Santa Cruz and points north. Ultimately, we also need a system to accommodate commuters over Highway 17. Buses over this route have not proved to be all that helpful in reducing traffic. I'd bet the same would be true for a bus along the rail/trail. And, what is more polluting and obnoxious than a bus!!!

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Catherine Hudson  
560 Conservancy Loop, Santa Cruz, CA 95065-9723 [cassowary@baymoon.com](mailto:cassowary@baymoon.com)

Linda Wilshusen [liveoaklinda@gmail.com](mailto:liveoaklinda@gmail.com) 5/9/2020

Dear RTC Commissioners and Staff:

Thank you for the opportunity to comment on the proposed rail line options recommended to proceed into Phase 3 of the *Transit Corridor Alternatives Analysis*.

1. The RTC should determine that non-use of upgraded tracks on the rail line between Watsonville/Pajaro Junction and the Santa Cruz Westside by any option is a fatal flaw at this

point in the process, for all of the reasons and risks described in the RTC's FAQs: "What is the risk of not implementing a rail transit alternative on the rail line?"

2. If the RTC determines that activating this fatal flaw is not appropriate right now, I would support two of the alternatives moving forward into the next phase: Light Rail/Electric Multiple Unit (LR/EMU) and Arterial & Rail ROW Bus Rapid Transit (BRT). I suggest including the BRT option because it's the primary reason this study is being conducted prior to full environmental review of the preferred transit alternative.
3. My support of the Light Rail/EMU option is based on RTC's assertion that this category includes self-propelled, lightweight, battery-powered Tram and Streetcar vehicle options as along as they're able to meet the definition of LR/EMU provided in the RTC's FAQs (as updated 4/22/20). We're hoping that an example of this type of railcar (TIG/m Streetcar) will still be able to visit our county this fall, although of course with COVID-19-adjusted operations.
4. Regarding analysis of the LR/EMU option: using the rating scale and results presented by the RTC, the first option, Light Rail/EMU, is clearly superior to both the Autonomous Road Train and BRT.
5. According to the RTC, LR/EMU ratings re slightly lower than the Commuter Rail/EMU (CR/EMU) option because: 1) CR/EMU assumes fewer stops and therefore faster travel times, which would, in my opinion, not adequately serve projected ridership demand from the range of urbanized residential, business, schools and recreational areas already situated within 1 mile of the rail line; 2) CR/EMU assumes co-mingling with freight trains, which is unnecessary because temporal separation is possible and preferable; and 3) the RTC presumes a higher safety record for CR/EMU, which has been difficult to verify. Light Rail/EMU ratings are higher than CR/EMU in the 'Environment' category, and the same in the 'Other Goals' category.
6. In my opinion, a more massive, heavier Commuter Rail/EMU type rail vehicle is not necessary or suitable for our corridor and would probably require a costly catenary system. Freight rail service is expected to continue in Watsonville and can be accommodated either by temporal separation, or, streetcar track can be laid to accommodate separate operations as necessary. Roaring Camp Railroads can access the SCBRL as needed with temporal separation and/or streetcar track laid for short segments near the Santa Cruz Wharf.
7. Analysis in the next study phase should develop and describe each of the two options, LR/EMU and BRT, in ways that focus on existing RTC criteria as well as on efficient use of existing and upgraded rail infrastructure, phased implementation, affordability, and robust analysis of the expected diversity of ridership demand by local residents, employees, students, seasonal visitors, and those connecting in Pajaro to existing and future, regional and statewide transit and passenger rail services.
8. A clear and transparent analysis of access options to and from any rail line transit service should highlight the most common and business and environment-friendly access mode for many transit trips: walking. Together with enhanced pedestrian and accessibility amenities, access to transit via walking (and rolling) results in reduced costs, reduced VMT and GHG, and healthier, more connected communities.

9. If BRT is included in the next analysis phase, I would be interested to understand how this option would work together with the proposed Highway 1 Bus-on-Shoulder/Auxiliary Lanes project. It seems to me that implementing the Highway 1 BOS concept and other northerly/east-west corridor projects (e.g. Soquel Drive improvements) will help accommodate transit demand in that area, but won't accommodate or coordinate well with demand in the transportation corridor served by the coastal rail line. In my opinion, we need Metro to develop the organizational capacity that enables it to implement the novel and operationally-complex Highway 1 Bus On Shoulder concept, rather than, at the same time, being distracted by trying to turn the existing coastal rail line into just another road.
10. Finally, regarding the Business Plan aspect of the upcoming TCAA planning phase, I hope the RTC will consider that the entity overseeing the design and construction of the new transit system in the rail corridor does not need to be the same entity that will eventually be selected to operate the system.

Thank you very much for your consideration of these comments.

- Linda Wilshusen, Live Oak

SCCRTC Executive Director 1985-2005

[jddion@everyactioncustom.com](mailto:jddion@everyactioncustom.com) 5/9/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats. Also, tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems. I am also aware of the fact that funding to implement passenger rail service is identified in the State Rail Plan.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Jill Dion

1525 Laurent St., Santa Cruz, CA 95060-2038 [jddion@me.com](mailto:jddion@me.com)

[camt@everyactioncustom.com](mailto:camt@everyactioncustom.com) 5/9/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-This is our opportunity to finally implement a transit system that is equitable and will vitalize our community with interconnectivity for all.

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.
- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.
- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit offers South County riders the same access to improved public transportation as North County riders.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle.
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
constance gabriel  
Santa Cruz, CA 95062

[jan.mcgirk@everyactioncustom.com](mailto:jan.mcgirk@everyactioncustom.com) 5/9/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

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Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Jan McGirk  
Santa Cruz, CA 95062  
[jan.mcgirk@gmail.com](mailto:jan.mcgirk@gmail.com)

**From:** Nadene Thorne <[nadenetd@yahoo.com](mailto:nadenetd@yahoo.com)> 5/9/2020

Commissioners, Staff:

Now that the county budget, tax revenues, and state and federal funds for such endeavors will be significantly curtailed for the indefinite duration, I believe it is time to officially dispense with any infrastructure project on the rail corridor. As it is, after 7? or 8? studies now, including this one, the transit project keeps moving farther out in the future, and becoming more expensive. Prospective ridership has

not increased over the life of these studies, nor has the evident willingness of Santa Cruz County voters to approve any bond issue adding to taxes. It's time to face the situation squarely: if citizens won't vote for money for schools and housing, they won't vote for public transit.

Of course you could put the issue of voters' disposition - before you spend more time and money building up a plan and a budget - on the ballot now? That might save the county a fortune in these interminable studies!

What the county CAN afford to do is open the corridor for a trail. Now would be an optimum time to railbank the corridor and recycle the tracks. Surely the wisdom and public disposition to do this is evident in the success of Jump bikes, the clamoring for better bike lanes, and the overcrowding of other recreational parkways like West Cliff Drive. Put what little money we have into expanded METRO service - your own visiting transportation experts have already given you a road map on how to do this!

Now - if ever - is the time for the commission to rethink these tired old ideas. Save the money we're spending on studies, agree to take up the subject of mass transit when there is a genuine will - and funding - to have it, and open up the corridor to bikes and pedestrians now!

Nadene Thorne

Jan Karwin <[jankarwin@yahoo.com](mailto:jankarwin@yahoo.com)> 5/9/2020

Greetings,

I just wanted to commend the staff of the RTC for the excellent online TCAA Open House. I learned more from this virtual open house than I ever did in a noisy in-person open house. The information was clear and comprehensive. And I can go back and review the information at my leisure. Most importantly, I came away feeling confident that the RTC was using a good set of criteria in evaluating the alternatives.

Best wishes on your decision-making process. I look forward to learning about your future work on this important project.

Sincerely,

Jan Karwin

Bud Colligan [bud@colligans.com](mailto:bud@colligans.com) 5/10/2020

Dear Commissioners,

Below is an Op Ed published today in the Sentinel. It was submitted by Bill Simpkins, Reb Rebele and me regarding the disposition of the rail corridor. Even after writing it, Governor Newsom said yesterday that the state budget shortfall for the next year is estimated at \$54 billion. There will be huge implications for local services and staffing as the falloff in tax revenue from the pandemic hits local government and agencies.

Irrespective of the pandemic, the experience of other communities like Sonoma/Marin should give us pause about the pathway charted by the RTC over the last 8 years since the corridor was purchased. We can now see the power of personal transportation on the corridor every day, with people making choices to move around on bike, e-bikes, by foot, scooters, and potentially other e-modalities that are right-sized for the corridor and have the flexibility and cost structure we can afford as a community. It's healthier, cleaner, and more effective in moving people--the point of "mass transit."

Crises present great opportunities to pivot since they make the choices rather stark. You have such an opportunity today, and I hope we face the reality of where we are and what the future really looks like. We can't afford another 8-year delay, paying 3x for a non-commute trail to preserve tracks that will never be used, and preventing county residents from having safe transit across our county.

Sincerely,

Bud Colligan

#### **Guest Commentary | SMART train defeat: Will Santa Cruz listen?**

[Santa Cruz Sentinel](#) May 8, 2020 at 5:00 a.m.

By Bud Colligan, Reb Rebele and Bill Simpkins

As we traverse this challenging coronavirus health and economic crisis globally and here in our own community, it's imperative we recognize the importance of allocating resources to essentials --the "must haves"-- food security, healthcare, shelter/housing, education and appropriate transportation. The economic landscape is changing dramatically and previous assumptions about resources and budgets will need to be reexamined carefully in the weeks and months ahead. Common sense must prevail. The time for fantasy projects is over, including the rail project, on which the Santa Cruz Regional Transportation Commission (RTC) has been wasting money for 30 years.

Even before the full scope of the pandemic unfolded, the March 3 defeat of Measure I in Sonoma and Marin counties was a clear warning to the RTC and all Santa Cruz County voters. Measure I, put on the ballot by the Sonoma-Marina Area Rail Transit (SMART) Board of Directors, proposed extending their current sales tax for 30 years in order to maintain financial solvency for the 3-year-old SMART train.

Voters in Marin and Sonoma counties decisively rejected the sales tax extension measure on March 3. Why? In short, because they have been sold a bill of goods for too long by a transportation agency that withheld accurate information from the public, failed to deliver much of its plan, and then asked for more money to squander. Sound familiar? Paradoxically, the SMART train has consistently been touted by our local RTC and train supporters as a model for the \$1.3 billion train they want to foist on Santa Cruz County.

Sonoma and Marin counties have 2.8 times the population of Santa Cruz County. A quarter cent sales tax for SMART was approved by voters of Marin and Sonoma counties in November 2008. The train didn't begin passenger revenue service until August 25, 2017, nearly a decade later. The original plan



was to build 70 miles of train track and an accompanying trail for bikers and pedestrians. To date, just 45 miles of track and 16 miles of trail have been built (and the trail has mostly been built by other entities, not SMART).

What else has gone wrong? For starters, SMART is running a deficit and financing current operations out of its reserves. The train has not alleviated traffic congestion on Hwy 101. In fact, it's made traffic worse in downtown San Rafael. Cars are stacked up at the rail crossing in Marin's largest city, idling and increasing fossil fuel emissions. Ridership has actually decreased in SMART's second year of operation.

But what made citizens really angry, and rightfully so, was the fact that SMART officials purposefully withheld cost-benefit analyses and ridership numbers from the public. Some numbers were only made available upon multiple public records requests. Turns out, each round-trip rider is costing taxpayers more than \$100, making it the least cost-effective commuter rail system in the country. Add the fact that the average rider on SMART has an annual income of \$97,000—hardly the low income, social equity constituent touted by train proponents—and it's no wonder the measure for additional funding failed to pass.

If a train cannot succeed in Marin and Sonoma, it certainly cannot succeed here. Meanwhile, Santa Cruz roads are badly deteriorating, the streets are lethally dangerous to cyclists and pedestrians, and the rail corridor remains an empty, unused eyesore eight years after its acquisition.

This coronavirus will be affecting us for several years to come. And scientists warn there will be others. We are already paying \$50 million per year for METRO. Let's modernize METRO and Lift Line and make them more effective in moving people in our community. And let's double down on personalized and flexible transportation models operating on our rail corridor. We have all noticed that bike riding and walking has dramatically increased in the last two months! A protected and beautiful east-west corridor where social distancing can occur would be an incredible, healthy community asset.

Will the public continue to pay for the tracks to nowhere as more evidence piles up that a train will never work in Santa Cruz County? The time to decide is now—before millions of dollars more are wasted. The studies have been done, the public is informed, it's time to put it to a vote. Ask our County Board of Supervisors to put it on the ballot now!

*Bud Colligan and Bill Simpkins are Live Oak residents, Reb Rebele is a Dominican Oaks resident.*

[triciansc@everyactioncustom.com](mailto:triciansc@everyactioncustom.com) 5/10/2020

Dear RTC Commissioners and Staff,

Finally, we are moving forward! Yay!

I want you to know that I support the rail transit options on our rail corridor.

I believe that rail transit can be implemented sooner than bus transit and is less expensive to operate and maintain.

I am excited to learn that funding to implement passenger rail service is identified in the State Rail Plan. Many of us look forward to our Santa Cruz rail line being able to connect to other parts of the state and country.

As a bike rider I know that rail can best accommodate bicycles as well as wheelchairs, baby strollers and walkers.

I appreciate all the work that the RTC has done to inform the public and gather input on this important issue.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Trician Comings  
316 S Branciforte Ave., Santa Cruz, CA 95062-3323 [triciansc@mindspring.com](mailto:triciansc@mindspring.com)

Barry Scott [barry@coastalrail.org](mailto:barry@coastalrail.org) 5/10/2020

Dear RTC Staff and Commissioners,

Please accept the attached letter with comments related to selections of transit alternatives for further study. Attached and copied below:

---

**Coastal Rail Santa Cruz**  
**Aptos CA 95003**  
**EIN# 81-1153832**

To: Santa Cruz County Regional Transportation Commission  
May 10, 2020

**Comments on Transportation Corridor Alternatives Analysis, Milestone 2**

Dear RTC Director, Staff, and Commissioners:

Coastal Rail Santa Cruz submits the following comments in advance of selection of preferred options:

**Please select Light Rail as the preferred alternative, Arterial & ROW BRT as the second alternative.**

- Light Rail transit can be implemented far sooner than any non-rail transit type, and with far less environmental review, lower environmental impact, and fewer legal obstacles.
- Light Rail can include lighter, cleaner modern self-propelled rail vehicles that are still capable of speeds and passenger capacities that serve our needs, but at much lower Capital and O&M costs.

- Please include “rapid streetcar” types, including those available from Brookville, Siemens, Alstom and TIG/m. Overhead power supply is not needed with this vehicle type.
- Only rail transit on the full corridor will preserve the full right of way for future generations.
- Rail transit is the only alternative that uses the exclusive rail corridor for dedicated car-free and congestion-free service to Watsonville, failure to use the entire corridor, as indicated in proposed BRT service routes, would be a great disservice to south county residents.
- Low and level boarding features provided by light rail vehicles easily meet ADA requirements.
- LRT and streetcar vehicle types can be configured to permit more bicycles than buses are able to.
- Construction of the Monterey Bay Sanctuary Scenic Trail can continue as planned only if we select a rail transit option; conversion of any part of the corridor to use by other vehicle types risks delays and increased costs for the MBSST.

The superior solution will integrate Metro bus service, rail service, and accommodate pedestrian and cyclist needs while serving the elderly and disabled and south county residents with equity. Please select Arterial & ROW BRT as the second alternative as the best solution will involve integrating Metro services with operations on a dedicated fixed guideway inter-city backbone, terminating at the proposed station at Watsonville Junction where connections to the state rail network are made.

Sincerely,  
Barry Scott, Coastal Rail Santa Cruz

**Coastal Rail Santa Cruz is a community organization registered with Santa Cruz County and operating under the fiscal sponsorship of the Santa Cruz Hub for Sustainable Living, a 501(c)3.**

Barry Scott

Coastal Rail Santa Cruz  
A not for profit organization  
831-612-6574  
[CoastalRail.org](http://CoastalRail.org)  
[Facebook.com/CoastalRail](https://Facebook.com/CoastalRail)

[marytodegaard@everyactioncustom.com](mailto:marytodegaard@everyactioncustom.com) 5/10/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.
- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle.

Rail that incorporate the use of bikes will really help reduce car use. I have used to for traveling and it is awesome!

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Mary Odegaard  
CA  
[marytodegaard@gmail.com](mailto:marytodegaard@gmail.com)

[ellacarroll@everyactioncustom.com](mailto:ellacarroll@everyactioncustom.com) 5/10/2020

Dear RTC Commissioners and Staff,

I hope this finds you all well. I am writing in strong support of a rail (train) option for transit in my community rather than a bus. I am a big proponent of public transit in general, and have commuted by bus and by train before so I do have some insight in to the situation.

I am sure you are already aware, but a train is superior to bus routes for the following reasons:

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.
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Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Ella Carroll  
Santa Cruz, CA  
[ellacarroll@gmail.com](mailto:ellacarroll@gmail.com)

[tjcoppedge@everyactioncustom.com](http://tjcoppedge@everyactioncustom.com) 5/10/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because it's more cost efficient, it goes all the way to Watsonville, and it has its own corridor, not competing with private vehicles. As a long-time, part time Aptos resident (for 70 years) and now a visitor to local family, I look forward to having dependable transit here soon!

Many thanks.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

Teri Coppedge

CA

[tjcoppedge@hotmail.com](mailto:tjcoppedge@hotmail.com)

[dukelowc@everyactioncustom.com](mailto:dukelowc@everyactioncustom.com) 5/10/2020

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Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Cindy Dukelow  
232 Kingsbury Dr., Aptos, CA 95003-5033  
[dukelowc@gmail.com](mailto:dukelowc@gmail.com)

[stanstill@everyactioncustom.com](mailto:stanstill@everyactioncustom.com) 5/10/2020

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Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
gerald still  
438 26th Ave., Santa Cruz, CA 95062-5320  
[stanstill@comcast.net](mailto:stanstill@comcast.net)

[elieceh@everyactioncustom.com](mailto:elieceh@everyactioncustom.com) 5/10/2020

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Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Eliece Horton  
CA  
[elieceh@yahoo.com](mailto:elieceh@yahoo.com)



Bob F [bobfif@hotmail.com](mailto:bobfif@hotmail.com) 5/10/2020

The purpose of government (in America) is to best provide for residents within its borders. That may mean making compromises to accept outside revenue, but this should not inappropriately sacrifice the Quality-of-Life for local residents. Providing proper flexibility now, allows adapting to a variety of changing times to more likely get on the best future path for all.

Who knows what tomorrow will bring? Maybe we'll catch the latest virus and not survive another day. Or maybe many years from now, we'll be able to use the masks that we now all have, to filter air so bad that we cannot see our hand in front of our face if our present "leader" continues to reduce regulations. That may seem extreme but look at the reality we are now experiencing!

Please Google, "Implement something that will always make sense". Implementing a single lane (alongside a 30+ mile trail intended for pedestrians, joggers and bicyclists) to accommodate rubber-wheeled electric buses will provide the most flexibility to meet any needed changes that the future can bring. (Electric buses are already available to METRO. Additionally, the state-of-the-art electric vehicle company in Fremont, probably wouldn't mind building something better.)

Also please Google, "Public Transportation: If you built it (properly), they will come", and follow all the links. Please realize that restricting any passenger train to a single track in a very active area where it needs to travel rapidly in both directions, is an accident waiting to happen. And having to wait until at least 2035 for such very limited passenger train service (which will be more of a Novelty for tourists), will not please the citizens of this county.

A bus can go anywhere a train can go and to even many more places ...

Any routing or variety of routing is possible. Flex-routes, interleaved among many commuter buses dedicated to going in one direction on the 30+ mile corridor (then returning via Highway 1 to complete the loop), could deviate from the corridor to handle popular routing without requiring transfers.

There are no limits when a vehicle is not restricted to pre-laid railroad track routes. Flex-routes could go from the Watsonville Bus Terminal along the corridor until State Park (or elsewhere) to then deviate from the corridor to Soquel Ave and after stopping at Cabrillo College, head back to the corridor to deviate to the optimum route to the latest in-place at the Capitola Mall and/or to UC Santa Cruz and then perhaps come back to the Watsonville Bus Station via Highway 1. (Note that unlike a multitude of trains restricted to pulling risky "tricks" on a single track, such possible bus loops will NEVER setup a situation for head-on collisions even as more and more buses are included on that single lane!) Any route can be covered, whereas a train can never leave the pre-laid railroad track resulting in most train journeys requiring multiple transfers which discourages ridership. (There's a reason why people prefer their own car to typical public transportation.)

A bus has the potential to carry more bicycles than a train car can carry passengers ...

I have a patent (US 9,987,994) for transporting bicycles upon the roof of a vehicle that allows one person to load and unload a bicycle in less time than it takes to presently load upon a crowded train. Something even simpler would allow a bus to carry a bundle of bicycles upon its roof, including tandems. A ramp at selected stops could ease loading-unloading.

A bus can do anything a regular train can do and do it for less ...

There's nothing to prevent every other bus from having a very elegant interior, competitive with the most luxurious of train cars. To make expenditures feel as exclusive as traveling on a luxurious passenger train, passengers taking these special buses could be charged at least twice as much to travel the same path as a "basic" bus. This may satisfy some of those who feel that they deserve special treatment. (The "exclusive train effect" will be felt by all when the bus remains on the dedicated corridor that makes this means of travel a priority - at every intersection railroad type crossing arms will prevent cross traffic from advancing.)

A bus is so much lighter than a loaded freight train. Think about the increased likelihood at major corridor/roadway intersections where it will now be easier to have the roadway go under the corridor to allow both paths to pass through the intersections unimpeded. (Check out where BART goes over Paseo Padre Pkwy in Fremont).

A freight train going through the heart of Santa Cruz County didn't make sense 10 years ago. It doesn't make sense today. And it won't make sense 10 years from now. Deceiving others that this could evolve into an effective passenger train to improve traffic congestion sometime beyond those 10 years, is bunk. (The latest virus did a better job on that matter.)

The opportunity to have something better is right before us. We have an optimal means to safely travel across the county and to open up more reasons to appreciate the incredible environment at our fingertips. This can include efficiently getting across the county or just appreciating the serenity of such a special place. Residents will be satisfied now and in any future when we get through this latest diversion that impacts our Quality of Life.

A VERY concerned citizen,

Bob Fifield  
Aptos

Any concerns or questions, I can be reached at [BobFif@Hotmail.com](mailto:BobFif@Hotmail.com)

Jeb Bishop [jeb@baymoon.com](mailto:jeb@baymoon.com) 5/10/2020

I just submitted your survey online, but I found no place to identify myself or did I receive any confirmation that RTC had received my survey responses. I'm not sure you got it, so am repeating here the main points.

I am in favor of only rail based options, and against any bus solutions or other solutions which would require removal of the tracks. Specifically, I am for:

- Commuter Rail/Electric Multiple Unit
- Light Rail/Electric Multiple Unit

Question 17, on why I prefer the two above rail options:

Trains, powered by electricity, are a proven transit method - efficiently moving many people on a predictable schedule. Successful urban centers the world over use trains for public transit.

Question 18, on additional comments for Milestone 2 of the TCAA

I am astonished the RTC would put any alternatives entailing removing the rail line on the list, as it is my understanding that significant sections of the corridor right of way would be gone due to loss of easement. Consequently losing the entire corridor for transit or trail is not a solution. Keeping the rail and putting trains on them is the fastest way to get to a transit system on our corridor. Planning, EIR's, and funding has all been around a rail and trail solution. Trains can accommodate many more people and bicycles than any bus system ever could and would connect to other rail systems around the State. On a very personal level, I enjoy trains and seek them out when I travel. I avoid buses, and only use them if I have to.

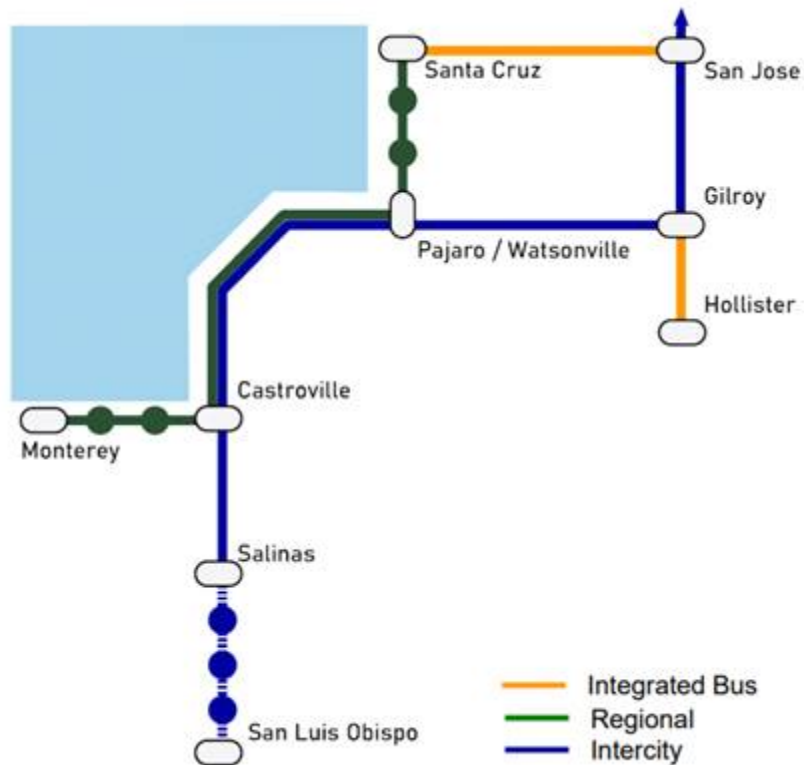
Thank you,  
Jeb Bishop  
Santa Cruz

Mark Mesiti-Miller [markmesitimiller@gmail.com](mailto:markmesitimiller@gmail.com) 5/11/2020

Dear Commissioners and Staff,

The Transit Corridor Alternatives Analysis short list of alternatives includes two rail transit and two bus transit options for the rail corridor. Based on the data published in multiple past studies and the newest data furnished in the TCAA Online Open House, I unequivocally and fully support implementing either the Commuter Rail / EMU or the Light Rail / EMU option depending on which proves best based on the rest of the analysis contemplated by the current TCAA study. Choosing either of the rail transit options has many advantages including:

- Rail transit will move more people, much faster and far more cost effectively than either of the bus transit options. In fact, the 2019 Unified Corridor Study predicted adding rail transit will double overall use of public transit countywide.
- Rail transit is more accessible, more comfortable and quieter for both users and neighbors.
- Rail transit can be implemented faster than bus transit on the rail corridor so we can start reducing congestion and global warming sooner rather than later.
- Rail transit will forever protect 100% of the existing rail corridor against certain and expensive property rights litigation and potential loss of right-of-way.
- Rail transit prevents unnecessary delays in completing the long planned, much anticipated and currently underway Coastal Rail Trail.
- Rail transit offers south county citizens the same access to improved public transit as north county users, bus transit does not.
- Rail transit seamlessly integrates with the State Rail Plan and the coming "Around-the-Bay" regional rail transit planned for the Monterey Bay region as illustrated in the Monterey Bay Area Rail Integration Study currently underway by the Transit Agency of Monterey County, our next-door neighbors. Here is an illustration from TAMC's "Service Planning and Network Design" presentation February 3, 2020:



- Rail transit offers tourists travelling here a seamless, car-free, comfortable travel option directly accessing almost all of our county's most popular tourist destinations. With tourism as one of our main industries, offering tourists an attractive way to get here and get home will be a win-win-win.
- As a life member of the Sierra Club, I fully agree with the National Sierra Club's Transportation Policy statement that "Rail systems are most effective in stimulating compact development patterns, increasing public transit patronage and reducing motor vehicle use."

We must keep our eye on the future prize: a robust public transportation system that will serve to transform our community into a more equitable, more sustainable and more prosperous community for everyone who lives, works or visits here. I urge you to move forward with one of the rail transit options for the rail corridor ASAP.

Thank you for consistent and diligent efforts to improve our county's transportation system.

Respectfully submitted,

Mark Mesiti-Miller

*Professional Civil Engineer*

*37 year resident of the City of Santa Cruz*

*Husband, father, grandfather and champion for social, environmental, and economic justice*

Donna Murphy [donna@dm5.biz](mailto:donna@dm5.biz) 5/11/2020

This letter is to strongly endorse and urge adoption of passenger rail for use of the transit corridor from Watsonville to Santa Cruz.

Of the four options being proposed, the two rail options are the fastest — not just by a little but significantly during peak times — and importantly connect to a statewide network that opens Santa Cruz to reliable, environmental rail transit throughout the region and state. It will increase overall ridership by five million annually — two million more than the bus options.

Sadly, it is most disappointing trying to understand how using just 8.5 miles of the north-central section of the corridor for bus transit — and most of that requiring buses to travel one-way on city streets — serves the entire county. The rubber-wheeled options have higher operating costs, less projected ridership and significantly slower travel times. It appears to require lower capital investment only because a fraction of the corridor would be used. Thus, the capital investment comparison is not apples to apples.

Please focus the remaining analysis on finding the fastest, most environmental & economical passenger rail possible for our workers, tourists, seniors and everyday citizens.

*Donna Murphy*

Santa Cruz resident

[davidrayeriggs@everyactioncustom.com](mailto:davidrayeriggs@everyactioncustom.com) 5/11/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

-Any stimulus money that comes to Santa Cruz County to aid recovery from the COVID-19 shut down could be used to develop a badly needed rail link between Santa Cruz and Watsonville. This could be a once in a generation opportunity to make a giant leap forward to relieve traffic congestion, reduce carbon emissions and improve economic opportunity for many Santa Cruz citizens. Planning for a modern rail link should be the highest priority.

-Rail transit will move more people faster and for less money than bus transit.

-Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.

-Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

-Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

-Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

-Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

-Rail transit offers South County riders the same access to improved public transportation as North County riders.

-Rail transit is predicted to double the use of public transportation county-wide.

-Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.

-Funding to implement passenger rail service is identified in the State Rail Plan.

-Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

-Rail provides the easiest access and maximum amount of bike storage per vehicle.

-Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Dave Riggs  
110 Chase Ln., Aptos, CA 95003-3431  
[davidrayeriggs@gmail.com](mailto:davidrayeriggs@gmail.com)

Melani Clark [Melani.c@roaringcamp.com](mailto:Melani.c@roaringcamp.com) 5/11/2020

This email responds to your request for input to the Transit Corridor Alternatives Analysis.

Dear Commissioners and Staff:

We wanted to begin our email by acknowledging the Commissioners and Staff for all your combined efforts in providing a multitude of services to the community during this unprecedented time. Thank you for your dedication to public service.

The Draft Short List of Alternatives (DSLAs) has narrowed the options down to two rail options versus two bus options. This was no small task and the Staff should be commended for all their research, feedback,

and analysis. With the best of the four options based on the criteria set forth by the RTC, the next step is a critical one as it sets the stage for everything that will follow for the future.

All four options show both positive and negative strengths and weaknesses, therefore there is not a perfect option, only the best option. Based on information from the TCAA open house and factoring in the RTC's commitment for a triple bottom line sustainable framework, the results point clearly to rail as being the best option.

The strengths and weakness from the TCAA are several but there are obvious stand outs. First, the rail already exists, a big deciding factor when considering an option like a Trackless Tram or Rapid Bus Transit. Either bus option would require removal, or possibly building on top of the current rail, followed by paving the entire right of way. The environmental and financial impact on the triple bottom line sustainable framework would be a negative one.

Second, the option for freight only exists under one scenario, using the commuter rail/electric multiple units. Providing the freight option is not only key to the Watsonville community but needs to be seriously considered for the entire corridor. History has shown that demands on systems inevitably shift after major events such as COVID-19. The possibility of freight at mid and north county have real potential now as manufacturing needs and agriculture items shifts towards onshore sources.

No matter which option, the end game is to have a ridership base. There are many surveys with findings that report that rail is still more popular with riders than bus. The ability for all citizens to be able to connect one day through a network of inner-city rail systems allowing them to travel throughout the state is not that far off and the fluid transition via rail is key. In addition, studies show that rail attracts denser development, resulting in more prosperous communities that benefits citizens.

Finally, rail plays a critical role to railroads that are already in the county and those businesses that depend on them such Roaring Camp Railroads, Couch Distributing, Big Creek Lumber, Martinelli's, Lineage Logistics and the St. Paul & Pacific Railroad (Progressive Rail).

We strongly support the development of a rail network that can provide an invaluable service to all people in the community and to business as well.

Best regards,  
Melani Clark  
CEO  
Roaring Camp Railroads  
(831) 335-4484

[lbeyea@cruzio.com](mailto:lbeyea@cruzio.com) 5/11/2020

Dear Commissioners and Staff:

Thank you for the opportunity to share my observations regarding the Transit Corridor Alternatives Analysis.

## 1. Alternatives

I noticed a simple factual error in the description of transit alternative #16 - Gondola: It states these systems were pioneered for ski resorts - they were actually already in extensive use in extractive industrial applications, principally mining, and for bridge construction, dating back as far as the Roman empire, before they were ever adapted for ski resorts. Following the invention of steel cable in 1834, a series of design patents made their use for human transportation in steep terrain (principally Switzerland and Austria) practical. Use in ski resorts did not occur until the first half of the 20th century. Bottom-connected cableways, such as San Francisco's cable cars, also have a history that predates ski resorts. Regardless, top-suspended cable-propelled transit does not seem to be a rational alternative for consideration because of both the low speed of these systems and the disproportionate cost imposed by angle stations, which are required when a route is not straight. However, as a connecting service, top-suspended cableways can be advantageous where there is no existing direct surface road connection, where there is significant elevation change, and/or where other modes would require bridge construction over a highway or body of water.

## 2. Economic scoring

The basis of capital and O&M costs estimates is not shown, but many of these scores are questionable or simply inaccurate, or very dependent on assumed headways and occupancies (with assumptions not shown). In particular, the following A/B/C scores do not appear to correspond to information from other sources, or are simply not rational:

- Capital costs for PRT and inverted PRT appear higher than other citations
- O&M costs for Gondola appear higher than other citations
- Transit-oriented development scoring for every system with a dedicated guideway (all but the bus & shuttle alternatives) should be scored an "A"
- Under "JOBS" you can't have it both ways - if the capital cost is high and/or the TOD potential is high, score should be an A. This is clearly not scored in a rational manner.
- Under freight compatibility, any elevated transit system (e.g. monorail, PRT) should have a moderate potential to share (B score), depending on whether tracks are left in place or not, but it is clearly feasible to leave tracks in place with columnar supports of elevated tracks.

## 3. Equity scoring

Again, a lot of the scores seem to ignore basic characteristics of the alternatives evaluated:

- Active transportation - virtually every mode except micro-shuttles, shuttles, and perhaps hyperloop have capacity for some bicycles, and there are operating systems that provide that capacity, so all except micro-shuttles, shuttles, and perhaps hyperloop should receive at least a B. There are monorails with open cars, just like light rail, that accommodate plenty of bicycles, so they should rate an A.
- Accessibility - there are plenty of monorail systems with level boarding, and even some gondola systems - these should rate an A.
- Travel time - a monorail, with no street crossings and typical speed of 50 mph easily makes the trip in under 45 minutes.



- Reliability - gondolas may not be suitable for the rail corridor because of bends and distance, but they certainly score highly for reliability

#### 4. Environment scoring

Scoring seems highly subjective, and no sources are cited. Specifically:

- Transit ridership - what is this based on? Most of these alternatives have never had any user surveys done, nor are existing systems in other locations compared for ridership. Why would express buses or shuttles be only a C? For that matter why would the much-hyped but not-yet-built hyperloop only be a C? And why does PRT get a B but Autonomous Road Train gets an A? There seems to be no logical or empirical basis for these scores.
- Emissions reductions - scoring purportedly based on ability to attract drivers away from their cars - it seems speculative at best to score this category, making distinctions between the alternatives pretty meaningless. Why is light rail an A, streetcar a B, and intercity rail a C? These modes are practically indistinguishable to the average person, and yet you assign these values with some pretense of confidence.
- Energy usage - scoring does not even correspond to national data for energy use per passenger mile. Rail is typically better than bus. This should be an easy one but you have apparently used very subjective criteria in this scoring. By the way, the most efficient mode per passenger mile, with matching capacity factors, is cable-propelled transit (e.g. gondola) yet it gets a B rating. Where did you get these numbers?

I personally favor development of rail transportation on the corridor. I think elevated transit would be superior but don't think it is affordable in our current political climate.

Budgets should include the cost of connecting services when evaluating choice of alternatives.

Len Beyea  
Santa Cruz, CA

J Lighthill [jjmmlight@comcast.net](mailto:jjmmlight@comcast.net) 5/11/2020

Hello RTC,

Thank you for your work on the alternatives analysis. I have the following questions:

Can you please define "high-capacity transit?" Is it number of passengers/unit or number of passengers/hour or day? And is there a criteria for speed or timeliness?

How will a "locally preferred" transit alternative be derived? The RTC has sought public input by providing an online survey. However, without any limits on the number of individual submissions, results of this survey should not be considered representative of public opinion.

Thank you for your consideration.

Regards,  
Johanna Lighthill

Gina Cole [director@bikesantacruzcounty.org](mailto:director@bikesantacruzcounty.org) 5/11/2020

Dear Commissioners and Staff,

Bike Santa Cruz County wishes to convey our thoughts on the Transit Corridor Alternatives Analysis. Our Advocacy Committee created a spreadsheet of options and their viability and has spent nearly ten hours as a group pouring over and discussing the documents provided to the public. We took each of the “final four” proposed alternative transit modes and dove deep into which type of public transportation we feel best supports the county, with a lens tuned to what best supports cyclists, especially those folks who commute with their bikes. We are decidedly in support of maintaining the rail corridor and the establishment of light rail or commuter rail, especially an electric model, from Santa Cruz to Watsonville.

Bike Santa Cruz County believes that utilizing a rail option is essential to support a sustainable and safe way through the county. From a cyclist’s perspective, safe means separate from automobiles, and wide enough to ensure safety for all users. The Rail/Trail as currently proposed, offers this kind of safety. As for sustainability, keeping the tracks does not put the Trail at risk, however, removing the tracks does. Not only does keeping the Rail intact save the Trail, it saves time and valuable resources. In order to sustain the Trail, we firmly support preserving the Rail.

Another reason that rail outweighs other options is mitigation of the risk of delays due to legal and environmental challenges. Keeping the rail is the best way to get the trail built. It is important that this project stays as close to its proposed timeline as possible. Time delays equal increased costs. This could mean a great disparity in access for South County residents. The Watsonville and La Selva communities, where a majority of daily commuters live, deserve to have fair and equal access to a better way of commuting North.

Bike Santa Cruz County has always advocated for bike friendly infrastructure that increases the ability of people to use a bike for daily trips, to use a bike for recreation, to use a bike for increased physical and mental health and wellbeing. We will continue to advocate for safe routes for cyclists, and we will continue to push for a trail that is, at a minimum, 12 feet in width, to protect both cyclists and pedestrians. While we are not transit experts, we do offer our perspective as active bike commuters and recreational riders. It is in this spirit that we give our support for Rail as the clear choice for public transportation along the Transit Corridor.

Sincerely,

Gina G. Cole

**Gina Gallino Cole**  
Executive Director

Bike Santa Cruz County  
333 Soquel Ave.,  
Santa Cruz, CA 95062  
(831) 425-0665 office  
(831) 840-1884 cell  
[bikesantacruzcounty.org](http://bikesantacruzcounty.org)

[nrodegaard@everyactioncustom.com](mailto:nrodegaard@everyactioncustom.com) 5/11/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner. Rail transit also means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years and rail transit offers South County riders the same access to improved public transportation as North County riders.

These are only a tiny fraction of all of the benefits of a robust rail transit system. Part of me just wants to say, for the love of God build us a rail system already! A robust efficient public rail transit system is a sign of a decent efficient caring society.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
NinaRose Odegaard  
135 School St Apt 4 Santa Cruz, CA 95060-3740 [nrodegaard@gmail.com](mailto:nrodegaard@gmail.com)

[rosemariecarroll@everyactioncustom.com](mailto:rosemariecarroll@everyactioncustom.com) 5/11/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

first, Rail transit will move more people faster and for less money than bus transit, meaning it's available for more people in different economic standings second Rail transit is more accessible, more comfortable, and quieter for riders and neighbors, making travel more likely, frequent, and pleasant. third, many people hate traffic and it can cut off opportunities and access for many, but Rail transit will operate in a dedicated corridor free of any traffic congestion, so it provides the most reliable service: on time every time.

And finally, and very importantly Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
rose carroll  
135 School St., Santa Cruz, CA 95060-3740 [rosemariecarroll@gmail.com](mailto:rosemariecarroll@gmail.com)

Tim Miller [ti\\_miller@att.net](mailto:ti_miller@att.net) 5/11/2020

SCCRTC,

I am a resident of Scotts Valley for the past 30yrs, and work in Santa Cruz. I completely support the two options (Electric Light Rail or Electric Commuter Rail) for a Fixed Rail Solution on the Transit corridor. Either of these two options have proven to be reliable interurban transport solutions worldwide. With a fixed track, a shared corridor with a bike and pedestrian trail has a fixed proximity and creates a know safety zone for the mixed use.

Both of these alternatives are reliable options with predicable maintenance and overhead costs. Either of this alternatives must be designed to support a shared rail infrastructure to support future system expansion and scale as our community requirements change. Designing any new system must include compatibility with existing rail transit (e.g., CalTrain vs BART). Fixed Bus Lines and Autonomous Road Trains are not proven systems in any mixed use transit system, and should not be considered as viable alternatives.

I understand the political realities of funding any system will be a challenge, but we cannot give up the corridor access to a single purpose trail, or exclude traditional rail access. Future generations will never get this critical corridor back if the corridor is decommissioned for mixed transit.

Thank you for your thoughtful consideration.  
Tim Miller  
831-901-8800

[lexi@everyactioncustom.com](mailto:lexi@everyactioncustom.com) 5/11/2020

Dear RTC Commissioners and Staff,

When the County of Santa Cruz accepted millions of dollars from a California bond measure to purchase the rail corridor that money came with strings attached. Specifically, that passenger rail be operated on the line.

In examining alternatives for rail corridor transportation, the county must take into consideration that not only would removal of the tracks and their bed incur significant costs in of itself, but the money used to purchase the right of way would have to be repaid to the state. Additionally, there is no guarantee

that removal of the rails would not also result in loss of the right of way. These issues are unfortunately not prominently featured in the "alternatives short list" on your website, which only lists the benefits of each mode (rail options being low risk for "loss of easements") not the obvious drawbacks and risks of removing the tracks.

I support implementing a rail based transit solution for the entire county.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Alexandra White  
319 Brook Ave Santa Cruz, CA 95062-3708 [lexi@cruzio.com](mailto:lexi@cruzio.com)

[slustgarden@everyactioncustom.com](mailto:slustgarden@everyactioncustom.com) 5/11/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because:

- Rail transit will move more people faster and for less money than bus transit.
- Rail transit is more accessible, more comfortable, and quieter for riders and neighbors.
- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.
- Rail transit is predicted to double the use of public transportation county-wide.
- Rail transit is less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars.
- Funding to implement passenger rail service is identified in the State Rail Plan.
- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.
- Rail provides the easiest access and maximum amount of bike storage per vehicle.
- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,

steve Lustgarden  
28 Hanover Ct Santa Cruz, CA 95062-2651 [slustgarden@gmail.com](mailto:slustgarden@gmail.com)

[coryray@everyactioncustom.com](mailto:coryray@everyactioncustom.com) 5/11/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because

Highway one is a disaster. If you are lucky enough to live in Santa Cruz or even midcounty you don't have to pay the price of the gridlock experienced daily from Watsonville to Santa Cruz. This is about equity. If you can't afford to live in Santa Cruz you have to be penalized. The bus is not a solution. It is not scalable, it doesn't seamlessly connect to other rail options. It doesn't have a funding path. Please consider the plight of the people who everyday have to transit Highway One to be able to both afford a home and go to a job.

Please support the Rail and the Trail. The bus is a distraction. The trail only is a distraction. Stay the course.

Regards,  
Cory Ray

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Cory Ray  
Santa Cruz, CA 95062  
[coryray@gmail.com](mailto:coryray@gmail.com)

Keith Otto [keith\\_otto@yahoo.com](mailto:keith_otto@yahoo.com) 5/11/2020

SCC RTC - Transit Corridor Alternatives Analysis - Milestone 2

18. Are there any other comments on Milestone 2 of the Transit Corridors Alternatives Analysis that you would like to provide? You can also email comments to [transitcorridoraa@sccrtc.org](mailto:transitcorridoraa@sccrtc.org)

The County needs practical, realistic, effective, affordable solutions to our transportation challenges.

- Invest in SC Metro

- Restore SC Metro services which were cut in 2016

- Invest in Bus on Shoulder, Express Bus and HOV lanes for Highway 1

- Invest in Trail Only use of the rail corridor

The County cannot afford to create or maintain 'high capacity public transit' in the rail corridor, which will see minimal use, and not address traffic issues.

County Public Works stated it well months ago when they told the RTC: To create new things, when we can't afford to maintain what we already have, we think that is the wrong way to go.

Thank you for your serious, thoughtful consideration of these comments.

Regards,  
Keith

[jared.boggs@everyactioncustom.com](mailto:jared.boggs@everyactioncustom.com) 5/11/2020

Dear RTC Commissioners and Staff,

I am so excited that work has begun on the rail corridor trail! I trust you are, as well. It's been a long time coming, and I hope that the current momentum galvanizes support and accelerates progress. I realize the 'other' aspect of this project, mass transit, is up for debate and I realize it is a somewhat difficult and debated choice. While no option is perfect, I support the rail transit for these chief reasons:

- Rail transit means construction of the Coastal Rail Trail will not be delayed and could be completed within 10 years.

- Rail transit can be implemented sooner than bus transit, meaning we can travel car-free, lower our emissions, fight global warming, and escape traffic congestion sooner.

- Rail transit absolutely protects 100% of the existing 32-mile rail corridor from easement threats.

- Rail transit offers South County riders the same access to improved public transportation as North County riders.

- Funding to implement passenger rail service is identified in the State Rail Plan.

- Tearing up the existing tracks to replace them with a road for buses would create environmental trauma such as demolition waste, grading, miles of new pavement, and digging for storm drainage systems.

- Rail provides the easiest access and maximum amount of bike storage per vehicle.

- Rail provides the easiest access for wheelchairs and accommodates more people with personal mobility devices.

Thank you for your work on this vital project.

Jared Boggs

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Jared Boggs

718 Seaside St Santa Cruz, CA 95060-4717 [jared.boggs@gmail.com](mailto:jared.boggs@gmail.com)

[heddicr@everyactioncustom.com](mailto:heddicr@everyactioncustom.com) 5/11/2020

Dear RTC Commissioners and Staff,

I'm writing to let you know that I support the rail transit options rather than a bus option on the rail corridor. The rail options are better than bus, because rail transit will move more people faster and for less money than bus transit.

In addition, rail transit is more accessible, more comfortable, and quieter for riders and neighbors and it will free up the roads and have less traffic congestion. It is predicted to double the use of public transportation county-wide. It is also less expensive to operate and maintain so, over time, rail transit will be the best investment of tax dollars. And it's better for bicyclists and those with disabilities.

Thank you for leading the way in transforming our transportation system and making our community more equitable, more sustainable and more prosperous for everyone.

Sincerely,  
Heddi Craft

299 San Jose Ave Santa Cruz, CA 95060-6247 [heddicr@gmail.com](mailto:heddicr@gmail.com)

Rosemary Sarka [<mailto:rosemarysarka@gmail.com>] 5/11/2020

This email responds to your request for input to the Transit Corridor Alternatives Analysis.

I am Rosemary Sarka. I have been associated with Roaring Camp Railroads for about 50 years and have served as Corporate Secretary for almost 30 years. Obviously, my perspective is influenced by this connection. However, I am providing this comment as a private citizen and this comment does not represent an official position of Roaring Camp.

Of the four designated preferred alternatives, my vote would be for commuter rail, compatible with freight.

I was very involved with the decision to purchase the branch line, as a representative of Roaring Camp, and as a private citizen. It was clear from the inception that the purchase of the branch line was to be an investment for the future. At the time of the purchase, no one knew what the future of transportation



would be. I am not sure that we know very much more at this point, but I do commend the efforts of the RTC to try to divine the best use of the corridor, while attempting to handle the enormous political (and economic) pressure to use the line now. In that connection, I urge the alternative of commuter rail as a means of keeping as many options open as possible. Any of the other alternatives foreclose potential opportunities as the future unfolds.

The State of California is on record promoting rail transportation. Maintaining the branch line for rail will provide connectivity regionally and state wide. Major growth and increased density in the region is expected to be in South County. Rail offers opportunity for workers from Watsonville (and perhaps beyond) to commute to Santa Cruz. When I was a child growing up in Palo Alto in the mid 20th century, a trip to San Francisco ("the City") was a big deal. No one imagined people would be commuting that distance. Workers are already commuting to Santa Cruz from what would have seemed a long way just a few years ago. Additionally, sometime in the future, we may see tourists and visitors coming in by connected rail from outside the county, an option not under examination at this time but suggested by the alternative of "Inter City Rail." Santa Cruz is very dependent on tourist and visitors and many are deterred by the traffic over the hill. Our best position for commute as well as other transportation opportunities is to provide a transportation system with integral consistent connectivity.

Finally, I would urge the Commission not to discount the potential for freight on the branch line. Highway 17 can hardly be made wider and more safe. Rail can support many more tons of goods safer and with much less impact on the environment. Pajaro is now shipping produce from Santa Cruz and Monterey/Salinas to destinations all over the world. We are seeing in our current pandemic environment that supply chains can be changed. The near future offers an opportunity to bring in goods as well as passengers by rail in the most economic and efficient means possible.

Thank you for this opportunity to express my opinion.

Rosemary Sarka

Brett Garrett [brett@dolphyn.com](mailto:brett@dolphyn.com) 5/13/2020

Hi Shannon,

I appreciate the updated FAQ, but it does not explain the somewhat low ridership expectation for Personal Rapid Transit and elevated PRT.

PRT would have among the best characteristics for hourly capacity, service frequency, (average) speed, and (potential) number of station stops, so -- unless I'm missing something -- it should achieve top scores for ridership and emissions reduction.

Just to clarify, with regard to speed, the fastest average speed suggested in the 2015 Rail Feasibility Study was 33.9 miles per hour (specifically, 20.5 miles in 36.2 minutes). Many PRT systems are designed for at least 35 miles per hour (and some much faster), with no need to stop at intermediate stations.

Unlike conventional transit modes, a PRT system can include more stations without any need to compromise trip times.

Meanwhile, I'll admit I'm perplexed by the argument that we want to maximize O&M costs in order to create more jobs. Does that mean that unreliable infrastructure is preferred, because additional employees would be required for maintenance?

Thank you,

Brett