

**From:** [Regional Transportation Commission](#)  
**To:** [Sarah Christensen](#)  
**Subject:** Comment on your agenda item  
**Date:** Friday, February 24, 2023 8:54:00 AM

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Hi Sarah,

Here is a comment on your agenda item. I will post it as a handout along with any other Item 23 comments.

Krista

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**From:** Jack Brown [REDACTED]  
**Sent:** Thursday, February 23, 2023 2:46 PM  
**To:** Regional Transportation Commission <info@sccrtc.org>; sbrown@cityofsantacruz.com; [REDACTED]; [REDACTED]; eduardo.montesino@cityofwatsonville.org; [REDACTED]; [REDACTED] Andy Schiffrin <andy.schiffrin@santacruzcounty.us>; Bruce McPherson <bruce.mcpherson@co.santa-cruz.ca.us>; gine.johnson@santacruzcounty.us; zach.friend@santacruzcounty.us; rpquinn@pacbell.net; [REDACTED] larry.pageler@gmail.com; skalantari-johnson@cityofsantacruz.com; manu.koenig@santacruzcounty.us; Sarah Christensen <schristensen@sccrtc.org>; Justin.cummings@santacruzcounty.us  
**Subject:** Please edit the RTC Rail Transit fact sheet on Item #23 for March RTC Agenda

The copy of the Multimodal Corridor Program fact sheet for Rail Transit (Agenda Pages 125 and 126/23-12 and 23-13) appears to give too much credence that Rail is approved, funded and proceeding

- Fact is there is only a portion of a study that is funded and not yet complete.
- There is no funding, plan or schedule for a train
- A train would most likely require yet another transportation initiative on the ballot to get funded and approved.

I ask that you please remove the embellishments from the fact sheet and state the true facts of this as being only a concept that will still require years of study and a funding source. The current verbiage will only confuse the public.

Thank you,

Jack Brown

Aptos, CA

**From:** [Jacob Wysocki](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Comments for RTC meeting 03/02/2023  
**Date:** Wednesday, March 1, 2023 8:14:37 AM

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Date: March 1<sup>st</sup>, 2023  
To: Regional Transportation Commission  
From: Jacob Wysocki

Re: Agenda Item #23 Watsonville to Santa Cruz Multimodal Corridor Program Update

I am thankful for the update on the Watsonville-Santa Cruz Multimodal Corridor Program (WSC-MCP) and am greatly impressed by the staff efforts to secure considerable competitive state and local funding for this expansive project. The breadth of projects in this update reflect the excellent, wholistic work that went into the 2019 Unified Corridor Investment Study (UCS). While there are projects within the study of which I doubt the benefit, for instance I think the combined bus-on-shoulder and auxiliary lane project will achieve the benefits of neither, this is balanced by inclusion of other projects that I greatly support. Pursuit of all projects together in the preferred scenario of the UCS guarantees that everybody in the community gets something.

In particular, I am extremely encouraged to see the update on the Zero Emission Rail Transit and Trail Project, its inclusion in the WSC-MCP poster, and its newly released flyer. The recent defeat of the Greenway sponsored Measure D shows that this project has wide spread local support, and I applaud staff and commissioners for pursuing this project with vigor after years of local debate over use of the rail line were concluded in June 2022. Despite complaints about the time to complete the project, the estimated 8 years until start of construction in 2031 will pass by in the blink of an eye. Completion of this project will leave the next generation of Santa Cruz and California residents with a jewel of a transportation option that completely bypasses Highway 1 and directly connects some of the densest and most scenic parts of the county to each other and to the California State Rail Network.

I also hope that it is recognized that continued support for freight on the entire Santa Cruz Branch Rail Line is one of the elements of the preferred scenario from the UCS. While it seems unlikely for large scale freight operations to return to Santa Cruz in the near future, freight by rail remains, by far, the most energy efficient method of transporting goods and the option should not be thrown away by our community for short term expedience.

It is my hope that, despite continued vocal opposition to rail transit, commissioners can recognize that it is all projects together, Highway Corridor, Soquel Ave improvement, updated bicycle infrastructure, and Zero Emission Rail Transit and Trail, that can ultimately provide benefit to the largest number of local citizens, as concluded with selection of the preferred scenario in the UCS.

Thank you for your attention to my comments.