

Unified Corridor Investment Study - Final Report

All comments received (November 14, 2018 - January 9, 2019)

- Letters and Emailed Comments from Partner Agencies.....pages 1-15
- Letters and Emailed Comments from Community Groups.....pages 16-332
- Letters and Emailed Comments from the Public.....pages 333-450

INPUT FROM PARTNER AGENCIES

December 04, 2018 - January 09, 2019

From: Olejnik, John@DOT <john.olejnik@dot.ca.gov>
Sent: Friday, December 28, 2018 12:40 PM
To: Guy Preston <gpreston@scrtc.org>; Ginger Dykaar
<gdykaar@scrtc.org>; Grace Blakeslee <gblakeslee@scrtc.org>
Subject: Caltrans Comment Letter - Unified Corridor Investment Study
(UCIS)

Attached is the Caltrans comment letter for the Unified Corridor
Investment Study (UCIS).

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DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5
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*Making Conservation
a California Way of Life.*

December 28, 2018

Mr. Guy Preston
Executive Director
Santa Cruz County Regional Transportation Commission (SCCRTC)
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Mr. Preston:

Caltrans District 5 and Headquarters Division of Rail and Mass Transportation appreciates SCCRTC's efforts to address existing transportation challenges and future needs of Santa Cruz County through the Unified Corridor Investment Study (UCIS). Following our joint review, we support and will continue to work with SCCRTC on the next steps that lead toward implementation of the preferred UCIS scenario. Since the preferred UCIS scenario promotes multimodal system investments, the study should position the Santa Cruz region for future funding opportunities from a variety of programs. Projects in the Highway 1 corridor identified in the UCIS could be competitive for the Solutions for Congested Corridors Program (SCCP) funds. The California Transportation Commission specifies the SCCP requirements for proposed projects to be evaluated in a corridor plan; the UCIS will likely meet the corridor plan requirements.

Caltrans' continues to emphasize the vision of HOV lanes on Highway 1 and passenger rail service on the Santa Cruz Branch Rail Line, providing regional and statewide connectivity. Investments in both Highway 1 HOV lanes and branch line passenger rail service are not mutually exclusive and can support a shared vision of improved connections and travel time reliability in the Santa Cruz region. Caltrans stresses that it is vital for SCCRTC to preserve rail rights-of-way for rail service, particularly where there has been a public investment to purchase rail lines for this purpose as is the case with the Santa Cruz Branch Rail Line and conditions established under Proposition 116 (1990). It is also vital to preserve this rail line because it aligns with the State Rail Plan vision for service and connectivity in the region.

The Rail Plan identifies the Santa Cruz Branch Rail Line facility as a key corridor for providing passenger rail connectivity to this popular destination in the Central Coast, with connections to the San Francisco Bay Area and High-Speed Rail at Gilroy, as well as to the rest of the Central Coast region. This rail facility provides an alternative route into and out of the area if highways are closed due to weather, severe traffic-related incidents, or other emergencies. The Highway 1 HOV lanes also support this vision by providing integrated express bus services in the HOV lanes, offering timed connections to local, regional, and interregional destinations at the future rail mobility hubs.

The 2040 vision for full build-out of the Rail Plan's integrated network of high-speed, intercity and commuter rail, and integrated express bus will yield significant ridership increases statewide and in

"Provide a safe, sustainable, integrated and efficient transportation system

Mr. Guy Preston
December 28, 2018
Page 2

specific corridors. In Santa Cruz, total demand for inter-regional rail and connected transit trips will be about 2.1 million annually, compared with just over 550,000 in the 2040 no-build scenario. Regionally, the Transportation Agency for Monterey County (TAMC) is advancing a rail extension project to Monterey County with \$10M in Transit and Intercity Rail Capital Program (TIRCP) funding. This creates opportunities to expand Central Coast ridership gains sooner than the 2040 horizon. TAMC's award includes an additional \$500k for network integration planning in the region that will specifically address connectivity issues, including station area planning, schedule coordination, and ticketing integration throughout the Monterey Bay, South Bay Area, and Santa Cruz region. Taken together, there is substantial State support to deliver rail improvements in Santa Cruz.

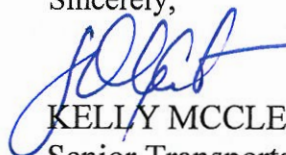
There are also significant funding opportunities available from the State that can provide a pathway for advancing Santa Cruz County connections as part of the statewide network, now supported by SB1 funding – building on the State's investment in the corridor through Proposition 116 bonds. CalSTA's recent announcement of new funding eligible to emerging corridors from the SB 1 State Rail Assistance (SRA) program is an opportunity for the region to advance plans and develop projects as part of a Central Coast regional rail network with connections to a statewide system. Caltrans recommends SCCRTC pursue an application for SRA funding to support network integration service planning in Santa Cruz and connections to the work initiated through TAMC's TIRCP award.

This planning will identify the basic infrastructure components necessary for passenger rail operations on the Santa Cruz Branch Rail Line that address State Rail Plan service goals at a minimum, and any additional regional objectives for service. Environmental review activities for specific projects could be advanced through a subsequent SRA application, based on published guidelines, to clear projects for design and construction phases that could be funded through a future TIRCP grant, the STIP, and any regional funds that are available to deliver improvements.

Lastly, Caltrans supports regional efforts to develop the Santa Cruz Branch Rail Line for passenger rail use, including development of a parallel bicycle trail – both of which are consistent with the Sustainable Communities Strategy for the Monterey Bay area and meeting regional greenhouse gas emissions targets. During the Rail Plan public comment period, many people expressed support for preserving the Santa Cruz Branch Rail Line as a passenger rail facility as well as investing in a rail-trail corridor parallel to the tracks.

As stated previously, Caltrans supports and will continue to work with SCCRTC on the next steps that lead toward implementation of the preferred UCIS scenario. We look forward to the resulting final action on the preferred scenario on January 17, 2019. If you have any questions, feel free to contact me at (805) 549-3510 or kelly.mcclendon@dot.ca.gov.

Sincerely,


JOHN OLEJNIK
FOR:
KELLY MCCLENDON

Senior Transportation Planner
Branch Chief - District 5 Transportation Planning North

November 30, 2018

RECEIVED
SCCRTC

2018 NOV 30 PM 2: 03

*Santa Cruz Metropolitan
Transit District*



Supervisor John Leopold
Chair, Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

John,

On November 16, 2018, the Santa Cruz Metropolitan Transit District (METRO) Board of Directors approved the following recommendations to the Santa Cruz County Regional Transportation Commission (RTC) related to the Unified Corridor Investment Study:

1. Support Bus Rapid Transit (BRT) Lite operational improvements in the Soquel Avenue/Soquel Drive/Freedom Boulevard corridor.
2. Support pursuit of a Bus-On-Shoulders facility on SR 1.
3. Commit to a public mass transit service and facility in the Rail Corridor, and:
 - o Non-Mode Specific Alternatives Analysis: Begin implementation planning in the near term by conducting a comprehensive alternatives analysis to determine the most appropriate mode of public transit for the Rail Corridor; and
 - o Add a full analysis of specific operations and capital funding sources to the alternatives analysis; and
 - o Support mass transit use in the rail corridor in which mass transit would run adjacent to bike and pedestrian facilities, but not under the "rail banking" concept; and
 - o Support an RTC policy that would commit to funding METRO with TDA-LTF, TDA-STA and TDA-SGR at current percentage levels in perpetuity.

The METRO Board staff report for this item (#15) is attached.

The METRO Board requests that the RTC facilitate the development of a scope of work by the two agencies' staffs for an alternatives analysis, which would iteratively develop and compare the most cost effective and efficient approaches to providing a high capacity mass transit service; taking into consideration operating and capital costs, land use development opportunities and impacts, and using realistic assumptions about the County's public transit funding capacity.

Any major public transit facility and services proposed for the corridor would require significant local, state and/or federal funding. An alternatives analysis conforming to New Starts and Small Starts documentation requirements seems an essential

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prerequisite to receiving federal funding for a major capital investment such as a rail or BRT project.

State of METRO

METRO is in the midst of developing a 10-Year Strategic Business Plan identifying priorities and funding capacity for the agency, a timeframe in which a mass transit solution could be implemented in the rail corridor.

METRO has only recently achieved a relatively stable budget with the injection of funding from Measure D and SB-1. Current funding levels are always under threat from changing economic conditions and funding allocation levels from external agencies.

Currently METRO is only able to maintain its bus service at a minimally effective level with available funding and it is acknowledged that in order to attract additional riders there is a need to increase the frequency and span of existing service prior to pursuing new services.

The METRO Board looks forward to working with the RTC to establish a realistically fundable solution in this corridor as part of effective countywide public transit network, and one that will not negatively impact METRO's current funding levels, inclusive of any growth.

Yours truly,



Bruce McPherson, Chair
Santa Cruz METRO Board

Enc: November 16, 2018 METRO Board Item #15



TRANSPORTATION AND PARKING SERVICES

SANTA CRUZ, CALIFORNIA 95064
December 27, 2018

Mr. Guy Preston
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

RE: Comments on the Unified Corridor Investment Study

Dear Mr. Preston:

Thank you for the opportunity to provide input on the Unified Corridor Investment Study for the Santa Cruz to Watsonville corridors. My staff and I have reviewed the document and provide the following technical comments for your consideration.

Since announced in 2013, the University of California, under the leadership of President Janet Napolitano, has been working aggressively towards its goal of becoming the first university to reach carbon neutrality for its buildings and campus fleets by 2025, and to reach full carbon neutrality, including all air and commute emissions, by 2050. Every UC campus is working diligently to improve system efficiencies, implement new technologies, and educate future generations on the importance of sustaining our planet by reducing greenhouse gas emissions and improving equitable and affordable transportation options for all campus affiliates and visitors.

To provide guidance, the University's Office of the President has adopted Sustainable Practices guidelines for each campus to achieve carbon neutrality. Specifically, "the University recognizes that single-occupant vehicle (SOV) commuting is a primary contributor to commute GHG emissions and localized transportation impacts" and each campus has committed to offering a full range of transportation options to encourage affiliates to travel to the campus via non-SOV modes. UCSC has long employed effective parking management policies, the provision of extensive transit services through Santa Cruz Metro and a Campus Transit program, as well as the implementation of numerous transportation demand management programs including an extensive vanpool program, carpool programs, a variety of bike programs, and carsharing. UCSC has been very successful in reducing vehicle trips made to campus, lowering VMT, and reducing overall parking demand and GHG levels associated with transportation to and from campus. Along with providing substantial student and staff housing on campus (which reduces overall trip-making to campus), these programs demonstrate UCSC's commitment toward reducing transportation-related impacts in our community.

The University's Sustainable Practices policies specifically identify the following goals:

By 2025, each location shall strive to reduce its percentage of employees and students commuting by SOV by 10% relative to its 2015 SOV commute rates. At UCSC, we are working to achieve a 33% overall SOV rate, compared to 36% in 2015.

By 2050, each location shall strive to have no more 40% of its employees and no more than 30% of all employees and students commuting to the location by SOV. Currently, UCSC has an employee SOV rate of 54% and an overall SOV rate of 36.8%.

Consistent with the State of California goal of increasing alternative fuel – specifically electric – vehicle usage, the University shall promote purchases and support investment in alternative fuel infrastructure at each location. **By 2025, each location shall strive to have at least 4.5% of commuter vehicles be ZEV.**

By 2050, each location shall strive to have at least 30% of commuter vehicles be ZEV. UCSC’s current share of ZEV vehicles is 1.8%.

In addition, the Sustainable Practices recommend that “each location is encouraged to partner with local agencies on opportunities to improve sustainable transportation access to and around university facilities in addition to developing its own transportation programs.”

Recognizing that the University cannot wait to act to reach 2050 Scope 3 (commuter) Carbon Neutrality Initiative goals, the *UCSC Campus Sustainability Plan* also offers specific interim transportation related goals and priorities to be sure the campus is making continued progress towards carbon neutrality:

Reduce commute travel mode impacts relative to a 2017 baseline by:

- **reducing Scope 3 commuter greenhouse gas emissions 10 percent by 2022;**
- **reducing commute vehicle miles travelled (VMT) five percent by 2022;**
- **and reducing per capita parking demand 10 percent by 2022.**

One strategy the CSP specifically calls out for UCSC is to “increase transit ridership to/from campus by 10 percent” through collaboration with “Santa Cruz Metro Transit District (SCMTD) to **increase capacity and frequency of service** on UC Santa Cruz routes, including incorporation of articulated buses and **new routes** to UC Santa Cruz satellite locations.” Overall, UCSC is working to get more people out of personal vehicles and into human-powered and other sustainable forms of transit or multi-occupant travel.

Another CSP Strategy is for UCSC to “**explore creative funding options for sustainable transportation programs that reduce vehicle trips and address social justice implications** of the current fee structure being heavily supported by student fees”

UCSC’s sustainable transportation programs implemented to date include:

- **Public Transit:** “Fare-free” boarding of all Santa Cruz Metropolitan Transit District (SCMTD) routes operating within Santa Cruz County. Under this longstanding program, UCSC affiliates made nearly 2.6 million boardings during 2017-18—more than 54% of all Metro in-county ridership—and paid more than \$4.4 million in revenue to SCMTD.
- **Commuter Vanpools:** UCSC facilitates fourteen 12-passenger vanpools operating from locations in Santa Cruz, Monterey and Santa Clara counties, accommodating an average of 130 riders each work day.
- **Carsharing:** Since 2007 UCSC has contracted with Zipcar to provide short-term car rentals or “carsharing” to accommodate students, staff, and faculty who choose not to own or have private cars at UCSC. More than 9,000 UCSC affiliates and 1,600 community members have access to hourly rental of twenty-three cars located on-campus and another eight located around the City of Santa Cruz.
- **Bike Programs:** UCSC provides a free “Bike Shuttle” service transporting an average of 160 cyclists each weekday from the Santa Cruz westside to the main campus. In addition, numerous bike safety programs are provided to the campus community, including giveaways of bike helmets and lights.

- **Mode Split:** Studies conducted in Spring 2018 at the two campus entrances indicate that nearly 62% of all trips made to and from the UCSC main campus rely on a sustainable transportation mode, including 26.3% on SCMTD transit, 21.5% in multi-occupant cars, 11.8% in other TDM programs (i.e. Commuter Vanpools, campus-operated Day & Night Shuttles, and the Bike Shuttle), 1.7% bicycling, and 0.3% walking.

General UCIS comments:

Given the Carbon Neutrality and Sustainability goals of the University, our staff provide the following comments for your consideration of future investments along the unified corridor:

1. **UCSC supports the Preferred Scenario that includes “a range of transportation options” that include highway improvements, bus service enhancements, and passenger rail service along with significant bike and pedestrian improvements.** UCSC operates two satellite campuses located immediately adjoining (2300 Delaware site) or within ½ mile (Coastal Science Campus) of the rail corridor. SCMTD operates extensive direct bus transit service to the main campus along both Bay Street (via Routes 15, 16 and 19) and Western Drive (via Routes 20, 20D, and 22)—both of which offer convenient transfer opportunities to rail/bus transit near the Bay/California intersection and on Natural Bridges Drive.

Given UCSC’s transit-reliant population for travel to these campus locations, transit along this new corridor could result in significant trip reduction, GHG and VMT reductions as well as time savings for our affiliates. The UCIS shows that transit ridership would increase significantly to 6% or 5.3% of all commuters with transit services along this corridor. As numerous commuting campus affiliates reside in mid-county and south county locations, this new rail transit service could help us achieve the CNI goals mentioned above. In addition, according to the UCIS, scenarios that develop rail and/or bus transit along the rail corridor are the only options that ultimately reduce overall vehicle miles traveled (VMT) and greenhouse gases (GHG), major goals for the UCSC Sustainability Plan.

2. **We concur with the recommendation of the City of Santa Cruz to include two additional projects—multimodal intersection improvements on Mission Street, and reconstruction of the Highway 1 Bridge over the San Lorenzo River—as represented in the original Scenario B.**
3. **UCSC also supports the development of the multi-use bicycle and pedestrian trail along the rail corridor** for safer, direct access to our satellite campuses along this route. UCSC has a relatively high bicycle commuter population, especially considering the steep hills to and on our campus. However, the City of Santa Cruz has some of the highest rates of bike crashes in our state, many of which involve college-age students. Developing a safer, continuous bike route along residential and commercial corridors, coupled with the advent of electric bikes, will provide campus affiliates and community members a great option for utilizing human-powered modes of travel, including access to transit options.

By offering new and more efficient modes of transit, reaching a broader segment of the UCSC population living in the greater Santa Cruz area and beyond, this provides a more equitable transportation network for future generations. UCSC is proud to be named a Hispanic-Serving Campus, with 36% of “first-generation to college” students. However, much of our campus population includes lower-income families as evidenced by 35% receiving federal Pell Grants as reflected in the UCIS Figure 28, which shows much of the campus area as Poverty level due to the low incomes of our student population.

In addition, many students do not or cannot afford to drive, or have become accustomed to and demand more options for travel depending on their needs. Furthermore, UCSC does not allow first- and second-

year residential students the opportunity to bring personal cars to campus and instead offer great transit, carsharing, ridesharing, bike programs and other options. Offering a variety of travel options helps support car-free living options and reduces the overall cost of household transportation needs.

UCSC staff have been impressed with the extensive and thorough review of all the alternatives presented for the Santa Cruz – Watsonville corridor along these three potential routes. Your staff should be commended for all of their efforts in this study and other efforts to make our local transportation network sustainable and equitable for all members of our community.

Sincerely,



Larry Pageler
Director, Transportation and Parking Services University of California Santa Cruz

Cc: Teresa Buika, Senior Transportation Planner, UCSC TAPS
Melissa Whatley, UCSC Government Relations



DATE: November 16, 2018
TO: Board of Directors
FROM: Barrow Emerson, Planning & Development Director
SUBJECT: UNIFIED CORRIDOR INVESTMENT STUDY UPDATE

I. RECOMMENDED ACTION

That the Board receive a presentation on the Unified Corridor Investment Study and recommend to the Regional Transportation Commission the following:

- a) Support Bus Rapid Transit (BRT) Lite operational improvements in the Soquel Avenue/Soquel Drive/Freedom Boulevard corridor**
- b) Support pursuit of a Bus-On-Shoulders (BOS) facility on State Route (SR) 1**
- c) Commit to a public transit service and facility in the Rail Corridor and begin implementation planning by conducting in the near term a comprehensive alternatives analysis to determine the most appropriate mode of public transit for the Rail Corridor and to support efforts to secure funding from federal and other sources, and adding a full analysis of operations funding sources as part of the alternative analysis.**
- d) Support mass transit use in the rail corridor in which mass transit would run adjacent to bike and pedestrian facilities, but not under the “rail banking” concept; and, an RTC policy that would commit to funding METRO with TDA-LTF, TDA-STA and TDA-SGR at current percentage levels in perpetuity.**

II. SUMMARY

- The Regional Transportation Commission has conducted the Unified Corridor Investment Study (UCIS), an analysis of potential multi-modal transportation investments in the State Route (SR) 1, Soquel Avenue/Soquel Drive/Freedom Boulevard, and the Santa Cruz Branch Rail Line (Rail Corridor) corridors.
- RTC staff will have presented a preferred “Scenario” to the RTC meeting on November 15, 2018 with selection of a preferred scenario targeted for the December 6, 2018 RTC meeting.
- METRO staff has participated in the development of public transit networks for the UCIS and continues to work with RTC staff to analyzed data presented in the UCIS.
- Key issues of the METRO review of the UCIS include:

maximizing benefits in terms of efficient mobility, health and equity, the natural environment, and economic vitality.

Highway 1 and Soquel Ave/Drive are two of the most heavily traveled roadways in Santa Cruz County. Freedom Blvd provides an extension of Soquel Ave/Drive in the southern portion of Santa Cruz County. The Santa Cruz Branch Rail Line provides a new opportunity to provide transportation options between north and south county.

RTC staff will recommend a preferred scenario at the Nov. 15, 2018 RTC meeting. The final draft of the UCIS will consider the comments received at the November 15, 2018 Commission meeting and any other comments received by 5:00 PM on November 20, 2018. The final draft of the Unified Corridor Investment Study will be presented to the RTC at the December 6, 2018 RTC meeting to be held at 9:00 AM at the County Board of Supervisors Chambers, 701 Ocean St., 5th floor.

METRO staff will provide a detailed review and recommendations for next steps of the UCIS at METRO's November 16th Board meeting.

Key Issues of METRO UCIS Review

METRO staff review of the UCIS identifies the following key issues:

- Acknowledgement that the three corridors serve different and distinct markets and origin/destination pairs. Improvements in any one of the corridors does not provide needed services in the other corridors. Specifically, improvements in the Soquel/Freedom or SR 1 corridors to not address travel needs along the coastal community.
- Need for public transit priority and services in the Rail Corridor
 - A bicycle/pedestrian only facility in the corridor would not address demand for longer distance and higher capacity mobility. As bicycle/pedestrian facilities are possible in the Rail Corridor with either Rail or BRT operations, the desire for these facilities are addressed
 - The scenario-based analysis does not provide enough mode/corridor specific comparable detailed data and information is insufficient to determine the most appropriate public transit mode to pursue in the Rail Corridor
 - Whether Santa Cruz County has the financial capacity to fund METRO's existing network, anticipated and necessary future service expansion that is unrelated to the UCIS, along with these new services and facilities being considered by RTC. All of these services and facilities could draw from the same limited funding sources. A review of the UCIS suggests that some

The mode selection in this corridor should not be based on a choice between steel and rubber wheels but rather on the service profile (alignment, frequency, daily span of service) that most effectively meets the travel patterns and mobility needs in this area.

Any major public transit facility and services proposed for the corridor would require a significant state and/or federal funding contribution. METRO strongly recommends that a formal alternatives analysis be conducted directly comparing the ridership, operating and capital costs of the options. This type of analysis is required for projects pursuing federal funding such as the New Starts and Small Starts programs, which can fund both rail and BRT projects.

Therefore, as part of the commitment to implementation of a public transit service and facility in the Rail Corridor METRO recommends that in addition to a formal alternatives analysis being undertaken in the near term to identify the type of service and facility that would be most appropriate to meet the specific mobility needs in the corridor; that in order to support efforts to secure funding from federal and other sources, a full analysis of operations funding sources should also be conducted. Having this analysis will support efforts at securing federal funding support, including from the New Starts and/or Small Starts programs.

Issues Requiring Further Analysis

Without stating a preferred mode alternative, METRO staff notes a number of issues which need further investigation and clarity prior to determining the most cost-effective and appropriate service in the corridor including:

- The bus networks and service levels (frequency and span of daily service) provided to RTC for the UCIS were hypothetical for order of magnitude cost purposes and were not the subject of any rigorous detailed analysis of alternative networks as is necessary prior to making such a major investment decision.

- Ridership

Ridership comparisons suggest major differences between rail and BRT ridership based on travel times. There has not been the necessary “value engineering” of various segments of the Rail Corridor to determine with certainty the most cost-effective treatments which would determine alignment opportunities and thereby travel times.

Bus service planning is a balance/tradeoff between travel time and accessibility to the service. More detailed analysis of development patterns and non-motorized paths of access/egress to/from transit are necessary before finalizing placement of stations/stops and choice of service alignment directions.

TDA Funds Apportioned by RTC

TDA/LTF Allocation to METRO

FY18

TDA Total	10,063,403
TDA Reserves	51,656
RTC Reserves	104,191
RTC Admin/Planning	1,144,393
<i>Bike & Ped</i>	190,000
¹ 85.5% METRO	7,074,858

TDA/STA Allocation to METRO

FY18

STA Total	3,540,904
² RTC 99313	1,938,651
METRO 99314	1,602,253
METRO	3,540,904

TDA/STA-SGR Allocation to METRO

FY18

STA Total	671,079
² RTC 99313	367,417
METRO 99314	303,662
METRO	671,079

¹ METRO believes that these funding sources could be vulnerable because RTC could change the % to METRO by amending its Rules and Regulations

²RTC's 99313 funds will be allocated, in part, to projects other than METRO beginning FY20 through FY22, at which time METRO's share will be reduced by 25%.

Additionally, a passenger rail service requires an extensive bus feeder network which is traditionally very costly to provide and are a significant use of vehicle and operator resources. The costs of these services need to be considered as part of the cost of the rail service in both capital costs and operating costs (specifically its contribution to cost per trip).

UCIS would require an increased commitment of METRO services and equipment, the funding source of which is as yet undetermined.

V. ALTERNATIVES CONSIDERED

The alternative of not pursuing transit improvements along these three corridors would limit the ability to provide viable attractive options to drive-alone vehicle use. Without competitive public transit options the region cannot address the issues of traffic congestion, air quality, and the economic impact of significant commute times and associated costs,

Not pursuing these improvements is not recommended.

VI. ATTACHMENTS

None.

Prepared by: Barrow Emerson, Planning & Development Director

INPUT FROM COMMUNITY GROUPS
December 04, 2018 - January 09, 2019



Santa Cruz PRT

www.santacruzprt.com

A Non-Profit (501c3) Educational Corporation

[105 Lighthouse Avenue](#) [Santa Cruz, CA 95060](#) [\(831\) 427-0836](#) email: santacruzprt@yahoo.com

To: The Santa Cruz County Regional Transportation Commission and staff 09 January 2019

Dear Commissioners and staff members,

In November of 2018, Brett Garrett and Santa Cruz PRT commissioned the attached study of PRT from [PRT Consulting, Inc.](#) in Franktown, Colorado. The study was prepared under the direction of [PRT Consulting](#) President Mr. Peter Muller.

Several names and acronyms are commonly used for this transportation mode. ATN is an abbreviation (Automated Transportation Networks, in the San Jose study). Others include AGT (Automated Guideway Transportation for the Mountain View study), PRT (Personal Rapid Transit), GRT (Group Rapid Transit), and Podcars in the EU. We use ATN for the remainder of this letter.

The purpose of this study is to document why the RTC Unified Corridor Study (UCS) should add ATN to the transportation modes to be considered as a part of the UCS. This is accomplished by addressing each of the performance measures used in the UCS in turn, with emphasis being placed on comparison with Scenario B.

We write for several reasons to tell you of the high degree of applicability of ATN for Santa Cruz County and the UCS.

- The first reason is the stellar safety record of ATN systems. Those in operation around the world are a startling **100% free of any fatalities or serious injury since 1975!** (when the first system was launched) This is in comparison to about 40,000 fatalities on USA highways each year and, to a lesser but equally disturbing degree of recurring fatal accidents and serious injuries on conventional and light rail.

UNIFIED CORRIDOR INVESTMENT STUDY
AUTOMATED TRANSIT NETWORK ALTERNATIVE
CONCEPTUAL EVALUATION



Edited by Santa Cruz PRT, Inc.
January 9, 2019

Prepared by:

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<https://www.youtube.com/watch?v=74LxiE6i8Is>



UNIFIED CORRIDOR INVESTMENT STUDY

AUTOMATED TRANSIT NETWORK ALTERNATIVE

CONCEPTUAL EVALUATION

INTRODUCTION

“The objective of the Unified Corridor Investment Study (UCS) is to identify multimodal transportation investments that provide the most effective use of Highway 1, Soquel Ave/Soquel Dr/Freedom Blvd, and the Santa Cruz Branch Rail Line to serve the community’s transportation needs.”¹The UCS considered bus transit, rail transit, auto, bike/ped and rail freight modes. It also considered automated vehicles/connected vehicles even though those modes are still emerging. Despite this multi-modal approach, the study completely ignores a mode that has been operating in public service since 1975. This mode is called automated transit networks (ATN – an umbrella term for personal and group rapid transit - PRT & GRT). ATN suppliers such as Vectus, Ultra, Modutram and 2getthere have had ATN systems in continuous public service since 1999². ATN systems have completed over 200 million injury-free passenger miles.

The purpose of this paper is to document why the UCS should add ATN to the modes considered. This is accomplished by addressing each of the performance measures used in the UCS in turn, with emphasis being placed on comparison with Scenario B, understood to be the

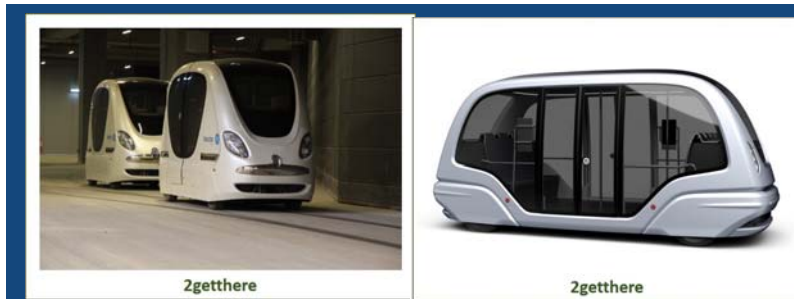


Figure 1. ATN Systems in Public Service

likely preferred scenario.

¹ SCCRTC’s Unified Corridor Investment Study, Step 2 Analysis Results, Draft, September 2018, by Kimley Horn

² Video clip of ATN systems in operation: <https://www.youtube.com/watch?v=8IM5299tXcw&>

AUTOMATED TRANSIT NETWORKS

DEFINITION AND DESCRIPTION

Automated transit networks (ATN) is an umbrella term for two concepts that are now merging into one. These are personal rapid transit (PRT) and group rapid transit (GRT). PRT was conceived to use small (2 – 6 seated passengers) driverless vehicles carrying individuals or parties travelling together nonstop from origin to destination and not sharing rides with strangers. GRT uses large driverless vehicles (up to 20 or even 30 seated and/or standing passengers) which often wait before departing to encourage ride sharing and stop at intermediate stations if necessary. Modern PRT systems generally have 4 to 6 seats, encourage ride sharing and may make an intermediate stop or two. Other terms for these systems include Podcars (commonly used in Sweden) and Pod Taxis (commonly used in India). This study refers to these systems as PRT, GRT or ATN as appropriate.

ATN systems provide a very high level of service and passengers have no need to know routes, schedules or transfer points. All they need to know is the name of their destination station.

Table 1 on the following page provides a comparison of PRT with cars and conventional transit.

ATN systems proven in public service have capacities ranging from 2,000 to 10,000 passengers per hour per direction (pphpd) and maximum speeds ranging from 25 to 43 miles per hour. Higher capacities and speeds up to 20,000 pphpd and 60 mph are under development now that the American Society of Civil Engineers has agreed to adapt their Automated People Mover Standards to better apply to ATN systems. The maximum speed assumed in this study is 40 mph while the maximum capacity assumed is 5,000 pphpd.

ATN DEFINITION

- **Small driverless vehicles**
- **Exclusive guideways**
- **Offline stations**
- **On-board switching**

ATN CHARACTERISTICS

- **Short wait times**
- **On-demand service**
- **Mostly nonstop**
- **Seated travel**
- **High reliability**
- **Very safe**

TABLE 1. COMPARISON BETWEEN TRANSIT, CAR AND PRT(Source: PRT Consulting)

Attribute	Transit		Car		PRT	
Technology Level	Mature	✓	Mature	✓	Emerging	●
Total Trip Time	Poor	✗	Depends on traffic	●	Acceptable	●
Operating Cost/Passenger	Poor	✗	Poor	✗	Acceptable	●
Infrastructure Capital Cost/Passenger	Poor	✗	Poor	✗	Acceptable	●
Accident Potential and Cost Savings	Acceptable	●	Poor	✗	Good	✓
On-Demand 24/7	No	✗	Yes	✓	Feasible	✓
Transfers	Yes	✗	No	✓	No	✓
Seated Travel	Yes, with limits	●	Yes	✓	Yes	✓
Private	No	✗	Yes	✓	Yes	✓
Non-Stop Travel	No	✗	No	✗	Yes	✓
Short waiting time	No	✗	Yes	✓	Less than 1 min	✓
ADA Compliant	Acceptable	●	No	✗	Yes	✓
Safe and Secure	Acceptable	●	No	✗	Yes	✓
User Friendly	Acceptable	●	Acceptable	●	Yes	✓
Snow & Ice	Varies	●	Poor	✗	Mostly	●
Minimal Walking	Not Often	✗	Yes	✓	Mostly	●
Environmentally Friendly	Somewhat	●	No	✗	Yes	✓
Energy Efficient	Somewhat	●	Somewhat	●	Yes	✓
Visually Appealing	Acceptable	●	Acceptable	●	Acceptable	●
Operates inside buildings	No	✗	No	✗	Possible	●

Legend: Poor ✗ Acceptable ● Good ✓

SOLUTIONS PROVEN IN PUBLIC SERVICE

The Ultra PRT System

The Ultra system is rubber-tired, battery-powered, and runs on an open guideway. The front wheels are steerable, and the vehicle keeps itself on the guideway without any physical lateral guidance (using lasers), simplifying switching, which is accomplished by steering. This system has been in operation at London's Heathrow International Airport since April 2011. The commitment to using off-the-shelf technology, wherever possible, coupled with a rigorous testing and development program, has allowed the Ultra system to be the first modern PRT system to win a commercial contract. Heathrow Airport has expressed its satisfaction with the system by including significant expansion in its budget. However, it is understood that construction of a new runway may obliterate the existing system and alter the plans for expansion.



Figure 2. Ultra PRT Vehicle on Elevated Guideway

The Ultra vehicle was designed for four adults, plus luggage. However, Heathrow has opted to replace the bucket seats with bench seats, allowing the vehicle to carry a family of six. Commuter versions of this vehicle are anticipated to include two jump seats allowing six adults to be accommodated.

Open guideway PRT, such as that used by Ultra and 2getthere, tends to be more economical, but the rubber/guideway interface can be problematic during inclement weather conditions. Ultra has plans to address this issue, by using a glass fiber reinforced plastic grating as the riding surface. Preliminary testing by PRT Consulting in the winters of 2006 and 2007 has shown this solution to be very successful in mitigating the effects of Colorado snowfall.

Ultra PRT Ltd. is under new ownership that is aggressively marketing the system in Asia. They are reducing costs by implementing vehicle manufacture in India and other means. They are also developing a next-generation control system to allow higher speeds and shorter headways intended to increase capacity



Figure 3. 2getthere's Third-Generation GRT Vehicle

while reducing costs.

The 2getthere GRT System

2getthere, a Dutch company, has been operating an automated GRT-like shuttle bus system, in cooperation with Frog Navigation Systems in Rotterdam, Holland, since 1999. They are delivering their second GRT system using third-generation vehicles in Dubai in the United Arab Emirates. This system will have 25 vehicles and a capacity up to 5,000 pphpd. A third system is being delivered to Brussels Airport. The vehicles are capable of speeds up to 37 mph. Operation in mixed traffic is possible with top speeds up to about 30 mph.

The 2getthere PRT System

2getthere's true PRT system was the first of its kind when it went into operation in Masdar City in the United Arab Emirates in November 2010.



Figure 4. 2getthere PRT Vehicles in Station

2getthere's PRT system is of the open guideway type, with somewhat similar attributes to those of the Ultra system.

The Vectus PRT System

Vectus is a subsidiary of POSCO, one of the world's largest steel manufacturers. Despite being a British company owned and operated by Koreans, Vectus chose to establish a full-size test track, with an off-line station, in Sweden to prove operability in winter weather conditions and to meet the rigorous Swedish safety requirements. They have now accomplished both goals and moved on to implement a system in South Korea.



Figure 5. Vectus PRT Vehicles in Station

The Vectus system is of the captive-bogey type, where the undercarriage, or bogey, is not steerable, but has wheels which run along vertical side elements, thus, keeping the vehicle on the guideway. Switching is accomplished by movable wheels mounted on the vehicle. The test track vehicles were propelled (and braked) by linear induction motors mounted in the guideway. Mounting the motors in the guideway reduces the weight of the vehicles but increases the cost of the guideway. This is advantageous for high-capacity systems, but expensive for low-capacity systems.

Their first application in Suncheon Bay, South Korea, uses conventional rotary motors which obtain wayside (third rail) power. Propulsion batteries are not required, allowing the vehicles to be lighter in weight.

The Vectus Vehicle is designed to carry four or six seated adults, plus their luggage. In an urban transportation mode, the vehicle can also accommodate up to six standees.

The Modutram ATN System

While not yet in public service, the Modutram system has been included here because of the extensiveness of its test track and demonstration program. A public project is understood to be imminent.

Modutram, is being developed as a university effort with considerable funding from the Mexican government. This system is comprised of rubber-tired vehicles operating on a steel track. The vehicles have electric motors that are battery-powered.



Figure 6. Modutram PRT Vehicles Leaving Station

The Modutram system has been designed specifically for the Mexican climate and is not initially intended to be capable of operating satisfactorily in snow and ice conditions. Development has progressed fairly smoothly from the initial design through a small test track to a larger test track with two stations and, more recently, a demonstration system that carries passengers in six-passenger vehicles.

Modutram appears well suited for urban operations. The system is designed for speeds up to 40 mph with minimum headways of 3 to 4 seconds. Vehicles can be physically coupled together to increase capacity.

SOLUTIONS NOT YET PROVEN IN PUBLIC SERVICE

Numerous ATN systems are in various stages of development ranging from being mere concepts to having engineering design completed and prototype systems in various stages of development. Some of the better-known names include JPods, Metrino, Futran (Milotek), PRT International, skyTran, Swift ATN and TransitX.

Some of the previously-mentioned systems have not emerged into the market because they have not yet funded a full-scale test track demonstrating complete functionality. All the example systems mentioned herein have achieved that demonstration milestone and have gone on to put systems into passenger serving operations. Others may emerge at any time.

Some of the emerging suppliers make aggressive claims regarding the costs and capabilities of their systems. These claims have often not been proven in practice and have therefore been ignored in this study. Should high speeds and capacities become viable at very low costs, this will further enhance the feasibility of the solutions discussed here.

More information on ATN concepts can be found here: www.prtconsulting.com and here: www.advancedtransit.org

CONCEPTUAL ATN LAYOUT

A conceptual layout (Figures 7 and 8) has been developed for purposes of comparison with the Scenario Brail project. Like the rail project, it extends along the Santa Cruz Branch Rail Line right-of-way from the Westside of Santa Cruz to Pajaro Station near Watsonville. Unlike the rail project, portions of the alignment (mostly those through developed areas) are one-way with return one-way guideways located in the adjacent communities, mostly along the Soquel Avenue/Drive BRT routes.



Figure 7. Conceptual ATN Layout Santa Cruz to Aptos

These return guideways are elevated to facilitate retrofitting into existing road rights-of-way. Portions of the alignment within the rail right-of-way are also elevated to avoid at-grade crossings with other traffic (a key factor contributing to ATN safety and reliability).

Note that the routing and station locations shown are in no way intended to be final. The southern portion of the route could serve Freedom Blvd. (equivalent to BRT Lite in the UCS) or Highway 1. It could do so as a two-way line or it could be in the form of a one-way loop. In the latter case it would provide service/stations along two of the three routes (the rail corridor, Freedom Blvd. and Highway 1). It would also be possible to extend the system to UCSC and/or other destinations. If a goal is to improve circulation within Santa Cruz (for example), more guideway could be added, including additional north-south connectors with new stations between the loops shown.

ATN has almost infinite capability to be scaled up or down. It would be possible to start with a simple two-station demonstration shuttle system and to scale up from there in phases. As new routes and stations are added, the new stations will be accessible from the old with no transfers being necessary. The portion of the system from Santa Cruz to Aptos is likely to be very viable as a stand-alone system that could cover its own operating costs and most, if not all, of its capital costs through fare-box

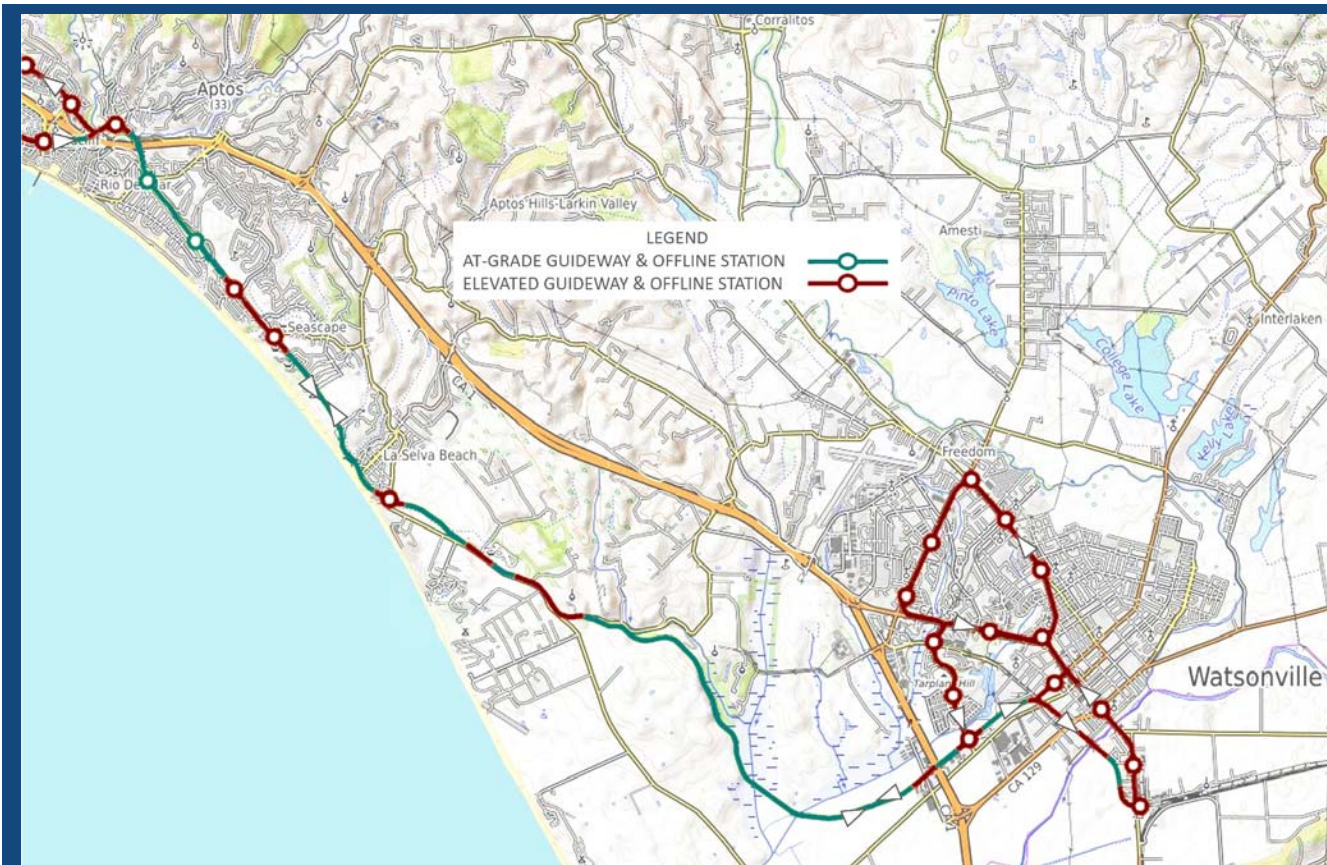


Figure 8. Conceptual ATN Layout Aptos to Watsonville

revenue.

TABLE 2. CONCEPTUAL ATN LAYOUT CHARACTERISTICS

Feature	Quantity
At-Grade Track Length (miles)	20
At-Grade Stations	5
Elevated Track Length (miles)	38
Elevated Stations	52
Average Speed (mph)	39
Trip Time Santa Cruz to Watsonville (mins)	30

The ability of ATN to achieve a 39-mph average speed with a 40-mph maximum speed derives from the fact that all stations are offline, requiring no slowing of through vehicles. Note that slowing for horizontal alignment characteristics (tight curves – of which there are few) has been accounted for.

A single at-grade ATN track only requires about seven feet of right-of-way. The ATN may thus be able to co-exist with the existing rail line allowing for freight operations.

CONCEPTUAL ATN ALTERNATIVE ANALYSIS – 2035 FORECASTS

This section provides a conceptual analysis of the ATN alternative with particular reference to passenger rail and bus rapid transit as envisioned for Scenario B (understood to presently be preferred by some community groups).

SAFETY

Automated guideway transit is held to a far higher standard of safety (American Society of Civil Engineers Automated People Movers Standards) than any other mode of surface transportation. ATN operates on exclusive guideways separated from pedestrians and traffic. There are no crossings, only merges and diverges. The results speak for themselves – over 200 million injury-free passenger miles. Couple this with the fact that ATN's higher level of service attracts more passengers than any other transit mode and it is clear that ATN will significantly increase safety over any other solution.

RELIABILITY AND EFFICIENCY

ATN systems for which data is publicly available (Heathrow Airport and Masdar City) are operating at availabilities more than 99.5%. This is five times more reliable than transit level of service A (97.5%).

Peak Period Mean Auto Travel Time

While an analysis of the impacts of ATN on auto travel time has not been undertaken, the significantly higher mode share with ATN (see below) will result in fewer autos on the road than with other transit modes and thus should have a greater positive impact on congestion and travel speeds.

Peak Period Mean Transit Travel Time

Referring to UCS Table 17, the ATN average travel time of 30 minutes between Downtown Watsonville and Downtown Santa Cruz is better than the average AM and PM peak period auto times of 52 and 60 minutes respectively. Referring to UCS Table 35, Scenario B, it is also better than the best bus time of 53.6 minutes and the passenger rail time of 41.0 minutes and considerably better than the worst bus time of 83.7 minutes.

Travel Time Reliability

ATN systems are designed to avoid traffic jams. Overcrowding results in people waiting a bit longer in stations which encourages ridesharing and thus boosts capacity at the time it is most needed. Trip times are always the same between any two stations with the small exception that some passengers may have a small detour or an intermediate stop or two if they have agreed to rideshare. Even these passengers will be able to count on very little daily variability in trip and waiting times.

Mode Share

The mode share for ATN has been based on the transit mode share for Scenario B adjusted to account for changes in waiting and travel times as well as revenue miles. The transit mode share for Scenario B includes 7,396 rail boardings per day (10/16/18 UCS FAQ) and an unstated number of bus boardings per day. Based on boardings reported by the Santa Cruz Metropolitan Transit District, Route

91X, the Santa Cruz/Watsonville Express has 704 daily boardings and Route 71, Santa Cruz to Watsonville has 1,920 daily boardings.

The following discussion explains how bus daily ridership and ATN daily and peak period ridership were estimated for Scenario B from this information.

The analysis was based on work done by Liu³ and uses a Logit Model to estimate changes in mode share based on modal preferences and changes in trip times. Mode preference is the extra time a person would spend to use their preferred mode. For example, people have been shown to be willing to take a 25-minute longer trip by car rather than catch a bus. Public stated-preference surveys by PRT Consulting have shown ATN mode preference over bus to be higher than auto but, to be conservative, it has been assumed to be the average of auto (25 minutes) and rail (10 minutes). Transit wait times have been assumed to be the square root of peak headways per UCS Table 11. Since the number of bus stops varies, the first and last mile times for all systems have both been assumed to be five minutes. The BRT times have been averaged into one time. The average fare per trip was assumed to be the same for all modes (\$5.50 per trip) and was therefore not a factor.

The Logit Model can predict the increase or decrease in ridership of a given mode based on the known ridership and any changes in service level (headways, first- and last-mile times and travel times). With the addition of modal preference values, it can be used to predict the ridership if one mode is replaced with another.

First, the Logit Model was used to estimate the BRT boardings in Scenario B. To do this, the model calculated the number of BRT boardings that would result if passenger rail, which produced 7,396 boardings, was paralleled with BRT service running a mile or so away through roughly similar neighborhoods. The characteristics of the rail and BRT service used in the model are shown in Table 3. The result was 1,479 BRT trips. This seemed low relative to the existing boardings and the BRT boardings were increased by 30% to 1,920 (the same as Route 71) to be conservative.

Next, the model was run in the same manner using the factors in Table 3 to predict the number of ATN boardings that would result if the rail system was replaced by an ATN system (22,800) and, secondly, if the BRT system was replaced with an ATN system (28,100). These results total 50,900 ATN boardings.

Table 3 shows the assumptions for each mode and the resulting ATN trips.

TABLE 3. RIDERSHIP ASSUMPTIONS AND RESULTS (SCENARIO B)

Mode	Headway	Wait Time	First + Last Mile	Travel Time	Mode Preference	Boardings
Passenger Rail	30	5.5	10	41.0	10	7,396
BRT (estimated average)	15	3.9	10	70.5	0	1,920
ATN	1	1.0	10	30.0	17.5	50,900

To test the accuracy of the Logit Model, it was used (in a previous project) to predict the bus ridership on the Red Route in Clemson, South Carolina, based on the actual automobile ridership and the

³Liu, R et al (1997), "Assessment of Intermodal Transfer Penalties Using Stated Preference Data", Transportation Research Record 1607 pp 74-80

differences in trip characteristics between the auto and bus trips. The model was run twice with slightly different factors each time. It predicted an average bus ridership of 3,459 which was 4% higher than the actual bus ridership of 3,239.

To compare the Logit Model to the model used in the UCS, it was used to predict the ridership on BRT in the rail corridor based on the rail ridership and the difference between the rail and BRT characteristics. The characteristics used are shown in Table 4 below. The first/last mile times used reflect the fact that the BRT has twice the number of stations as the passenger rail.

TABLE 4. RIDERSHIP ASSUMPTIONS AND RESULTS (RAIL & BRT IN RAIL CORRIDOR)

Mode	Headway	Wait Time	First + Last Mile	Travel Time	Mode Preference	Boardings
Scenario B Rail	30	5.5	15	41.0	10	7,396
Scenario C BRT	15	3.9	7.5	65.1	0	3,698

The 3,698 predicted BRT trips are 251 (6%) less than the 3,949 predicted by the UCS (10/16/18 FAQ).

The results in Table 3 above are consistent with those of other investigators around the world as illustrated in Figure 9, which is based on studies undertaken in the named cities using a variety of methodologies.

Part of the reason the ATN system does so well is that it covers both the rail and the Soquel BRT routes and would undoubtedly also pick up traffic from the local bus routes (a factor not accounted for above). This is largely because, unlike BRT, ATN combines high average speeds with numerous stations. Note that savings in local bus operating costs have not been accounted for here.

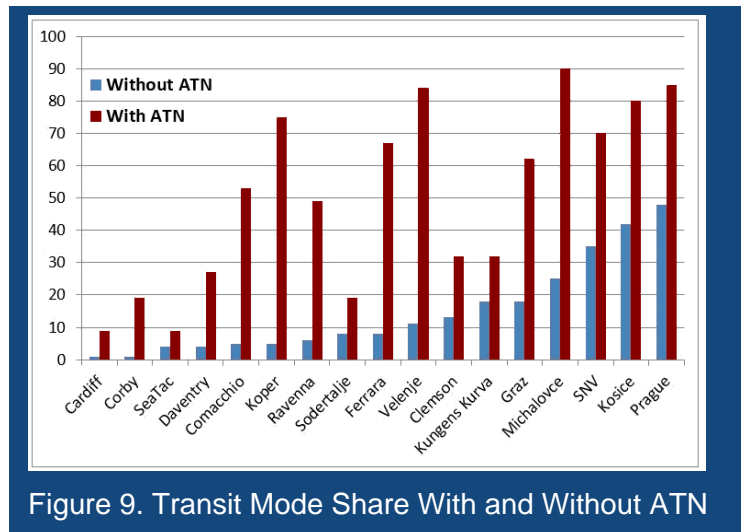


Figure 9. Transit Mode Share With and Without ATN

The 50,900 daily ATN boardings result in about 3,000 ATN pphpd in the peak hour (assuming 10% of trips are in the peak hour and a 60/40 directional split), which is less than the previously-selected maximum line capacity for this project of 5,000. The projected ATN boardings are not out of line with the 13,900 average daily boardings reported in 2010 for the Morgantown PRT system which only has five stations⁴.

To estimate countywide mode share, it was anticipated that bus ridership for UCSC and Highway 17 will exceed the current level of at least 11,000 daily trips⁵, for a countywide total of at least 61,900 daily transit trips. Therefore, assuming a total of 947,700 daily trips for all modes (10/16/18 UCS FAQ) the countywide transit mode share with ATN is likely 6.53% or better, exceeding the anticipated result for Scenario B.

⁴ PRT Facilities Master Plan, West Virginia University, by Gannett Fleming, Lea+Elliott, Olszak, June 2010

⁵ Santa Cruz Metro, Comprehensive Operational Analysis, January 2016

Despite the comparisons and justifications, some will doubt the ability of high-quality transit with reliable express, on-demand service, numerous stations and short waiting times to attract riders. **The ATN boardings have therefore been reduced 25% in the following analyses. This results in a daily ATN ridership of 38,800.**

ECONOMIC VITALITY

Public Investment

The UCS revenue analysis appears to ignore fare-box revenues. This analysis assumes fare-box revenues at the average rate of \$5.50 per boarding. In addition, to obtain a true comparison of the total cost of each system, the operating costs and fare-box revenues are estimated over a life of 30 years, assuming the 2035 ridership represents the average ridership. The daily boardings have been multiplied by 300 to determine annual boardings. The daily boardings are for weekday ridership and the 300 multiplier is used in place of 365 to account for lower ridership on weekends and holidays.

TABLE 5. TOTAL COST COMPARISON (SCENARIO B)

(All figures in thousands of year 2018 dollars, except subsidy per ride in 2018 dollars)

Mode	Capital Cost (\$000)	O&M Costs Over 30 Years (\$000)	Fare-Box Revenue Over 30 Years (\$000)	Total Net Cost Over 30 Years (\$000)	Subsidy Per Ride (\$)
Soquel/Freedom BRT+ bus-on-shoulder (1,920 daily boardings)	\$44,863	\$534,000	-\$95,040	\$483,823	\$28.00? ⁶
Rail (7,396 daily boardings)	\$339,800	\$420,000	-\$366,100	\$393,700	\$5.91
Scenario B Total	\$384,663	\$954,000	-\$446,142	\$877,521	\$10.47
ATN(38,800 daily boardings)	\$1,403,500	\$1,158,000	-\$1,920,600	\$640,900	\$1.84

Even though table 5 shows that the ATN solution is considerably more expensive, it attracts far more passengers and thus has higher fare-box revenues. The ATN system more than covers its own operating costs through fare-box revenues (almost unheard of for US transit systems). In order to also cover the capital costs over 30 years (neglecting interest), the subsidy per ride for ATN is only \$1.84. Even if the ATN ridership estimate is halved, the capital costs would be reduced (since fewer vehicles are needed). The operating cost would be approximately halved, and the required a subsidy would be \$5.42 per ride, about half of Santa Cruz Metro's current subsidy (for operating costs only) for intercity routes. On the other hand, as ATN ridership increases, the required subsidy decreases.

Note that it has proven impossible to ascertain the extent, if any, of BRT costs not included in the UCS Study. The study seems to imply that the costs shown are additional to existing service, which will continue, but does not provide the cost of the continuing service. Also, it is unclear whether the

⁶Ridership based on Table 3 assumptions. The UCS estimated BRT ridership is unknown.

projected fare-box revenue has been deducted from the annual O&M costs in the study or not (Table 4 assumes not).

An analysis of the potential amount of funding from known federal, state, and local revenue sources for ATN is not included here. Even though the ATN solution has the potential to fund itself (should the contingency allowances not be required), it is eligible for FTA funding in competition with other fixed-guideway modes as evidenced by the continuing federal grants being awarded to the Morgantown PRT System.

It is likely that an ATN system can be acquired under a design/build/finance/operate/maintain/transfer procurement model requiring little to no upfront funding. The supplier team would finance the project and receive payments over time in return for ensuring the system is available for public use meeting predetermined criteria. Technical and business failure risks would be protected by performance and payment bonds ensuring all debts will be paid and the system will be removed if it fails to work.

Visitor Tax Revenues and Other Economic Impacts

While no analysis is included here, the increased transit use, shorter trip times and reduced congestion should result in increased visitor tax revenues and positive economic impacts.

Costs Associated with Collisions

Motor vehicle collisions and associated costs should reduce approximately in proportion to the increase in transit mode share.

ENVIRONMENT AND HEALTH

Automobile Vehicle Miles Traveled

If we assume the average transit trip length is 5.9 miles (UCS Page 119), we find that ATN increases the daily transit person trip miles by approximately 245,000. Assuming an average automobile occupancy of 1.29 (UCS Table 16) and disregarding any induced automobile travel demand, this would reduce daily automobile vehicle miles traveled by approximately 190,000. This is about twice the anticipated VMT reduction for Scenario B.

Environmentally Sensitive Areas

While no analysis has been undertaken, ATN has a smaller footprint (seven feet wide for one-way track at grade) than any other transit mode. In addition, the lightweight vehicles produce almost no noise, vibrations, emissions or electro-magnetic interference. Accommodating a trail next to the ATN system will be relatively easy compared to train or bus, especially since the ATN guideway can be elevated the entire way or just in tight situations.

Greenhouse Gas and Criteria Pollutants

ATN vehicles themselves do not emit greenhouse gases, and in general ATN systems consume about one third of the energy per passenger mile of other transit systems. ATN guideways are well-suited to support solar panels (costs not considered here) which may be sufficient to meet the needs for motive

power. Even if the system lacks solar panels, it would likely be powered with carbon-free electricity from Monterey Bay Community Power. Battery-powered vehicles could facilitate energy storage. Reduction in automobile vehicle miles traveled and congestion should have significant positive impacts on emissions.

EQUITABLE ACCESS

Transit Vehicle Miles Traveled

Unlike most other transit modes, ATN vehicles do not have to travel to the end of the line or even the end of a scheduled route before turning around. Furthermore, they do not need to move to provide availability when there is no demand. This means there is less relatively empty vehicle movement. It also makes it more complicated to determine vehicle miles traveled without a detailed station-to-station trip demand matrix. Nonetheless, the ATN vehicle miles traveled have been estimated at 43.8 million miles per year. This is 6.5 times higher than the 6.65 million shown in UCS Figure 41.

Household Transportation Cost

Since “How much a household spends on transportation depends primarily on the number of automobiles in the household” (UCS Page 130), it is clear that the increased transit mode share with ATN will do more to reduce household transportation costs than any other alternative.

The community may wish to implement a tiered fare structure to encourage ride sharing and give passengers more control over their transit spending. For example:

- Tier one passengers pay per vehicle. They get a vehicle dedicated to them and their party (one to six). They wait less than a minute and travel nonstop to their destination.
- Tier two passengers pay per ride. They must be willing to wait up to (say) five minutes for others to arrive who are on the same route and can share the ride. They may have to make an intermediate stop or two.
- Tier three passengers pay a very low fare per ride and must be willing to wait longer (up to 20 or 30 minutes) for their ride.

This fairly unique ability to match the level of service to the fare paid promotes equitable access and mobility for all. An animation of an ATN station configured to accommodate this type of operation may be viewed here: https://www.youtube.com/watch?v=dXyBJ_nyh4M&

SUMMARY AND CONCLUSIONS

ATN systems are commercially available from a number of suppliers. They have been in continuous public service since 1975 (1999 for commercially-available systems). This conceptual study has found a six-passenger ATN system to be superior to the UCS Scenario B combination of passenger rail and BRT. It is believed that consideration of a 24-passenger GRT system would probably also find superior results.

This analysis has not been undertaken to the same depth as the UCS analysis. However, the level of accuracy is adequate to demonstrate that ATN will be a far superior solution that is worthy of further

consideration. The operating characteristics have been proven in public service. The costs have been derived by experienced suppliers from projects that have been implemented. Even if the ridership estimate is halved, the ATN system will still cover its operating costs with fare-box revenues and it will only require a subsidy of \$5.42 per ride to also cover its capital costs. This is far lower than any other alternative.

The thirteen key criteria in the UCS study have each been addressed. ATN has been found to be superior to Scenario B for each criterion. There appears to be no credible argument to exclude ATN from consideration.

APPENDIX A – PROJECT DESCRIPTION AND COST ESTIMATES

The ATN project description and cost estimates are provided below. This project has been evaluated at a conceptual level and a contingency of 50% has been used. Costs are based mostly on fixed bid prices in South Carolina in 2016 adjusted to reflect this project’s size and location.

“Annual Operations and Maintenance” includes costs for new ATN service, vehicle operations and maintenance as well as facility maintenance. Maintenance costs include replacement of worn parts up to and including vehicle replacement as necessary.

Project	Table A-1: ATN System
Limits	Natural Bridges Drive in Santa Cruz to Pajaro Station near Watsonville. The route from Aptos to Cabrillo Highway near Watsonville consists of two-way track along the Santa Cruz Branch Rail Line right-of-way, mostly at-grade. The remainder of the route is mostly elevated and consists of one-way track along the Santa Cruz Branch Rail Line right-of-way forming interconnected loops with one-way track along Mission Street, Lincoln Street, Soquel Avenue/Drive, 17 th Avenue, Capitola Road, Clares Street and Wharf Road in Santa Cruz and along Salinas Road, Porter Drive, Main Street, Freedom Boulevard, South Green Valley Road and Ohlone Parkway in Watsonville. See Figures 7 and 8 for maps of the layout showing proposed station locations. It should be noted that the guideway routing and station locations shown are conceptual. They are intended for use in this conceptual analysis only. Determining preferred routing and locations requires extensive public input.
Description	On-demand passenger service provided by driverless small (six-passenger) vehicles traveling along exclusive guideways and serving offline stations. Guideways and stations may be elevated or at-grade. This analysis is based on six-passenger battery-powered vehicles such as offered by Ultra or Modutram (and possibly 2getthere if they can accommodate six passengers).
Scope	Connect 57 stations with 58.3 miles of one-way track. Provide 20 hours of service 365 days a year with an average wait time less than three minutes at any station and average speeds exceeding 35 mph.

Editor’s Note: A total cost table was originally included here. However it included cost figures for a **maximum** possible system. We think such a system would be built over many decades, not just a few years. So it’s unwise to include such large systems costs here.

The initial proof for any **NEW** ATN system in the USA will be a small demonstration. The jurisdiction will require extensive acceptance criteria. After satisfying **all** acceptance criteria, some initial phase will extend passenger service to a meaningful destination such as a transit center, a downtown area, a school campus, a sports arena, or other high trip-volume destination. This first expansion will probably be a mile or less. Certainly not dozens of miles. With excellent success and ridership, public demand will lead decision makers to add additional increments. It is probably not a good idea to anticipate a very large ATN system being built all at once. The temptation is too great for bloated costs, over runs, and other monetary mischief which has killed planned large ATN projects. In those examples, the result was invariably doing more of the same things already in use in that jurisdiction.

End of **Editor’s Note**



The Vectus “Sky Cube” ATN vehicle in Suncheon, South Korea



The Ultra PRT car at London's Heathrow Airport

**Santa Cruz
PRT Video
"What's
Moving
Santa Cruz"
on CD**

A circular graphic with a yellow border. It features four images of PRT cars: a red one, a blue one, a white one with a red stripe, and a silver one. A black box with yellow text asks "What's Moving Santa Cruz?". A date "11-11-08 -R" is shown. A light blue box at the bottom contains production information.

**What's Moving
Santa Cruz?**

11-11-08 -R

Produced by: Santa Cruz PRT, Inc.
831 427-0836
<http://www.santacruzprt.com/>
Email: santacruzprt@yahoo.com



Artist's conception of ATN / PRT with solar panels next to Hagar Drive proceeding toward Downtown

- ATN is electric and can easily use power from solar panels to be a compelling answer to transportation GHG emissions. We have far too few implementations of our climate action plans so this one would be most welcome.
- Construction cost of a mile of ATN guideway is less than half the cost of a mile of new freeway lane. Perhaps even less.
- ATN trips carry their passengers from origin to destination NON-STOP. This matches the best performance of automobiles but also whisks passengers right past traffic jams and freeway bottlenecks. Because of these dependable and short trip times, Commuters may well prefer ATN over personal auto trips (happily reducing SOV automobile trips).

For these and MANY other reasons you will see in the study, [it is our request that ATN be included in any UCS alternatives analysis.](#) A wealth of additional information and data is available about ATN transportation and we are happy to assist the RTC and its staff in obtaining it.

Sincerely,

A handwritten signature in blue ink that reads "Ed Porter". The signature is written in a cursive style with a horizontal line extending from the end of the name.

Ed Porter, President,
Santa Cruz PRT, Inc.

From: Mark Mesiti-Miller
Sent: Sunday, January 6, 2019 4:07 PM
To: info@sccrtc.org; ucs@sccrtc.org
Cc: 'Guy Preston' <gpreston@sccrtc.org>
Subject: RE: Why Rail and Trail not Bus Rapid Transit and Trail is Best Way Forward

Greetings Commissioners,
Please find attached the more detailed analysis supporting the points made in the letter transmitted via the email below.
Best regards,
Mark

Mark Mesiti-Miller, P.E.
(831) 818-3660
Board Chair, Santa Cruz County Friends of the Rail and Trail
Build the Trail – Keep the Rail
www.railandtrail.org
Imagine – 4 min video: <https://youtu.be/qe3gRU-bpWY>
Top 10 Reasons to Build the Rail Trail ASAP – 80 sec video: <http://tiny.cc/TopTenReasons>

Detailed Analysis of Passenger Rail Transit vs Bus Rapid Transit

Mark Mesiti-Miller, P.E.

Board Chair, Santa Cruz County Friends of the Rail and Trail

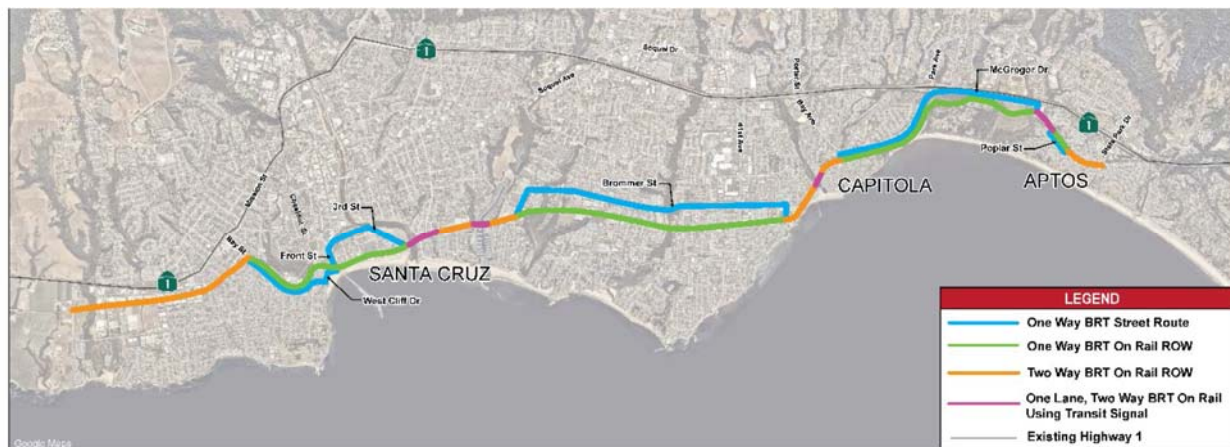
Introduction

This detailed analysis is focused on answering the question of why the County of Santa Cruz should move forward to implement passenger rail transit rather than bus rapid transit along the existing rail corridor. A number of issues are explored and analyzed. Most of the data used in the analysis is taken directly from the Unified Corridor Investment Study (UCS). Other data sources are referenced when used.

Background Information

Passenger Rail Transit on the rail corridor is easy to understand and implement as it simply consists of upgrading the existing railroad tracks, adding boarding platforms and other appurtenances and running some type of new passenger rail vehicle along the tracks between Watsonville and Santa Cruz. There are many modern passenger rail vehicles to choose from and a final selection should be made after studying the specific needs of this county.

Bus Rapid Transit (BRT) on the rail corridor is a bit more challenging to understand as the proposed BRT system only uses about 40% of the rail corridor (8.5 mi of 20.5 mi). The rest of the time, BRT will be running on local surface streets or along Highway 1. Even in the short 8.5 mile section of the rail corridor proposed for BRT use, more than 70% of this length (6.1 mi of 8.5 mi) requires running BRT on local surface streets near the rail corridor. Below is an illustration of the proposed BRT system taken from the UCS, Table 12. Take a moment to study the “BRT on the rail corridor” proposal - it is important to understand what BRT on the rail corridor really means. Regarding vehicles, there are basically two types of buses from which to choose for BRT purposes: a standard bus or an articulated bus (sometimes referred to as a ‘bendy’).



As proposed, BRT on the corridor will consist of two-way traffic (2.4 miles) and one-way traffic (6.1 miles) with reverse direction on parallel local streets for a total of 8.5 miles. There are four places along this 8.5 mile stretch where two-way BRT traffic will occur over one-lane segments under signal control (buses will be held until lane is clear of bus traffic in opposing direction).

Two types of BRT service levels were identified in the UCS. BRT with 20 stops and BRT Express with 8 stops between Watsonville and Santa Cruz. Where data is provided for both service levels, only the data for BRT Express service is used to compare “apples to apples”.

The UCS is silent regarding what types of site appurtenances (boarding areas, shelters, intermodal transfer facilities, ticketing machines, bike parking, auto parking, etc) and other corridor improvements (signal controls at surface street intersections, traffic barriers between busway and trail, etc) would be included in

Detailed Analysis of Passenger Rail Transit vs Bus Rapid Transit

Mark Mesiti-Miller, P.E.

Board Chair, Santa Cruz County Friends of the Rail and Trail

the implementation of BRT on the rail corridor. Yet, costs for these items appear to be included in the UCS estimated costs for rail transit. Thus, cost comparisons between BRT and rail transit are not accurate.

Analysis

BRT on the corridor only uses about 40% of rail corridor (8.5 mi of 20.5 mi) between SC and Watsonville. This fact alone raises important questions that must be addressed including:

- what happens to the other 12 miles of the rail corridor between Watsonville and Aptos
- how much of the remaining 12 miles exists as easements only and would be subject to expensive and lengthy litigation resulting from presumed abandonment of the rail line
- how much delay in building the rail trail would occur while easement issues are resolved and the rail trail master plan and environmental documents are redone
 - Assuming an average 3% annual rate of inflation and a delay of 10 years, means the cost of the Rail Trail currently estimated to cost \$283M would go up \$97M raising the total cost to \$380M. This delay is an unnecessary waste of time and money.
 - If we add the cost of trail delay to the current estimated cost of BRT on the rail corridor, the estimated cost of BRT on the corridor rises to \$362M, well beyond the \$325M estimated cost of passenger rail transit.
- could we lose portions of the rail corridor all together ending the opportunity to have a **continuous** rail trail – what potential upside public benefit justifies taking such a risk ?

As proposed BRT on the rail corridor fails to address the 'Aptos Strangler' identified as the obvious single biggest transportation bottleneck by internationally acclaimed transportation expert, Jarrett Walker, as BRT on the rail corridor starts/ends at State Park Drive. The 'Aptos Strangler' is a substantial source of social inequity and denies south county residents from enjoying the same access to education and employment opportunities as north county residents. The 'Aptos Strangler' denies south county residents the freedom north county residents have now and denies them the improved freedom north county residents would enjoy with a more robust transit system afforded by BRT on the rail corridor. Accordingly, BRT on the corridor appears to be discriminatory in that it fails to provide the same social equity and economic opportunity as rail transit would to all citizens.

The above figure illustrates how convoluted BRT on the corridor will be. Less than 30% of the rail corridor proposed for BRT allows unrestricted 2 way bus traffic. Accordingly, the proposal doesn't meet the basic definition of a BRT system. If one simply studies the above illustration, it is clear that BRT on the rail corridor is what you would do if you had no other options. In that sense, BRT on the rail corridor appears to fail the common sense test because an efficient option exists, namely passenger rail transit.

What about CapEx: According to the UCS, BRT on the corridor is estimated to cost \$265M. Dividing \$265M by the 8.5 miles on the corridor = \$31.2M/mile. Rail transit is estimated to cost \$325M. Dividing \$325M by the 20.5 miles on the corridor = \$15.9M/mile. Obviously, rail transit provides a far more economical utilization of the rail corridor AND successfully addresses the 'Aptos Strangler' problem.

Question: How much more would it cost for BRT on the corridor to address the 'Aptos Strangler' problem? To address the 'Aptos Strangler', the next location available for buses using surface streets to access the rail corridor would require diverting buses from Highway 1 at San Andreas Road then proceeding down San Andreas to Seascapes Blvd, then down Seascapes Blvd and connecting to the rail corridor near the intersection of Seascapes Blvd and Sumner Ave (near the entrance to Seascapes Resort). This would add about 2.9 miles to the length of BRT on the corridor. BRT CapEx is about \$28.6M/mi excluding the cost of bus vehicles (\$22M incl contingency). Thus, the cost to extend BRT on the rail corridor to solve the 'Aptos Strangler' problem would be \$83M (\$28.6/mi x 2.9mi). Adding \$83M to the original UCS estimate for BRT on the rail corridor of \$265M results in a total estimated CapEx of \$348M for BRT on the rail corridor. Add

Detailed Analysis of Passenger Rail Transit vs Bus Rapid Transit

Mark Mesiti-Miller, P.E.

Board Chair, Santa Cruz County Friends of the Rail and Trail

to this figure the \$97M cost of delaying the Rail Trail for ten years and the total CapEx for BRT on the corridor rises to \$445M. Whether the grand total for BRT is \$348M or \$445M or some figure in between, the total cost to implement BRT on the rail corridor will be well beyond the \$325M needed to implement passenger rail transit between Watsonville to Santa Cruz. For a transportation service that is inferior to passenger rail transit in so many ways and puts the rail corridor at risk, BRT simply does not make sense for the taxpayers of the County.

What about OpEx: The OpEx figures provided in the UCS stand in stark contrast to the figures found in the *National Transit Database* published by the Federal Transit Administration. According to Exhibit 6 of the NTD, the operating cost of bus rapid transit is \$1.07 per passenger mile while the operating cost of commuter rail is \$0.51 per passenger mile (52% less than BRT). The operating cost of light rail is \$0.79 per passenger mile (26% less than BRT). Since we don't know what type of rail transit service will be implemented, it is reasonable to say passenger rail transit will probably be 30-40% less per passenger mile than BRT when a true apples to apples comparison is provided. Since the UCS presents relative OpEx cost estimates so different than the NTD, I offer the following as possible explanations.

- Based on the figures provided in Appendix B-12, new Bus Rapid Transit (BRT) service with 15 min frequency on the rail corridor will only require an additional 29 hours of increased bus service on weekdays to support the new BRT operation. Yet according to figures in Appendix B-10, new passenger rail transit service on the rail corridor with 30 min frequency, will require 265.5 hours of increased weekday and weekend bus service to support new rail transit service (almost 10 times more). Assigning 10 times more cost to support rail transit than BRT is internally inconsistent. Either BRT on the corridor is receiving insufficient support or Rail Transit is receiving excessive support. Common sense suggests the level of supporting bus service necessary to serve both of these new faster and exclusively 'main line' type transit options should be essentially the same.
- Bus vehicles must be replaced more frequently than rail vehicles. Accordingly, total vehicle life cycle costs must be included in any comparative OpEx analysis. Per the Federal Transit Administration the expected useful service life of a bus is 14 years while the expected useful service life of a commuter rail self-propelled passenger car (such as considered in the UCS) is 39 years.
(<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA%20TAM%20ULB%20Cheat%20Sheet%202016-10-26.pdf>) According to the UCS, BRT buses are estimated to cost \$22M (including contingency) but if they must be replaced 2.78 times as often (39yrs/14yrs), the real present day value of bus vehicles is \$61M (22 x 2.78). The \$39M additional cost (\$61M - \$22M) for more frequent bus vehicle replacements should either be added to CapEx or realized as an added OpEx cost. Given the 39 year life of the comparable rail vehicle, the math is easy and \$1M should be added to the annual BRT OpEx figure.
- The UCS does not appear to include costs of maintaining the one-lane, two-way traffic signal systems, nor costs of maintaining signal systems at local street crossings of which there are many.

Summarizing, once true cost adjustments are made to the estimated OpEx for BRT, OpEx for passenger rail transit is likely to be substantially less than OpEx for BRT on the corridor.

What about Ridership: The UCS predicts daily ridership of 7,396 for rail transit and 3,949 for BRT. The 3,447 difference in ridership expressed as a percentage improvement, means passenger rail transit will carry almost 87% more passengers every day than BRT. The difference in predicted ridership is explained in the UCS as follows: "The main factors that reduced ridership is that BRT between Watsonville and Santa Cruz is not a dedicated facility for the entire length in both directions and that the travel time for BRT is longer

Detailed Analysis of Passenger Rail Transit vs Bus Rapid Transit

Mark Mesiti-Miller, P.E.

Board Chair, Santa Cruz County Friends of the Rail and Trail

than for rail.” This monstrous difference in ridership alone justifies abandoning any further consideration of BRT on the rail corridor.

What about Transit Times: The UCS predicts transit travel times between Watsonville and Santa Cruz will be 41 minutes for rail transit whether travelling during AM or PM peaks. The UCS predicts the average transit travel time will be 58 minutes for a BRT service equivalent to rail service (i.e. BRT Express Service with 8 intermediate stops). A little math tells us BRT will be 17 minutes longer or result in a 41% increase in travel time. The difference becomes even more pronounced when one considers the UCS predicts AM travel time for BRT Express will be 63 minutes, 22 minutes longer or a 54% increase in travel time. Given the much poorer travel time performance for BRT, it is easy to understand why predicted ridership for BRT on the rail corridor is so much lower than for rail transit.

Other issues

Rail transit supports and will result in more bike ridership than BRT. Buses do not provide the same bike carrying capacity nor ease of use for cyclists. For buses, bicycles must be lifted up and onto a rack located at the front or back of a bus, a task many cyclists are unable to complete. On the other hand, bicycles can be simply rolled onto a passenger rail vehicle, a task any cyclist can perform. Accordingly, passenger rail transit will encourage greater use of active transportation than a bus. (Note: When SMART system opened in August of 2017, each 2 car train set had the capacity to carry 22 bicycles. 4 months after starting operation, SMART added a third car to meet the unexpected demand for bicycles)

Rail transit travel times are reliable and BRT travel times are variable. Because BRT substantially relies on surface streets and therefore relies on current AM/PM peak directional traffic patterns which are likely to change as many current commuters will testify, travel time performance estimates of BRT will be more variable and are likely to deteriorate over time as traffic congestion increases on the highway and local surface streets. Because passenger rail transit operates in a dedicated corridor, travel times will be unaffected by changes in traffic patterns. Travel time reliability is valuable.

BRT does not provide significant peak travel time relief. Because BRT transit times are so much longer than that of passenger rail transit, BRT doesn't appear to provide much, if any, peak travel time advantage to south county commuters particularly during the morning commute (it should be noted: one third of the entire county population lives south of La Selva Beach commonly known as south county)

BRT in the rail corridor will create substantial amounts of new impervious paved areas (8.5 miles at avg 18' width = 18 acres or if extended to Seascape Resort, 11.4 miles at 18' width = 25 acres), a significant environmental issue requiring mitigation. Because railroads are constructed with gap graded ballast, railroads are considered pervious surfaces and therefore require no storm water runoff mitigation.

Because buses are not constrained by tracks and will wander, running buses on the corridor will require a substantially heavier crash protection system separating the busway from the adjacent multiuse trail instead of the visually transparent cable rail fence proposed for use with rail transit. Besides visual impact, BRT crash barriers may present challenges for wildlife crossings.

BRT has limited capacity (BRT will require about 5 times more buses to carry the same number of commuters as a typical passenger rail vehicle – even more if rail transit is scaled up) if residents were worried about 60 trains a day, imagine their reaction when they hear 300 buses a day are coming their way. Rail transit moves more people using less money and energy – per the UCS:

1 rail car OpEx is \$547/hr but moves 300+ people

1 bus OpEx is \$200/hr but it takes 5 buses to move as many people at cost of \$1,000

Detailed Analysis of Passenger Rail Transit vs Bus Rapid Transit

Mark Mesiti-Miller, P.E.

Board Chair, Santa Cruz County Friends of the Rail and Trail

BRT on the rail corridor has limited scalability (limited bus vehicle capacity combined with the functional throughput limitations where two way traffic occurs on signal controlled one lane sections severely hampers maximum bus passenger throughput)

Rail transit is far more scalable – adding one car to a two car train set adds 50% more capacity at nominal added cost. Doing the same with buses would require 3 more buses at \$200/hour each.

Passenger rail transit provides the 80,000 south county residents access to fast, modern, quiet, comfortable rail transit and does not leave them stuck with slower, inferior bus transit. Passenger rail transit improves the balance of social and economic equity.

UCS indicates mode share for passenger rail transit would be 25% higher than for BRT even though UCS considered BRT would run on 15 min frequency vs passenger rail transit would run on 30 min frequency

Without substantial expense to provide both tracks and pavement, implementing BRT on the corridor will eliminate / break the continuous railroad tracks between Watsonville and Santa Cruz. Doing so:

- Denies Roaring Camp (a thriving local business) access to nationwide rail network for replacement rail vehicles and other needs
- Denies freight rail service to customers north of Watsonville. Every freight car replaces 4 highway trucks (saving space on our highways, saving fuel, reducing GHG emissions, and making roadways safer). Moving freight by rail can also give local businesses a competitive advantage in the market.

Rail transit leads to more compact development patterns – reducing sprawl and leading to more efficient use of our most valuable resource, developable land area. Bus routes can be changed without notice and are less dependable over the long term. Transit Oriented Development thrives under rail transit systems that are essentially permanent. Housing providers and other developers like permanent.

Summary

Passenger Rail Transit on the corridor

- attracts more riders and more active transportation users
- offers significantly faster travel times
- offers unparalleled reliability and scalability
- protects the existing rail easements and avoids costly time consuming litigation
- allows the rail trail to be completed ASAP
- is eligible for substantial outside funding
- will require less local money to build and operate
- will give our community the best public transportation system possible

Accordingly, the RTC should focus resources on developing passenger rail transit on the rail corridor combined with an optimized METRO bus system with the goal of transforming the public transportation system serving our community ASAP.

From: Bruce Sawhill
Sent: Friday, January 4, 2019 5:06 PM
To: Guy Preston <gpreston@sccrtc.org>
Cc: Sawhill Bruce
Subject: Happy New Year/Welcome Aboard

Hello Guy;

Mark Mesiti-Miller forwarded your email address to me. Welcome to the RTC! Nothing like jumping into the middle of a contentious debate, but I have the feeling you're just the person for the job with your experience.

As for me, I'm the previous chair of FORT, and I've got something to share with you about the Scenario analyses that were done recently regarding the rail corridor. Back in November I did a cost-benefit analysis using the numbers given in the Scenario Study, and the results are quite striking. Scenarios B & C have the fastest payback period, B does best in the long term, A sometimes never pays back depending on assumptions, and E does eventually but it can be a very long time. I've included the short (2 page) analysis.

I'm sure I'll meet you in the next couple of weeks with all of the events planned!

Best,

Bruce Sawhill, PhD



Cost/Benefit Analysis of the UCIS Study Alternatives

Bruce Sawhill, PhD • October 21, 2018

The recently released Draft UCIS contains four scenarios for future transportation options on the three main north/south corridors in our County. Since the “I” in UCIS stands for “Investment”, why not attempt to subject the scenarios to the kind of investment analysis that is usually undertaken for more conventional investments, like buying stocks, buildings, farm property, etc.?

Transportation investments are not as simple as most other investments and transportation infrastructure affects many intangibles as well as tangibles. That said, the UCIS has given us several measures of effectiveness that can be translated into dollars. The two largest effects are VMT (“vehicle miles traveled”) and accidents prevented.

For a conventional investment, one looks at the capital cost and the carrying cost – How much something costs to buy and how much it costs to keep it up. A good investment makes enough money to not only exceed the carrying cost but to pay back the capital in a reasonable amount of time. As it turns out, the benefits of all of the scenarios except A exceed the carrying costs, but only two of them “pay back” the capital in a reasonable amount of time.

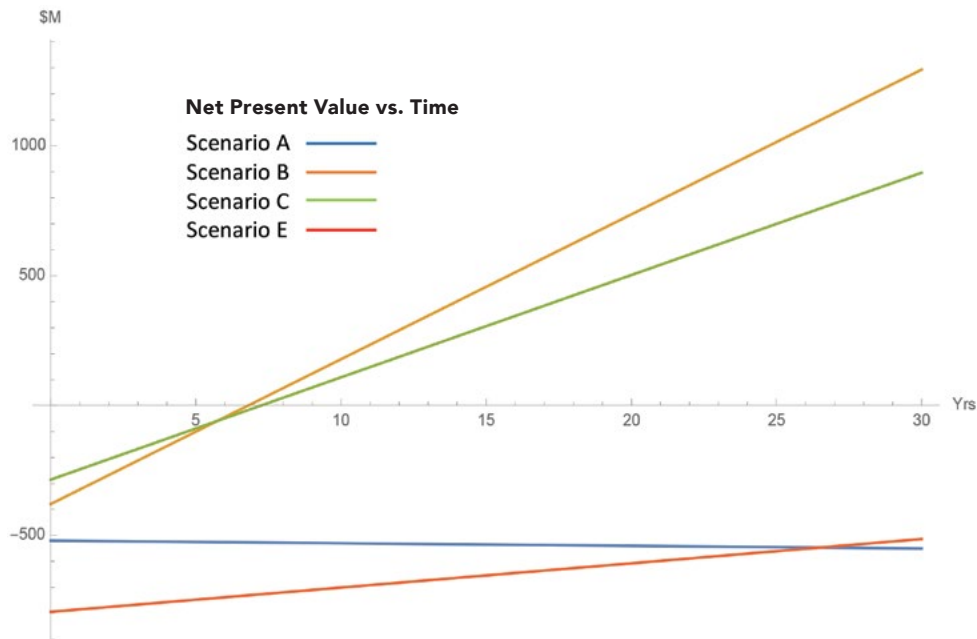
For the UCIS, we have carrying cost (“operations”) and capital costs, divided into local and non-local components. We also have benefits in terms of VMTs (increase or decrease) and accident reductions, compared to the “No Build” (do nothing, spend nothing) alternative. The costs and benefits are calculated in terms of local quantities.

The following spreadsheet shows the operations and capital costs of each of the four scenarios and the monetized effect of VMT changes as well as accident reductions. The VMTs are priced at the Federal reimbursement rate of 54.5 cents per mile (2018) and the accidents are priced at 68.2% of the \$223,700 cost of each accident as quoted in the UCIS. 68.2% is used because that is the indirect cost of each accident, because the reduction in direct costs largely benefits insurance companies.¹

Scenario	Cap	Ops/yr	Colls	VMT/day	Yearly Net	Net: 20 yrs	Net: 30 yrs
No Build	0	0	0	0	0	0	0
A	520	9	-248	150,000	-1	-540	-550
B	379	16	-366	-80,000	56	736	1,294
C	285	11	-252	-60,000	39	503	896
E	794	6	-257	120,000	9	-607	-514

Scenarios B and C are clear winners here, with B producing almost \$400 million additional benefit over 30 years than C.

The same information can be viewed in graphical form, to show the return on investment of the different scenarios over time. The vertical scale is in millions of dollars.



All of the scenarios start in negative numbers (representing the initial investment) and then change over time by the net gain or loss on operations, VMTs, and accidents. Both Scenarios B and C have a break-even time of about 7 years and generate net positive value after that. Scenario A never breaks even. Scenario E breaks even after 85 years, not shown on the above graphic. After 30 years Scenario B has delivered over \$1.2B in value and the spread between the best and worst scenarios (B and E, A) is a whopping \$1.8 billion.

In conclusion: A return on investment analysis of corridor scenarios is important for an investment of this size and complexity. Though all of the scenarios are preliminary, it is clear at this point that B is the winner by a significant margin. I feel this is a compelling reason to choose it. — Bruce Sawhill, PhD

References: ¹<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812013>

APPENDIX

Testing assumptions: These calculations, like all financial analyses, depend on assumptions. What happens if we change key assumptions like the cost of operating a car or how much financial assistance we get from outside the County?

- A) Marginal cost of driving instead of total cost – No lifestyle changes, no cars bought or sold in response to transit or lack thereof – people just use exactly the same number of cars to drive more or less, retaining the costs of car ownership. Replace 54.5 cents/mile with 32 cents/mile. Result: Scenarios B and C pay back in 8 years, A and E in 40-50 years, B ahead of C by \$350M in 30 years with a net value of \$1.1B. Best to worst spread@30yrs (B vs A): \$1.3B
- B) Worst case funding scenario: No help from outside, all expenses paid locally. Result: B first to pay back (33 years), Value of B \$38M better than C (next closest) at 30 years. Best to worst spread@30yrs (B vs E): \$1.9B
- C) Perfect storm: Use marginal cost of driving plus no outside financial help: Result: B first to pay back (46 years), C ahead of B at 30 years by \$9M. Best/worst spread@30yrs (C&B vs E): \$1.4B



From: Mark Mesiti-Miller
Sent: Friday, January 4, 2019 1:28 PM
To: Regional Transportation Commission <info@sccrtc.org>; UCS <UCS@sccrtc.org>
Cc: Guy Preston <gpreston@sccrtc.org>
Subject: Why Rail and Trail not Bus Rapid Transit and Trail is Best Way Forward

Greetings Commissioners,

Please find attached a letter positing why rail and trail not bus rapid transit and trail is the best way forward for our community.

Thanks for your consideration.

Mark

Mark Mesiti-Miller, P.E.

(831) 818-3660

Board Chair, Santa Cruz County Friends of the Rail and Trail

Build the Trail – Keep the Rail

www.railandtrail.org

Imagine – 4 min video: <https://youtu.be/qe3gRU-bpWY>

Top 10 Reasons to Build the Rail Trail ASAP – 80 sec video:

<http://tiny.cc/TopTenReasons>





Advocating for the Coastal Rail & Trail since 2002

January 4, 2019

Santa Cruz County Regional Transportation Commissioners

1523 Pacific Avenue
Santa Cruz, CA 95060

Re: Why Rail and Trail not Bus Rapid Transit and Trail is Best Way Forward

Dear Commissioners and UCS Study Team,

Two truths about what is in everyone's best interest with respect to the rail corridor, have emerged from the UCS process:

- 1. The multi-use Coastal Rail Trail should be prioritized for construction as soon as possible**
- 2. The railroad tracks should be kept in place for future passenger rail transit use**

A deeper dive into the results of the UCS provides clear evidence that the best public transportation to implement in the rail corridor is passenger rail transit fully integrated into our County's existing public transportation system. An integrated public transportation system using a fast, efficient and economical passenger rail transit spine paired with strategic, timely and flexible bus transit route ribs will move more people, get more people out of cars, get more people using active transportation all while creating a more vibrant, resilient, sustainable community offering a higher quality of life for residents, businesses and visitors alike. Not only that, implementing passenger rail transit requires the least amount of local investment dollars and can be done with minimal disruption to our existing roadways. **Accordingly, FORT recommends the RTC take the steps necessary to expedite building the rail trail and to implement passenger rail transit into a fully integrated, robust public transportation system.**

A deeper dive into the UCS tell us why passenger rail transit is better than bus rapid transit (BRT).

Ridership for passenger rail transit will be 85% higher than for BRT. The poor showing for BRT ridership is explained in the UCS thus: "The main factors that reduced ridership is that BRT between Watsonville and Santa Cruz is not a dedicated facility for the entire length in both directions and that the travel time for BRT is longer than for rail."

Travel times for rail transit will be much faster than BRT between Watsonville and Santa Cruz. Average BRT travel time will be 58 minutes, 41% slower than rail transit travel time of 41 minutes. Morning travel times for BRT at 63 minutes, will be 54% slower than rail transit. Given the much poorer travel times, it is easier to understand why predicted ridership for BRT on the rail corridor is so much lower than for rail transit.



Cost to implement rail transit will be lower than the cost for an equivalent BRT system. BRT as proposed in the UCS fails to address the ‘Aptos Strangler’ so clearly identified as the key bottleneck by many, including transportation expert Jarrett Walker. Extending BRT on the corridor to address the Aptos Strangler will cost an additional \$83M driving the capital cost of BRT to a total of \$348M well beyond the capital cost of \$325M for passenger rail transit. Furthermore and most importantly, the UCS did not account for the substantial assistance available from the State, which could drive the local share for rail transit to less than \$20M. Far less than the \$169M (\$252M if BRT is extended) local share for BRT.

Cost to operate passenger rail transit is 30-40% less per passenger mile than for BRT per the *National Transit Database* published by the Federal Transit Administration. This cost comparison should hold true for our local situation when an apples to apples comparison is provided. In FORT’s previous correspondence dated 12/28/18, the 10:1 imbalance between supporting bus service needed to support rail transit as opposed to serving BRT was discussed. In addition, the UCS does not appear to include the costs for maintaining the one-lane, two-way traffic signal systems, nor the cost of maintaining signal systems at local street crossings nor the higher cost of more frequent bus vehicle replacement (14 year life for a bus vs 39 years for a commuter rail vehicle, source Federal Transit Administration) amongst other considerations.

Cost of litigation and delay was not included in the UCS. As FORT and others have previously argued, a placeholder of at least \$100M should be included in any use of the rail corridor due to the inevitable cost of litigating the property rights associated with rail ROW easements. Furthermore, litigation would likely delay construction of the trail by ten years or more. Assuming an average annual inflation rate of 3%, inflation alone would drive the \$283M estimated cost of the Rail Trail up by \$97M to a total cost of \$380M. Can we afford the \$97M cost of delaying the Rail Trail? Can we afford the loss of \$10M earmarked to build the north cost rail trail? Keeping the rail line avoids the risks and costs of both litigation and delay.

Value of community benefits associated with rail transit are far greater than those provided by BRT and must be monetized should a comparative analysis go forward. For example: 7,000 rail users saving at least 30 minutes a day of commute time at an hourly rate of \$15 is equivalent to saving \$52,500 per day or \$262,500 per week or a whopping \$13.7M per year. There are clearly many other benefits that can and should be monetized if rail transit is compared to BRT including, but not limited to:

- Social equity increases for the 80,000 south county residents who are denied or bearing higher costs for equivalent access to the education and employment opportunities in north county.
- Health benefits of increased active transportation – additional users likely to use bicycles for first/last mile as they can roll their bike onto a train as opposed to lifting their bike up



and onto a bus rack. Furthermore, trains can carry more bicycles than buses also leading to increased use.

- Economic prosperity – rail transit ranks far higher than BRT regarding economic impact in every economic metric considered by the UCS. Opportunity for new businesses, business expansions, employee retention and recruitment, support for existing business such as Roaring Camp should be explored and included
- Environmental benefits enjoyed by rail transit arising from substantially less acres of impervious pavement needed, substantially less grading volumes and storm drainage mitigations, less disturbance of environmentally sensitive areas, etc.

Summarizing, FORT urges the Commission to move forward with building the rail trail ASAP, keeping the tracks in place and moving forward with creating a robust public transportation system utilizing a passenger rail transit ‘spine’ and supporting bus transit ‘ribs’ to serve our current and future needs.

A more detailed analysis supporting the points made in this letter, as well as a discussion of other benefits and issues, will be forwarded under separate cover. Should you have any questions or comments or wish to discuss this matter further, please contact me anytime.

Respectfully submitted,

Mark Mesiti-Miller, P.E.

*Board Chair, Santa Cruz County Friends of the Rail and Trail
Professional Civil Engineer*

cc: Guy Preston, RTC Executive Director
Board of Directors, Friends of the Rail & Trail

From: Manu Koenig
Sent: Thursday, January 3, 2019 2:50 PM
To: Guy Preston <gpreston@sccrtc.org>
Subject: 1,000 petition comments attached

Hi Guy,

I'm attaching the approximately one thousand comments that were collected along with the Greenway petition. They do a good job of demonstrating the deep knowledge and concern the signers have about this issue. Are you available to meet later next week to discuss?

Best,
Manu

--



Manu Koenig, Executive Director
849 Almar Ave, STE 247, Santa Cruz, CA 95060
(831) 234-3922 | www.sccgreenway.org

COMMENTS ON SANTA CRUZ COUNTY GREENWAY PETITION

Almost 1,000 Santa Cruz County residents submitted comments supporting Greenway's vision for a wide, safe, environmentally friendly, and economically feasible trail through the county. The thoughtful, heartfelt comments are below.

THE PETITION STATEMENT:

We believe, after exhaustive research of all options, that the Trail-Only design is the only solution that gets the most people moving at a cost our community can afford. Why?

- The Trail-Only scenario is projected to move 6,105 bicyclists and 7,462 pedestrians daily compared to 2,750 round trips for passenger rail for about 1/10th of the cost of the Rail-with-Trail plans.
- There are numerous and costly design constraints for any rail option, particularly in the central and southern reaches of the corridor, which include 22 trestles as well as sloughs, steep embankments, sensitive habitats and lots of trees.
- There is a substantial difference in the user experience between walking and bicycling adjacent to an active train versus the Trail-Only approach. The Trail-Only design receives grades of A's and B's and the Rail-with-Trail plan receives E's and F's (grades A – C are considered acceptable). Rail-with-Trail also forgoes forever the beauty, tranquility and emission-free outcomes of a Trail-Only approach.
- Countless examples from other communities nationwide show the popularity and wisdom of public investments in pedestrian and bike friendly infrastructure.
- There is an option to preserve the right-of-way for use by future transit technologies. It's called Rail Banking and many communities nationwide use it.
- A complete copy of the study can be downloaded from sccgreenway.org

By signing this petition, you're agreeing that:

1. I live in Santa Cruz County.
2. I agree with the conclusions of the Great Santa Cruz Trail Study that a multi-use path for pedestrians, bikes and electric bikes is the best use of the rail corridor and that a train does not deliver the ridership, safety, or other benefits to justify its enormous cost.
3. My name can be used publicly as an endorser of the Great Santa Cruz Trail study conclusions.

Comments on Santa Cruz County Greenway Petition

COMMENTS

“You have provided real vision rather than fantasy. Thank you.”

– *Ted Burke, Capitola*

“As a candidate for Capitola City Council, the Trail-Only scenario is best for the residents of Capitola as reflected in the Vision Capitola report.”

– *Sam Storey, Capitola*

“We need to do everything reasonably possible to encourage our community to turn off their computers and get active.”

– *John Martinelli, Watsonville*

“As a member of the Regional Transportation Commission, I learned the value of owning the rail corridor. During the process of accomplishing that, I also learned the many, real difficulties, both political and physical, connected with ever using it for passenger rail service. When visiting my hometown, along the Great Allegheny Passage, I saw what can happen when people agree to compromise. It’s time to do that here in Santa Cruz. We have the opportunity to be part of taking a magnificent step forward, creating a legacy for our community and our children. Let’s say ‘yes’.”

– *Emily Reilly, Santa Cruz*

“The trail-only solution will work! I want to safely ride my bike to work from the Westside of Santa Cruz to Capitola. We don’t need a train.”

– *Carrie Birkhofer, Santa Cruz*

“The rail-with-trail option would lead to a more expensive, less pleasant trail, that will take much longer to implement. There are better transit options like light-rail on arterial streets, bus-only lanes, and new technologies.”

– *Ron Goodman, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I am looking forward to a world class trail (ONLY). The alternative to TRAIL-ONLY is a tourist train that will only allow people on the trail in a few sections. None of the trestles will be available to people who want to use the trail, as we will have to go below each trestle to places like Capitola. This trail would be a huge tourist destination. Right now bikes can beat cars across town during rush hour. Imagine being able to do the ride without any traffic and threat of getting smashed by a car. The sensible thing to do is to give back the \$11 million grant, railbank the tracks, and put all the energy in to making this corridor for pedestrians and bicyclists to enjoy. After seeing other communities use their old rail lines as greenways, it has become clearly evident that this will be the crown jewel of Santa Cruz County! This will be an asset for local residents who need an efficient and safe way to get across town or just to recreate. The biggest bonus is that tourists will come from all over, to enjoy the beauty that it will offer. It’s not just a greenway, but a blue way as well.”

– *Barbara Roettger, Santa Cruz*

“The cost of rail will make it infeasible.”

– *Gayle Ortiz, Capitola*

“The Great Santa Cruz Trail will TRANSFORM the way we get to and from work and school, and how we enjoy our spectacular natural wonders. I am pro-rail and public transit but the Coastal Corridor is NOT the place for it.”

– *Casey Kirkhart, Santa Cruz*

“Rail is a waste of money. Nobody will use it.”

– *William Rodoni, Santa Cruz*

“The time is now for a great multi-use (walking/biking) trail. Our community already has a significant number of bicycle-only commuters, and this trail could help accelerate that trend, allowing further economic growth without adding additional road congestion.”

– *Keri Waters, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“My experience with the rail converted to bike/ped trail in Monterey is that it has become a cherished resource for locals and tourists. It is one of their main attractions. They realized a train was incompatible with a trail. The same is true here. My students at New Brighton Middle School are forbidden by law to skateboard to school through Capitola. To be able to utilize the (also forbidden) trestle to skate or bike or walk would reduce parent driver traffic and empower kids to be independently mobile. Also, voters can always change the trail to a RxR track in the future. Let’s turn it into a useable resource now rather and a decade out. Lets open the trestle in Capitola to public use! It is a scenic asset the city should draw attention to. Also, it is the only practical route for bikes and pedestrians, many of whom are students in the Soquel School District, to avoid the Esplanade. There have been numerous collisions between cars and kids in this area (one of whom was my son hit by a car that made a sudden turn left across the heavy commute traffic by Depot Hill). Skateboards have been made illegal for collisions in this area. We need the trestle open, but a train will make it permanently off-limits for bikes and pedestrians.”

– *Dean Cutter, Santa Cruz*

“This plan is one that works for all. With a bike and pedestrian path and railbanking, this is a feasible and realistic use of the rail corridor to its full potential in our lifetimes.”

– *Jackie Nunez, Santa Cruz*

“We need a bicycle trail system in Santa Cruz.”

– *William Ow, Santa Cruz*

“I whole-heartedly support a trail-only initiative.”

– *Doug Erickson, Santa Cruz*

“I believe that the trail-only is the best future choice for Santa Cruz.”

– *Gary Griggs, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Proud supporter of Trail-Only!”

– *Rose Filicetti, Capitola*

“The trail-only solution is the only way forward for the corridor that makes sense for our community. A trail-only use of the corridor will bring amazing and lasting benefits to our community. The train to nowhere is wholly impractical and will never be built.”

– *Sebastian Frey, Aptos*

“Because the trail-only option makes the most sense for our community and it would be a huge added benefit to both locals and tourists alike. A trail-only option would create such wonderful way to get around town not mention be a great benefit for both locals and tourists alike. Trying to add a train simply doesn’t make sense for the space of our corridor not to mention all the clear-cutting of trees and added fences separating neighborhoods would be a huge bummer!”

– *Tyler Fox, Santa Cruz*

“It’s simple: A bicycle and pedestrian safe route with minimal elevation gain will promote more citizens to get out of their cars and into a healthier commute with the added benefit of social interaction.”

– *Peter Stanger, La Selva Beach*

“A walking and bicycle trail connecting the communities of South County to North County sounds SO amazing! Pedestrian and bicycle friendly and so much safer and more affordable than a trail with a train running along side it!”

– *Kym Dewitt, Capitola*

“I am signing because I support the trail-only scenario.”

– *Susan Westman, Watsonville*

Comments on Santa Cruz County Greenway Petition

“I’m signing because my husband was killed on the Murray St. Bridge over the harbor while riding his bike (on July 10, 2018). Had there been a trail over the train bridge his death would likely have been prevented. We need to get bikes away from cars (and trains). Bike fatalities make people afraid to ride in town. We need to encourage cycling and the trail-only plan will do that.”

– *Tutti Hacking, Santa Cruz*

“I agree! Yes trail! No rail! It’s the smart thing to do! I am signing because I think trying the “trail-only” option is certainly worth a try, given the expense and time any sort of rail (besides outmoded diesel freight trains) will entail. We as a community will be able to make a more informed decision when better transportation technologies are available for public transportation.”

– *Patrice Boyle, Santa Cruz*

“In addition to the above [petition] points, I am also convinced that personal electric devices are a better clean transportation future than trains and can be done in a way that is even more socially equitable at a fraction of the cost.”

– *Sibley Simon, Santa Cruz*

“I want to be safe while driving my wheelchair to my daily errands.”

– *Ernestina Saldana, Soquel*

“I’m a bike rider and would like safer streets and paths to ride on with my family. Also it’s time that this expensive county get up to the standards like many other beach communities to have a long safe walking/riding trail for people.”

– *Tricia Cross, Capitola*

“This is the best idea for our healthy and active lifestyle here in Santa Cruz. Thank God we can all make this happen by our vote, and total commitment to create this world class trail here in SC. This can be available for us now, and our generations to follow.”

– *Arthur Faygengoltz, Aptos*

Comments on Santa Cruz County Greenway Petition

“I believe a bike and walk trail will be used by more and the negative impact and blight caused by trains in our tightly packed town will be too much to justify the low ridership.”

– *Christine Bowman, Capitola*

“I love rail trails, I love walking/running/biking around the tracks, I would love to have a safer, more beautiful place to do so.”

– *Amy Rocheleau, Soquel*

“I am a woman who commutes to work by bike. I’d like to have a safer and easier way to get across town. I think that best use of the rail corridor is a beautiful park like path for cyclists, walkers and equestrians.”

– *Alicia Stanton, Santa Cruz*

“I bike from Watsonville to Santa Cruz 2 times a week.”

– *Pedro Bonilla, Watsonville*

“Trails are user friendly- even though I love trains they do not supplement or significantly improve the community and haven’t for years.”

– *T. Leonard Mayer, Soquel*

“I love trains, always have. I have traveled by train tens of thousands of miles, commuting, exploring, and simply to get somewhere. At first blush I thought there was a good opportunity to use this infrastructure, but any honest analysis of our community, its needs and future, and the economics involved shows that the trail-only is the best option by Millions of dollars. The train we need is a sensible bus strategy and a bus only shoulder solution on the highway.”

– *Charles Wilcox, Santa Cruz*

“We don’t have or want the population density needed to support a rail line.”

– *Craig Calfee, Watsonville*

Comments on Santa Cruz County Greenway Petition

“This would be such a beautiful, safe way to ride around Santa Cruz. I would use this trail often! Make it happen!”

– *Paula Woods, Santa Cruz*

“We love to ride our bikes but there are no safe places. This trail would allow us to get safely from place to place in our county. A train will be too expensive and NOT get used. It is another waste of taxpayers money!”

– *Laurie Hunkel, Soquel*

“I want to use an e-bike to commute, and this would be much safer and more fun than some of the roads. I like rail, but this one sounds like way too much buck and too little bang.”

– *Aaron Clegg, Santa Cruz*

“We need this Greenway! No one wants to bike or walk next to a train. Not only will this be a beautiful asset to our community but it will finally be easy and safe for many people to use this corridor to commute to work and do business. What a better way to get where you need to go than driving on our congested roadways and sitting in traffic!”

– *Shawn Schaefer Coulson, Santa Cruz*

“The Greenway Trail makes sense for people with disabilities, providing accessibility and safety that this county needs.”

– *Mary Lou Sanders, Santa Cruz*

“I want a safe place to bike and run for myself and my children.”

– *Amoreena Laura, Santa Cruz*

“This seems like a win-win. We definitely need a safer way for bikes and peds from Santa Cruz to Davenport. The train seems more of a novelty item. We need safe and separated bike lanes everywhere.”

– *Saralee McCormick, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“This is the next use of that corridor. A rail here will be too costly & won’t be used. It’s ok to rethink this one.”

– *Carol Tolbert, Santa Cruz*

“I brought my family to Santa Cruz from Orange County, CA in 1977. Forty years later the kids are grown, the grandkids are grown, I’m old, and there are no safe well lit ways to get across town on foot, bike or skates. I think it’s time.”

– *Michelle Miranda, Santa Cruz*

“I truly believe this would be a tremendous gift to our county. Giving people an alternative to the highway to travel to work and giving families and tourists a fun and healthy way to explore our beautiful county. Let’s make this happen!”

– *April Hernandez, Watsonville*

“Keeping it green, quiet, slow paced life in Santa Cruz; it’s not about quantity but quality.”

– *Kristine Franck, Santa Cruz*

“I would love to be able to ride my bike with my kids an not worry about getting hit by a car. Santa Cruz is awful for biking because the the bike lanes are too small.”

– *Miranda Myhre, Soquel*

“I believe that a “Trail-Only” solution provides the most environmentally friendly solution and delivers the most community benefit the dollars invested from a short term and long term basis. The financial burden and impact of a little used rail system will require us to redirect valuable budget dollars to pay for maintenance of a little used system that benefits a very few. With a Trail-Only corridor, the entire community will be able to leverage it’s create by providing a unique transportation corridor accessible to everyone at all income levels.”

– *Ben Stanger, Capitola*

Comments on Santa Cruz County Greenway Petition

“This is a great way to make Santa Cruz one of the nation’s best communities for an active outdoor based lifestyle. This trail would be absolutely world class. It would put Santa Cruz on the map for promoting the kind of active outdoor life style we love in California. Every small community along the coast would increase its vibrancy and reduce nightmarish parking conditions. Sign me up.”

– *Soren Bjorn, Santa Cruz*

“I totally support this idea. It is awesome. I am grateful people are working to make a trail-only option come into reality. Thank you.”

– *Darcy Thole, Santa Cruz*

“My family enjoys biking and want the safest option of a trail-only solution. No rail and no more getting hit by cars. Thanks!”

– *Will Hahn, Santa Cruz*

“Responsible, safe uses of public space are crucial to the wellbeing of our community. Passenger trains don’t bring the ridership numbers to make good fiscal sense. Shipping fuels by train through the corridor is dangerous to our ecologically-sensitive areas on the Monterey Bay.”

– *Kim Jaspers, Watsonville*

Comments on Santa Cruz County Greenway Petition

“Our communities were designed for everybody to use their car to go everywhere all the time. I think we need to correct that horrible mistake, and make bicycles a viable and safe transportation option. Places that are serious about bicycle transportation, like many European cities, realize that segregating bicycles onto their own path is the only to get many people onto their bicycles for routine trips. Having pedestrians and bicycles share a popular highly travelled path is just a recipe for conflict and inefficiency. If you as a car driver wouldn’t want pedestrians routinely strolling down and straddling all the way across the major roads you drive on, why do you think it’s less of an issue for bicyclists? This is the best way to correct our car-only infrastructure mistake of the past. This alone would greatly improve bicycle infrastructure.”

– *Bill Martin, Santa Cruz*

“Monterey county has a beautiful bike path that runs along the coast and thru the tourist areas. It is wonderful. We should have that here.”

– *Mike Lelieur, Santa Cruz*

“The trail-only option makes much more sense, especially with railbanking to keep that option if or when transit technology makes it economical to implement.”

– *Sandra Caruba, Santa Cruz*

“The Greenway will provide a safe way to commute and exercise for all ages. I’ve experienced bicycling a greenway in Indianapolis - the Monon Trail - built on a section of former railroad tracks that went from Indianapolis to Chicago - and it was phenomenal. Tiny cafes, bicycle repair/rental shops and wooden gazebos with benches and picnic tables dotted the path.”

– *Rene Denevan, Santa Cruz*

“I’m signing because I’m a 32 year critical care nurse and I read that non-communicable diseases are reduced by 37% when we walk/bike greater than 500METs per week, and reduces crime, and is sustainable.”

– *Tammy Sager, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“The RTC has hijacked this hoping for big dollars to support a railway that isn’t feasible. Monterey got to build their trail already without train.”

– *Bruce Werder, Aptos*

“The train will not be an effective use of money to move people where they need to go. Make use of Railbanking for later, and use the trail NOW.”

– *Martin Mogaard, Scotts Valley*

“A train would run literally against homes in some areas. It would be intrusive & loud. It is not a good choice financially. A green belt would enhance & serve our community & population by offering a beautiful & practical way to get around.”

– *Dorothy Smith, Santa Cruz*

“I ride my bike and so does my husband who has been hit by a car before. Stay safe.”

– *Mallory Baggerman, Santa Cruz*

“I would love to have safe bike and pedestrian access from Aptos to other parts of Santa Cruz county for myself and my family!”

– *Sharon Kluger, Aptos*

“I want our kids and others to have a safe pathway to bike around town for recreation and work. This is a no brainer! It’s the best way, and a train is grossly inappropriate!”

– *Al Adamsen, Capitola*

“I am a RN and concerned citizen. Love riding, walking, and enjoying our paradise!”

– *Elizabeth Magen, Santa Cruz*

“I would like my kids to have more safe outdoor spaces to adventure and potentially prolong the need for them to get behind the wheel!”

– *Alissa Ingram, Aptos*

Comments on Santa Cruz County Greenway Petition

“There will be much more benefit to the people of Santa Cruz County by having a Trail-Only design. The railroad is a leftover from a bygone era. Time to look forward and move on. We should be setting an example for healthier living, not preserving the investments for whomever stands to profit off of the rail line.”

– *Jim Winters, Soquel*

“Medically I require the use of a mobility scooter. This trail would provide a huge improvement in my quality of life compared to using public roads and poorly maintained sidewalks with constant drive way diversions.”

– *Ronald Bingham, Watsonville*

“I am signing because I would love to bike to work. I just signed on at Palo Alto Medical Clinic and it would be a wonderful way for me to commute to work!”

– *Naina Biswell, Aptos*

“This trail would open Santa Cruz to active commuting on bikes & e-bikes. Love trains but THIS train will preclude a world class trail and be cost prohibitive for our community.”

– *Robert Quinn, Santa Cruz*

“The Santa Cruz County rail corridor is a magnificent ribbon of land that showcases the beauty of our County. Removing the tracks will allow a world-class trail to be built that everyone in the County can use and enjoy. A pedestrian and bike trail can improve mobility and bring economic benefits to the County through tourism and low-cost alternative commuting. Let’s build this world-class trail now!”

– *Ellen Martinez, Aptos*

“With all the biking in SC County, this is a good measure to get on a ballot. This would really embrace more cycling in the community.”

– *John Burke, Aptos*

Comments on Santa Cruz County Greenway Petition

“Santa Cruz needs to walk the talk and become the progressive town it claims to be. Get this done.”

– *Danny Brothers, Felton*

“I will enjoy the trail on a regular basis! I would not use a train.”

– *Benna Dimig, Watsonville*

“Train will never be more than a bloated money sucking tourist gimmick that will do virtually nothing to alleviate our horrible traffic gridlock on Highway One. At least the trail-only option encourages people to get out and exercise and potentially will attract more “green minded” tourists who may park their cars when coming here and consider walking or biking around.”

– *Andrea Ratto, Watsonville*

“It is good for the county as a whole. It is beautiful, that brings tourists here; that improves local businesses. I would like to see it for the enjoyment of locals. Everyone wins.”

– *Mary Ann Sheehy, Soquel*

“A safer way to get across town not to mention its beauty will be an attraction for visitors and locals alike!”

– *Paige McQuillan, Scotts Valley*

“Greenway Santa Cruz is presenting the obvious and best use of the railroad corridor. Currently pedestrian and bicycle transportation across town is dirty, unsafe and inefficient. This plan solves all of these problems and will make Santa Cruz and surrounding areas an even better place to live and recreate.”

– *Jared Figurski, Santa Cruz*

“I’d like to be able to ride my bike without the rail!”

– *Ann Carr, Watsonville*

Comments on Santa Cruz County Greenway Petition

“I believe the freeway should be developed so that there is one lane for buses & multi passenger vehicles; and, the money saved from a railroad boondoggle can go to buses, disabled & bike improvements, county roads, the trail, and the freeway as stated in the first sentence. Both RR trestles over the freeway in Aptos will need to be torn down if there is no rail; that’s good because that stretch of Hwy 1 is now a choke point for the greater number of tradesman coming from Watsonville; and CalTrans estimates that it will cost them some 20 million + more if they have to double decker a highway expansion with the trestles in place because they must dig down to make this work. What is the organization’s policy in this regards?”

– *Ben Vernazza, Aptos*

“So many years of conversation about implementing a rail system throughout SC County on existent tracks.... I never really felt this option would be a viable choice for members of our community to use on a daily basis for commuting. In addition to the cost associated with that project etc, ...SC doesn’t need a slow moving Napa Wine train with limited transfer service out to the community from the depots. Now, a bike/pedestrian trail can be used by all persons in our community including the disabled community to get exercise, be outdoors knowing they are in a safe corridor, away from traffic! And, less expensive? This makes more sense...can be implemented sooner and hey, connect it with trails that continue south to Monterey! The time for action is now!”

– *Maria Granados-Boyce, Soquel*

“I think this will be a good idea for all parties.”

– *Eriberto Velasquez, Watsonville*

“The trail will strengthen our community and will allow everyone easier access to enjoy the beautiful area we live in.”

– *Daniel Gomez, Aptos*

Comments on Santa Cruz County Greenway Petition

“I use my bike more often than my car and I think that providing citizens with a path will cut fossil fuel use.”

– *Isaac Destout-Chavez, Watsonville*

“(1) Protecting the environment. (2) Fiscal sanity, the cost would be outrageous and as always, the financial burden would again fall on the community, especially the younger generation.”

– *Petronella Van Dam, Santa Cruz*

“I ride public transit like crazy and I know that the rail option will never be used for serious commuting unlike a trail-only for bikes.”

– *Diego Link, Santa Cruz*

“The trail-only/rail-banking option adds immediate value to our communities and is the only practical step forward at this time. Consider the positive impacts of completing the Arana Gulch trail for a glimpse of the possibilities a trail corridor offers us.”

– *Craig Wilson, Soquel*

Comments on Santa Cruz County Greenway Petition

“I rode my bike for a living for a long time and rode in major cycling-friendly cities such as San Francisco, Portland, Seattle, and even Oakland. I moved back home to Santa Cruz and was shocked at how horrible the cycling infrastructure is. For such a “progressive” city, SC seems to have no clue as to how to make safe ways for cyclists to get around town. I have continually found myself riding in a bike lane that suddenly disappears with no warning and I am thrown into a car traffic lane with no shoulder. I couldn’t imagine having less confidence in my cycling ability or having children and trying to get around town with them. The main purpose of the whole rail-trail is to get cars off of the road and having a dedicated bike/walking path from Santa Cruz to Watsonville is the best way to do it. It goes through major residential corridors and would be easy to access for a number of people, and is close enough to the commercial corridors that those who choose to use it to go to work would not have to spend much. Also, think about the reduction in beach traffic! People could just ride their bikes there, reducing so much congestion in those neighborhoods that border our beaches.”

– *Colleen McLaughlin, Santa Cruz*

“We are an active community. Trails would get far more use than a rail system, and at a fraction of the cost.”

– *Nicole Ottaviano, Santa Cruz*

“To ease traffic congestion we need more pedestrian and bicycle routes across town and this trail will provide that. Let’s get people outdoors walking and biking through the county! The Trail will be most useful for those activities so now give us the trail!”

– *Diane Koenig, Santa Cruz*

“A safe environment for fitness and mental health.”

– *Michael Burns, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Help improve health and quality of life in Santa Cruz County! The rail option is too expensive, and, more usable space is required for safe spacing between cyclists and pedestrians.”

– *Greg Rauch, Ben Lomond*

“I value the preservation of the habitat along the railway corridor and strongly value an option for bikers, runners and walkers to move along the different parts of the County without traveling on Hwy 1 or Soquel Drive.”

– *Devin Avey, Aptos*

“My family is ready to enjoy the trail now without the train. Pull up those tracks, lay down a pedestrian path and let’s start using the trail. It is safer, quieter, cheaper and more practical as a trail-only. It is the best use and everyone can enjoy it. I love to walk and bike with my family. This trail will give us a safe and efficient connection across the county. Let’s do this NOW.”

– *Moshe Vilozny, Santa Cruz*

“I would benefit greatly from this path, as someone who already walks around on the train tracks to get around town.”

– *Jackson Reitan, Capitola*

“Cyclists and pedestrians are the most environmentally sound and health conscience options to our transportation needs.”

– *Charles Baylis, Watsonville*

“I live by the tracks and want my kids and others to be safe riding all the way to the Boardwalk. Right now it’s not safe, particularly west of Seabright. This reason is on top of what would be low ridership, noise, and a high economic opportunity cost of not having greater mobility around town. I lived in Europe for nearly six years. An evolved, community-first, environmentally respectful society would have had the passage converted to a trail long ago.”

– *Ar Adamsen, Capitola*

Comments on Santa Cruz County Greenway Petition

“There is only room for either a trail or rail, not both. Rail will be a huge money pit for decades due to low ridership, preclude building an attractive trail, and do little to relieve traffic on our roadways. The trail is affordable. It will encourage more people to walk and bike rather than drive for short trips. It will attract tourist just as Rails-to-Trails has in so many other places. Trail-only, please!”

– *Stephen Mills, Aptos*

“By the time the county is ready for a mass transit solution new technologies will arrive that will make the tracks obsolete. For now, tear out the tracks and get the best use of the corridor- transporting people on bikes, e-bikes, solar scooters and perhaps a small commercial jitney. Increased use of the corridor by walkers and bicyclists should substantially decrease the number of bad characters engaged in illegal activities there.”

– *Jennifer Anderson, Santa Cruz*

“I’m signing because this is a project which would benefit the community right away. Santa Cruz desperately needs safe biking options, and this project would provide that.”

– *Spring Smith, Santa Cruz*

“Our county will greatly benefit from a trail system: exercise, greater sense of community. I see zero benefit to having a train: expensive, loud, disrupts traffic, doesn’t add to community health. We live in one of the most beautiful places in the world and have perfect weather; why can’t we access all of this by bike? Also, there are almost zero ways for community members to exercise in a fun and easy to access manner.”

– *Cari Moore, Watsonville*

Comments on Santa Cruz County Greenway Petition

“I agree with the conclusions of the Great Santa Cruz Trail Study that a multi-use path for pedestrians, bikes and electric bikes is the best use of the rail corridor and that a train does not deliver the ridership, safety, or other benefits to justify its enormous cost.”

– *Franks Sharon, Watsonville*

“I support the trail-only option now. The cost of retrofitting, excavating, rebuilding, etc. are too high. A scenic multi-use trail is feasible, timely, and will do more to protect the scenic beauty of our Monterey Bay.”

– *Sally Smith, Ben Lomond*

“I strongly support a pedestrian bike trail. I also strongly support a commuter train but not in this location.”

– *Matt Kotila, Santa Cruz*

“I believe its the best option for us people to move at basically no cost.”

– *Luis Leon, Watsonville*

“After visiting many communities that have rail-to-trail recreation areas, I’m convinced that having one in Santa Cruz County will not only get much more use from locals than the rail option, but it will also draw more visitors and encourage healthy and safe activity. We’ve lived--and walked and biked--in this county for over 40 years and I have no doubt that my family would put the trail-only option to good use. On the other hand, I can’t imagine a rail service justifying its existence.”

– *Janet Byers, Aptos*

“I support railbanking the tracks and building a wide, multi-modal, fenceless, inclusive, ADA supported trail that has open access points throughout.”

– *Tim Brattan, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Every example of a bike trail has been a success around the country. Very few if any rail lines have been a success. The cost analysis is greatly flawed for a rail line and there is no way a train can go 25MPH which would be needed to meet the proposed timetable.”

– *Greg Crandall, Aptos*

“I’ve done an enormous amount of research on the rail corridor. It is increasingly apparent that a passenger train is not only an inefficient and expensive use of the corridor, it will simply never happen. It is time to use this remarkable resource to benefit our community. The rail corridor could easily become one of the best rail trails in the world. I love trains, but only when they make sense. A short, very expensive train on a single track simply makes no sense. On the other hand, without a train track, there’s plenty of room for a path for pedestrians and a bi-directional path for active transportation (people on bikes, e-bikes, scooters, etc.). Let’s get rid of the tracks and build a world class rail trail now!”

– *Will Mayall, Santa Cruz*

“We need a decent alternative to driving and this is it. Biking on the roads is dangerous.”

– *Sheila McLaughlin-Mayang, Santa Cruz*

“The trail-only option appeals to me as the most affordable plan and more as the best, safest, nicest option for Santa Cruz citizens. I work with disabled adults. When this trail is finished, it will provide a safe way for many people with disabilities to access their community with minimum or no support.”

– *Joe Shimpfky, Santa Cruz*

“Santa Cruz needs this amazing project and will be made richer by it. It will attract even more international visitors to our wonderful Monterey Bay.”

– *Andres Wolff, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Trail-Only! A train would require a place for riders to park, already extremely limited in most areas. Riders would still need their own transportation from a station to their ultimate destination. Trains are noisy and would lower property values along the route, while a trail near a home would increase values. One only needs to see how few people ride our bus system to see how much this train idea would need to be subsidized by more taxes.”

– *Dan Brune, Aptos*

“I’m tired of taking my life in my hands every time I want to bike in Santa Cruz.”

– *Mike Englade, Santa Cruz*

“A bike path will make my commute much safer. I don’t know anyone personally that is interested in a train commute from Watsonville to Santa Cruz.”

– *Joseph Salgado, Watsonville*

“I would love to see a better use of this stretch of land that can be a pleasant corridor of sustainable transportation and enjoyment. I’m in favor of providing affordable, safe and pleasant transportation methods for bikes and pedestrians, as well as a way to promote a beautiful place for all to enjoy the coastline.”

– *Tamara Myers, Santa Cruz*

“Bike riding in Santa Cruz as it is now is very dangerous and because alternative transportation is good for Mother Earth.”

– *Anna McGuire, Santa Cruz*

“I believe that a train will: A) not alleviate congestion on Hwy 1 because the quantity of riders will be low; B) be prohibitively expensive to build and maintain; C) a bike trail is a healthier and more enjoyable option for both commuters and recreational cyclists.”

– *Michael Manzo, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Let’s have a quiet corridor in town. We have enough noise and not another very expensive train which I would never use.”

– *Maya Sapper, Santa Cruz*

“Once in a lifetime, maybe several lifetimes, opportunity to do the right thing - forward thinking towards a sustainable future, not looking back over our shoulders to a past that will never arrive.”

– *Laurie McCann, Santa Cruz*

“Santa Cruz needs and will benefit by a trail-only on the rail corridor. This is health-promoting, quiet, beautiful and inexpensive compared to noise and air polluting train options. The trail should be built now. This beautiful greenway will link our communities to enjoy nature and enhance health, without rails or pollution.”

– *Glenn Saltz, Aptos*

“There needs to be a safe, viable alternative to automobile travel. I shop by bike, ride to restaurants, etc...Build it and they will come for the greatest good.”

– *Hans Bruning, Santa Cruz*

“I believe the rail plan is too expensive and people will actually use this trail.”

– *Elaine Holligan, Watsonville*

Comments on Santa Cruz County Greenway Petition

“A diesel only train will NOT remove enough cars from the freeway, and will NOT be self-supporting by train tickets. This has been studied for 20 years, and all conclude the same. To the SCCTRC: Please listen to your constituents. there is no shame to admit that there are better options in the future for this valuable corridor. But diesel trains on one way tracks are NOT the answer now or in the future. Please retain the right-of-way for Greenway now, and future electric or maybe even Elon Musk’s idea of tubes that are low impact, low carbon, and meet the needs of our very dispersed work force / work place destinations. Numerous studies for last 20 years have shown that a diesel train is NOT cost effective, or even possible. PLEASE listen to the expert studies that us taxpayers have funded! Thank you.”

– *Dana Bland, Aptos*

“Santa Cruz County’s coastal corridor is an asset which deserves to be used by active recreational and transportation users, which will allow kids to go to school, will connect neighborhoods like never before, will provide a new way route to get around for the disabled, the elderly, plenty of pedal powered or electric assist pedal powered vehicles users to get around to their music lesson, community meetings and of course work! Do not pass on this historical conversion into a greenway within the county to bring in a whole new array of healthier habits for all! Time for a world-class trail now!”

– *Sandrine Georges, Santa Cruz*

“Because I believe that walking/biking is healthier for us and the environment than train or car emissions in the long run.”

– *Socorro Alfaro, Watsonville*

Comments on Santa Cruz County Greenway Petition

“I have traveled to other counties and states and enjoyed those rails that have been converted to trails. As a long term (37 years) resident of Santa Cruz, who also bikes, walks, runs, and hikes, I would use the trail on a daily basis. I further am pleased that this trail will allow persons confined to wheelchairs to get off the streets and roads and enjoy the beauty of the trail. Please join me in supporting the Great Santa Cruz Trail.”

– *Theresa Mantz, Santa Cruz*

“I ride my bike everywhere, I have seizures and cannot have a license. I have never rode a train from SC to Capitola.”

– *Scott Farber, Santa Cruz*

“I feel the train is too costly and will not be utilized to it’s full potential. There is a huge need for safe pedestrian and bicycle traffic.”

– *Erick Fernandez, Watsonville*

“I love trains, but...a train along that corridor doesn’t make much sense. A safe, contiguous 30 mile bike/walk path would be awesome. A 30 mile path broken up by lots of detours onto surface roads would be entirely less awesome.”

– *Tony Dean, Santa Cruz*

“A Rail to Trail conversion would result in a “Linear Park” that would be the jewel of Santa Cruz County. A world class trail would be a safety corridor for children and adults that want to ride and walk for fitness and transportation. There are better and more cost effective solutions than trains to reduce traffic congestion, improve transit connectivity and lower carbon emissions.”

– *William Menchine, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“After reading the RTC’s feasibility study regarding the costs and benefits of a train- use for this corridor, it is clear that a train will cost an unacceptable amount of money and provide the county with very little in the way of transportation solutions or enrichment to our community. A trail-only use would be a visionary choice that actually changes the way our county deals with transportation, public health, environmental stewardship and community building (to name but a few benefits). Don’t allow the fact that energy has been expended on this train idea to blind you to the fact that it is by far not the best choice. Honestly, doing nothing would be a better choice than this train.”

– *Monique Kremer, Santa Cruz*

“Trail-Only. Also I advocate disbanding the SCCRTC, return the prop 116 funds and return control of the corridor to the County and Cal Trans if possible. The salaries and lack of progress that Dondero and company have demonstrated is appalling. There should be a grand jury investigation.”

– *Brian O’Connor, Aptos*

“I am signing this petition because after reading pages of documents about Progressive Rail and seeing for myself how the rail would disrupt neighborhoods by widening the trail for accommodating the train and trails, cause noise with whistles, cause traffic delays at road crossings, add a financial burden to our county and allow for a possible “pre-emption” where the rail operator could establish businesses of their choosing located adjacent to the rail with gas or fuel storage is not what is healthy or beneficial to our communities. Who is profiting with a rail that will cost us millions?”

– *Elizabeth Karzag, Santa Cruz*

“Our county needs this improvement ASAP! Not a rail in 10 years when transportation will have evolved past it already.”

– *Todd Anderson, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Thank you for considering this. I am family doctor, and strongly support this as a means of better safety and health for my patients, family, and community.”

– *Wendy Sickels, Ben Lomond*

“We can implement this sooner and more cost effectively to benefit the most people! Support for a trail-only in the rail corridor is growing as folks realize the substantial obstacles to a train - let the RTC know how you feel!”

– *Nadene Thorne, Santa Cruz*

“As a medical professional, I agree. Create a beautiful, safe trail that encourages activity and helps decrease the stress in all our lives.”

– *Kathleen Jones, Santa Cruz*

“I want a safe road to bike with my kids.”

– *April Rueppel, Aptos*

“I would like to be able to ride my bike safely in Santa Cruz.”

– *Janet Starr, Soquel*

“I don’t think a rail trail is justified in our community, while a walking/biking trail is perfect for the Santa Cruz life style. A walk/bike trail will also attract millions of tourist dollars.”

– *Linda Martin, Capitola*

“I am an avid cyclist in Santa Cruz County and would treasure the experience of cycling along the rail corridor without cars, trucks, etc. to contend with.”

– *Megan Martinelli, Watsonville*

“This is a much needed trail system for Santa Cruz. We can all use with community to bring the area closer and safer for bikers-pedestrians alike! This is really the only real usable solution for our area.”

– *Julio Briceno, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I LOVE trains. But this one is a waste of money. What this county needs is a bike lane that is away from cars and trains.”

– *Barbara Diamond, Santa Cruz*

“I believe creating a rail without the demand is a huge waste of tax payer dollars. Any future train would benefit more people going above Hwy 1 and not right next to cyclist. We should have both types of transportation. Cycling corridor and train separate from each other. The current corridor does meet the needs of the mass amount of commuters, as it doesn’t lead where people need to go. People are trying to get to San Jose.”

– *Julie Stockwell, Santa Cruz*

“Trains & pedestrians/bicyclists are not a good mix. Have you ever walked next to a train? Deafening! Not a pleasant experience at all. A Trail-Only option will allow safe cycling & walking throughout the county while the Trail-Rail will not really get that many folks out of their cars. The “Rails” are too far from many commerce areas or businesses.”

– *Theresa Hutmacher, Santa Cruz*

“I love the trail idea but think trying to include a train is ridiculous! Who wants to go for a nice walk next to a train? I would never walk or bike next to an active train. I can’t see mother’s wanting their children to do this either. The beautiful, peaceful trail is the best use of the space for everyone in the area.”

– *Cheryl Haiflich, Soquel*

“The amount of trees that will be required to be removed as part of the rail option is something that I can not support as a Landscaper and Arborist.”

– *Justin White, Watsonville*

Comments on Santa Cruz County Greenway Petition

“Trail-only is the only thing that makes sense. I have walked it and it is beautiful. If a train was part of the equation the trail would be awkward at best and road traffic at each crossing would be terrible.”

– *Jack Keenan, Aptos*

“I want the trail-only, not the light rail.”

– *Marie Wegrich, Aptos*

“The opening of the Arana Gulch bridge and trail has been wonderful. I work at Santa Cruz Bible Church, which is right at the trailhead, and I love watching all the people use the trail everyday. I want more walking/biking trails in Santa Cruz!”

– *Rachel Frankl, Soquel*

“I believe this is a much better solution than reintroducing trains into the corridor. Let’s celebrate our culture and beautiful location on foot, at a scale appropriate for our community.”

– *Russell Simpkins, Capitola*

“I never ride my bike around town because it is too unsafe! A walkway area is exactly what this town needs!”

– *Brianna Vargo, Santa Cruz*

“I am raising 4 children and would like our family to have a safe place to walk and ride our bikes.”

– *Cheryl Winterburn, Capitola*

“I would love a trail without a rail for my family to enjoy.”

– *Jennifer Greer, Capitola*

“I am an avid cyclist and I am tired of literally putting my life on the line any time I want to ride. A trail would allow me a route free from cars. We live in such a beautiful area it is high time people had safe bicycle access.”

– *Scott Russo, Aptos*

Comments on Santa Cruz County Greenway Petition

“Walking, Running and Bicycle riding are much better for our health than sitting down and riding in a train. A commuter/tourist train would be expensive to setup and maintain and no one would use it = financial failure. To move people on the tracks would require track and bridge repairs, and parking spaces for cars, bus service to connect. And now we learn that the proposed operator Progressive wants to guarantee the use of FREIGHT TRAINS! In their contract even if the commuter train is not a profitable venture. Give back the \$11 million Santa Cruz and do the right thing for our community.”

– *David Demorest, Soquel*

“The County hasn’t a clue how to run a railroad but may have the skill for a trail to manage.”

– *Jeff Brady, Scotts Valley*

“The train option is too expensive and I don’t believe it would get enough use to support the cost. Paying the \$11 million back to the state is a small price to pay considering the train would cost over \$100 million. The trail-only option would be an amazing draw and would get massive use!”

– *Todd Phillips, Santa Cruz*

“I want to be able to ride my bike on a trail where the railroad tracks are from my home in Aptos to my job in Santa Cruz. My boss was run off the road by a car while commuting to work on her bike. She broke her pelvis.”

– *Erik Hedstrom, Aptos*

“I work and live in Seabright. A bike and pedestrian trail along the old train tracks would be a treasure for the county and its residents. Please do not put in anymore tourist trains. The holiday express train created noise pollution and traffic and misery. The residents need exercise and an alternative route to south county. Please choose the people not the corporate greed. Thx!”

– *Brooke Towne, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Trail-only is the best option for the vast majority of locals as well as a great draw for tourists. Economically it is the only option for our small community.”

– *Evelyn Taylor, Aptos*

“As having grown up in Belgium, I ‘m very familiar with public transportation and its usefulness. However it does not make sense in this situation. There is just not enough convenience nor locations to go to and from. While a trail-only would be perfect, direct and fast. Look at cities like Copenhagen where biking is even more popular than here, thanks to a great trail network. I can’t wait for this trail to be ready to use!”

– *Stijn Cattaert, Santa Cruz*

“The train makes no economic sense and the trail-only would provide a friendly continuous corridor for walking/biking from north to south county. Plus, if Hwy 1 is ever widened between State Park and Rio del Mar it would be far less costly to construct two new pedestrian bridges than two that would be required to support a train.”

– *Scott McInnis, Aptos*

“I am longing for a safe place to ride my bike and get great exercise. I’m also excited about bringing tourist dollars to our community.”

– *Diana Chapman, Scotts Valley*

“Even though I love trains, I really believe that moving forward with the Trail-Only plan will provide great benefit to our community in a cost-effective and realistic way.”

– *Irene Van Der Zande, Santa Cruz*

“I would ride this trail every single day.”

– *Danielle Kile, Aptos*

Comments on Santa Cruz County Greenway Petition

“Santa Cruz needs this! Let us be the example of the future!”

– *Sarai Jimenez, Watsonville*

“I support the removal of tracks to make room for a Bike / walking path. This would also make the over passes less expensive to rebuild over Hwy 1. Making widening of Hwy 1 more feasible through Aptos. Another great reason for a Trail-Only project is that once the decision is made to build trail-only option the train bridges/overpass between State Park and Rio Del Mar can be removed giving room to widen Hwy 1 to 3 lanes in both directions. Walking/Bike path bridges can be built for much less than new train bridge/overpass.”

– *Peter Truman, Watsonville*

“We need a safe biking alternative and to preserve the beauty of our coastline. Many reasons.”

– *Denise Russo, Aptos*

“I believe it is important to have a safe walking riding path in our county. The roads in our area are so congested with commuter traffic as well as tourist traffic that it is unsafe to walk, run or ride safely. This would be great for everyone who lives or visits our community.”

– *Denise White, Capitola*

“A hugely expensive passenger train service makes absolutely no sense in a small mostly rural county such as Santa Cruz County! Passenger rail service is not viable in a county with 250K residents, two very small cities, many small towns and many very rural neighborhoods. It is tremendously expensive, and ridership surveys point to dismally low usage. We are wasting money and time while the land sits vacant and the tracks and trestles deteriorate---build the Trail Now!”

– *Michael Lavigne, Capitola*

Comments on Santa Cruz County Greenway Petition

“I’m signing this because my family rides bikes. Two of my girls have been hit by cars one in Santa Cruz on Water St, the other on Soquel in Capitola. We need safer streets for cyclists.”

– *Linda Williams, Felton*

“I’m signing because I don’t think that a rail/trail is the best option for the current right-of-way. I think the value returned on our investment will be far higher with a well executed trail, like the Greenway concept, than with a rail/trail, especially over the long haul, as single owner ICE cars are phased out and autonomous vehicles become the norm.”

– *Doug Brouwer, Santa Cruz*

“It would be a shame to waste tens of millions of dollars on capital costs and then saddle our community with ongoing operating cost subsidies for a train very few will ever ride. I use my bicycle for transportation and would love a safe wide trail. Arana Gulch is an object lesson in why rail and trial will not work. The narrow path forces bikes, strollers, dogs and pedestrians into continual and sometimes dangerous contact. For the trail to really work for bicycles there needs to be a decent separation and six feet is not enough.”

– *Ryan Sarnataro, Santa Cruz*

“1. A safe environment for fitness. 2. Improved marketability of our towns’ businesses.”

– *Caroline Sweeney, Aptos*

“I love biking with my two kids, and want better, safer biking routes around and through Santa Cruz.”

– *Jennifer Lingens, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I lived in Atlanta when a very similar project, the Beltline, was developed. It was incredible to watch how it changed every single neighborhood it went through. It caused a huge shift in the community to get people outside and commuting by bike or foot. It created a much stronger community.”

– *Marian Acquistapace, Felton*

“I’ve lived in other areas of the state with Rails-to-Trails, and they are huge successes. My family, friends and guests all love the idea.”

– *Cynthia Loosley, Aptos*

“More safe biking for families and kids.”

– *Annette Truong, Santa Cruz*

“With a bike trail I would actually go downtown! It would allow access to so many parts of the county that I dread driving to.”

– *Scott Lesan, Aptos*

“After many years of meditation on this topic and many years of support for the rail trail, I’ve switched and now believe a a bike and pedestrian-only trail aka Greenway is the best option. Cheaper, quieter, cleaner, and more future-centric!”

– *Philips Patton, Santa Cruz*

“A trail, just like Monterey. Anything else would be a giant waste of money.”

– *Patrick Darrough, Santa Cruz*

“We need better ways to get across town safely and pollution free.”

– *Janet Andreasen, Santa Cruz*

“Let’s get this done NOW.”

– *Matthew Howard, Soquel*

Comments on Santa Cruz County Greenway Petition

“I’m signing this petition because we have the perfect infrastructure for a world class trail already in place, the unused rail road. This path could be used by thousands and thousands of people. I don’t know why it is taking so long to make it happen?”

– *Carol Yvanovich, Soquel*

“With a train the trail would be too narrow, it would be like the West Cliff Dr multi user path, no good for bicyclists.”

– *Jim Denton, Scotts Valley*

“This is the common sense solution for this thoroughfare. It seems to me that the real reason for a rail is to transport service workers into Santa Cruz because they can no longer afford to live here. That is not a reality I am going to encourage.”

– *Tighe Melville, Santa Cruz*

“I would use this trail all the time. Currently I don’t feel safe riding my bike across town. With this trail I would ride my bike and stop driving my car.”

– *Jeremy McCarthy, Santa Cruz*

“The rail will be a financial disaster!”

– *Maryellen Boyle, Santa Cruz*

“Trail: a more sensible, feasible, current up-to-date solution.”

– *Robert Bicoff, Santa Cruz*

“I want a safe and easy trail for me and the future generation Born and raised in Santa Cruz and would hate for the railroad to ruin the small town vibe we have here.”

– *Garrett Manning, Santa Cruz*

“NO TRAIN!”

– *Iris Moreno, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Sustainable transportation access not only benefits our environment but our city as well!”

– *Nico Galindo, Santa Cruz*

“There is currently a pedestrian/bike trail between Castroville and Lover’s Point. I’d love it to go all the way to Davenport. Providing for a commuter train will not add to our community.”

– *Mark Scofield, Santa Cruz*

“It’s great for all recreational bike riders and excellent use of the railroad right-of-way.”

– *Fred Seamon, Santa Cruz*

“The rail line will mean more noise and will once again be a safety hazard. I thought the whole idea of this project was to create a more safe environment for the people of Santa Cruz to enjoy the outdoors. stop this ghastly idea!”

– *Margaret Wessels, Aptos*

“A train will never happen in Santa Cruz due to the location of the current route and the cost to build and operate a train. A linear park and trail will be the cheapest option and really help build a healthy connected community.”

– *Robert Stephens, Aptos*

“I do not think that Santa Cruz County has enough potential users to justify the expense of having a passenger rail service. While the density may be there for some areas of the corridor, there just aren’t enough people overall. We cannot afford it.”

– *Jim Dixon, Aptos*

Comments on Santa Cruz County Greenway Petition

“I am signing this petition as the option of a train is not self-sustaining (i. e., it will take on-going tax dollars to continue to run), no reliable demonstration it will alleviate traffic on Hwy 1, no infrastructure exists at planned stops/train stations including no infrastructure to get people from train stations to where they need to be, and the negative impact it will have on local traffic at rail crossings.”

– *Ken Lown, Aptos*

“100% in support.”

– *Mateo Lettunich, Santa Cruz*

“It makes the most sense for EVERY commuter to have an active healthy option to get to and from Santa Cruz area destinations.”

– *Connie Gardner, Santa Cruz*

“Santa Cruz is a bay area traffic bottleneck. Building a rail/trail will ensure that we will be come a bike/pedestrian bottleneck as well. Building a trail-only, on the other hand, creates a crown jewel path. Trains are great, I love trains, but they create no solutions in Santa Cruz!”

– *Mike Parisi, Santa Cruz*

“I do not want a train going through my neighborhood! I grew up with a train close by, about the same distance to my house now, NOT A GOOD IDEA!”

– *Marceline Chaney, Santa Cruz*

“Being a freshman at Chico State, the bike lanes throughout the town have been immensely helpful for getting around. This would be a perfect addition in Santa Cruz.”

– *Jacob Zivanovich, Watsonville*

“I want walking biking trails!”

– *Steve Hilleary, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Time to get move forward on this.”

– *Brigid Fuller, Santa Cruz*

“Rail will not work in SC. It’s not worth the money. This is.”

– *Rossana Bruni, Soquel*

“It makes sense to use this as a recreational tourist destination. We should leave the rails for big trees and the boardwalk. Otherwise Santa Cruz is known for its amazing outdoor activities. A trail should be safe for walkers and bicyclists and they shouldn’t have to share the same space.”

– *Amy Harrington, Santa Cruz*

“I opt for the trail.”

– *Laura Temple, Santa Cruz*

“The pedestrian-bike trail is the most user friendly and green option for the old rail path. It would be awesome if we could learn from our neighbors in Monterey - and maybe (someday) link our trails with campsites along the way.”

– *Terry Turner, Aptos*

“I believe that a train will not help with our public transportation issues but instead will bring pollution, noise and danger for our children and pets to our neighborhoods.”

– *Tami Corum, Capitola*

“It’s needed and it would be great for the whole county.”

– *Brad Rodes, Santa Cruz*

“I agree with this!”

– *Ted Holladay, Felton*

“I believe a cleaner pedestrian option will be a greater energized to our community.”

– *Maria Reitano, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“This would greatly enhance the community’s health and happiness, relieve traffic problems! We need a safe trail!”

– *Lisa Fluitt, Soquel*

“I am convinced a rail solution would not have sufficient ridership. I would commute almost daily by bicycle from RDM to Live Oak on a scenic bike trail and it would become a tourism destination as is Monterey.”

– *Paul Binding, Aptos*

“More bikes fewer cars please.”

– *Evan Hilton, Scotts Valley*

“I grew up on the country’s first rail trail, the Washington & Old Dominion Trail in Northern Virginia. It’s a great trail and we should have one in Santa Cruz, too!”

– *Jeremy Neuner, Santa Cruz*

“There is simply no safe way to have a freight train and kids on bikes play in such a tiny corridor - time to loose the tracks.”

– *Jeffrey Lapierre, Santa Cruz*

“Way to expensive to upgrade tracks and bridges for a train that goes from nowhere to nowhere. This does not solve our congested freeway and corridors! Take a look at the Trail in Monterey - they decided to take out the train tracks and look what a fabulous trail they have now! We can do the same thing! Please sign and share with your friends. A train from nowhere to nowhere makes absolutely no sense at all. If you want to deal with traffic in Hwys 1 and 17 then build elevated rails on the median of those freeways, but do not even for a minute assume that running a train along the outskirts of SC will solve the commuter problems. The problems are with the traffic going to and from Hwy 17. That’s where we need to add light rail. We need a safe route for our kids to ride their bikes to school! This corridor is the perfect solution!”

– *Wouterina Swets, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“What a beautiful trail it would be! No one that I talk to wants a train in the picture.”

– *Julie Morley, Santa Cruz*

“I’d like to see a walking trail.”

– *Michele Whizin, Scotts Valley*

“Any attempt to include a train will detract from what will could be one of the most beautiful bike trails in the world. Trail-only is the best option for our community.”

– *John Wright, Santa Cruz*

“This project just makes too much sense not to do it. Long overdue.”

– *Sean Estes, Santa Cruz*

“This solution is the best use of resources to move the most number of people on an east-west corridor; helping alleviate traffic on Soquel Ave and Hwy 1.”

– *Sandra Skees, Soquel*

“I care about our community! Trail-only makes sense for the Santa Cruz community environmentally, fiscally and based on the location of tracks it wouldn’t work as a commuter rail because the distance to major hubs of employment.”

– *Rosemary Milich, Santa Cruz*

“I believe a train - in any of possible configurations - can never serve the needs of enough citizens of SC County to make it even marginally financially viable or successful.”

– *Michael Vensel, Watsonville*

“I think it will be awesome!”

– *Mitch Desjardins, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“The train is an obsolete idea and we desperately need better pedestrian and bike routes connecting through town. The Rail-to-trail has been a great success in other areas. Yes, let’s get the trail-only option started. We need this.”

– *David Harnish, Santa Cruz*

“I want to use the corridor in my lifetime.”

– *Cook Peter, Santa Cruz*

“This is long overdue!”

– *Mike Bailey, Santa Cruz*

“I want this to pass.”

– *Krista Bertetta, Capitola*

“Love to bike everywhere!”

– *Rachel Morpeth, Aptos*

“I am a daily pedestrian for all errands (shopping, banking, library, etc.) as well as attending community meetings, dining out, or volunteering in our community. Walking is a simple and free form of daily exercise and my health depends on doing so. A transportation corridor free of trains, buses, or cars will entice more people to walk or bicycle, especially with children. This is an investment in community health.”

– *Jean Brocklebank, Santa Cruz*

“I love the city of Santa Cruz and I think it would greatly benefit from better bicycle access.”

– *Bruno De Alba, Santa Cruz*

“I want it to be easier and safer to bike across Santa Cruz County.”

– *Mindy White, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“This will be a great and safe way to take a long ride, locally. Now we have to travel by car to get to a safe trail in Morgan Hill or Monterey County.”

– *Ron Rackley, Watsonville*

“I believe in a trail for our safety and how it will help our local businesses with small groups wanting to “fuel up” as they continue on the trail.”

– *Gina Wheeler, Aptos*

“This will help Santa Cruz a lot more than the crap happening on Pacific Ave.”

– *Shade Byron, Santa Cruz*

“It is clearly the best option.”

– *Dave Bamford, Aptos*

“YES!!”

– *Dan Bolger, Santa Cruz*

“A jogging and bike trail is the best solution. Let’s do it!”

– *David Bartoletti, Aptos*

“A trail without trains would be great. For recreational cyclists, it would undoubtedly draw people from throughout the Bay Area, as well as local cyclists. (Especially nice would be a safe alternative to Hwy 1 when riding from Santa Cruz to Davenport.) It would also be a useful recreational and commuting resource for people whose neighborhoods it traverses. It’s hard to imagine how we would pay for the repairs needed by a train and even harder to imagine how such a train could pay for itself. Other than tourists riding to Davenport, who would ride it? It’s not exactly an ideal commuter corridor.”

– *Ronald Bourret, Felton*

“I’m signing because this trail is less than a mile from me and would be amazing access to my local trails and an amazing way to get across town.”

– *James Lapidés, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I want to walk, ride and skate the trail. I don’t want to ride the train.”

– *Robert Carpenter, Aptos*

“It’s needed, affordable and there is no demand that would make financial sense for train service in Santa Cruz County.”

– *Jackie Whiting, Aptos*

“I support the trail-only option for the rail right of way.”

– *Kenneth Koll, Santa Cruz*

“It makes sense :)”

– *Jeanette “Jet” Miller, Santa Cruz*

“It’s the wisest use of this great resource. A use proven successful in a number of places.”

– *Frank Phanton, Santa Cruz*

“It makes the most sense, for the most people.”

– *Rachael Brown, Scotts Valley*

“This is great for our community! We need to keep growing and beautifying Santa Cruz.”

– *Dmitry Kras, Santa Cruz*

“Traffic is getting worse in Santa Cruz and we need more bicycle access. Bikes provide a great form of family recreation.”

– *Nathan Escoto, Aptos*

“This would be such an amazing addition to our community and quality of life here in SC!”

– *Rachel Beauregard, Santa Cruz*

“I want a better place to live.”

– *Juliano Jochims, Capitola*

Comments on Santa Cruz County Greenway Petition

“It offers an alternative (to an otherwise seemingly unbalanced, senseless scheme). One can only hope that common sense will prevail.”

– *Glenn Smith, Scotts Valley*

“Santa Cruz needs bicycle only corridors. Many more people would ride, instead of drive, with bicycle only corridors. It does not necessarily have to be the rail corridor. I’m signing this petition because Santa Cruz needs to establish bicycle only corridors.”

– *Patrick Carcerano, Santa Cruz*

“I mainly bike in Santa Cruz. I live here and work here.”

– *Regis McCann, Santa Cruz*

“Yes! Santa Cruz County must go green in alternatives for transportation across the county and the rail road is just a good start.”

– *Ximena Ospina, Capitola*

“I ride!”

– *Dane Elliot, Santa Cruz*

“This is very much needed in Santa Cruz!”

– *Kelley Youmans, Santa Cruz*

“I don’t trust this rail company to operate a safe, environment friendly railroad in our community.”

– *Jan Burroughs, Aptos*

“I am in support.”

– *Kathie Stark, Aptos*

“It is the right, eco thing to do!”

– *Lynnette Witwer, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Because “I believe”.”

– *John Ballard, Santa Cruz*

“My house is 15’ from the tracks! I’m stressed out about a train going by again, I want to see a positive, neighborhood asset, not something appropriate for a large metropolitan area. A ped/bike pathway would be great, m and its about time. I’ve been lagging about even getting involved because I’m RIGHT ON THE TRACKS AND MY FUTURE IS IN THE HANDS OF A LOT OF PEOPLE WHO THINK IT WOULD BE NEAT TO ZIP AROUND ON A TRAIN. The old one went 3 times a week, max, round-trip, and mid-morning/ mid afternoon. It was a trip being 15’ from it, but it had reasonable hrs. I’m stressing.”

– *Royce Fincher, Santa Cruz*

“I want to ride my bike and rollerblade downtown! I love Santa Cruz! That’s why I live there and the trail seems like the best option :)”

– *Lara Bezich, Capitola*

“I want to be able to explore more of SC on my bike with my family and dog!”

– *Julie Kelly, Scotts Valley*

“Santa Cruz would benefit for locals and tourism with this trail. It can reduce traffic by making bike commuting more accessible.”

– *Todd Lepinski, Santa Cruz*

“A commuter railway would be useless here. A waste of money, completely disruptive and not needed to connect Santa Cruz to Watsonville.”

– *Karen Kirby, Santa Cruz*

“Please add horse access.”

– *Molly Shields, Soquel*

Comments on Santa Cruz County Greenway Petition

“This is too valuable a community resource to waste on an expensive and disruptive tourist enterprise for private profit. Build the rail trail!”

– *Steven Robins, Felton*

“The train is expensive and won’t be used much. Let’s build a great trail and tons of people will love it and use it all the time!”

– *James Schwartz, Santa Cruz*

“This is a great opportunity to let people commute in a safe and healthy also have a lot of fun and keep environment happy.”

– *Anna Hughes, Santa Cruz*

“The train will not be sufficiently used to pay for itself. A train is ridiculous - would never pay for itself. I support a trail-only.”

– *Rhoda Collins, Capitola*

“My husband is an avid cyclist. Should be encouraged.”

– *Margaret Jenkins, Watsonville*

“It is the most reasonable and affordable use of the pathway.”

– *Jan Finney, Aptos*

“I want a trail.”

– *Miles Wadsworth, Soquel*

“We need more safe options for transportation - by foot, by bike. It is critical to do everything we can to reduce cross town traffic and inspire human powered options.”

– *June Fox, Aptos*

“We so need a dedicated bike & walking trail in this area! Clean air & safe travel. Use the rail corridor only for bike & walking.”

– *Sheryl Coulston, Capitola*

Comments on Santa Cruz County Greenway Petition

“A trail in place of the tracks makes so much sense for the community. People already use the tracks to get from place to place with a trail they can ride their bikes or skateboards.”

– *Candice Koshman, Santa Cruz*

“I grew up with a great greenway in Denver, it will be the best thing for this community, lot of fun.”

– *Deeanne Purchase, Felton*

“I’ve been hearing about the Rail Trail almost since I moved to Santa Cruz, right before the earthquake. Just been to Copenhagen, which has worse weather but puts Santa Cruz to shame for bike transport. Enough discussion, build a decent bike path already.”

– *Chris Niemitz, Santa Cruz*

“Biking and walking is great!”

– *Flora Lawrence, Santa Cruz*

“It’s the right time for this project.”

– *Andrew Paulin, Santa Cruz*

“I’m an avid Santa Cruz (live in Watsonville) bike rider and would LOVE a safe, no cars, bike trail to ride with my wife!”

– *Jim Ramin, Watsonville*

“We have one opportunity to do this right - a trail-only design is affordable and the best option for our county.”

– *Matt Hyde, Santa Cruz*

“I am a biking enthusiast and would love to see a rail trail built for the pleasure and benefit to our community!”

– *Nancy Valek-Corbett, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I ride my bike from my home near the boardwalk to Pleasure Point about once a week. I do not feel safe on the roads, especially since everyone these days are on their phone’s while driving. We need a safe way to bike along the coast.”

– *Ryan Glanville, Santa Cruz*

“Infrastructure for bikes is an excellent investment.”

– *Camilo Werlin, Santa Cruz*

“This would be great for Santa Cruz.”

– *Cynthia Stark, Aptos*

“This trail is the best and healthiest solution for our community!”

– *Dave Miller, Aptos*

“A train would be a ridiculous waste of resources. Trail-only is by far the best, most cost-effective option.”

– *Lee May, Aptos*

“More bikes! Trail-only is our best plan.”

– *Sara Swenson, Santa Cruz*

“A trail dedicated to walking and biking that connects the coastal dairies to Monterey will provide an economic boom in tourism and will revitalize our community.”

– *Michael Kaye, Santa Cruz*

“I live here and I want to see this happen.”

– *Daniel Hettick, Aptos*

“The trail is doable, the train is not.”

– *Martha Vickers, Santa Cruz*

“It just makes sense!”

– *Joyce Parr, Watsonville*

Comments on Santa Cruz County Greenway Petition

“There is not enough safe space for both a train and a path. If you have a path you want enough room to accommodate both a cycling and pedestrian path. The train although nice in theory is not realistic given ridership and corridor width in certain areas. The lack of planning for infrastructure makes this the only viable option.”

– *Kathleen Bortolussi, Aptos*

“Even though I feel really sentimental about the old train, the tracks have become disgusting over the past decade, and an alternative way to commute from one end of town to the other seems like a real solution for our growing road congestion.”

– *Kim McGinty, Santa Cruz*

“I agree with the proposed solution and love my town!”

– *Rebecca Borghi, Capitola*

“It is the only reasonable choice for utilization of the existing rail corridor.”

– *Russ Harris, Santa Cruz*

“We need a coastal bike path / pedestrian trail in this town, not a train.”

– *Michael Kretsch, Aptos*

“I would love to safely bike around Santa Cruz.”

– *Laurel Henderson, Felton*

“I live on the tracks in Rio Del Mar. Having access to a trail means that I would be on my bike to work, parks, and shopping far more than I am now.”

– *Steve Hambright, Aptos*

“The more people on bikes the less people on the road causing traffic.”

– *Christopher Haley, Soquel*

“I would love to see this bike trail come to fruition. It’s an amazing idea for the unused rail way.”

– *Brandon Hughes, Soquel*

Comments on Santa Cruz County Greenway Petition

“I live in Live Oak near the railroad tracks and work on the west side - I would love to have access to this trail for getting across town as well as to other areas in both north and south county.”

– *Kristin Bogart, Santa Cruz*

“Best thing going to get some relief on highway congestion before the end of the decade.”

– *Ben Faus, Santa Cruz*

“We need a safe, cross county, bike path w/o autos! Getting cars off the road; providing a safe way for bikes and walkers to get across the county and getting the job done NOW...should be our highest priority!”

– *Ed Spurr, Capitola*

“I strongly believe the best service to our community is a first rate bike/pedestrian trail. A train is expensive and impractical. I remember the train to Christmas town...It was a total offense to all of the Westside! Common sense dictates a multi-use trail without the burdens, expense, noise, and infrastructure of a train! Please make a sensible decision here!”

– *Jeremy Ertl, Santa Cruz*

“It is the best solution.”

– *Kate Raymundo, Capitola*

“This is much needed, and will make a great contribution in tying Santa Cruz County together as a place to live and enjoy. Bicycling from the San Lorenzo Valley to Santa Cruz is particularly sketchy.”

– *Jerel Smith, Boulder Creek*

Comments on Santa Cruz County Greenway Petition

“I ride my bike in Santa Cruz on a daily basis and we need safe trails for cyclists. It would help ease some of the traffic congestion to have a safe and efficient non-automobile way of commuting.”

– *Vicki Orendurff, Santa Cruz*

“I think the trail will be better without a train. It makes more sense than having to share a narrow corridor with a train on the trail.”

– *Geoffrey Smith, Santa Cruz*

“I feel that the bike path would be the most cost affective and be used the most to benefit the community.”

– *Steve Johnson, Watsonville*

“Because I would also like to have a trail.”

– *Diana Ochoa, Santa Cruz*

“It would be a fabulous idea. OMG, let’s make it happen!”

– *Sofia Spadafora, Santa Cruz*

“Our family would use a trail not a useless train for this area.”

– *Dan Altman, Aptos*

“A train is not going to work. Build a trail and attract tourist \$\$ from all over, plus we can ride/walk/wheel chair to points all over!”

– *Amy Anderson, Aptos*

“This is the most practical and cost-effective use of the existing rail line, that will benefit literally thousands of Santa Cruz county residents and visitors.”

– *Kelly Shafsky, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I’ve lived in Santa Cruz county most of my life, and over the years I’ve witnessed the livability drop in our fair corner of the state, as our roads become clogged with increased commuters and visitors alike. It becomes an ordeal just to cross town to do routine errands, and you find yourself plotting circuitous routes down side-streets and lesser known thoroughfares to avoid the crush on Hwy 1, or else abandoning trips altogether because you can’t face another minute in the car. And let’s be honest, what other option is there? Even if you’re inclined to jump on the bike to get to work or grab a bite to eat, you’re still out there on those same clogged roads - risking your life to fight for a few inches of asphalt, and watching eagle-eyed for that one careless driver who drifts into the bike lane or makes a blind right turn across your path. Biking in Santa Cruz county (as it stands now) is not for the weak of heart, and certainly not for the casual rider. This bike-trail is a huge step in making this co.”

– *Ian Moody, Soquel*

“This will be a fantastic addition to Santa Cruz County!”

– *Patricia Kaiser, Watsonville*

“Walking and biking. No train.”

– *Timothy Fisher, Aptos*

“It would be a wonderful way for people of all ages to safely travel from one side of town to another- using no gas and lessening the traffic congestion.”

– *Nancy Port-Gaarn, Soquel*

“Best and least expensive option for this corridor! Exercise!”

– *Francis Colligan, Soquel*

“I believe bikes and walking solve a lot of societal problems.”

– *Matt Merrifield, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I agree and live in SC county.”

– *Norian Valencia, Santa Cruz*

“It’s about time we have a safe, zero carbon footprint way to get across town for work, school, shopping and pleasure!”

– *Cecilia Pinheiro, Santa Cruz*

“The train idea does not pass the common sense test. To think enough passengers will ride this train to cover the HUGE expenses involved is unrealistic. In addition, the train idea gets in the way of a brilliant trail plan that WILL work beautifully with an entirely reasonable price tag.”

– *Bill McBride, Santa Cruz*

“Let’s do this Santa Cruz!”

– *Alison Hayes, Ben Lomond*

“I believe this is what Santa Cruz really needs!”

– *Alanna Maldonado, Santa Cruz*

“I already use a portion of the Trail between my house and North & South in Santa Cruz. Safe and Sensible. Excellent report BTW.”

– *Niall Macken, Santa Cruz*

“It is needed.”

– *Davidminton Silva, Santa Cruz*

“I think the trail would be a great thing for the Monterey Bay communities. I’ve visited friends that the RTT near their houses and they are wonderful places to walk and ride bikes, especially with the amount of car traffic on the main roads.”

– *Kellee Livingston, Capitola*

“A bike trail from Santa Cruz to Monterey is what I want my future to be like.”

– *Tiffany Theden, Aptos*

Comments on Santa Cruz County Greenway Petition

“As bad as I’d like to have both a light rail train and bike/pedestrian path from one end of SC to the other I believe economically going with just the path is the best option. I’m signing this because: (1) I ride my bike everywhere. (2) I want my family to be able to ride across town safely. (3) Trains are expensive.”

– *Ernest Henderson, Aptos*

“I support the trail-only option.”

– *Ian Waters, Santa Cruz*

“This is a good and practical idea to make Santa Cruz a lot more efficient. Having a complex network of bike/ skate paths would optimize transportation around town and across town. Because it will be easier to travel by bike foot or skate board more people will do it, decreasing Santa Cruz’s carbon footprint.”

– *Josiah Evert, Aptos*

“No train!”

– *Kevin Jordan, Santa Cruz*

“I love our lovely coastline views and being able to run/walk along it!”

– *Vanessa Walker, Aptos*

“The trail would be a great asset to the county.”

– *Misael Barba, Watsonville*

“Keep Santa Cruz green.”

– *Sonya Reed, Santa Cruz*

“I’m signing this petition because I want to use more walking and biking paths as soon as possible in and around Santa Cruz. Let’s get moving!”

– *Lawrence Holland, Santa Cruz*

“I’d like to see riding a bike be safer than it is!”

– *Teri Ruegg, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“The total design/construction cost of building a passenger rail system in Santa Cruz County will be way too much now and in the future for the local taxpayer to accept. It will cost too much and do too little. More or less options is not a valid response. Be specific and back it up with some reason and logic. More or less options allows the bureaucracy to continue to spend money on overpriced consultants who will write propaganda. Its not about being great or not or right or not. Trains costs a lot and in a small community like SC, it would BK this place.”

– *Robert Schneider, Soquel*

“As a lifelong resident of Aptos, I support the trail-only option! No freight trains! And passenger rail will not solve our traffic problems unless it goes to Silicon Valley, not happening!”

– *Bradley Macdonald, Aptos*

“If you think this is a good idea, I have two tunnels in the delta and a high speed rail in the valley I would also love to waste your money on. When 1/3 of workers leave the county every morning at 5am to drive towards San Jose, a train between Watsonville and Davenport would truly be a tourist train to nowhere. Look up the facts on commuter rail’s in America. It’s a waste of taxpayer money.”

– *Mike Sargenti, Santa Cruz*

“It will be safe and fun to the pedestrian and bike users having a friendly infrastructure.”

– *Jessica Rocha, Santa Cruz*

“It’s necessary.”

– *Matt Seligmann, Scotts Valley*

“I fully support a trail-only option. The noise from the train whistle is deafening when it runs on the holidays. I would love to ride my bike on the trail.”

– *Bill Schoenbart, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Having a trail makes the most sense.”

– *James Calcagno, Santa Cruz*

“ITS A NO BRAINER!”

– *Tyler Cronin, Santa Cruz*

“Moving to that area would love to see bikers take over the gross tweaker den. This will make that area feel safe again.”

– *Grace Garcia, Aptos*

“I would love to see a trail not tracks!”

– *Suzi Mahler, Santa Cruz*

“The freight train is a huge mistake--stop it from happening!”

– *Ken Shelden, Santa Cruz*

“I would like to see it done before I die.”

– *Paul Schraub, Santa Cruz*

“I am signing because I believe the purchase and on going expense of the train tracks and any planned use of it for any reason is foolish: but, if anything is to be done with the right of way other than a road for cars I will have to opt for the trail-only.”

– *David Rauen, Santa Cruz*

“No stinky, loud, and expensive train. I want clean, quiet and less expensive trail with nature for my use. Thank you.”

– *Suzanne Johnson, Santa Cruz*

“I believe a bike/pedestrian trail-only is the right answer. Rail would require too much money and subsidy.”

– *Craig French, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“It’s the only plan that makes sense. Both the usage numbers and costs prove that. Non-rail is the only way that won’t bankrupt us all, keeping that rail infrastructure functioning.”

– *Mark Woodhead, Santa Cruz*

“I am a thirty year resident and I love this town. i want to be able to get around freely and easily while enjoying the beautiful natural surroundings.”

– *Gretchen Bach, Santa Cruz*

“It would be awesome.”

– *Ezra Koch, Capitola*

“Good plan!”

– *Laurie Lotusbeam, Aptos*

“Let’s get the bike/walking trail functional as soon as possible. I want to use it! The train needs more infrastructure and more studies to see if it will be used. Railbanking is a good idea.”

– *Sandra Baron, Watsonville*

“Yes! Lets do this. I think it will be a safe and fun way to enjoy our beautiful city.”

– *Broomfield Julie, Capitola*

“I would love to have a rail trail in Santa Cruz.”

– *Donna Crivello, Capitola*

“I’m signing because I am a cyclist/bike commuter. Each day, I am in jeopardy due to texting while driving etc.”

– *Marilyn Rockey, Watsonville*

Comments on Santa Cruz County Greenway Petition

“I believe the rail corridor is best suited for a trail without rail. Too often outdated infrastructure is earmarked for revival just because it’s there, and not because it presents the “best” alternative. A bus and HOV lane/adjustable commute lane in the Hwy 1 corridor would be an alternative to such a large endeavor as rail, and far less misplaced as it relates to the areas travel corridors.”

– *Carla Bentley, Santa Cruz*

“Who could say no to a safe place to ride, run, and cruise?!”

– *Jane Walker, Aptos*

“It would be an awesome place to jog!”

– *Mark Haynes, Santa Cruz*

“I bike commute with my kids and I want a safe way to do it! I want to be able to ride across the trestles rather than the dangerous roads with small bike lanes and distracted, rushed drivers! Trail Now!”

– *Aaron Cole, Santa Cruz*

“The rail trail offers more opportunity for Santa Cruz county residents than any other option.”

– *Everett Mudgett, Capitola*

“Because very few people will ride a train!”

– *Grace Nigh, Santa Cruz*

“We need a safe place for cyclists to ride!”

– *Malia Horn, Capitola*

“My wife and I are avid bike riders and believe that Santa Cruz needs a bike trail like Monterey. The train option doesn’t make sense, too expensive and not enough ridership numbers.”

– *Peter Whiting, Aptos*

Comments on Santa Cruz County Greenway Petition

“Yes! A solution! Think Amsterdam, think health!”

– *Andrea Riordan, Santa Cruz*

“I live along the tracks.”

– *Chad Kaesemeyer, Santa Cruz*

“The trail is something my family and I would use! We live very close to the corridor and would love to use it for recreation. The train is not viable...we do not have the population necessary to sustain it, and it would not take riders to shopping or other suburban amenities.”

– *Anne Sherwood, Aptos*

“It would be great to have beautiful scenic route to walk and bike from la selva to Santa Cruz.”

– *Steven McManus, Watsonville*

“It’s the perfect solution! and I ride a bike.”

– *Anne-Marie Jackson, Aptos*

“This is the best option for the tracks!”

– *Kristi Korven, Aptos*

“I support the greenway!”

– *Julie Scurfield, Watsonville*

“We would take advantage of this and right now it’s unsafe riding!”

– *Teyara Hardy, Santa Cruz*

“I think railway is impractical as it is proposed. I, for one, would likely never use it.”

– *Diane Evans, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I’m signing because I believe in open trails and alternative ways to roads. It’s priceless for the community. Light rail within Aptos to Santa Cruz doesn’t solve the traffic problem.”

– *Megan Stewart, Ben Lomond*

“I would use that with my kids.”

– *Bevan Docherty, Santa Cruz*

“I’m signing because I live in the neighborhood where the railroad tracks go through the westside of Santa Cruz. Having trains carrying fuel through residential neighborhoods is a disaster waiting to happen. Don’t let this happen.”

– *Lydia Cunningham, Santa Cruz*

“I want a bike path.”

– *Shane Kloepfer, Aptos*

“I wish to preserve as much of natural, pristine value of our area as possible and the trail-only option serves this goal.”

– *Bob Larsen, Watsonville*

“We need this and we need this now!”

– *Gregory Braithwaite, Santa Cruz*

“As bad as I’d like to have both a light rail train and bike/pedestrian path from one end of SC to the other I believe economically going with just the path is the best option. I’m signing his because...1. I ride my bike everywhere, 2. I want my family to be able to ride across town safely, 3. Trains are expensive.”

– *Jason Morvay, Santa Cruz*

“I live SCC and love trails.”

– *Mariann Williamson, Scotts Valley*

Comments on Santa Cruz County Greenway Petition

“Trail-only: \$30M (bridges included)rail w/trail: \$130M (plus excavation and no bridges). It’s a no brainer, especially when you add a rail will cost \$1B over 30 years.”

– *Carey Pico, Aptos*

“I’m an outdoor enthusiast (biking hiking walking). The best thing to do with the outmoded railway system.”

– *Frank Johnson, Ben Lomond*

“A trail-only approach has so many advantageous without all the disadvantages of rail including cost.”

– *Alan Fox, Santa Cruz*

“I’m a cyclist and have lived in areas that have done this. It is great.”

– *Walter Haynes, Freedom*

“This Is a great idea.”

– *Shane Heath, Aptos*

“Forward thinking.”

– *Alison Gold, Capitola*

“I want a bike path because it would be an amazing place to go and exercise while also having fun. It would also decrease traffic as well.”

– *Maddy Miller, Aptos*

“The trail is the highest and best use of the corridor.”

– *Mike McClellan, Santa Cruz*

“We need a rail trail for safe access in our county and to help get more cars off our too crowded roadways, helping both traffic issues and the environment. We need a safe biking & pedestrian corridor in our area, not freight trains.”

– *Debie Chirco-Macdonald, Aptos*

Comments on Santa Cruz County Greenway Petition

“This is common sense. Sadly, common sense seems to be in short supply these days!”

– *Leigh Selby, Aptos*

“Reduces pollution and global warming and is healthy.”

– *David Brown, Ben Lomond*

“Monterey county has a trail separating it from car traffic which makes for less bike/ car related accidents. One of the reasons I don't ride since I moved to Santa Cruz is the lack of such a safety corridor and the narrowness of the bike path adjacent to car traffic.”

– *Neno Villamor, Soquel*

“I think this is the best use of the corridor. The train will cost too much money and will not be used. A bike path with NO DIVERSIONS will probably result in more decreased traffic on Hwy 1 than a train will.”

– *Peter Goodman, Aptos*

“I support the trail.”

– *Donna Heyl, Boulder Creek*

“I'm signing because I support the trail-only option!”

– *Jennifer McNulty, Davenport*

“To support bikers like myself, so we can have more lanes and routes for us to bike on.”

– *Lara Latourelle, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I’m signing because I use my bicycle almost daily to get around. I commuted for 24 years to work and still do. Our Bike to School days are scarcely attended because parents don’t want to risk their children’s lives on a bike ride to school. Building the trail would reduce traffic greatly by encouraging a safer ride to school and work for thousands in our community. Let’s do this now!”

– *Tim Donovan, Aptos*

“Definitely trail-only! No track please!”

– *Dexter Hardcastle, Santa Cruz*

“I live along the rail corridor. My family would thrive with access to a pedestrian and bicycle trail. A rail option would force us to move from our lovely beach home.”

– *Michael Schwieterman, Aptos*

“I am in support of the trail-only option.”

– *Jake O’Gorman, Watsonville*

“This is the only option.”

– *Spencer Hays, Aptos*

“This would be a wonderful feature to enjoy with family and friends and it’s one of the most spectacular views along the coast!”

– *Michael Gorman, Ben Lomond*

“The trail would be a great way to move people and cyclists, while getting them off of the roadways.”

– *Kittleson Tom, Aptos*

“Bikes are awesome! Bike trails are better than roads.”

– *Issac Barrios, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I want to ride my bike on a trail and not a street. ! I do not ride on streets and therefore am very limited.”

– *Dania Moss, Soquel*

“I want a safe way to ride my bike to work and through the county.”

– *Tiffany Burns, Capitola*

“The most users, the least cost and the best experience. It just makes sense.”

– *Steven Venturini, Soquel*

“I’ve lived in two communities with rail trails and miss them! This kind of trail offers so many opportunities and I’d like to see it here soon!”

– *Amanda Stiles Branecki, Santa Cruz*

“Trail-only is the smart way to supply routes provide a car free system.”

– *Terry Gripton, Santa Cruz*

“I believe in the power of the rail trail-ONLY.”

– *Rayette Andrews, Aptos*

“I agree. Remove the tracks, build the bike corridor that will further make Santa Cruz an attractive, healthy and commutable town.”

– *Doug Leon, Aptos*

“This option makes the most sense in all regards.”

– *Lance Anderson, Capitola*

“Bike and walkways are the best return on our tax dollars and public transit options are already running at a massive deficit in this county.”

– *Derek Jensen, Felton*

Comments on Santa Cruz County Greenway Petition

“This would be good for business via visitors and tourism, for the environment, for locals’ enjoyment, for safety...but most important...it would happen MUCH quicker and easier, providing something immediately and at relatively low cost that will have big, positive impact.”

– *Evan McGown, Santa Cruz*

“Santa Cruz needs bike and walking trails like other towns, not more trains.”

– *Roger Douglass, Santa Cruz*

“I’d use this trail a few times a week and I’m absolutely sick of the horrendous traffic in our county, especially during the summer!”

– *Carter Jones, Aptos*

“This trail will be of far greater benefit to the community than any other discussed options for the rail corridor.”

– *Nathaniel James, Santa Cruz*

“I’m a bicyclist.”

– *Rene Ramirez, Soquel*

“Trail-only and ASAP, please.”

– *Dean Morrow, Santa Cruz*

“I would like to use this bike trail.”

– *Colin Parsons, Santa Cruz*

“I support bikes.”

– *Peter Stroet, Santa Cruz*

“We need this!”

– *Jasmin Rocha, Watsonville*

Comments on Santa Cruz County Greenway Petition

“The train option is not realistic and not practical. Trains are noisy. Noise is unpleasant for people living near the tracks. And the tracks need to have fences and walls. Fences and walls are ugly.”

– *Catharina Marlowe, Santa Cruz*

“I have been a cyclist all my life and would love to ride to south county etc. I really think the trail should be for biking and walking the train idea is expensive and way too costly for what it would actually accomplish!”

– *Kurt Skelton, Santa Cruz*

“I support the trail and the many benefits it offers both the environment and the community.”

– *Ryan Colligan, Capitola*

“I love to walk in Santa Cruz!”

– *Deborah Baloff, Santa Cruz*

“We need safe transportation corridors for both pedestrians and bicyclists. The only way to do that is to keep them separate. Moreover, I suspect the train would be a boondoggle. I favor the path of lower cost and quieter, safer transportation driven by human muscles.”

– *Jude Todd, Santa Cruz*

“I live in Santa Cruz and love cycle and running. I’d love a new scenic trail as opposed to normal road running.”

– *Ryan Bailey, Santa Cruz*

“It was a wonderful addition to the community.”

– *Barbara Temsamani, Soquel*

“I love walking.”

– *Sydney Gladu, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Converting the rail corridor into a pedestrian and cycling corridor would be wonderful!”

– *Bruce Burroughs, Watsonville*

“Safe areas for biking and walking are always a good thing for the community!”

– *Tamara Tahara, Capitola*

“It’s the right thing.”

– *Gavin Hunt, Watsonville*

“I’m signing because DUH.”

– *Joel Wheeler, Aptos*

“One of the main reasons is that I developed a, “Desal Alternative”, plan to utilize recycled water, which involves using the corridor for distribution pipelines. It would not be economically feasible to place these high pressure water mains near a train, because it would require expensive double containment of the pipelines. These pipelines can provide the means to wholesale up to 10 million gallons a day of water to sell, store, or inject into the ground water basin to stop saltwater intrusion. They can also connect to the “Deep Water Desal” plant being built in Moss Landing. This would essentially end the water shortage problems during drought, and need for, “conjunctive use/Lochquifer” water from the San Lorenzo Valley/Scott’s Valley are, which also has its share of a lowering ground water basin level problems.”

– *Bill Smallman, Felton*

“The corridor space isn’t suitable for a train. A bike path is a better use for this space and community.”

– *John Fangary, Santa Cruz*

“I want to be able to bike from Aptos to Santa Cruz.”

– *Buff McCharen, Aptos*

Comments on Santa Cruz County Greenway Petition

“A bike path and hiking trail would be a wonderful addition to Santa Cruz County.”

– *Harry Domash, Aptos*

“Walking and riding bikes keep the air clean!”

– *Jacquie Armendariz, Aptos*

“We do not need this. Where is the money coming from? I do not think the rail will be used. The trail would not be pleasant if we had to walk or bike next to a diesel train.”

– *Sheryl Palmer, Aptos*

“We just biked 64 miles round trip on the Fulton-Sacramento bike/walk/run trail. I’d love to have a local version. It’s a win-win for everybody.”

– *Dondi Gaskill, Aptos*

“I love the connection between our neighborhoods. Keep people active.”

– *Brett Cornell, Santa Cruz*

“I want to bike to work from my house in Pleasure Point to my work on the west side safely and with my kids!”

– *Ann-Marie Osterback, Santa Cruz*

“It’s a much better and healthier idea than a train.”

– *Karyl Rader, Felton*

“We need safe bike paths in Santa Cruz!”

– *Paul Allen, Santa Cruz*

“We need it!”

– *Ann Ferrante, Aptos*

Comments on Santa Cruz County Greenway Petition

“We need a safe zone to ride bikes and walk in Santa Cruz county. Green painted lanes are not enough and this valuable resources is wasting away while waiting for a utopian rail plan that our population cannot afford to implement. We need a protected space to safely ride bikes in Santa Cruz. A train is outdated and not suited for this area. We can do so much more to help public transportation by expanding Hwy 1 for a bus and carpool lane.”

– *Jack Brown, Aptos*

“I feel by adding the Greenway it would be a substantial upgrade to the City of Santa Cruz. Thanks!”

– *Rose McPherran, Santa Cruz*

“We need this infrastructure desperately. We need this infrastructure now and for the future.”

– *Jan Caldarella, Capitola*

“I want a bike trail as soon as possible!”

– *Michael Forster, Santa Cruz*

“I ride with my two young boys all the time and there is no good way to get across town safely on a bike. This is desperately needed!”

– *Tim Clayman, Santa Cruz*

“We need more bike infrastructure now.”

– *Ted Lorek, Santa Cruz*

“Bikes are healthy for people, communities, and the environment.”

– *Joshua Dibble, Santa Cruz*

“Santa Cruz needs this. The rail trail is the perfect solution for safer bicycling and avoiding Hwy 1 traffic to get between south, east, and west sides.”

– *Kevin Karwick, Aptos*

Comments on Santa Cruz County Greenway Petition

“I bike a lot and the bike trail would be great!”

– *Paul Dionne, Felton*

“I do not believe rail travel will ever be viable, but a trail for people would have a tremendous value.”

– *Lloyd Stephenson, Watsonville*

“I believe a trail would promote health, community and a more financially sustainable choice for the city. A rail would be unaffordable, underused and extremely obtrusive to nearby residents and farmers.”

– *Jill Borba, Capitola*

“Bike trails will be an awesome addition to Santa Cruz!”

– *Amy Steinberg, Santa Cruz*

“I want a biking and walking trail to move about safely.”

– *Garrett Presley, Santa Cruz*

“The route and width of this trail makes no sense for a train. It does, however, make great sense as a walking and biking trail.”

– *Christine Altermann, Santa Cruz*

“Safe, dedicated bike paths and pedestrian paths are essential in a thriving community.”

– *Molly Shaw, Santa Cruz*

“I’d love to have a safe corridor to walk and ride bikes away from the crazy amount of cars on the inadequate road systems in Santa Cruz.”

– *Karri Breslin, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I don’t believe a train system would work. We need to get a transport system that gets people exercising and has low maintenance costs, as well as meeting the transport demands.”

– *Toby Ferguson, Santa Cruz*

“I love this idea.”

– *Lance Hulsey, Ben Lomond*

“I agree with this being the only solution that gets the most people moving at a cost our community can afford, and it gives us the option for Railbanking.”

– *Luci Gray, Santa Cruz*

“I think this is the right and affordable mix for our community.”

– *Lisa Warshaw, Santa Cruz*

“A coastal trail in Santa Cruz county is sorely needed and will benefit the community and tourists alike for generations.”

– *Chris Nebo, Santa Cruz*

“It will bring that corridor to use more quickly and cheaply. By doing this, it does not mean a train can never go there. However waiting for the train to appear while not utilizing the right of way is nuts. Bike trails in all other locations have had positive economic impact on the local community. Let’s do the trail now!”

– *Robert Wyland, Santa Cruz*

“I’m signing this petition to have a world class trail on par with Pacific Grove created in Santa Cruz. This is something my whole family would use almost everyday!”

– *Leanne Butka, Santa Cruz*

“I’ve experienced rails to trails programs be successful in other cities.”

– *Curtis Ami, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Simple, smart and cost effective.”

– *Lisa Sheridan, Soquel*

“I want my town to be a better place to take my family.”

– *Leigh-Anne Lehrman, Santa Cruz*

“I’m signing because I would like to get healthier and ride my bike more, and it’s become very dangerous on the streets here...I would love to ride more for short trips to the store as well; taking cars off the streets- every little bit helps. It would also be totally more in line with what the people of Santa Cruz WANT! Thanks!”

– *Margery Moran, Santa Cruz*

“How awesome this would be for Santa Cruz county!”

– *Shelly Ritchie, Capitola*

“I want to see the trail a reality while I still can enjoy it be it by bike or walking.”

– *Cynthia Carabba, Aromas*

“I believe that this could really benefit the cycling community.”

– *Rachel Strawn, Santa Cruz*

“I would love a safe route to ride my bike around Santa Cruz to get to work during the summer.”

– *Kees Horn, Santa Cruz*

“Leaving those tracks in place is insane! Get them up and have a REAL bike trail up and running soon. NO commuter train will ever be built. Those people from “Friends of the Rail Trail” are zombies spouting lies.”

– *Jeff Stallings, Soquel*

“I am signing because I commute Capitola-Watsonville.”

– *Martin Martinez, Capitola*

Comments on Santa Cruz County Greenway Petition

“I’m signing because I would like to have a clear bike path that lessens the danger of biking on a shared road.”

– *Veronica Manuel, Santa Cruz*

“Lets get this thing built already.”

– *Alexander Martinez, Santa Cruz*

“Rail is too costly and won’t be utilized.”

– *David Criswell, Boulder Creek*

“I want safer options for getting around on my bike. This just plain makes sense.”

– *Terrie Sima, Santa Cruz*

“I would like to be able to bike safely through town with my kids!”

– *Marissa Swett, Aptos*

“I think it is smart to have a safe way to navigate through out Santa Cruz. I suggested this after the earthquake when they were developing a plan for the recovery of Santa Cruz. It is about time. I suggested this during the recovery plan after the earthquake.”

– *Carmen Mulholand, Santa Cruz*

“We need something that works for our county and its people.”

– *Joseph Ward, Watsonville*

“I’d love to see a fast, easy route from Capitola to the Westside. Help us get out of our cars.”

– *Devon Ricks, Capitola*

“I would love to be able to walk, run, ride safely through town with my kids.”

– *Jenae Repogle, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“A beautiful bike trail would enhance the healthy life style of our coastal town. I do not want a train making noise, creating pollution, and blocking traffic.”

– *Anita Heath, Aptos*

“This is a tremendous opportunity to create an amazing resource and the only scenario that actually makes sense.”

– *Peter Townsend, Aptos*

“I ride bikes to and from campus.”

– *Kevin Le, Santa Cruz*

“Would be used by many more people than tourist train. Safe avenue for bikes and pedestrians.”

– *Alison Fuhrman, Santa Cruz*

“The rail trail is an attempt to fit a quart into a pint pot. It’s also a great waste of a wonderful community resource to let the timeline for a walking/cycling trail to be held up by the much longer timeline for a railway. the rail trail.”

– *John Boulton, Aptos*

“Seems like a healthy, restorative project in the hands of capable, qualified young planners (and dreamers) Will contribute with prayers for God’s help.”

– *Norma Wolff, Santa Cruz*

“It sounds like a good idea and a safe way to get around.”

– *Jonathan Fulcher, Santa Cruz*

“I would love a safe place to ride with my family away from busy street traffic.”

– *Melissa Lausen, Aptos*

“I want a trail.”

– *Charles Smith, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I think bike path can happen - rail service too risky and expensive. We would enjoy the bike path frequently.”

– *Sharen Barrett, Aptos*

“I believe a trail-only option is the best way to go! If RTC wants a train so bad, develop an electric train parallel to Hwy 1.”

– *Gina Colfer, Aptos*

“This sounds like an excellent option for healthy, inexpensive exercising and allowing people to observe and appreciate their surroundings in an enjoyable way.”

– *Diana Cooper, Santa Cruz*

“Our community needs safe bike lanes and transportation across town. A safe and attractive trail for bikers and walkers would be a huge asset to our community.”

– *Terri Mayall, Santa Cruz*

“My kids are going to Cypress High school and we love them to go to school safely by bicycle following San Lorenzo river and then go toward east side following the railroad track.”

– *Denis Pochet, Santa Cruz*

“It’s good for the community.”

– *Noah Dillman, Santa Cruz*

“I want a trail, duh!”

– *Jennifer Heinlein, Aptos*

Comments on Santa Cruz County Greenway Petition

“This whole project is a complete disaster. It should be renamed “Our great grandchildren’s trail” since most of us will be dead by the time you folks get off your asses and get it done. I am extremely disappointed that all we hear about is new studies needed. These are career study’s appointees who never get anything done. Forget the rail corridor, remove the damn tracks and get a bike and pedestrian trail built while we are all still young enough to use it!”

– *William Conklin, Santa Cruz*

“I believe that a trail without a train is going to be the best solution for our community.”

– *Brian McElroy, Davenport*

“I’m signing because riding a bicycle is FUN!”

– *Frank Church, Santa Cruz*

“I lived in Monterey and Pacific Grove. The bike path was a great resource.”

– *Pete Hunkel, Watsonville*

“I bike and think this is the right choice.”

– *Jeremy Lezin, Soquel*

“The trail-only option makes the most sense to me aesthetically and safety wise.”

– *Andrew Alness, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I feel very strongly about these points: I do not want the “rail” option taken off the table. Leave it be for now, but leave the option for the future, if the need arises. Pave over the rails, modify the trestles, work around what we have, but don’t destroy it. Bicycle commuting, and pedestrian uses are incompatible. These uses must be given ample elbow room. Leaving the tracks dormant gives us the most space to separate these uses. Bicycle commuters travel at 15 to 20 mph. These two uses are typically excluded in high use areas (it’s illegal to ride your bike on the sidewalk downtown). It should be our highest priority to build the trail NOW. Once built, the trail will be the greatest public works project of many generations. There are no downsides, and endless positives, to getting this project completed. Leaving the rail transit option sleep, until its need becomes clear, is our best option for getting this trail built immediately.”

– *Tom Davis, Santa Cruz*

“I live in Whistler BC half the year and they have an awesome trail system to walk and bike. It reduces car traffic and is a huge benefit to locals and tourists. In BC, they just build things and get them done. What’s the issue here? Just do it!”

– *Elizabeth Turner, Santa Cruz*

“I’m a biker!”

– *Keerti Ayakannu, Santa Cruz*

“Because I need to!”

– *Carolyn Maddux, Santa Cruz*

“I believe a trail-only scenario will provide the best value to the county and offer Santa Cruz hikers and bikers a great option for a healthy, environmentally friendly way to commute and get around.”

– *Chris Bush, Santa Cruz*

“I would use this almost everyday.”

– *Brian O’Dell, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Trail and Pedestrian walk/bikeway is a better way to spend my tax payer money. A train is too costly to build and maintain, will slow traffic at crossings, not to mention noise pollution.”

– *Richard Whitcomb, Aptos*

“I love safe biking! I commute or train on my bike 2-3 times per week.”

– *Miranda Ganci, Santa Cruz*

“I love cycling. Santa Cruz is such a beautiful place. It deserves some serious bike trails for enjoyment.”

– *Janene Forsyth, Ben Lomond*

“As a cyclist, we need this!”

– *John Doty, Santa Cruz*

“I would love to see a train in Santa Cruz that connects transit centers, high density neighborhoods, and major commercial centers. The coastal corridor (unfortunately!) connects none of these, and it’s therefore best utilized as a trail our community can be proud of. This would be one of the finest trails in the country.”

– *Keith Trainor, Santa Cruz*

“The trail is the only thing that makes financial sense. It is the best use for the rail line. Spending tens of millions of dollars for further studies is a waste of tax payers money. A trail-only solution makes complete sense.”

– *Joseph Morici, Aptos*

“It simply makes sense!”

– *Axel Loelhoeffel, Santa Cruz*

“Please build a trail without the rail.”

– *Douglass Weymouth, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“It would be wonderful to have the train corridor to ride on and many other bike trails too!”

– *Susan Lynch, Santa Cruz*

“Trains make no sense in this community because of the excessive costs and lack of population density. They pollute, smell bad and make too much noise. They’ll also cost us a \$1B and take 20 years to come to fruition. The best/only solution is a bike/e-bike trail, [which can happen soon/inexpensively].”

– *G Craig Vachon, Aptos*

“Public transportation is important for us all.”

– *Dawn Castello, Santa Cruz*

“Its becoming more and more impossible to drive across town. We need a safe route for bicycles.”

– *Joanne Hutson, Santa Cruz*

“I do not want a train! I am very strongly supportive of tearing out the tracks and putting in a trail the county can be proud of. It is the only cost-effective option.”

– *Robert Jones, Aptos*

“I want a trail-only solution.”

– *Julie Pillack, Santa Cruz*

“It would be a tremendous asset to the county, for residents and visitors alike.”

– *Christy Brune, Aptos*

“I want trail for skating bicycle less drive bad gas need healthy for Santa Cruz.”

– *Raymond Welsh, Capitola*

“I like to walk!”

– *Melissa Snyder, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I don’t see any train and trail actually getting completed in my lifetime. I vote for a trail-only now.”

– *Jim Cumming, Santa Cruz*

“This is totally wasted and degraded space, I ride bikes for transportation with my children and would be able to do so more often, to more locations and more safely with a path as suggested.”

– *Shannon Freed, Santa Cruz*

“As an avid bicyclist I view this approach to be a more cost efficient and reasonable approach to a big problem especially of single rider commuters.”

– *Michael Beumer-Browner, Santa Cruz*

“We need a pedestrian/bike trail, not a diesel polluting train that will not solve the traffic issue.”

– *Elena Rubalcaba, Aptos*

“Seems like the best use of this resource.”

– *Randall Finchum, Aptos*

“This is a great idea. I would definitely use the biking trail for work.”

– *Gabriel Austin, Watsonville*

“It is the right way to proceed.”

– *Thomas Brandow, Santa Cruz*

“This idea will keep costs down and it will provide a a safe route across town for bicyclists and pedestrians.”

– *Raj Khokhar, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I’ve lived in a town with a safe biking/walking trail. It joins people from the various neighborhoods, gets people outside, and allows a commute path for many. It can be done NOW. I know we will love it.”

– *Joan Love, Aptos*

“Drive foe.”

– *Christopher Lanagan, Watsonville*

“Why not?! More people need to be able to commute safely. Less traffic. Less pollution. Healthier people. Cleaner air. Yes please!”

– *Christina Haslam, Felton*

“My mom loves to bike.”

– *Morgan Matias, Santa Cruz*

“I believe having a trail along the rail corridor will make Santa Cruz an even better place to live.”

– *Claire Kleffel, Aptos*

“This is what we need.”

– *Collin Currie, Santa Cruz*

“I don’t want a train.”

– *Gonzalo De Elizalde, Watsonville*

“We need a safe way to commute on bicycles and a nice trail to walk on.”

– *Scott Andersen, Soquel*

“This trail would mean a LOT to the community!”

– *John Strobel, Santa Cruz*

“I live in Santa Cruz. Bikes rock.”

– *Jose Jimenez, Ben Lomond*

Comments on Santa Cruz County Greenway Petition

“Need to facilitate this great community asset now.”

– *Steve Pereira, Aptos*

“I want to be able to bike safely from home to downtown for work.”

– *Christopher Teague, Aptos*

“We need safe places to ride and for adults and kids of all ages! For fun and for transportation.”

– *Marni Pitt, Santa Cruz*

“I’d like to see more immediate use of the corridor.”

– *Rochard Spencer, Capitola*

“I want more safe biking routes in Santa Cruz! :D.”

– *Amanda Moe, Santa Cruz*

“I’d like a safe and designated area for people to be travel through Santa Cruz County whether on foot or on a bicycle.”

– *Yesenia Curiel, Watsonville*

“I like the plan.”

– *Jon Sisk, Santa Cruz*

“Stay Green.”

– *Jose Luis Padilla, Watsonville*

“A running/bike trail would enhance the community, and allow a safe avenue for walkers, runners, and cyclists.”

– *Joan Darroch, Aptos*

“I’m an everyday commute cyclist and weekend road warrior! I’d love to see some nice bike paths so I can stop worrying about getting murdered by some idio not paying attention in his SUV.”

– *Chris Freeny, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I would love to ride to and from work downtown to Soquel without almost being killed daily by distracted drivers.”

– *Gregory Dolder, Soquel*

“I want a safe way to bike across Santa Cruz...and biking on Soquel Ave./Dr. is anything but safe. And I think the train idea is too expensive and not practical for a town the size of Santa Cruz.”

– *Michele Goodwin-Hooks, Santa Cruz*

“Accept the facts already! Travel will be faster and more enjoyable with e-bikes.”

– *Manu Koenig, Santa Cruz*

“I’d love to see a bike and ride trail.”

– *Joelle Treanor, Santa Cruz*

“Biking is better.”

– *Theresa Rainey, Watsonville*

“The special interest behind rail use needs to be defeated. There is no demand and it would be too costly and disruptive.”

– *Joe Stoken, Aptos*

“Take a look at what they did in Ventura County with the trail from Ojai to Ventura. We would benefit and welcome this in Santa Cruz County!”

– *Lori Siegmund, Santa Cruz*

“I want to be able to decrease my carbon foot print while commuting to work or running errands. I would like to have pride in my city for taking action to create a more bikable city.”

– *Samantha Monaco, Aptos*

“Want trail-only.”

– *Roger Anderson, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“If left unfettered, Don Lane will spend a billion dollars on his pet train project...while providing an incremental service (to the existing failing bus service) for less than 10% of taxpayers.”

– *Douglas Doherty, Santa Cruz*

“I use the trails the roads and the pathways all over Santa Cruz County for walking, cycling, fitness, contemplation and socializing. Pure gold, more pure than gold! This is another community effort that is thinking through the tough questions and forming incredibly appropriate solutions.”

– *John Sliney, Santa Cruz*

“Keeping the rail tracks is a lot like bring back coal to power a locomotive. Other cities such as Seattle, WA created pedestrian and bike trail on former railway right of ways and did not try to accommodate a seasonal Xmas train.”

– *Alan Alpert, Santa Cruz*

“I will use the trail!”

– *Michael Grabill, Capitola*

“I am a bike rider, and I want to be able to commute through town.”

– *Jennifer Clinite, Watsonville*

“I’m signing because I support the use of space that has been vacated by the railway system for years. This could provide a safer route for children, pedestrians and cyclists.”

– *Brittney Mignano, Santa Cruz*

“I love bike riding and a bike/ walking path can be enjoyed by residents and tourists. I bike the multipurpose path in Kapaa, HI often and it is great to enjoy the scenery without all of the traffic! I love the Arana Gulch path as well!”

– *Nancy Kaneg, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Tired of traffic.”

– *Judith Dew, Capitola*

“We need this now!”

– *Becky Herry, Santa Cruz*

“Simply because I would use it. Great for people that are traveling to work here in town. safe place for bicyclist. I can go on and on!”

– *Julio Ortiz, Santa Cruz*

“I want to start riding my bike. I’m 60 and don’t feel safe riding my bike around this county.”

– *Leslie Evans, Aptos*

“This is the most sensible use of the train tracks.”

– *Alexander Newell, Santa Cruz*

“Because I believe in a greener way to live. To encourage safe biking from pleasure to work commuting. With a population ever growing we need to find new ways to de-congestion our roadways.”

– *Caroline Groux, Santa Cruz*

“Enabling safe and efficient bike transportation is imperative for any modern community.”

– *Christopher Woldemar, Santa Cruz*

“There needs to be a trail that connects Santa Cruz, Capitola and Aptos.”

– *Kevin Painchaud, Aptos*

“The train is a crazy waste of money. People who live and pay taxes would use the trail, the train would be for tourist mostly.”

– *Sean Moriarty, Aptos*

Comments on Santa Cruz County Greenway Petition

“We need safer places to bike and walk.”

– *Tiffany Lindsay, Aptos*

“I like mountain biking.”

– *Henry Magee, Soquel*

“Love...I was born and raised here. I love my home. We must always take care of people and places we love. ;).”

– *Patricia Romo, Capitola*

“We are the town for this!”

– *Robin McDuff, Santa Cruz*

“We are in desperate need of a safe, fun, and healthy way to get around town! How do we not have a trail yet? I currently drive Monterey, Fremont, and the East Bay to use their bike trails.”

– *Lindsey Keough, Santa Cruz*

“Only way to go - trail-only. Love the name Greenway.”

– *Edda Tusinac, Aptos*

“I would love safe and scenic riding for my family and I.”

– *Tira Brown, Aptos*

“We need this bike path. The East Bay Bike Trail on the east bay in Rhode Island support both bikes and pedestrians. It is well used by both and works very well. They can coexist.”

– *Paul Bellerjeau, Watsonville*

“Better use of funds and more opportunity for community use.”

– *Robert Ellenwood, La Selva Beach*

Comments on Santa Cruz County Greenway Petition

“I would love to be able to ride my bike from the east side to the west side in the summer and not have to deal with all the traffic.”

– *Jake Newman, Santa Cruz*

“This trail would be such an awesome asset to our county in so many ways! I would use it all the time. A safe, healthy and beautiful way to travel the county either by bike, ebike, walk, run or skate.”

– *Greg Heath, Aptos*

“Great petition and plan.”

– *Pablo Castro, Santa Cruz*

“This trail would be a huge win for pedestrians and cyclists in Santa Cruz county!”

– *Venessa Coffaro, Aptos*

“Probably get me on my bike again!”

– *Gregory Tarsy, Santa Cruz*

“It makes sense!”

– *David Montgomery, Watsonville*

“Because I ride my bike all the time.”

– *David Mondragon, Santa Cruz*

“Trail-Only is the ONLY viable solution that serves the present-day needs of ALL Santa Cruz county residents.”

– *Christopher Lucas, Watsonville*

“We want a trail not a nasty diesel train.”

– *Sam Pederson, Santa Cruz*

“I ride my bike more than the train that doesn’t exist.”

– *Sean Romero, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Keeping the rail is a bad idea. Adding a trail system in it’s place would be a real positive for the entire county.”

– *Kent Thrasher, Aptos*

“This would be wonderful. It would bring people out and add to our community. Yes.”

– *Gary Linville, Capitola*

“I’ve been riding my bike in Santa Cruz for 42 years. It’s time to make it safe!”

– *Mark Lang, Santa Cruz*

“I too would love the option of riding/walking from point A to point B safely in this county. Less road traffic the better!”

– *Holly Angell, Santa Cruz*

“It’s simple and what we truly need. Rail just won’t have the usage to justify the complications. I’ve ridden a bike on rail corridor conversions elsewhere and they were great. Plenty of room for pedestrians and bikes.”

– *Scott Bongiorno, Santa Cruz*

“I would use my bike to safely commute, shop and for daily healthy recreation.”

– *Jeff Powers, Aptos*

“I’m signing because it’s the smart thing to do. And it reminds me of being in, Copenhagen where there were many bike trails like this and it was wonderful.”

– *Denise Shaw, Santa Cruz*

“I will use it!”

– *Annie Moon, Aptos*

“This would improve traffic conditions, community health, and happiness. If approved, I would purchase a bike!”

– *Shannon Marsh, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I bike commute from Aptos to Santa Cruz daily.”

– *Chris Carothers, Aptos*

“I bike around all the time and think that this would be amazing!”

– *Samuel Williamson, Santa Cruz*

“I want a car free safe bike trail for my family.”

– *Michele Claussen, Watsonville*

“I’m always commuting to work with my bike, this would create a safer & faster passageway for commuting bikers/ or walkers.”

– *Kathryn Crelan, Capitola*

“Guy is the man! Thank you for bringing this initiative to us.”

– *Bradley Bowden, Santa Cruz*

“I love to run and bike.”

– *Sue Martin, Watsonville*

“We need this support for fostering an active community.”

– *Jennifer Bloom, Scotts Valley*

“Trail-ONLY is the right choice for a beautiful Santa Cruz experience.”

– *Lec Log, Santa Cruz*

“The train is a pipe dream and a waste of money and time.”

– *Daniel Forshner, Santa Cruz*

“This is a great option for the county.”

– *Diane Christman, Capitola*

“Simple is best!”

– *Michael Matthews, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I don’t think that many people would use the train.”

– *Lucille Heathorn, Santa Cruz*

“I want a trail not a rail line at all. Trail-only! No train!”

– *Keith Schuler, Capitola*

“A train is not the type of mass transit needed in Santa Cruz County. A trail would serve a purpose.”

– *Steve Dunlap, Watsonville*

“I work downtown and more pedestrian and bike friendly options makes my company a better place to work, and makes it easier to hire new employees.”

– *Barry Dobyys, Santa Cruz*

“I believe this to be a great idea and something I would use frequently. I know many of my friends and family would as well.”

– *William Cotton, Santa Cruz*

“It just makes sense!”

– *Mary Tucker, Santa Cruz*

“I would welcome the reality of transporting myself around town, on my bike, in a safe environment...something that I feel we don’t have currently.”

– *Mary Berkana, Capitola*

“I believe that the train tracks are wasted space.”

– *Cole Barbour, Santa Cruz*

“I believed US should have a GOOD transportation system.”

– *Sanchez Delsy, Watsonville*

Comments on Santa Cruz County Greenway Petition

“A train would lead to more traffic congestion because of all the major streets it crosses. A bike and walking path would reduce pollution and promote biking across town.”

– *Laura McEntee, Santa Cruz*

“I want a rail trail!”

– *Chandler Harris, Soquel*

“I’ve visited, vacationed and lived in other cities, islands and areas that have already done this, and it’s wonderful. Now we have the opportunity to do this for our own county! It not only makes sense, but it would be a HUGE asset. Trail, not rail. Besides, it would keep a lot of the cyclists out of traffic and might save a life or two!”

– *Deanna Seagraves, Soquel*

“I’d love to ride my bike safely in Santa Cruz. I’ve lived here 40 years and never feel safe enough on the streets.”

– *Colette Grey, Santa Cruz*

“It’s the right thing to do!”

– *Wheeler Edwards, Aromas*

“A rail line is not sustainable. People in this town won’t use it after the novelty wears off. I would use a Trail every day. The roads in this town are dangerous for bike riding, and that trail would be ideal.”

– *J Eldredge, Aptos*

“I think this is a wonderful idea I love riding my bike and it is so good for the environment and generations to come.”

– *Jane Ferguson, Santa Cruz*

“Not a population that could support a train. Trail is sustainable.”

– *Janice Thorpe, Capitola*

Comments on Santa Cruz County Greenway Petition

“I want a place to ride bikes for long distances with my kids. The city streets are too dangerous, even for adults.”

– *Jaron Ballard, Capitola*

“My family and I have personally experienced the benefits of a rail to trail conversion. A world-class trail and the community benefits it provides outweighs all other options. Pull the rail and Build the trail!”

– *Rick Bar, Aptos*

“After attending a meeting with “experts” on “rail”, I believe they are not focused on the realities of the Santa Cruz environment. I commuted to San Jose for years on the Hwy 17 Express and observed the development of the “Lite Rail”. It was not successful until the service became every :07 minutes. A Santa Cruz version, which provides service only every :30 minutes, will never be successful and will have to be financially supported by local communities and would bankrupt other needed services. We need this project to be successful!”

– *Michael Light, Aptos*

“I’m signing because I am a cyclist who is tired of the lack of safe bike infrastructure in our community.”

– *Erica Murphy, Santa Cruz*

“I’m signing because I’m a Cabrillo student that lives on the west side of town and would love to have a more direct and safe route to campus and home. And also with tourist traffic getting to opposite sides of town is a hassle.”

– *Crystal Archibeque, Santa Cruz*

“The trail-only option is the best for our community.”

– *Sally Dyrdaahl, Aptos*

Comments on Santa Cruz County Greenway Petition

“It is time. After spending the weekend in Tahoe, which has a tremendous biking trail (even with various weather conditions). Santa Cruz needs this and needs to make it a priority.”

– *Allison Deagen, Santa Cruz*

“We would be thrilled to have a dedicated trail for walking and cycling. Our former community did a major rails-to-trails project which was absolutely transformative to many areas of the county. Great for citizens and great for nearby merchants. We would love to see the same in Santa Cruz!”

– *Mary Hesketh, Santa Cruz*

“I believe a walking/bike trail would be good for local citizens and attract tourists as well.”

– *Mary Warren, Watsonville*

“Because...it would be amazing and great for our community.”

– *Tyler Newell, Santa Cruz*

“I believe the trail option is needed and adds value to the community, while the rail option wastes money and erodes the tranquility for far too many people.”

– *Bruce Burroughs, Santa Cruz*

“We need to make room for innovation. A rail train will waste time and money. A trail instead of that rail will open up a new infrastructure that will give us a space for green innovation, connecting the Monterey Bay from tip to tip!”

– *Todd Anderson, Cardiff*

“I would prefer to ride my bike than see and ugly noisy train or ride it.”

– *Presley Heath, Aptos*

“This is the single best thing for Santa Cruz county.”

– *Nathaniel Lenfestey, Aptos*

Comments on Santa Cruz County Greenway Petition

“I support a trail-only solution.”

– *Stanley Wilson, Santa Cruz*

“I cannot think of a better way for all residents and visitors to enjoy the beauty and tranquility of our most special county.”

– *Peter Emanuel, Capitola*

“Santa Cruz County needs a safe, dedicated multi use trail. The rail corridor provides the perfect route.”

– *Michael McBride, Aptos*

“I want a safer way to commute to work that doesn’t take an hour.”

– *Nancy Yellin, Aptos*

“I bike and walk. They do not make noise or cost \$\$\$\$\$\$.”

– *Foley Weems, Aptos*

“I believe that people need to be able to choose whenever there is a large development in their neighborhood.”

– *Timmi Pereira, Santa Cruz*

“I believe the trail without rail is the best approach.”

– *Victoria Erickson, Aptos*

“I’m signing because this world class area deserves a world class pedestrian and bike trail to match.”

– *Larry Bercovich, Aptos*

“I’m signing because I believe the trail-only is the best option for our community.”

– *Paul Lennon, Santa Cruz*

“I would use this trail all the time. I have already used the Monterey section of this trail quite a few times.”

– *Kenyon Kluge, Ben Lomond*

Comments on Santa Cruz County Greenway Petition

“I would like to see more parks and opportunity for recreation in our town and I don’t think a train is a benefit to our community since it will not solve the traffic problems with Hwy one.”

– *Dagmar Leguillon, Watsonville*

“I want the trail because it will be practical, environmentally friendly, and uniting for all of Santa Cruz county. Also the train is stupid.”

– *Matthew Quinn, Aptos*

“I believe the studies show that a trail installed now will preserve the corridor for future technologies.”

– *Randal Kleis, Aptos*

“Agree!”

– *Leland Olson, Santa Cruz*

“I would like a safer option to riding my bike to work!”

– *Jessica Cannarozzi, Santa Cruz*

“Santa Cruz native, bike lover, community spirit.”

– *Dylan Brody, Santa Cruz*

“It’s about time Santa Cruz did something that makes sense!”

– *Richard Caldarella, Capitola*

“I’d like to be able to bike around safer, especially to Cabrillo.”

– *Olivia Maennche, Santa Cruz*

“It needs to be!”

– *Valerie Leal, Santa Cruz*

“This would really help our community by allowing those of us to bike around rather than sit in our cars in traffic!”

– *Dianthe Harris, Boulder Creek*

Comments on Santa Cruz County Greenway Petition

“I like biking and I live in Santa Cruz.”

– *Jeremt Piss, Soquel*

“Because as a lifelong resident of Santa Cruz county I believe the trail would be an asset for residents and visitors alike. It would provide safe and efficient means to cross the county and would better preserve the environment than a train.”

– *Trevor Heath, Aptos*

“Yes! Trail-only!”

– *Karen Menehan, Santa Cruz*

“I love my town!”

– *Kyriea Giegerich, Santa Cruz*

“It will be used and enjoyed by both county residents and county visitors and makes both environmental and economic sense.”

– *Ken Kambic, Watsonville*

“I don’t care if it has a public transport aspect or not. Let’s just do something with this resource. Its a win either way. I feel public transport addition will be great but lets start somewhere.”

– *Ray Evert, Aptos*

“This would be awesome, pull the tracks, pave it, use it NOW! Love the super imposed images of the trail in use! Keep doing this.”

– *Neal Woods, Santa Cruz*

“Santa Cruz needs a world class biking trail. The trail should not run parallel to a train that is not going anywhere and for the most part will be empty. Remember the proposed train does not go to UCSC, Cabrillo, downtown, the county buildings, Capitola mall or Dominican. A train/trail is not the best use of this property!

TRAIL-ONLY PLEASE!”

– *Susie Peoples, Aptos*

Comments on Santa Cruz County Greenway Petition

“It’s affordable and best case scenario for our future. We all want to hike/bike this trail, no one wants/needs an expensive noisy train.”

– *Susan Dormanen, Santa Cruz*

“Too few will use the train at a huge cost.”

– *Joe Raley, Felton*

“I’m looking forward to seeing the next walking adventure. Safety is very important to me and the beauty of Santa Cruz outdoors needs to be available to everyone.”

– *Linda McPherson, Santa Cruz*

“I want to see more options for safe and efficient travel for all in Santa Cruz.”

– *Kathy Idoine, Santa Cruz*

“I believe in trails for bikes and walkers/runners through awesome cities like ours (quite embarrassing that we don’t already have one!).”

– *Lara Kilpatrick, Watsonville*

“I ride my bike almost daily and I have kids and Santa Cruz is currently very unsafe for cyclists. We need a trail and not a train!”

– *Daniel Bennett, Santa Cruz*

“I am concerned about the future of Santa Cruz County and walkability of streets in order to get from one place to another.”

– *Rose White, Watsonville*

Comments on Santa Cruz County Greenway Petition

“As much as I would love transit service within Santa Cruz County and to destinations beyond, as a Planner I do not see that Santa Cruz currently has or is likely to soon develop the appropriate density to sustain passenger rail service let alone shoulder the enormous cost of installation. Reserve space for the train where available and plan for new train bridges as will be needed, but prioritize the trail now to give residents and tourists alike an unparalleled sustainable transportation route along the coast. Hard infrastructure for rail will continue to divide neighborhoods, to say nothing of the cost of construction, noise of operation, and massive subsidies which will be needed to support rail serving the relatively low housing densities found in Santa Cruz and along the coast. A well designed trail and active transportation route will provide much greater environmental and human health benefits and will act as a catalyst for economic development. Appropriately designed for permeability and in relation to the varied neighborhood context, a trail can be a draw for tourism, a carbon free daily commuter route, and a placemaking element to encourage the development of more walkable communities. In more urban areas where the trail connects with other existing trails, the potential to reduce traffic and related emissions through more active transportation, further compounds the real environmental benefits and can be realized in the short term.”

– *David McCormic, Santa Cruz*

“I live on the tracks and would enjoy a bike path in my back yard.”

– *Kelly Liebenthal, Santa Cruz*

“Because this has the option to be a world class bike trail.”

– *Jason Anderlite, Santa Cruz*

“I believe the rail trail would be good for Santa Cruz residents.”

– *John Distefano, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I live right by the tracks, and don’t want a regular train service running behind my house. Also, traffic is terrible...but I’d ride my bike to Santa Cruz in a moment if there was a bike trail that connected Aptos and Santa Cruz.”

– *Aaron Lazenby, Aptos*

“I believe in bicycle transportation.”

– *Matt Darton, Capitola*

“We don’t need a train.”

– *Heather Goodman, Aptos*

“A dedicated trail will serve all of Santa Cruz County’s residents with a safe alternative commute corridor.”

– *Tom & Paula Medeiros, Aptos*

“I used to own a home in South San Jose with a train behind. It was VERY loud, put nasty exhaust in the air, was a danger to pedestrians, and the Caltrain cars went by nearly empty on that part of the route.”

– *Katherine Barr, Santa Cruz*

“I’m signing because most of the pro-rail people I’ve spoken with think the rail goes to Silicon Valley. It doesn’t.”

– *Christopher Risley, Santa Cruz*

“I believe we should use the rail for hiking and biking.”

– *Joyce Kutcher, Santa Cruz*

“No rail. Only trail.”

– *Jeffrey Forman, Aptos*

Comments on Santa Cruz County Greenway Petition

“It is unlikely that we would actually figure out the rail option--needed repairs to existing track and trestles, stations and parking at stops. It appears to me that there wouldn't be enough usage to come even close to pay for it. It would be great to use this beautiful strip of land in a way that so many people could enjoy it; not to mention more economically viable.”

– *Suzanne Jensen, Aptos*

“We need this type of development in our community.”

– *Trevor Storey, Santa Cruz*

“I want the trail and not the train!”

– *Phillip Rupp, Capitola*

“I support the trail-only scenario.”

– *Beth Martinez, Watsonville*

“I agree that a trail-only brings the best option to the residents of Santa Cruz County. The negative results of initiating a train traveling through our county are countless while a trail makes sense for the health and safety of our citizens. We may as well kiss goodbye saving our flora and fauna if a train roars through the county. Look at other cities that have trains and discover that the cities move hundreds of thousands of workers each day. Santa Cruz does not compare to these places and consequently should abolish the idea of train travel in Santa Cruz County. The instigators should move east with their ideas and stop making fools out of the residents and tax payers in Santa Cruz.”

– *Beverley Pearce, Santa Cruz*

“We need the trail now!”

– *Christy Tall, Aptos*

Comments on Santa Cruz County Greenway Petition

“The traffic in SC is getting out of hand as each of the four corridors gets built up. That’s poor planning. But a greenway is not.”

– *Alysia Sharief, Santa Cruz*

“Rebuilding trestles to rail cars needs is prohibitive and until zoning leads to drastic changes in the buildings along the route, as well as parking issues, make rail a poor option. Put all the trestle money into better bus system.”

– *Dennis Speer, Santa Cruz*

“I believe this is the best option. I live close to the tracks, cycle to work and downtown daily, and would love to see this happen in our community.”

– *Katherine Isbister, Santa Cruz*

“I’m signing because...BIKES!”

– *Daniel Stewart, Santa Cruz*

“It’s worth it.”

– *Taren Loftis, Santa Cruz*

“Make a trail big enough to actually be feasible as a means of commuting by bike.”

– *Boris Baggerman, Santa Cruz*

“Rail trails enhance the appearance of communities from Vancouver to Monterey. This is a REAL attraction that makes sense environmentally and economically.”

– *Margaret McCulley, Santa Cruz*

“Let’s do this Santa Cruz.”

– *Kelli Cole, Santa Cruz*

“I’m signing because a trail-only option makes the most sense for future generations, financially, environmentally, as well as for enjoyment and safety. No trains!”

– *Richard Armendariz, Aptos*

Comments on Santa Cruz County Greenway Petition

“I’m very much in favor of increased bike infrastructure everywhere, especially infrastructure that supports medium- and long-range trips.”

– *Bryant Mairs, Santa Cruz*

“We need a safe trail through our county to walk, run, skate and ride on. It’s the healthiest and the most environmentally friendly option for our community.”

– *Rachel Heberly, Soquel*

“Great idea!”

– *Katelyn Gagne, Santa Cruz*

“I believe the Case the Group presents is factually correct and right for our citizens.”

– *John Dowdell, Santa Cruz*

“Santa Cruz County needs a pedestrian and bicycle friendly infrastructure. Riding my bicycle on the street poses a hazard for me and motorists. This would be a wonderful addition to providing safety and pleasure to our citizens and entice everyone to enjoy our beautiful environment.”

– *Ellen Todd, Santa Cruz*

“The train plan just doesn’t work.”

– *Donald Radcliffe, Santa Cruz*

“Train rails and bridges on a crumbling coast - dumb.”

– *Robert De Lapp, Aptos*

“I am in total support!”

– *Joe Armando Rubalcaba, Capitola*

Comments on Santa Cruz County Greenway Petition

“I have lived in a community that has bike and walking trails. They create a fantastic way for the community to get around without sharing the roads with cars. A train would be a big mistake.”

– *Laura Brown, Santa Cruz*

“I love biking!”

– *Matthew Sloan, Santa Cruz*

“A pollution free train from north to south county. What’s not to like!”

– *David Giannini, Santa Cruz*

“Tail only will make money but Train will cost money/ Lots of money.”

– *Glen Stribling, Felton*

“I like to commute via bicycle around Santa Cruz.”

– *Crissly Crisostomo, Santa Cruz*

“I love biking around my town but hate having to share the road with traffic. This is a great solution to getting people out of their cars.”

– *Jill Schontag, Santa Cruz*

“I would love to have a safe, beautiful transportation option in Santa Cruz county that is also environmentally friendly!”

– *Emily Lefebvre, Santa Cruz*

“It is the right thing to do!”

– *Carolyn Conklin, Santa Cruz*

“It’s the future!”

– *Laurie Vanderwoude, Aptos*

“We need better faster and safer ways to bike our community.”

– *Nicole Beck, Soquel*

Comments on Santa Cruz County Greenway Petition

“I’m signing because a trail-only solution makes sense and cents. I can’t wait to ride my bike to handle all of my errands. Let’s make a Wide, World Class TRAIL in Santa Cruz County a reality Soon. TRAIN = WAY too much \$\$\$\$, Fencing & Noisy. It will stunt the trail portion. It won’t head where commuter need to go...like over the Hill. A world class TRAIL is the solution to Santa Cruz’s branch line. Let’s get this county Moving!”

– *Andrea Miller, Aptos*

“Rail Service is not practical. Bike travel is.”

– *Tim Hartnett, Soquel*

“I want to see a bike path that goes all the way through Santa Cruz.”

– *Ben Grove, Santa Cruz*

“We need to save and fix Santa Cruz. Born and raised here and we should be doing much better. More housing, more buildings, more corporations and technology. 21st century! This is America! The people need this in Santa Cruz. We need to fix and make our city better and this is a good step in the right direction.”

– *Jerry Toste, Santa Cruz*

“It’s unsafe to walk in front of my house and on East Cliff Drive.”

– *Gerlinde Debroekert, Santa Cruz*

“I’d rather have a trail for biking and walking, than a train.”

– *Emily Cohan, Santa Cruz*

“Our community needs more bike access!”

– *Devona Floodman, Santa Cruz*

“This is obviously a great an improvement that serves all of “we the people! Let it be! Everything we do every day changes our world. What are you doing? (Love is “the answer! Free & easy!)!”

– *Melody Record, Aptos*

Comments on Santa Cruz County Greenway Petition

“The train aspect is not a viable means of transportation and much too costly on a long term basis.”

– *Susan Kincaid, Aptos*

“More bikes is good.”

– *James Langley, Santa Cruz*

“I’ve been hearing about this for years and it would be an amazing addition to our already very beautiful habitat which is Rio Del Mar, Santa Cruz.”

– *Kevin Conway, Aptos*

“Trains are a great resource, but they’re not right for every community. Santa Cruz deserves better, and we deserve it sooner than never (which is when a train would go in).”

– *Damon O’Hanlon, Santa Cruz*

“I would use it every day. Please make it happen. Thanks.”

– *Chris Grenier, Santa Cruz*

“I want to see more bike paths and trails for future UCSC students and current SC residents. More exercise, more beauty, less emissions and waste.”

– *Zachary Kawagoe, Santa Cruz*

“I walk along the rails to get around town anyways. Might as well make it a trail.”

– *Brandon Kempf, Capitola*

“To help people commute by bike so they can be healthy, help the environment, reduce traffic, and have fun.”

– *Michael Dahlberg, Santa Cruz*

“Moving to SC from Aptos in 3 weeks. Definitely in for the Greenway.”

– *Suzi Morgan, Aptos*

Comments on Santa Cruz County Greenway Petition

“Great idea.”

– *Sukhmeet Singh, Santa Cruz*

“Keep the peace, save the trees, encourage moving your body via walking, cycling, running, and focus the other expenses on cleaning up the drug camps.”

– *Breann Sampson, Santa Cruz*

“A trail-only is clearly the best way to go for all to enjoy the environmental diversity we share within this beautiful community.”

– *Bill Scurich, Santa Cruz*

“It’s a great idea.”

– *Miguel Canizal, Soquel*

“WE NEED THIS!”

– *Kate Lemega, Santa Cruz*

“The original proposal was for a dedicated, safe, bicycle commute path across Santa Cruz and eventually to Aptos. After all the years and mutations; millions spent and a bureaucracy established with job security; it is good to get back to a reasonable vision that can actually work, and accomplish something for Santa Cruz. Simple.... bike path.... commute and enjoy the fresh air!”

– *Merritt Edmunds, Santa Cruz*

“Trail-trail-only is the only viable use for this vital resource.”

– *David Hooks, Santa Cruz*

“A trail would greatly enhance our community.”

– *Clark Clark, Aptos*

Comments on Santa Cruz County Greenway Petition

“I’m signing because as Santa Cruz county gets more and more populated and congested with cars we need a safe alternative solution for our active community to move about our city and county! And we do not need to be spending a large amount of money and resources on a train that would not be as positive and useful for our community.”

– *Genevra Peyser, Santa Cruz*

“It makes sense like Monterey’s great trail by the sea.”

– *Greg Frauenhofer, Aptos*

“I believe our traffic and community needs will be best addressed and served by a well-designed trail-only connection throughout the county.”

– *Andrew Wulf, Capitola*

“It’s a great idea. The train tracks attract crime. If we fix it up we can improve the city.”

– *Jesse Williams, Capitola*

“I prefer trail without the train.”

– *Michael Sullivan, Santa Cruz*

“The passenger train will be cost prohibitive. Many can use a trail greenway. Biking throughout most of Santa Cruz can be dangerous. The greenway will provide a safe biking and walking route which is badly needed. Many towns throughout California have protected biking and walking trails. Santa Cruz County is falling behind with safe alternatives. It is a smart move to use the greenway for bikes, skateboarders, scooters and walkers.”

– *S. Burk, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“As a physical therapist in support of an active lifestyle, I believe in this amazing and worthwhile project that is great for the environment and the health and wellbeing of our community!”

– *Sherri Betz, Santa Cruz*

“I want to see Santa Cruz embrace healthy lifestyles and the train will not help that. There is no use for passenger train based on our population. Trail now.”

– *Ben Rumsey, Aptos*

“I’ve walked a lot of the tracks, and there’s no room and tons of sections!”

– *David Multer, Santa Cruz*

“Seems like a win-win to me, and a bike and pedestrian corridor could be a reality much sooner than a train...which will never happen anyway.”

– *Roberta McGann, Aptos*

“To maintain a train is extremely expensive and rather stupid. Several states have made successful trails. Several states have excellent bike/pedestrian trails which pass through commercial/restaurant areas. The trails are easily accessible, well maintained, and bring extra income to the adjacent areas. They also attract tourists. A trail through our wonderful area would do likewise. A train would bankrupt us and would be little used.”

– *Janet Perry, Aptos*

“So great.”

– *Rachel Wisotsky, Santa Cruz*

“This just needs to happen. It’s good for everyone.”

– *Michael Gardner, Santa Cruz*

“I don’t think our county needs a railroad. I believe electric bikes are the future and the path will need to be large enough to have walkers and bikers.”

– *Alison Ekers, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“This is the only rational plan.”

– *Guy Cochrane, Santa Cruz*

“We need a safe bike commute option in Santa Cruz!”

– *Patrick Gollither, Santa Cruz*

“A passenger train makes no sense when all the facts are taken into account. Yet a trail will serve the community well.”

– *Elke Riesterer, Santa Cruz*

“Its obvious.”

– *Patrick Thomas, Santa Cruz*

“I would use this trail happily & regularly!”

– *Corrine Flanagan, Soquel*

“The trail-only approach will create a transit corridor for cyclists and result in fewer car trips. The train is too expensive and would take forever to complete. We need this trail soon!”

– *Jennifer Green, Santa Cruz*

“Biking is a healthy and non congesting alternative to the already bloated automobile traffic Santa Cruz already has to deal with on a daily basis.”

– *Greg Montoya, Santa Cruz*

“Traffic is only getting worse throughout the county. The trail-only option is clearly the best choice for getting people out of their cars and on a safe path.”

– *Tauna Grinager, Ben Lomond*

“This is a no-brainer.”

– *Jeff Jackson, Santa Cruz*

“Because why not?!”

– *Morgan Miller, Capitola*

Comments on Santa Cruz County Greenway Petition

“A trail-only solution is what’s best for our community. Diesel trains are outdated and not what is called for.”

– *Carson Combs, Aptos*

“I’m an avid bike rider, my husband is a cyclist and our little boy loves to ride his bike. We love Santa Cruz and believe in the dream of riding safely all over the town.”

– *Clare Wheadon, La Selva Beach*

“I agree with the petition for Trail-Only.”

– *Arturo Navarro, Watsonville*

“I want a place to ride, skate, and walk my dog safely and responsibly.”

– *Suan Salinger, Santa Cruz*

“With our year around nice weather, this trail/path will relieve traffic pressure around town.”

– *Jason Gingery, Santa Cruz*

“Makes perfect sense for Santa Cruz County.”

– *Doreen Odonovan, Aptos*

“A passenger train in this service makes no sense and would be a money pit without significant benefit.”

– *Charles Selvidge, Santa Cruz*

“I think it will promote safer cycling, provide recreation and access for walkers, joggers, and cyclists, and allow for a commute option for those who want to safely cycle to work.”

– *Leslie Strohm, Aptos*

Comments on Santa Cruz County Greenway Petition

“There are countless benefits of turning the rail into a trail and providing more consistent and safer walking and biking corridors. It will only become more expensive. Now is the time!”

– *Edgardo Leblond, Soquel*

“I’m signing because I fully support this wonderful plan.”

– *Patrice Beckstrom, Santa Cruz*

“Every community that has a trail like this is enhanced by the trail. If there was a quick flat bike/walking to get between our communities people would use it and get off the road. Build this and then market the safe biking alternative.”

– *Amie Forest, Capitola*

“I support bike paths and trails away from car traffic in Santa Cruz county.”

– *Gary Hart, Santa Cruz*

“A bike path would make Santa Cruz safer and more fun and increase community.”

– *Ryan Hughes, Santa Cruz*

“I strongly agree with a trail-only design, based on my experience of living in 3 other cities which successfully implemented similar designs.”

– *Nathan Ciarleglio, Santa Cruz*

“As it stands, it will likely be nearly as fast to cycle on a trail that to drive from mid-county to S. C. Great draw for tourism. Less invasive and noisy than a train.”

– *Shahe Moutafian, Capitola*

“I want to bike from West Cliff to East Cliff without worrying about being hit by a car. And I want more people biking and walking. It would help make Santa Cruz even more special.”

– *Dan Marston, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I love to ride my bike but traffic can make for a dangerous ride in Santa Cruz.”

– *Forest Aritchita, Santa Cruz*

“No train. Yes rail-trail.”

– *Brian Peoples, Aptos*

“We need this trail-only option!”

– *Rebecca Botelho, Capitola*

“This a great idea for our community!”

– *John Devlin, Santa Cruz*

“Santa Cruz County pales by comparison to other counties that take trails seriously. Just look at our neighbors in Monterey. It’s never been more needed in SC than today. Join the effort to make it happen!”

– *Christopher Klein, Watsonville*

“The rail with trail does not make sense on any level.”

– *Tom Brandow, Santa Cruz*

“I love running in Santa Cruz. Another car-free option that is safe and wide enough would be amazing!”

– *Jennifer Willoughby, Aptos*

“There will never be a useful trail if the bridges, through cuts, and causeways are not used for the TRAIL. It’s unconscionable to think you can shove recreational and commuter humans out onto side walks or bike lanes where cars WILL collide with “trail” users who are denied the use of the RR corridor.”

– *Patty Ciesla, Soquel*

“Let’s keep Santa Cruz from becoming overrun - see how great it has worked in Monterey!”

– *Lawrence Rosenbaum, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I enjoy walking, running, and biking.”

– *Jesse Williams, Ben Lomond*

“I love to bike and we need more bike trails!”

– *Jane Hood, Boulder Creek*

“We do not need a train going thru the village. Will ruin Aptos for sure!”

– *Patricia Trayer, Aptos*

“I’m signing this petition because as a cyclist who commutes and rides to and from trails, I have experienced the dangers and pollution of riding alongside motorists for over 15 years. We want to ride our bikes away from vehicle traffic and enjoy an efficient and pleasurable ride across town. Thanks.”

– *Forrest Toshikian, Aptos*

“I would like a trail not a train so I can use my bike to travel around the county. The path needs to be wide enough for bikes, baby joggers and walkers. Thank you.”

– *Michelle Bradley, Soquel*

“Train doesn’t make sense.”

– *Joanie Deneffe, Santa Cruz*

“Traffic in Santa Cruz needs more creative solutions like this.”

– *John Shea, Santa Cruz*

“I don’t want trains.... !”

– *Dave Turner, Aptos*

“I am 100% for the rail trail. This has been a long time coming. A safe bike pedestrian path across our county is exactly what we need.”

– *Greg Cross, Santa Cruz*

“I would love to be able to ride and avoid traffic. It would help traffic on Hwy 1 too.”

– *Pamela Anderson, Boulder Creek*

Comments on Santa Cruz County Greenway Petition

“It’s a good idea.”

– *Michael Miranda, Santa Cruz*

“A “trail-only” would be a tremendous asset to our county. It would be environmentally sound, a healthy option for transportation and overall, a community minded addition to SC County. A train would be noisy, create parking and intersection congestion, destroy native landscape and cost residents more than we can afford! Trail Now! Trail Now!”

– *Susan Moen Penprase, Aptos*

“Want a biking/walking trail.”

– *Vickie Winkler, Santa Cruz*

“I also like the suggestion of putting down base rock or decomposed granite as a temporary measure. Save us years of waiting and obviously money. We need this trail now, not in the far off future.”

– *Cherie Bobbe, Aptos*

“Hiking and Biking only! No train.”

– *Marilyn Churchill, Capitola*

“Rational minds at work, finally. Rail is an economic panacea. A bike/ped trail will transform the county and create a valuable mobility and tourism asset.”

– *Bill Wiseman, Watsonville*

“Make it happen!”

– *Doug Heath, Santa Cruz*

“It would help my commute.”

– *Chris Page, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“When I contemplate how cyclists and trains could easily collide if the cycling path were placed next to the train tracks through home neighborhoods in Live Oak, where I live and similar areas, I really get scared. I lived for two years in Bellevue, WA, on the east shore of Lake Washington, across the lake from Seattle. When living there, I used to ride to Seattle and back several times a week around the north shore on a rail trail build on an abandon rail line. I can’t imagine how this ride would have been if I’d been forced to share the trip with trains! I did have to share the trail with pedestrians, but there were very strict right-of-way rules regarding bike and pedestrian interaction. For example, cyclists were expected to ring their bells when passing pedestrians.”

– *Peter Belew, Santa Cruz*

“I’ve lived in Santa Cruz my whole 34 years of life and always wished there was a bike trail along the tracks. Let’s make it happen!”

– *Naomi Dresser, Aptos*

“I agree.”

– *Marilyn Radilla, Capitola*

“Trail-only is the only option which will truly reduce traffic. Trains will congest already choked neighborhood intersections. Pedestrians, and especially cyclists, will only likely use a friendly trail, which means full size, no train.”

– *Tom King, Santa Cruz*

“YES!”

– *Margaret Hellmann, Santa Cruz*

“I want to use this trail and I think it would be a tremendous improvement to the community.”

– *Beau Barcus, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“A pragmatic solution to Santa Cruz congestion in both an economic and environmental context. It’s also quite feasible and relatively cheap to build on the railroad compared to that nonsense idea of a train where the funding, feasibility, and sustainability simply aren’t there. Let’s make this happen!”

– *Sam Roberts, Santa Cruz*

“Trail-only makes sense. Rail-trail does not.”

– *Peter Ackerman, Santa Cruz*

“This is so important to Santa Cruz.”

– *Laurie Pimentel, Aptos*

“I’m into trails not rails. Trains are a big and stinky 19th century technology and doesn’t yield to anything or anyone. This county doesn’t have the density to support viable passenger rail. White elephant.”

– *Mark Davidson, Scotts Valley*

“We need more riding paths so we can get off of the roads and maybe save more lives.”

– *Willam Hopkins, Watsonville*

“It’s the only option that makes sense to the community, and will make Santa Cruz a bike first community and will actually cars off the road.”

– *Elliot McDonald, Santa Cruz*

“I think that other alternatives to the Rail Trail should be considered.”

– *Charles Hawley, Santa Cruz*

“This is a wonderful idea, let’s get it done.”

– *John McCrary, Santa Cruz*

“I think a trail-only option should be part of the planning process.”

– *Thomas Spaulding, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I believe this is the best use for the corridor.”

– *Bob Landry, Santa Cruz*

“I think the rail trail would greatly improve the town of Santa Cruz!”

– *Eric Tucker, Santa Cruz*

“Adding a dedicated carpool and bus lane to Hwy 1 will be really expensive but makes a lot more sense than having a defunct set of train tracks ruining our cross town bike path. If you go and actually look at the corridor a train and path will never fit, endless litigation with encroaching neighbors will hold up progress forever. The RTC has been misleading the public all along, a single set of worn out tracks going over failing bridges is not an option. Technology is on the brink of changing transportation dramatically, let’s look forward and stop dreaming.”

– *James Cook, Santa Cruz*

“I love riding my bike and if I had a decent, safe path I would ride it to the grocery store and to the beach instead of driving.”

– *Margaret Seibert, Aptos*

“Greenway is beautiful, safe, healthy, sustainable and maintainable in the long-term. Emerging e-vehicles will transform the speed and mobility of users of Greenway. It’s necessary to think ahead and accommodate what’s coming, not look to the past. Greenway will be THE most popular tourist attraction in the county and also provide an essential commuter link for thousands daily. Let’s be great and build Greenway soon, instead of spending millions of dollars “studying” a train, which we’ve already studied for 30 years with no result or transportation use of the corridor.”

– *Bud Colligan, Santa Cruz*

“Avid cyclist.”

– *Carin Hanna, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I’ve been thinking the same direction. I don’t see how we can justify the tracks.”

– *Sandra Taylor, Santa Cruz*

“Rail is a negative in this situation.”

– *Scott Owen, Santa Cruz*

“Enough pork! Let’s get the trail done now!”

– *Ashley Greenley, Aptos*

“I believe a well-built, off-street bicycle commuting path will improve the quality of life for people who live and work in Santa Cruz. Let’s build the Greenway!”

– *Gail McNulty, Santa Cruz*

“It’s the right way to go!”

– *Clifford Barrett, Scotts Valley*

“Hope for a skateboard, scooter, bike/trike, wheelchair, or walker trail; NOT an inaccessible train. Slow heavy trains are past history. Tons of brussel sprouts as well as aggregates for cement has pretty much ruined safety of train tracks which were a nearly hourly sight of mine in the mid-1960s. Time to move on! Electric recumbent trikes began for me in 1980, growing to an electric velomobile (enclosed trike). Current electric scooters are dangerous for me when hitting ever camber an pothole our roads have to offer while darting through large cars or trucks- even an empty bus or two. Having a trail without having to weave through bumper to bumper traffic would be fantastic! Matters of safety and health is more important than cars (especially to me- a car accident victim). Commuting is ridiculous anyway to me; never have, and never will. However: I will use and enjoy a trail: “the sooner the better!”

– *Chris Jordan, Santa Cruz*

“Trail now, preserve right of way for future cost effective options.”

– *Debora Friedman, Aptos*

Comments on Santa Cruz County Greenway Petition

“After growing up in Santa Cruz, and as of this year becoming an avid cyclist, this TRAIL-ONLY proposal would bring a major advancement to Santa Cruz that it is currently extremely lacking. After crossing the country on my bicycle this year, 4,500 miles later, I experienced the endless joys of 20+ mile long “rail trails,” old railroads replaced with amazing paved and/or crushed limestone bike/ped paths. They were in communities all the way from Illinois to NYC, and a major refuge from being forced to bike in areas that were solely developed for travel by car (namely highways). To stay out of the way of cars was the biggest blessing of these trails, not to mention the rails had a pre-established clearing leading to most of the places one would need to get. It all just made so much sense, and these trails were such a beautiful use of space! After seeing so many great public solutions throughout the country, I was bummed to come back to Santa Cruz County, my home, and to see the lack of development we have made as.”

– *Deana Alloin, Soquel*

“I believe a train is wasteful spending and not necessary for our community. The money is better spent on the trail-only approach and widening Hwy 1. A trail-only approach is consistent with the culture and values of Santa Cruz.”

– *Justin McNabb, Santa Cruz*

“Santa Cruz County needs more biking and hiking trails rather than roads and railways.”

– *Daniel Rola, Santa Cruz*

“I love the idea of riding my bike cross Santa Cruz County on an old train Corridor, I don’t love the idea of the extra cost of a train system.”

– *Barry Sihler, Santa Cruz*

“Let’s make Santa Cruz more bikeable!”

– *Veronica Zaleha, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“Santa Cruz needs this trail system. It will greatly enhance the quality of life for ALL in this county.”

– *Eve Eden, Santa Cruz*

“I live in Santa Cruz and would love to be able to ride to 41st without having to deal with cars.”

– *Zack Reed, Santa Cruz*

“Finally convinced this is the best option for our community health now! Don’t need to wait or vote anymore. Let’s get it done!”

– *Kathryn Scott, Santa Cruz*

“I’m signing because a bike path would be incredibly useful, help create a safe space for bicycles, and help build a sustainable community.”

– *David Ezroj, Santa Cruz*

“I am signing because I think this trail will absolutely transform our county in the most positive way. I look forward to years of using the proposed path with my friends, family, dogs, and children.”

– *Allison Reiter, Santa Cruz*

“I’m signing because I think this is going to help alleviate traffic, be an eco-choice, and it’s going to bring our county together.”

– *Tiffany Smith, Santa Cruz*

“Rail is economically unsound and will make a mess of neighborhood environments.”

– *Marty Demare, Santa Cruz*

“This is common sense and the traffic is horrible. More trails, more exercise and less cars.”

– *Melinda Hodges, Soquel*

Comments on Santa Cruz County Greenway Petition

“It is needed.”

– *Michael Toland, Soquel*

“It’s the right thing to do.”

– *Daniel Friedman, Santa Cruz*

“This is a great plan for SC.”

– *Judy Male, Aptos*

“I’d love to use that trail!”

– *Bonnie Murphy, Santa Cruz*

“This is the smartest option there is!”

– *Sean Fyock, Capitola*

“We don’t need or want a TRAIN. Pull up tracks. Sell the iron. Use the funds to build a trail that most of the residents want.”

– *Ralph Torrisi, Aptos*

“I have wanted this since I moved here, 20 years ago!”

– *Kat Ennis, Capitola*

“I’m excited about biking to the beautiful places along the corridor, and I don’t think trains will enhance our community.”

– *James Barrett, Aptos*

“I live in Santa Cruz, and commute to Watsonville. Would much rather take a path than the roads with traffic like I currently do on my bike.”

– *Adam Stepanovic, Santa Cruz*

“Trail-only is the best solution.”

– *David Warren, Soquel*

Comments on Santa Cruz County Greenway Petition

“I sign this mention because a bike trail/walking path is far more fitting to Santa Cruz and the Santa Cruz culture than a Railed Transportation.”

– *Cole Lemke, Aptos*

“This plan just makes more sense. It is less costly, better on the environment, more neighbor friendly, and supports an active & healthy lifestyle for the people of our community.”

– *James Tucker, Aptos*

“It won’t be a peace trail to enjoy the wildlife on if you have a train going by while you are listening to nature.”

– *Jason Hooz, Santa Cruz*

“Let’s use the trail now for the benefit of everyone!”

– *Jim Booth, Watsonville*

“I’m just not yet convinced regarding the rail business plan. And I am “convinced” by great urban trails such as in Merced, CA.”

– *Richard Josephson, Santa Cruz*

“I am signing because I see the necessity for a bike path in Santa Cruz. A passenger train in this small seaside community? No thanks!”

– *Janice Thurston, Santa Cruz*

“It’s a great idea!”

– *Christian Zajac, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I’m signing because I firmly believe that the rail option would be an egregious economic burden on the taxpayers without anywhere near the patronage necessary to reduce usage of Hwy 1 and provide associated environmental benefits throughout the future of our County. A trail for hiking and cycling would link the wonderful parks in our county; it would link to the California coastal trail system. It would make for a healthier community. (Rail would be a costly transportation “Titanic” because, given the scarcity of water and other resources, our county will never have the population density requisite for ridership. Commuters are addicted to driving. Hoping that OTHER commuters will go by train, they will continue to drive - and hardly anyone will take the train. The beneficiaries of the train will be engineering & construction companies while taxpayers foot the bill over 30 years w/o any reduction in highway congestion.) Trail-only, please!”

– *Lou Rose, Aptos*

“I would utilize this trail everyday!”

– *Samantha Reek, Aptos*

“The tracks aren’t safe or policed. That space should be used for good and safe for tax paying citizens, not the drug users that currently occupy much of the tracks. We used to live on 30th and had an attempted break-in by a transient.”

– *Melanie Kitchen, Soquel*

“We need a trail! I’m hoping for a first class bike path that spans from La Selva to Natural Bridges.”

– *Michelle Van Schoick, Aptos*

“Trail-only, Rail does not make sense at all.”

– *Peggy Moore, Soquel*

“I would probably use the bike path and maybe do some walking, but not use the rail.”

– *Jon Hudson, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“The Trail would benefit the environment.”

– *Robert Xiques, Santa Cruz*

“We must have safe alternatives to cars. Because we all need to find alternative ways to move around this county.”

– *Karen Card, Santa Cruz*

“This plan will contribute positively to commuters, traffic, local exercise, site seeing, our environment, our health and it’s just an all around win win for Santa Cruz County residents.”

– *Kelly Finneran, Soquel*

“I would love to cycle on/through the rail corridor.”

– *Carolyn Deboer, Santa Cruz*

“I want to have a safe bike path home.”

– *Tiffany Smith, Soquel*

“I do not want trains running through the neighborhoods of Santa Cruz - train traffic would increase the risk of serious injury, negatively impact traffic, and do little to alleviate commuter traffic. I support a trail.”

– *Ron Record, Santa Cruz*

“A dedicated rail trail will improve my quality of life. I am in full support of the trail-only Option.”

– *Josh Williams, Aptos*

“Safer and more economical transportation!”

– *Daniel Barraza, Santa Cruz*

“This plan makes the most sense. It’s affordable and expeditious. I promise to make use of it several times a week. Do it now!”

– *Damian Delezene, Aptos*

Comments on Santa Cruz County Greenway Petition

“I want the rail trail. Would love to be able to ride my bike safely through town and beyond.”

– *Jason Nevin, Santa Cruz*

“A passenger train would never cover the needs it would have to serve where as bike friendly infrastructure doesn’t adhere to the same dilemmas. It will be more efficient and cost effective for a bike and pedestrian trail.”

– *David Gordon, Santa Cruz*

“I fully support a trail-only approach.”

– *James Penprase, Aptos*

“I can’t stand auto traffic. It is out of control and I love my bike.”

– *James Salvino, Capitola*

“We have two homes in Aptos and delight in walking in both the Rio del Mar area and the Day Valley area. The trail will be a delight for all who live and visit this area.”

– *Judith Hoelscher, Santa Cruz*

“It’s the only logical way to use the existing space. And what a great trail it would be for so many to enjoy for both work and pleasure. I will for sure use it to and from work where I would not use a train.”

– *Tom Haid, Santa Cruz*

“I want this as a person who only cycles! I don’t drive and I fell this is a great safe option for us!”

– *Kiyo Gaza, Santa Cruz*

“I cycle a lot and would really enjoy a safer option to move about.”

– *Kathleen Dempsey, Soquel*

Comments on Santa Cruz County Greenway Petition

“I think we need a trail without the rail. It is too expensive and take too long to build. Use the trail now.”

– *Leonard Foreman, Santa Cruz*

“I am an avid biker and the community can benefit from this (businesses, health of residents, social connectivity of residents, good use of funding vs function...etc.)”

– *Paul Boyer, Santa Cruz*

“I think more people would get places on foot or bike. It would be more practical, pleasant, and better for people who live by the tracks.”

– *Jennifer Mauerman, Felton*

“I really really want a trail-only scenario. I used to ride my bikes all the time (former triathlete), and want a safe, safe, place to ride. A trail-only scenario will be wonderful! I would never ride my bike right next to a train.”

– *Elisabeth Russell, Capitola*

“The county roads are gridlocked and I’m tired of it. I will never ride a train. Widen Hwy 1 NOW.”

– *Geoffrey Wells, Santa Cruz*

“It’s the most environmentally sensible plan that could actually be implemented.”

– *Joe Krammer, Santa Cruz*

“Rail commuting is not economically feasible in Santa Cruz for the foreseeable future. We need to concentrate our efforts towards realistic solutions.”

– *John Van De Veer, Santa Cruz*

“I’m a native of Santa Cruz and I completely believe in this future project and all’s it’s supporters! We need everyone to jump on board, NOW!”

– *Irene Rinaldi, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I don’t want tax dollars spent on a train that few will ride. The cost is too expensive.”

– *Tona Drewes, Santa Cruz*

“For pedal power! It seems like the best solution. I sold a property on the corridor and after a good deal of personal analysis, and discussion with potential buyers, it seems that the potential for minimal traffic reduction (or possible increase) is not worth the cost and disruptiveness for a rail. Bike and pedestrian option would be awesome!”

– *Ted Egner, Santa Cruz*

“I’d use this daily.”

– *Jason Schock, Santa Cruz*

“I’m signing because rail will not solve the traffic problem. So it makes sense to do what other communities have done (Monterey) and create a safe place for bikers and runners.”

– *Jamie Marks, Watsonville*

“We need better, more sustainable transportation solutions in our community.”

– *Andy Benkert, Ben Lomond*

“I now live on the west side of Santa Cruz. The number of cyclists and pedestrians is much higher here but many of the roads are unsafe. I believe more people would get outdoors and enjoy the beautiful community in which we live if we had a safer option. I do not think a rail system is right for our community.”

– *Patricia Barnett, Soquel*

“Trail-only makes sense. Rail would serve little purpose. I love the trail that stretches from Marina to Pacific Grove.”

– *Lauren Leff, Aptos*

Comments on Santa Cruz County Greenway Petition

“I am a biker in Santa Cruz!”

– *Ryan Silsbee, Santa Cruz*

“I love walking and hiking! This will make our city more active and beautiful.”

– *Tara Parcella, Santa Cruz*

“I work downtown Santa Cruz and live close to the rail in Capitola. It would be an ideal route for bike commuters.”

– *Susan Dayton, Capitola*

“I love to ride my bike and I think more people would commute via bicycles if there was a safe, accessible bike path!”

– *Miranda Gilmore, Santa Cruz*

“I do not want a train through my back yard. I ride my bike on dangerous roads 15 miles a day 4 days a week. I only drive 15 miles a day 2 days a week.”

– *Mike Lyon, Aptos*

“With the growth of this town, it is important to help our city keep our culture of bike riders safe!”

– *Raquel Talarico, Capitola*

“I believe that a trail-only solution would be the greatest gift to our community. A place where we can walk and ride bikes for long stretches in peace, alone or with family and friends, will nurture our souls and bodies!”

– *Purea Koenig, Corralitos*

“I bike.”

– *Scott Wilson, Aptos*

“Trail, no train, no tracks.”

– *Bryan Cockel, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“We need a trail not a train!”

– *Chris Peoples, Aptos*

“I believe that a trail-only solution is a cost effective approach that will benefit the greatest number of community members and tourists without negatively impacting quality of life for local residents.”

– *Cindy Melter, Santa Cruz*

“This option is the best as it is trail-only and the cost is reasonable compared to the train option.”

– *Todd Skelton, Santa Cruz*

“Don’t waste a great right of way!”

– *Thomas Bonura, Capitola*

“Cycling is a part of my family’s daily life and I’d love to have a path for my children to ride on safely to explore our great home!”

– *Nick Gosseen, Capitola*

“I would use it several times a week.”

– *Peter Chester, Santa Cruz*

“I ride my bike daily and want the trail now! I do not want any train by my trail! Go trail now!”

– *Pamela Matuas, Santa Cruz*

“I want a trail-only bike and walk path. Let’s get going on trail-only option NOW.”

– *Jeffrey Werner, Santa Cruz*

“A bicycle and walking trail as I have experienced in Monterey and also in Minneapolis is an inexpensive way to improve life style and community wellness we could use here in Santa Cruz county.”

– *Leann Bjelle, Scotts Valley*

Comments on Santa Cruz County Greenway Petition

“My house borders the railroad. I don’t want a train there - I want a place where people can walk, bike, skate, etc.”

– *Kathy McClure, Santa Cruz*

“Practically demands that the rail system not be built. It will be incredibly expensive and there’s been no real data on the expected usage of such a system.”

– *Linda Gilcrest, Capitola*

“The rail plan is not financially feasible, nor compatible with a safe walking / biking trail.”

– *Lyn Hood, Santa Cruz*

“I use my bike to get around and having a corridor like this would be amazing. I’d love to see one continue north along the old Davenport cement railway.”

– *Keelan Franzen, Santa Cruz*

“Go rail to trail!”

– *Beth Mason, Santa Cruz*

“A great idea!”

– *David Moore, Aptos*

“I think that in this point in time, the train option is ineffective. If we still had Wrigley’s, Texas Instruments, and Lipton, with large workforce needs on the west side it might be different. At this time, the train would be little more than a very expensive novelty.”

– *Charles Steele, Santa Cruz*

“I do like the trail idea I do not like the train idea. I would be in favor of a rapid transit bus along that Corridor eventually as well.”

– *Jaime Garfield, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“The cost of having a train is exorbitant, a trail-only solution is best.”

– *Wink Saville, Soquel*

“I’m a local looking for less congested place to excersize.”

– *Laura Wood, Santa Cruz*

“It will be an awesome edition to our active community.”

– *Suzanne Mace, Aptos*

“It’s too late for passenger rail and we are the wrong scale for it.”

– *Eric Schmidt, Santa Cruz*

“We don’t need a train.”

– *Cheryl Weeland, Aptos*

“The rail plan makes no economic sense. This should be used for hiking and biking only.”

– *John Parda, Capitola*

“This is important.”

– *David Scott, Santa Cruz*

“In favor and hoping this trail won’t become infested with drug addicts like the San Lorenzo River levee project.”

– *John Larse, Aptos*

“We can’t afford to spend money on a train that will not ease traffic congestion at all. Let’s spend our tax dollars repairing our roads!”

– *Karen Hall, Aptos*

“The trail will be good for people, the environment and our local economy.”

– *Sally-Christine Rodgers, Watsonville*

Comments on Santa Cruz County Greenway Petition

“I’m always in favor of more trails for hiking and biking. I would love to see this happen.”

– *Charlotte Multer, Santa Cruz*

“I am opposed to the train. Please, trail NO rail!”

– *Susan Reddington, Santa Cruz*

“We absolutely need this. Safe biking and walking trails should be everywhere here in the county.”

– *Rebecca Nolan, Santa Cruz*

“Trail-Only makes the most fiscal and environmental sense and railbanking preserves options for the future.”

– *Douglas Picard, Santa Cruz*

“It would be an amazing addition to a community that already likes to be active. This helps get more cars off the road and keep pedestrians and cyclists safe.”

– *Anne Marie Weiss, Santa Cruz*

“Santa Cruz has a huge bike community and it surprises me there isn’t a bike designated path/trail to explore Santa Cruz. Santa Cruz County such as 26 mi. The Strand bike trail in L.A. County. I would like to get into leisurely bike riding and I feel that this - which has such a huge bike community - needs a designated bike path.”

– *Sunny Cardona, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“I also would like a trail for pedestrians and bikers. For me, the only rail option that could make sense down the road would be a solar powered electric monorail high above the pedestrians and bikers. I understand the desire to preserve the option to bring back train tracks. But the cost of doing this will be unbelievably high. Upgrading bridges along the trail will run into the 100’s of millions; and at the same time it will greatly degrade the quality of the trail option. My preference is the trail portion; getting people out for walks, bike rides, next to mother nature and our wonderful ocean front. This could be done relatively quickly and for a very affordable cost to our communities.”

– *Mark Jaffee, Santa Cruz*

“I care about clean, quiet, accessible and affordable transportation options.”

– *Austin McClure, Santa Cruz*

“Walking and bike trails are an important way to get out and exercise.”

– *Ellen Dobbs Everlove, Watsonville*

“I support BIKES over cars/trains, and People’s health over expensive loud machinery.”

– *Andrew Webster, Santa Cruz*

“Sorely needed improvement to our community.”

– *Ian Butler, Santa Cruz*

“Its right.”

– *Adam Price, Santa Cruz*

“I want our family to have a nice place to walk; no train (i. e. “rail) Just quiet lovely ambience.”

– *Eleanor Hilberman, Santa Cruz*

Comments on Santa Cruz County Greenway Petition

“We have an opportunity to have a gorgeous bike and pedestrian trail that connects our community, is safe, and economical. A train is the definition of a boondoggle! Pull out the tracks and let’s get Santa Cruz moving!”

– *Deb Molina, Santa Cruz*

“This biking and walking path would benefit this community immensely. What an incredible way to get the family Outdoors together...This is a no-brainer.”

– *Frank Ives, Capitola*

“I like walking and biking!”

– *Isabel Wilson, Santa Cruz*

“I love to ride around Santa Cruz.”

– *Sandy Moretto, Santa Cruz*

From: Pauline Seales

Sent: Wednesday, January 2, 2019 4:53 PM

To: info@sccrtc.org; +gpreston@sccrtc.org; +john.leopold@co.santa-cruz.ca.us; +ebottorff167@yahoo.com; +zach.friend@santacruzcounty.us; +ryan.coonerty@santacruzcounty.us; +greg.caput@co.santa-cruz.ca.us; +bruce.mcpherson@co.santa-cruz.ca.us; +jbertrand@ci.capitola.ca.us; +sbrown@cityofsantacruz.com; +rlj12@comcast.net; +trina.coffman@cityofwatsonville.org; +cchase@cityofsantacruz.com; +aschiff@gmail.com; +virginia.johnson@co.santa-cruz.ca.us; +patrick.mulhearn@santacruzcounty.us; +openup@ucsc.edu

Subject: Transit not highway expansion

Dear Commissioners,

Please put transit and active transportation investments ahead of projects that increase auto capacity. The latter increase traffic, greenhouse gases, and fail to reduce travel time beyond the short term. Detailed letter attached.

Thank you,

Pauline Seales , Santa Cruz Climate Action Network



Santa Cruz County Regional Transportation Commission

Dear Commissioners,

Please delete Highway 1 expansion projects from your preferred investment scenario. Instead, invest in projects that improve transit service and make streets safe for bicycles and pedestrians.

The California Air Resources Board commissioned a survey of highway expansion studies by UC Davis researcher Susan Handy. She reports, "Adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled." After expansion, more vehicles take to the highway and traffic clogs once again.

More vehicle miles traveled on the highway means more greenhouse gases. The Air Resources Board reports that vehicle miles traveled per capita has been rising since 2012 and with it, CO₂ per capita. This is despite cleaner fuels and more electric cars.

The good news is that there are alternatives to widening Highway 1:

- Bus-on-Shoulder of Highway 1 has the potential to reduce travel time, making bus travel competitive with auto travel. This can be implemented at great cost savings without widening the highway for auxiliary lanes.
- Increasing bus frequency and prioritizing bus travel on roads throughout the County and especially on Soquel Dr./Freedom Blvd. are immediate, moderate-cost strategies that can make a difference.

- Transit vehicles on the rail corridor (train, bus or other) alongside a bike/pedestrian trail, can use the dedicated right-of-way to avoid congested roads.

All areas of our County are unsafe for bicycling and walking. Watsonville has the worst rate of injuries to pedestrians of 103 California cities of similar size. Santa Cruz is not far behind. Santa Cruz has the worst rate of injuries to bicyclists. And bicycling and walking in our mountain communities are perilous as well. Every dollar spent on the futile attempt to reduce congestion on Highway 1 is a dollar that could make a real difference in our community safety.

Thank you for your consideration,

Sincerely, **Pauline Seales , organizer**

Santa Cruz Climate Action Network / Red de Acción Climática de Santa Cruz

Website: <http://SCruzClimate.org> Email: paulineseales120@gmail.com

Facebook: SantaCruzClimateActionNetwork

From: Rick Longinotti

Sent: Monday, December 31, 2018 12:37 PM

To: Regional Transportation Commission <info@sccrtc.org>; Guy Preston <gpreston@sccrtc.org>; John Leopold <john.leopold@co.santa-cruz.ca.us>; ebottorff167@yahoo.com; Zach Friend <zach.friend@santacruzcounty.us>; Ryan Coonerty <ryan.coonerty@santacruzcounty.us>; Greg Caput <greg.caput@co.santa-cruz.ca.us>; bruce.mcpherson@co.santa-cruz.ca.us; Jacques Bertrand <jbertrand@ci.capitola.ca.us>; Sandy Brown <sbrown@cityofsantacruz.com>; Randy Johnson <rlj12@comcast.net>; trina.coffman@cityofwatsonville.org; Cynthia Chase <cchase@cityofsantacruz.com>; Andy Schiffrin <aschiffr@gmail.com>; virginia.johnson@co.santa-cruz.ca.us; patrick.mulhearn@santacruzcounty.us; Michael Rotkin <openup@ucsc.edu>

Cc: Alex Clifford <AClifford@scmtd.com>; Barrow Emerson <bemerson@scmtd.com>

Subject: Support METRO requests

Dear Commissioners,

The Campaign for Sustainable Transportation unanimously approved the following letter at our last meeting.

Thanks for your consideration,
Rick Longinotti, Co-Chair

Dear Commissioners,

On November 16, 2016, the METRO Board of Directors unanimously supported five recommendations for adoption by the Regional Transportation Commission. The Campaign for Sustainable Transportation (CFST) also supports the five METRO recommendations listed in italics below.

1. Support Bus Rapid Transit Lite operational improvements in the Soquel Ave/Dr.-Freedom Blvd corridor.

This corridor should be a priority for investment since it includes the major destinations of Downtown Santa Cruz, Dominican Hospital complex, Cabrillo College, as well as key activity centers: Soquel Village; Aptos Village; and Freedom Blvd. We recommend that the RTC set a goal of a bus priority lane on this corridor to be implemented in the long term, so that current improvements might contribute to the long term vision.

2. Support pursuit of a Bus-on-Shoulder facility on State Route 1.

We want to call your attention to the fact that a Bus-on-Shoulder facility is not dependent on the construction of auxiliary lanes. The design for auxiliary lanes includes paving enough width on Hwy 1 to accommodate four lanes in each direction—far more than what is necessary for a shoulder. We recommend allocating the Measure D funds for Highway 1 improvements to the minimal paving that Bus-on-Shoulder would require. The savings from not building the auxiliary lanes could go to reconstruction of overpasses and bridges that constrain the bus shoulder.

3. Commit to a public transit service and facility in the Rail Corridor and begin implementation planning by conducting in the near term a comprehensive alternatives analysis to determine the most appropriate mode of public transit for the Rail Corridor and to support efforts to secure funding from federal and other sources, and adding a full analysis of operations funding sources as part of the alternatives analysis.

We support a detailed and thorough analysis of the possible modes on the corridor, including automated transit vehicles.

4. Support mass transit use in the rail corridor in which mass transit would run adjacent to bike and pedestrian facilities, but not under the “rail-banking” concept.

As we understand it, there are significant legal constraints to using the corridor for a purpose other than rail transit. We urge you to preserve the active status of the rail line in order to protect future transit options on the corridor and embark on the comprehensive alternatives analysis, including integrating transit on the corridor within the local and regional transit network.

5. Support an RTC policy that would commit to funding METRO [from current funding sources] at current percentage levels in perpetuity.

It is important that METRO service not be diminished by redirection of funding towards a new transit project on the rail corridor. In addition, we believe that METRO is the appropriate agency to operate whatever transit emerges on the rail corridor.

We note the obvious, that transit on the rail corridor, Bus-on-Shoulder, and bus prioritization on Soquel/Freedom are alternatives to widening Highway 1. We note that the California Environmental Quality Act requires consideration of alternatives to a project. We request that the RTC not approve a Highway 1 project with an EIR that does not take into account these alternatives.

From: Piet Canin
Sent: Friday, December 28, 2018 10:16 AM
To: Ginger Dykaar <gdykaar@sccrtc.org>; Grace Blakeslee <gblakeslee@sccrtc.org>
Cc: Kirsten Liske <kliske@ecoact.org>
Subject: EA UCS Scenario comment letter

Hello Ginger and Grace,
Happy Holidays!

Please find EA's letter commenting on the latest version of the UCS preferred scenario and our stated preferences to make our transportation system more sustainable and equitable. Please consider our comments in your final draft of the RTC staff recommended preferred scenario.

Thank you for all your good work on the UCS.



November 27, 2018

Guy Preston
SCC Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Guy Preston,

Ecology Action (EA) appreciates the RTC staff and consultants for their work on the Unified Corridor Investment Study (UCS). Given that the recent Intergovernmental Panel on Climate Change (IPCC) report says we must pursue "rapid, far-reaching and unprecedented changes in all aspects of society" to drastic cutback GHG emissions, EA requests the RTC staff prioritize high impact carbon minimizing strategies such as more emphasis on electrifying transportation while also increasing investments in active transportation and transit. We also believe focusing staff and funding resources on climate solution projects and programs that can be implemented in the next 5 to 7 years is crucial for turning back the tide of increasing GHG emissions.

Ecology Action realizes there are still many unknowns and ever-changing mobility technologies that may alter the RTC's preferred Scenario's ability to deliver equitable, sustainable, convenient, and economically feasible transportation options from now until 2035. Given what we do know and where we hope the Unified Corridor Investment Plan will lead us, EA believes that an active transportation, public transit and electrifying transportation modified Scenario B is the best way forward - *this differs from the RTC staff modified Scenario B.*

Scenario B has the lowest rate of GHG emissions, the lowest number of collisions, highest projected bike and transit trips compared to the other UCS Scenarios. Scenario B offers improvements for all road users while shifting investment priorities to sustainable transportation modes. EA's recommended modifications to Scenario B will increase the community and environmental benefits of B. This Scenario has a good mix of improvements that move us towards better sustainable transportation options. We support the RTC staff recommendation to fund and build protected bikes and bike/pedestrian improved intersections in the Soquel/Freedom corridor

Ecology Action actively campaigned for Measure D which funded bike, walk and transit improvements as well as Highway 1 auxiliary lanes but 3 new auxiliary lanes and HOV lanes on Highway 1 don't align with GHG emissions goals. There is limited funding and staff resources to complete all UCS projects so bike, walk, transit, TDM, and electrification projects should be prioritized.

EA requests the following modifications to improve Scenario B:

Protected bike lanes on Soquel/Freedom Corridor: Protected bike lanes (i.e. having a physical barrier that separates bicyclists from motorists) in high crash locations be included and budgeted.

EV Education and Market Acceleration: There is a dearth of public funding for consumer education and market acceleration solutions for EV ownership/leasing which is the easiest way for most people

to drastically reduce their GHG emissions. The UCS states that EV adoption is the highest impact method for reducing GHG emissions from transportation. This is especially true now that Monterey Bay Community Power is providing carbon-free electricity to Santa Cruz. Please provide a program details and budget for this EV education and market acceleration.

Employer based sustainable transportation education and encouragement: a proven strategy for helping to reduce high impact commuter peak traffic is to work with employers to encourage and support their employees to reduce their drive alone commuter trips. Work with employees to move them to carpooling, telecommuting, transit, biking and walk. Santa Cruz County needs greater investment in this initiative that can generate results in the next few years while capital projects will take 5 to 15 years to implement.

Train electrification: The passenger rail service is priced for diesel trains, but the public voiced a preference for electric trains during the 2015 passenger rail feasibility study. Electric trains cost more than diesel powered transit but emit less GHG emissions.

Trail in rail corridor over Capitola Trestle: The UCS indicates that the trail will be diverted off the rail corridor onto streets through Capitola Village. Clarify the cost and estimated timeline for building the Rail Trail (separate from car traffic) across Soquel Creek.

On November 2nd, EA sent RTC staff a longer list of requested modifications to the UCS and prioritize GHG reducing projects that can be completed in the short and medium term (2 to 6 years).

Given that many in the community have focused on the UCS's Rail Trail vs. Trail Only analysis, EA recognizes the benefits of Trail Only as it would allow for a wider trail, as documented by the UCS, therefore better separating faster moving ebikes and cyclists from slower moving walkers and kids on bikes, would generate more bike and pedestrian trips and cost less. However, the Trail Only approach lacks a transit option in the corridor, would take many years to undo current policy, requires returning rail funds, and faces uncertain litigation due to property rights and reversal of policy so Ecology Action supports keeping the RR tracks in place and retaining the option for public transit in the corridor.

We believe a modified Scenario B with more emphasis on sustainable transportation will do the most to serve the varied transportation needs of our community while improving quality of life, environmental and individual health, and shrink our carbon footprint by reducing our dependence on drive alone gasoline fueled car trips.

Thank you for your consideration,



Piet Canin
Vice President of Transportation
Ecology Action

From: Mark Mesiti-Miller

Sent: Friday, December 28, 2018 4:00 AM

To: john.leopold@co.santa-cruz.ca.us; ebottorff167@yahoo.com; 'Zach Friend' <zach.friend@santacruzcounty.us>; 'Ryan Coonerty' <ryan.coonerty@santacruzcounty.us>; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; 'Randy Johnson' <rlj12@comcast.net>; trina.coffman@cityofwatsonville.org; 'Cynthia Chase' <cchase@cityofsantacruz.com>; openup@cats.ucsc.edu

Cc: tony.gregorio@santacruzcounty.us; 'Lowell Hurst' <lowell.hurst@cityofwatsonville.org>; dlindslind@earthlink.net; 'Patrick Mulhearn' <patrick.mulhearn@santacruzcounty.us>; rnoroyan@cityofsantacruz.com; ladykpetersen@gmail.com; david.reid@santacruzcounty.us; darothwel@cabrillo.edu; 'Andy Schiffrin' <andy.schiffrin@santacruzcounty.us>; Guy Preston <gpreston@scrtc.org>; George Dondero <gdondero@scrtc.org>; Ginger Dykaar <gdykaar@scrtc.org>; Grace Blakeslee <gblakeslee@scrtc.org>; Regional Transportation Commission <info@scrtc.org>; UCS <UCS@scrtc.org>

Subject: Friends of the Rail & Trail support for UCS Scenario B+ and comments on the Draft Preferred Scenario

Chair Bottorff, Commissioners, Commissioner Alternates and Unified Corridor Study project team,

Please find attached a letter from Friends of the Rail & Trail regarding our continued support for Scenario B and commentary on the Draft Preferred Scenario. Attachments to this letter are also attached as separate files.

As long time community advocates representing the entire County, we trust you will carefully and deliberately consider our remarks and incorporate them into the final preferred scenario.

Thank you,

Mark

Mark Mesiti-Miller, P.E.

(831) 818-3660

Board Chair, Santa Cruz County Friends of the Rail and Trail

Build the Trail – Keep the Rail

www.railandtrail.org

Imagine – 4 min video: <https://youtu.be/qe3gRU-bpWY>

Top 10 Reasons to Build the Rail Trail ASAP – 80 sec video:

<http://tiny.cc/TopTenReasons>



Advocating for the Coastal Rail & Trail since 2002

December 28, 2018

Chair Leopold and Commissioners

Santa Cruz County Regional Transportation Commission
 1523 Pacific Avenue
 Santa Cruz, CA 95060

Re: Support for UCS Scenario B and Draft Preferred Scenario Commentary

Dear Chair Leopold and Commissioners,

The Santa Cruz County Friends of the Rail & Trail (FORT) wishes to thank the RTC for producing the comprehensive *Unified Corridor Investment Study - Step 2 Analysis Results*. We appreciate the work staff has done to develop the Draft Preferred Scenario presented at the 12/6 meeting of the RTC. After carefully reviewing the Draft Preferred Scenario, **FORT strongly urges the Commissioners to promptly adopt Scenario B with adjustments** over the Draft Preferred (DP) Scenario and move us to a better, more equitable and more sustainable transportation system as soon as possible.

Our reasons for recommending Scenario B over all scenarios are many and will not be repeated here. (copies of previously submitted documents attached). Our reasons for recommending Scenario B over the DP Scenario are summarized below:

- **Best for Equity** – 32% higher annual Transit Vehicle Miles Travelled and a higher Share of Investment Benefit for Disadvantaged Population
- **Best for Public Transit** – 11% higher mode share for public transit
- **Best for the Environment** – a larger reduction of VMT, CO2e, Total Criteria Pollutants and less impact on Environmentally Sensitive Areas
- **Best for the Economy** – ranked two full steps higher for positive economic impact
- **More Affordable** – \$64M less total capital cost and would require far less local tax dollars to implement especially if the substantial \$1.5 Billion in funding targeted at the Central Coast to implement regional rail connecting Monterey and Santa Cruz to the Statewide Rail Network as stipulated in the 2018 State Rail Plan was included.

Central Coast	Gilroy-Goleta	Hourly Integrated Rail Service from Salinas to Gilroy	\$1,500,000
		Implement Regional Rail Connecting Monterey and Santa Cruz to the Statewide Rail Network	
		Implement Central Coast Rail & Express Bus Service from Salinas to Goleta	

Above copied from Table 6.4 '2040 Capital Projects Details' in the 2018 State Rail Plan. Dollar figure in thousands.



As previously articulated, Scenario B would be improved by adding and clarifying a few items. FORT recommends the following additional adjustments be included in Scenario B+ over the DP Scenario.

- 1. State a preference for electrified passenger rail service**
- 2. Specify protected rather than buffered bike lanes in the Soquel / Freedom corridor**

We applaud the DP Scenario for including the following two adjustments FORT had previously recommended:

- A. Clarifying the Rail Trail will go across or adjacent to the Capitola Trestle per the MBSST**
- B. Including Freight Rail Service along the rail corridor**

We also applaud the implementation prioritization matrix provided for the various scenario elements included in the DP Scenario staff report. Given California's stated preference for funding railway expansion and not highway expansion, we urge the commission to prioritize building the planned Rail Trail and implementing passenger rail service on the existing rail corridor above all other projects. Both of these projects are transportation game changers and can be constructed with minimum impact on existing transportation systems and thereby minimizing any inconvenience to the public.

Let's do this. The community has been waiting a very long time for the Rail and Trail, has demonstrated their interest when they voted for Measure D which dedicated 25% of funds raised be spent on the Rail and Trail and, we are running out of time to address global warming.

Lastly, do not delay this decision and **do not delay the Rail Trail any longer.** Select Scenario B+ and let's get to work on the best possible future for us and all those who will follow behind us.

Respectfully submitted,

Mark Mesiti-Miller, P.E.
Board Chair, Santa Cruz County Friends of the Rail and Trail
Professional Civil Engineer
35 year resident of the City of Santa Cruz

Attachments

Letter to RTC - UCS - Support for Scenario B - 2018 November 2.pdf
FORT statement on the SCCRTC UCS Step 2 Analysis Results Report 10.14.18.pdf

cc: Guy Preston, RTC Executive Director
Board of Directors, Friends of the Rail & Trail



Statement on the SCCRTC's Unified Corridor Investment Study – Step 2 Analysis Results

Friends of the Rail & Trail has reviewed the over two hundred pages, including five appendices, from the Unified Corridor Investment Study – Step 2 Analysis Results recently published by the Santa Cruz County Regional Transportation Commission (SCCRTC). This comprehensive study confirms using the rail corridor for both rail and trail is far and away the best option when considering public safety, protecting the environment, promoting cycling, improving social equity, increasing use of public transit and benefiting the local economy. Below are a few of the most important findings from the study.



BEST FOR PUBLIC SAFETY: Under the Rail with Trail Scenario B, the Unified Corridor Investment Study (UCS) predicts there would be a total of 118 fewer collisions every year than under the Trail Only Scenario A, 114 fewer than under the Bus Rapid Transit Scenario C. In other words, with Rail with Trail there would be one less collision every 3 days and that means safer travel for everyone. As stated in the UCS, "Safety is a critical measure for community well-being, quality of life, and particularly in the case of active transportation facilities, accessibility." We agree, making travel safer for everyone, especially for our loved ones, is at the top of the list. In addition to making travel safer, the study tells us that reducing collisions will save us a whopping \$26 million every year over the trail only scenario. Saving lives and money is a win-win, but the Rail with Trail Scenario B provides even more benefits.



ENVIRONMENTALLY SUPERIOR: The Rail with Trail Scenario B will result in a reduction of 230,000 Vehicle Miles Travelled (VMT) every single day when compared to the Trail Only Scenario A. This is huge and much better than we had expected. Thinking annually, this means there would be a total of 84,000,000 fewer vehicle miles traveled within our County year after year under the Rail with Trail plan. Reducing VMT is widely recognized by experts as the most important metric to consider when evaluating transportation projects, and explains why the Governor's Office of Planning and Research now requires VMT to be used as the primary evaluation metric under CEQA (California Environmental Quality Act). Reducing VMT by 84 million every year would be like planting a forest of trees every year.



MOST CYCLISTS: Under the Rail with Trail Scenario B, the study predicts the share of people riding bicycles would be higher than under both the Trail Only Scenario A and the Bus Rapid Transit Scenario C. While this prediction may surprise some, it fits with the common experience that more people will use bikes when cycling is an integrated part of a multi-modal transportation system such as that provided by the Rail with Trail scenario.



MOST EQUITABLE: Under the Rail with Trail Scenario B, the mode share for public transit will be 46% higher than the Trail Only Scenario A and 25% higher than Bus Rapid Transit Scenario C. This metric is the best indicator of how much more public transit will be used under the Rail with Trail plan. Greater mode share of public transit is an excellent measure of the superior reliability and efficiency offered by multimodal public transit systems. Similarly, predicted total public transit vehicle miles traveled under the Rail with Trail Scenario B will be almost 16% greater than under the Trail Only Scenario A reflecting how much more accessible and equitable a rail with trail transportation system would be.



MOST ECONOMIC BENEFITS: The Rail with Trail Scenario B really shines when it comes to benefitting the local economy. Under every economic metric considered, Scenario B came out on top. Because tourism is an important part of our local economy, the UCS examined the increase in visitor generated tax revenue associated with each scenario. What the UCS found was the increase in visitor related tax revenue under the Rail with Trail Scenario B will be as much as 60% greater than the other scenarios. Clearly, Rail with Trail Scenario B will be good for local business and good for local government.

Other Issues

The benefits outlined above provide a compelling case for why the Rail with Trail Scenario B is far and away the best way forward for our community. The UCS explored many other issues including funding. We offer the following comments on this important aspect of the study:



LOCAL SHARE OF COST: While the local share cost predicted for Rail with Trail Scenario B is not the lowest (bus heavy Scenario C is the lowest) the local share cost of Rail with Trail Scenario B is estimated at \$141 million less than the cost of Trail Only Scenario A. Furthermore, the UCS did not account for the probable funding available through the 2018 State Rail Plan (SRP) adopted only a few weeks ago. The SRP specifically allocates \$1.5 billion targeted at the Central Coast of CA to “Implement Regional Rail Connecting Monterey and Santa Cruz to the Statewide Rail Network” amongst other projects (SRP p.194). To put that \$1.5 billion figure in perspective, that is about five times what is needed to pay for adding modern commuter rail service between Santa Cruz and Watsonville estimated at about \$325 million in the UCS. It is our opinion that if SRP funds are taken into consideration, implementing the Rail with Trail Scenario B is likely to be hundreds of millions less than the Trail Only Scenario A and may well be substantially less than Bus Rapid Transit Scenario C.



PUZZLING OPERATING COSTS: Surprisingly, the UCS predicts the ongoing operating cost of the Rail with Trail Scenario B are highest, higher even than the Bus Heavy Scenario C. This prediction is surprising as it contradicts the operating cost figures found in the National Transit Database published last October 2017 by the Federal Transit Administration. An analysis of these figures indicates the per passenger mile operating costs for rail service are only about 60% of the operating costs for bus service. We have contacted the SCCRTC for additional information and an explanation of these figures.



LITIGATION RISK: One obvious big money issue that has been overlooked in the UCS is the question of property rights litigation associated with both the Trail Only Scenario A and the Bus Heavy Scenario C. Both of these scenarios require abandonment of all or part of the existing rail right of way. As has been previously documented by the SCCRTC, about two thirds of the existing rail right of way exists as easements granted for the construction, maintenance and operation of a railroad. When the rail line is abandoned these easements will likely cease, leading to substantial litigation to re-establish these easements for trail only and/or bus use. The cost in both time and money to settle the inevitable property rights litigation arising from abandoning the rail line are likely to be substantial. For example, as reported in the Seattle Times in 2014, settling this type of litigation in the East Regional Corridor (a rail corridor very similar to ours), cost \$140 million. Given the magnitude of probable litigation costs arising in our local real estate market, we suggest a \$100 million “place holder” be included in the costs for both Scenarios A and C. One clear advantage of the Rail with Trail Scenario B is the rail line remains eliminating the expensive and time consuming property rights litigation associated with Scenarios A and C. This issue alone may well be one of the best reasons to support the Rail with Trail Scenario B.

Summary

The substantial benefits offered by the Rail with Trail Scenario B over all other Scenarios, especially over the Trail Only Scenario A, is convincing evidence that building the trail and keeping the rail is the best path forward especially when you consider safety, environmental sustainability, social equity and local economic benefits. Rail with Trail is simply the best at addressing climate change, providing equity for everyone, supporting economic vitality and developing a truly sustainable transportation system that will serve Santa Cruz County now and well into the future.

Friends of the Rail & Trail will continue evaluating the findings of the UCS and will issue updated statements after the upcoming SCCRTC public workshops and public hearings have been completed and/or as otherwise needed to keep the community informed. For example, one obvious modification to the proposed Scenario B would be to add freight rail service. Adding freight rail service to Scenario B should be a no cost add and will get trucks off our roads further improving safety and further reduce GHG emissions.

Stay tuned...





Advocating for the Coastal Rail & Trail since 2002

November 2, 2018

Chair Leopold and Commissioners

Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Re: Support for UCS Scenario B

Dear Chair Leopold and Commissioners,

The Santa Cruz County Friends of the Rail & Trail (FORT) wishes to thank the RTC for producing the comprehensive *Unified Corridor Investment Study - Step 2 Analysis Results*. After carefully reviewing the results, participating in public workshops and a community focus group, **FORT strongly recommends the RTC adopt Scenario B**, with a few adjustments, as the preferred scenario moving forward.

Our reasons for choosing Scenario B over all other scenarios are many. Because our reasons have been discussed in other recent correspondence to the RTC, we simply summarize them below:

- **Best for Public Safety** – over 100 fewer collisions and saving us \$26 million annually
- **Environmentally Superior** – greatest reduction of VMT, CO₂e, Total Criteria Pollutants
- **Best for Cyclists** – highest mode share for cycling
- **Best for Transit** – highest mode share for public transit
- **Best for Equity** – highest annual transit VMT and investment benefit for disadvantaged
- **Best for the Economy** – only scenario earning straight A's across every economic metric
- **Minimizes Litigation Risk** – tracks remain eliminating risk of property rights litigation
- **Connects Us to the Future** – takes full advantage of the 2018 State Rail Plan

Scenario B could be improved by adding and clarifying a few items. FORT recommends the following adjustments be included in Scenario B.

1. State a preference for electrified passenger rail service

When the time comes for us to select a passenger rail vehicle, there is ample evidence in today's market place that battery electric light rail vehicles will be cost competitive with the diesel-electric units considered and the extra expense of overhead power lines assumed in the UCS will be eliminated and maintenance costs will be substantially reduced. An all-electric



passenger rail system would be powered by 100% carbon-free electricity furnished by Monterey Bay Community Power, further reducing GHG emissions and global warming.

2. Specify protected rather than buffered bike lanes

The modest increase in cost for protected over buffered bike lanes would be a good investment as protected bike lanes dramatically increase safety and bike ridership leading to an even greater increase in mode share for cycling.

3. Clarify the Rail Trail will go across the Capitola Trestle as illustrated in the MBSST

As there seems to be some confusion in the community regarding whether or not the Rail Trail will cross Soquel Creek on the Capitola Trestle alongside the railroad tracks, please clarify that is the intention of the RTC and the MBSST Master Plan. One way of so doing would be to include an allowance for the cost of modifying or replacing the Capitola trestle to support Rail and Trail.

4. Freight Rail Service should be included

This no cost addition to Scenario B will allow local businesses to continue taking advantage of access to the Santa Cruz Branch Line and the reduced cost of shipping/receiving various goods using freight rail services. We understand more than 600 jobs are currently dependent on freight rail service. Furthermore, because every rail car replaces 3 to 4 highway trucks and because moving goods by rail is 16 times safer than moving goods by truck, adding freight rail service will make our roads safer, preserve the capacity of our existing roads and further reduce GHG emissions that are causing global warming.

Let's do this. The community has been waiting a very long time for the Rail and Trail, has demonstrated their interest when they voted for Measure D which dedicated 25% of funds raised be spent on the Rail and Trail and, we are running out of time to address global warming. Do not delay your decision, do not delay the Rail Trail any longer. Select Scenario B and let's get to work on the best possible future for us and those who will follow behind us.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Mark Mesiti-Miller".

Mark Mesiti-Miller, P.E.

Board Chair, Santa Cruz County Friends of the Rail and Trail

Professional Civil Engineer

35 year resident of the City of Santa Cruz

cc: George Dondero, RTC Executive Director
Board of Directors, Friends of the Rail & Trail

From: Gillian Greensite
Sent: Thursday, December 27, 2018 5:39 PM
To: UCS <UCS@sccrtc.org>
Subject: Sierra Club comments on the Unified Corridor Study

Dear RTC commissioners and staff,

Please find attached, comments on the UCS from the Sierra Club. Thank you for your consideration. We hope to see our comments reflected in your deliberations and final decisions.

Sincerely,

Gillian

Gillian Greensite, Chair
Sierra Club, Santa Cruz County Group



SANTA CRUZ COUNTY GROUP
Of The Ventana Chapter
P.O. Box 604, Santa Cruz, CA

95061

<https://ventana2.sierraclub.org/santacruz/>

e-mail: sierraclubsantacruz@gmail.com

December 27th. 2018

To: RTC Commissioners and staff
From: Sierra Club
Re: Comments on the Unified Corridor Investment Study

Dear Commissioners and RTC staff,

Transportation is the greatest source of CO₂ emissions in the United States and in Santa Cruz County. Transportation choices also create some of the greatest environmental impacts for wildlife and natural habitats. Sierra Club Transportation Policy states that transportation strategies must:

“protect natural systems and open space, reduce vehicle miles traveled, and promote environmental and economic justice and access for all, including low-income communities and those most impacted by pollution.”

The Regional Transportation Commission (RTC), similarly, must consider environmental impacts in choosing which elements best accomplish its goals, consistent with California Environmental Quality Act (CEQA) scoping protocols.

In crafting preferred scenarios for the Unified Corridor Investment Study, the RTC should prioritize transit and active transportation by:

eliminating auto-centric projects including the HOV Lane, auxiliary lanes, ramp metering for Highway 1, and Mission street intersection expansion, all of which are subject to failure due to induced travel effects

retaining transit and a trail on the rail corridor

designing all projects to enhance pedestrian and bicyclist safety and comfort

aiming to reduce existing VMT, rather than generate new excursion or growth opportunities.

We note that higher property values should be considered an undesirable byproduct, not a goal, of transit improvements. Specifically, the Sierra Club supports efforts to “attract and enable new, high intensity development (UCS p.111)” only if these efforts focus on truly affordable housing, consistent with current local employment opportunities. In taking action on the UCS, the RTC should thus make a commitment to study and implement policies to counteract gentrification and displacement. We are inspired by the example of the Metropolitan Transportation Commission in forming the *Committee to House the Bay Area* to make policy on comprehensive regional solutions to the housing affordability crisis.

Furthermore, we ask that the RTC conduct a comprehensive analysis of alternatives that also satisfies programmatic environmental review

requirements under CEQA. This analysis should include, but not be limited to:

Ridership, total public transit mode share, cost/benefit, total cradle to grave energy costs, cost and energy efficiency per person mile, scalability, reliability, impact on associated active transportation modes such as walking and cycling, consistency with regional and state transportation goals, plans and policies, and total greenhouse gas emissions of bus rapid transit, rail transit, transit electrification, and any other viable public transportation options, before choosing preferred transit mode on the rail corridor;

Protection of biological resources, including avoiding fragmentation and disturbance of local sensitive wildlife habitats and natural communities;

Assessment and avoidance of impacts on, among other concerns:

- Population/housing, including displacement of low-income communities, gentrification and potential for growth into agricultural lands;
- Transport, emissions and storage of hazardous materials;
- Cumulative impacts;
- Ownership status of the rail corridor easements;
 - The public's ownership of the existing rail corridor must not be put at risk nor subject to expensive, lengthy property rights litigation.

In sum, the Sierra Club is enthusiastic to support a robust process that ensures that the Unified Corridor Investment Study is useful and successfully identifies strategies to carry Santa Cruz County into this new millenium, sustainably and effectively.

Thank you very much for your ongoing support for the environment.

Sincerely,

Gillian

Gillian Greensite, Chair

Sierra Club, Santa Cruz County Group

From: Manu Koenig

Date: December 21, 2018 at 4:09:37 PM PST

To: Shannon Munz <smunz@scrtc.org>

Cc: <info@scrtc.org>

Subject: Re: Response to petition - RTC's description of train costs and public input lacks transparency

Dear Shannon,

Attached is our statement in reply.

Thanks and Happy Holidays,

Manu

Greenway's Response to Statement Provided by RTC Staff to the Press

RTC: The RTC is always pleased to hear from members of our community. As with all community input we receive, the petition from Santa Cruz County Greenway will be given to our commissioners who consider it all when planning for the transportation future of our county.

Greenway's response: The RTC staff says they are interested in community input, but have been reluctant to consider factual information provided to it by **Alta Planning and Design** and **Nelson Nygaard**, two of the most respected names in transportation planning. For example, Alta provided the RTC staff with a detailed calculation of the cost of trail only which amounted to \$98M vs. \$219M calculated by Kimley Horn in the UCS. Alta provided all of its assumptions to arrive at its number. Although changes were made in revised versions of the UCS on other cost figures, no changes were made to reflect Alta's input and, more importantly, no feedback was provided on why the Kimley Horn numbers differed nor why they are accurate.

RTC: However, there are a few things we would like to address and clarify in the press release Greenway distributed.

Greenway stated that the preferred Scenario includes a \$1 billion+ passenger train over 30 years. However, the capital costs in the UCS were estimated at \$325 million for passenger rail service between Santa Cruz and Pajaro Station, and the operating costs were estimated at \$15 million per year.

Greenway's response: The RTC response of \$325M for a train is misleading.

From the RTC's FAQ on the UCS:

"The capital costs for passenger rail service with diesel multiple units and excursion rail service is \$339.8 million. Electrifying rail for passenger rail service between Santa Cruz and Pajaro is estimated to cost a total of \$549.5 million for passenger rail service and excursion rail service with electric multiple units."

Virtually every train proponent, including the past Executive Director of the RTC, insists any train will be electric. So putting out a number for a diesel train, without saying diesel, is telling half the story. Equally disingenuous is quoting only one year of operating and maintenance expense.

From Table 40 in the UCS, we can see that annual operating and maintenance expense for a train is \$16.2M and first mile/last mile bus connections to make the train effective are \$12.1M annually, for a total of \$28.3M in annual expense.

Any tax to pay these annual operating expenses will extend for some period of time, most similar to the Measure D timeframe of 30 years. \$28.3M times 30 years is \$849M. What

percent of this amount will be covered by the fare box? A good estimate would be 25% if SMART is used as an example (CalTrain's population and density makes it incomparable), which would reduce \$849M to \$637M. So for an electric train, the capital and operating cost over 30 years would be \$1.2 billion and for a diesel train \$1 billion.

By stating "facts," but not providing the big picture, the RTC does not provide the information the public needs to arrive at an informed opinion.

[Although we are using the RTC's numbers, we must note that the ~\$13M/mile capital cost is below the **lowest** national cost for light rail.]

RTC: *Greenway stated that the UCS "makes no reference to the need for a new tax to support passenger rail service." This is incorrect. On page 99 of the UCS draft document under Public Investment, it states, "New revenues to implement scenarios is required if the estimated scenario cost is greater than potential funding. New public investments would come from new state or federal grant programs, or locally generated funding sources, such as a new sales tax, new parcel tax, or new vehicle registration fees."*

Greenway's Response: We agree the UCS does make a single reference to new taxes on page 99. However, in the greater context of the debate on rail vs. trail, this fact is rarely heard. Most of the public does not read the UCS, and even those who do would have a hard time finding this **one sentence in a 230 page report**. The fact remains that the UCS does not discuss the risk associated with tax-based funding sources and the resulting risk to projects that depend on them.

RTC: *Greenway also stated that in the RTC online survey, 54 percent of respondents opposed rail transit and 63 percent opposed freight rail in north county. This is incorrect as the questions that were asked were not simple yes or no for or against passenger or freight rail questions. The questions in the survey asked respondents to mark on a scale of 1 to 5 their support for rail and freight service, so it is misleading to say that a certain percentage is opposed when they marked their level of interest on a scale.*

Greenway's response: The RTC makes a distinction without a difference. Any reasonable person would interpret rankings of 1 & 2 as "strongly against" and "against" and rankings 4 & 5 as "for" and "strongly for" respectively, with a ranking of 3 being neutral. Most online surveys are conducted in this way and the public responds accordingly. Greenway's characterization of the RTC's survey is not misleading and is in fact representative of the way the public feels. One can arrive at nearly the same percentages by looking at two different questions asked in the same survey/chart. This is not random.

RTC: *Additionally, the RTC sees the public engagement process as being extremely important to good decision making. For every project we work on, extensive public outreach is done as was*

the case with the Unified Corridor Study (UCS). Since the last two years, we have held four public meetings, eight focus group meetings with members of local community organizations, and several stakeholder meetings, distributed three online survey which approximately 2,000 people completed, received over 600 written comments, and heard over several hundred verbal comments at our monthly RTC meetings. We also regularly attended community meetings and events where we spoke to hundreds of people from all over the county about the UCS.

Greenway's response: The RTC has not received even close to 10,000 responses on any aspect of the rail vs. trail debate. The "public input process" is not effective if it doesn't lead to a dialogue which effectively takes into account strong documented opposition to the staff preferred scenario (e.g. a good example of how the process could have worked is the Santa Cruz Water Commission).

We are not saying that the staff must agree with positions opposed to its point of view, but it must reflect a minimum of consideration and its point of view must be informed by such strong opposition. This has not been true during the entire UCS process, from the creation of "scenarios" to the politicization of the study conclusions.

Actions speak louder than words, and the constant refrain about "valuing" input is not supported by the actions of the staff in responding to that input. If the RTC response to Greenway's press release is provided to Commissioners, please also provide these responses to the Commissioners (we are copying members of the press).

RTC: *We value all of the input we received throughout the UCS process, and it was all considered by our staff as they worked on finalizing the preferred scenario that was presented to RTC Commissioners at the Dec. 6 meeting. RTC staff is still seeking community input on the draft Step 2 scenario analysis and a preferred scenario for the UCS to be considered in the development of the final staff recommendation and by the commission in the action on the preferred scenario on Jan. 16.*

Deadlines for public comment to be submitted are:

Dec. 28, 2018, 5 p.m.: For consideration by staff in development of the final staff recommendation of preferred scenario and draft final report to the RTC on Jan. 17, 2019.

Jan. 16, 2019 12 p.m.: For consideration by the commission in the action on the preferred scenario on Jan. 17, 2019.



FOR IMMEDIATE RELEASE

Contact: Manu Koenig, Executive Director
Phone: (831) 234-3922
Email: manu.koenig@sccgreenway.org

GREENWAY PRESENTS 10,000 PETITION SIGNATURES TO RTC **Petition says county residents want trail, not train**

Santa Cruz, CA, December 17th, 2018 – On Tuesday, December 18th, 2018, at 10:30 am Santa Cruz County Greenway will present a petition with over 10,000 signatures of county residents to Guy Preston, Executive Director of the Santa Cruz County Regional Transportation Commission (RTC) at the RTC's office: 1523 Pacific Ave, Santa Cruz, CA 95060.

The petition says:

"I agree with the conclusions of the Santa Cruz County Greenway Study that a multi-use path for pedestrians, bikes and electric bikes is the best use of the rail corridor and that a train does NOT deliver the ridership, safety, or other benefits to justify its enormous cost."

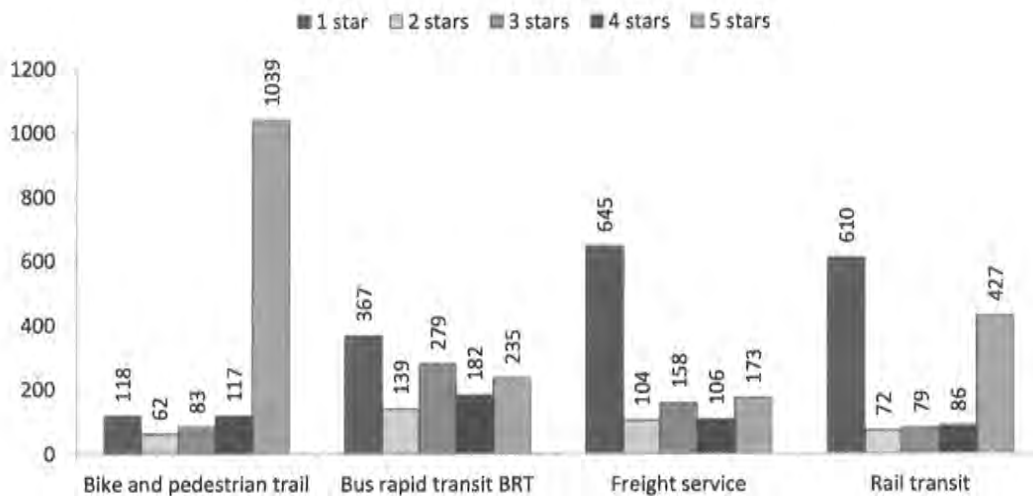
The signatures are being officially submitted to the RTC one month before the commission's planned vote on the "train plan" at their January 17th meeting. RTC Staff is seeking approval for a scenario which includes a \$1 billion+ passenger train over thirty years and spending \$15 million immediately to repair the old tracks so that freight rail service could operate throughout Santa Cruz County. A 'Yes' vote would trigger a 10 year contract with freight operator Progressive Rail. "If the RTC approves the 'train plan,' the rail corridor won't get used for serious public transportation anytime in the next 10 years," said Manu Koenig, Executive Director of Santa Cruz County Greenway. A potential passenger train wouldn't run for at least seventeen years (2035), and would only have 3,698 round trips per day, compared to HWY 1's over 100,000 round trips per day.

The 10,000 signatures dwarf the RTC's own public outreach efforts, which Koenig calls "not representative." The RTC held just two public presentations with limited input on its recommended scenario, one in Live Oak on Monday, October 15, 2018 and another in Watsonville on Tuesday, October 16, 2018. The RTC also lists fourteen other presentations as opportunities for public input, but unfortunately, "public input" is limited to two minute sound bites ignored by the RTC. "The bottom line is that the RTC hasn't talked to everyday people — Greenway has. The message from voters is resoundingly clear, voters will not pay for a billion dollar train boondoggle," said Koenig.

The passage of Measure L on November 6, where voters favored the use of the Capitola Trestle for bikes and pedestrians, confirms that Greenway is correct about voter preference. "Elections provide statistically representative data about the will of the voters," said Koenig. Greenway invites our County Supervisors to put the issue to a county-wide vote in 2020.

The RTC has also ignored its own public opinion data in moving forward with proposed passenger and freight rail. In an online survey of 1,596 residents, the largest public survey the RTC has conducted for the Unified Corridors Study (UCS), 54% of respondents opposed rail transit and 63% opposed freight rail in north county (UCS Draft Step 1 Analysis – Public Workshop and Survey Input October-November 2017). "Why is our public transportation agency spending thousands of dollars to collect this data only to ignore it?" Koenig asks.

Figure 6: Rail Right-of-Way



Data from the UCS Draft Step 1 Analysis – Public Workshop and Survey Input, Oct.-Nov. 2017

The RTC's Unified Corridors Study (UCS) makes no reference to the need for a new tax to support passenger rail service despite the fact that BART, SMART, and other California rail projects have all required matching local funds. Measure D, the county's 2016 self-help transportation funding measure, prohibits use of funds for building or operating a passenger train. "They're avoiding the most important question," Koenig said, "will the voters pay for it?"

###

Santa Cruz County Greenway is a 501(c)4 non-profit advocacy organization whose mission is "to create a spectacular Greenway as the backbone of an active transportation and transit network."

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Aage Delbanco	Abel Perez	Adrian Serrano
Aaron Alden	Abigail Bacon	Adrian Silva
Aaron Brookes	Abigail Griffiths	Adriana Rennels
Aaron Cavagnolo	Abigail Oxendine	Adriana Serratos Valdivia
Aaron Clegg	Abigail Putnam	Adrianna Venegar
Aaron Cole	Aby Enriquez	Adrienne Bailey
Aaron Ford	Acacia Fruitgarden	Adrienne Bolles
Aaron Glick	Achevia Grell	Adrienne Borders
Aaron Grail	Ada Goericke	Adrienne Dahlmeier
Aaron Hernandez	Adam Gordon	Adron Beene
Aaron Johnson	Adam Andrus	Aedan Allen-Brower
Aaron Kiefer	Adam Atkins	Aguirre Robert
Aaron Kruse	Adam Borcharding	Agustin Sosa
Aaron Lakey	Adam Christoherprice	Ahba Rivas
Aaron Lanes	Adam Clarke	Ahmi Stone
Aaron Lazenby	Adam Enos	Ahna Backstrom
Aaron Liugeu	Adam Gentz	Aida Asgari
Aaron Morse	Adam Hayes	Aidan Guy
Aaron Safronoff	Adam Hughes	Aileen Guzman
Aaron Sale	Adam Myers	Aimee Frizell
Aaron Schellenberg	Adam Price	Aimee Merrill
Aaron Simkin	Adam Rose	Aimee Shuffler
Aaron Sonnenshine	Adam Sanchez	Airolg Mejia
Aaron Stein	Adam Stepanovic	Aisha Khan
Aaron Sullivan	Adam Tenney	Ajita Harrison
Aaron Van Brunt	Adam Weber	Akemi Chee
Aaydee Maldonado	Addyson Phan	Akira Starks
Abbey Andersen	Adebayo Agbelekale	Al Adamsen
Abbie Aribas	Adela Flores	Al Cheney
Abbie Beane	Adela Najarro	Al Quintero
Abbie Miller	Adele Peer	Al Sehorn
Abbie Silva	Adelina Diaz	Alajandra Rocha
Abby Lambretti	Adeline Davis	Alan Alpert
Abby Oliver	Adianez Ampil	Alan Arreola
Abbygale Gonzalez	Adrian Combs	Alan Baiocchi
Abe Van Vliet	Adrian Fischer	Alan Behrens
Abe Vliet	Adrian Martinez	Alan Chisam
Abel Espinoza	Adrian Proca	Alan Christenson
Abel Gates	Adrian Rodriguez	Alan Fox

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Alan Giglio	Alejandro Zavala	Alexandra Chartier
Alan Goates	Aleka Hadzis	Alexandra Kaufman
Alan Heit	Alekz Londos	Alexandra Kilekas
Alan Kaneg	Alena Scoffone	Alexandra Moskow
Alan Pfeil	Alex Aranburu	Alexandra Naess
Alan Tirado	Alex Cecil	Alexandra Ooms
Alan Wolf	Alex Dezj	Alexandra Santini
Alan Ziegler	Alex Fernandez	Alexandra Schroeder
Alana Favre-Rice	Alex Ireland	Alexandra Woods
Alana Truax	Alex Juntado	Alexandria Barrick
Alanna Maldonado	Alex Mazariegos	Alexis Aguilar
Alba Yanira Rivas	Alex Mckenzie	Alexis Daoussis
Albert Hoga	Alex Miguez	Alexis De Chambrier
Albert Kordesch	Alex Miller	Alexis Haller
Albert Lotze	Alex Perl	Alexis Lovell
Albert Milam	Alex Serna	Alexis McCormick
Albert Tully	Alex Swift	Alexis Morgan
Alberta Veronica Loreto	Alex Vazquez	Alexis Navarro Sanchez
Alberto Guarino	Alex Verdun	Alexis Teplick
Alberto Guzman Villalobos	Alex Walker	Alexsandrua Baltezar
Alberto Manriquez	Alex Zavala	Alfonso Santana
Aldo Monroy	Alexa Houchins	Alfred Slians
Aldo Rocha	Alexa Shockley	Alfredo Gonzalez
Aleah true	Alexa Soenen	Alfredo Hernandez
Alec Sherrod	Alexan Chan	Ali Fallahi
Alec Cruz	Alexander Berckefeldt	Ali Hayes
Alejandra Guerrero	Alexander Burr	Ali Osborne
Alejandra Vargas	Alexander Connelly	Alice Burke
Alejandro Abrian	Alexander De Almeida	Alice Crumrine
Alejandro Abundes	Alexander Edens	Alice Gallup
Alejandro Aranda	Alexander Hirschi	Alice Hansen
Alejandro Cedeno	Alexander Hughes	Alice McCarley
Alejandro Ferrerra	Alexander Kaliczak	Alice Schmidt
Alejandro Jacobo	Alexander Martinez	Alice Vega
Alejandro Melchor	Alexander Nemchonok	Alice Wilkerson
Alejandro Mendoza	Alexander Newell	Alice Wojtkiewicz
Alejandro Montejano	Alexander Pearce	Alicia Gurnee
Alejandro Paramo	Alexandra Alvarez	Alicia Guzman
Alejandro Torres	Alexandra Armstrong	Alicia Madrid

Santa Cruz County Greenway Petition

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Alicia Martinez	Allen Schlumbrecht	Amanda Branecki
Alicia Rocha	Alli Webster	Amanda Cohen
Alicia Segura	Allida Taylor	Amanda Crawford
Alicia Stanton	Allie Howard	Amanda Drake
Alicia Steinhardt	Allison Bennett	Amanda Engeldrum
Alicia Wheelock	Allison Deagen	Magana
Alicia Wornicov	Allison Knox	Amanda Gaban
Alicia Young	Allison Marconi	Amanda Gamban
Alida Canale	Allison Miward	Amanda Grant
Alina Kieu	Allison Pfefferkorn	Amanda Lackides
Alina Lombardo	Allison Reiter	Amanda Maples
Alina Willis	Allison Royal	Amanda Masterton
Alisha Dodds	Allison Stevens	Amanda Mcknight
Alishia Dauterive	Allison Van Den Hout	Amanda Moe
Alisia Barajas-Carter	Allyn Rictherman	Amanda Sandoval
Alisia Carter	Allyne Hammers	Amanda Schader-Wilson
Alison Altmann	Alma Barcenás	Amber Anjali
Alison Bortcosh	Alma Jeronimo	Amber Celeste Ventura
Alison Casey	Alma Partida	Amber Cortes
Alison Costello	Altea Hines	Amber Del Rosario
Alison Day	Alyandro Ramirez	Amber Evans
Alison Ekers	Alycia Kennedy	Amber Fipps
Alison Fuhrman	Alysha Birss	Amber Lennon
Alison Garcia	Alysia Sharief	Amber Martin
Alison Gee	Alyson Hanson	Amelia Adams
Alison Gold	Alyson Heim	Amelia Foster
Alison Herdocia	Alyssa Forman	Amelia Georgieva
Alison Holmes	Alyssa Green	Amelia Goudberg
Alison Lynch	Alyssa Mendoza	Amelia Nash
Alison Pepper	Alyssa Perez	Ami Curtis
Alison Richards	Alyssa Ponce	Amie Breed
Alison Ross	Alyssa Steiner	Amie Forest
Alissa Ingram	Alyssia Haskins	Amie O'Donovan
Alissa Withrow	Amalia Hubbert	Amina Valenziano
Allan DeJesus	Amalia Ruiz	Aminta Ramos
Allee Pitaccio	Amanda Andrada	Amit Jain
Alleen Schwab	Amanda Andrade	Amit Saxena
Allen Olvera	Amanda Ares	Amoreena Laura
Allen Rogers	Amanda Boe	Amparo Yodar

Santa Cruz County Greenway Petition

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Amy Anderson	Ana Kitos	Andrea Lambros
Amy Biggs	Ana Leos-Jimenez	Andrea Leon-Aviles
Amy Boyd	Ana Lilia Pineda	Andrea Miller
Amy Burris	Ana Luna	Andrea Norred
Amy Chirman	Ana Melgoza	Andrea Pisani
Amy Do	Ana Ramos	Andrea Ratto
Amy Estrada	Ana Schaffer	Andrea Riordan
Amy Gaylord	Ana Valencia	Andrea Roth
Amy Gonzalez	Ana Villafuerte	Andrea Sinclair
Amy Goodhue	Anabel Rivas	Andrea Stage
Amy Graglia	Anabel Smith	Andrea Turner
Amy Hanley	Anabelle Drda	Andreas Marden
Amy Harrington	Anabellen Avalos	Andreia Gardner
Amy Hawes	Analuisa Morales	Andres Bocaletti
Amy Hille	Anastasia Daellenbach	Andres Perez
Amy Huyck	Anastasia Elgina	Andres Solis
Amy Ivey	Anastasia Steinberg	Andres Stephens
Amy Levy	Anatalia Avila	Andrew
Amy Litz	Anders Cochran	Andrew Alness
Amy Loudon	Anderson Pestana	Andrew Barber
Amy Mandell	Anderson Shepard	Andrew Beye
Amy Moran	Andi Coniglio	Andrew Butler
Amy OLeary	Andra Farstad	Andrew Calciano
Amy Orlando	Andre Juncal	Andrew Clayton
Amy Pearce	Andre Nagel	Andrew Crabtree
Amy Pine	Andrea Berbera	Andrew Darrant
Amy Red Feather	Andrea Block	Andrew Dicocco
Amy Rocheleau	Andrea Burrell	Andrew Dubois
Amy Rosen	Andrea Castro	Andrew DuBoise
Amy Rumsey	Andrea Farkas	Andrew Fuentes
Amy Schelhorse	Andrea Fazel	Andrew Gans
Amy Smiley	Andrea Freund	Andrew Garcia
Amy Steinberg	Andrea Gifford	Andrew Gersh
Amy Valdez	Andrea Gold	Andrew Giorgianni
Amy Wynes	Andrea Hernandez	Andrew Gruver
Amy Zhang	Andrea Holtz	Andrew Hedding
Ana Esquivel	Andrea Hutson	Andrew Jarvis
Ana Guzman	Andrea Jacobs	Andrew Knutsen
Ana Harris	Andrea Kelly	Andrew Massie

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Anna Hughes	Annette Spear	Anusha Sri
Anna Izmailova	Annette Steiner	Anya Spear
Anna Jenkins	Annette Truong	April Choi
Anna Lin	Annette Woarner	April Hernandez
Anna Lovato	Annie Chapin	April Hyde
Anna McGuire	Annie Morris	April Kaszubski
Anna Mendoza	Annika Holm	April Leveque Derpich
Anna Osihn	Anniken Hansen	April Rueppel
Anna Ruggiero	Anonymous	April Stearns
Anna Ruiz	Anprea Lewis	Araceli Castillo
Anna Silva	Anthonia CarPELLi	Araceli Silva
Anna Soave	Anthony Alcala	Aracelly Bibl
Anna Spix	Anthony Breckenridge	Aran Nichol
Anna Swan	Anthony Castiglioni	Araya Bonner
Anna Urling	Anthony Ford	Arcadio Martinez
Annabelle Drda	Anthony Gemigniani	Arcelia Cisneros
Anne Allegretti	Anthony Hesketh	Archer Koch
Anne Austin	Anthony Kuspa	Archie Webber
Anne Bachar	Anthony Mendoza	Arda Akman
Anne Boheler	Anthony Nunn	Ardelyn Fauni
Anne Drake	Anthony Orlando	Aretha Rodriguez
Anne Elder	Anthony Oster	Ari Crawford-Levis
Anne Hallinan	Anthony Park	Ari Freedlaender
Anne Harrison	Anthony Rovai	Ari Taub
Anne Hutchison	Anthony Russo	Aria Di Salvio
Anne Kato	Anthony Sicola	Ariah Linville
Anne Marie Hallal	Anthony Vicar	Ariana Boostani
Anne Marie Weiss	Anthony Vitale	Ariana Carrothers
Anne Mark	Anthony Williams	Ariana Jacobs
Anne Martinete	Anthy Tellschow	Ariana Medeiros
Anne Pitts	Anton Fleig	Ariana Perez
Anne Ritchey	Antonia Astone	Ariel Betz
Anne Sherwood	Antonia Miano	Ariel Carlson
Anne Spence	Antonin Giraud	Ariel Maayan
Anne Striffler	Antonio Belmonte	Ariel Rojas
Anne-Marie Jackson	Antonio Cozzolino	Ariela Najman
Annee Hall	Antonio Nunez	Arielle Bittman
Annette Masters	Antonio Olivas	Aristeo Flores
Annette Saiz	Antonio Violich	Arleen Wittkins

Santa Cruz County Greenway Petition

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Arlene Auerbach	Ashlyn Lange	Baldomero Meza
Arlene De Leon	Ashlyn Wedde	Ball Steeper
Arlie Takahashi	Asia Stautz	Baltazar Portillo
Armando Rivera	Asiel Reyes	Balwinder Singh
Arnold Sanchez	Athena Gam	Barb Frisch
Art Nathan	Athena Woodrow	Barb Roettger
Artemia Toledo	Aubrey Connelly	Barbara Alaimo
Artemio Campos	Aubrey Kuehne	Barbara Allen
Arthur Alvarez	Audrey Huang	Barbara Apolskis
Arthur Cooke	Audrey Redle	Barbara Bacon
Arthur Dover	Audrey Vosseler	Barbara Bernard
Arthur Faygenholtz	Aurora Barber	Barbara Bossak
Arthur Kinsolving	Aurora Barbor	Barbara Call
Arthur Melvin	Austen Kliewer	Barbara Chatfield
Arthur Porcella	Austin Acosta	Barbara Diamond
Arthur Rolston	Austin Carter	Barbara Falco
Artur	Austin Duncan	Barbara Gerry
Arturo Navarro	Austin Johns	Barbara Goza Chemers
Arturo Perez	Austin Provansal	Barbara Hilderbrand
Arturo Reyes-Carrillo	Austin Smith Ford	Barbara Hodge
Asenat Amos Ventura	Austin Swift	Barbara Ingman
Asenat Ramos Ventura	Austin Talbert	Barbara Jacobson
Asher Brauner	Autumn Kelly	Barbara Litsky
Ashley Braley	Autumn Roberge	Barbara Lockwood
Ashley Enos	Autumn Sun	Barbara Matthews
Ashley Gooch	Autumn Winship	Barbara Newsome
Ashley Greenley	Avani Arorn	Barbara Polhamius
Ashley Lindsey	Avira Wenn	Barbara Sanguinetti
Ashley Moran	Axel Loelhoeffel	Barbara Shean
Ashley Ramirez	Ayshe Tuncer	Barbara Sonnenshine
Ashley Ritchie	Azael Huerta	Barbara Sylvester
Ashley Rowe	Azael Reyes-Morales	Barbara Tajima
Ashley Soria	Azam Abedi	Barbara Temsamani
Ashley Sparkman	Azani Pusina	Barbara Townend
Ashley Taylor	Azia D'Asdenz	Barbara Vautier
Ashley Tennant	Babs Kingsley	Barbara Walker
Ashley Thompson	Bacilio Santoyo	Barbaro Lindblom
Ashley Tomeck	Bahar Hanjani	Barbro Lindblom
Ashly Daniel	Baker Carroll	Bardee Capitanich

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Barnaby Clark	Ben Rumsey	Betsy Bowerman
Barrett James	Ben Schoettgen	Betsy Gladish
Barrett Sharen	Ben Snyder	Betsy Maggini
Barri Boone	Ben Stanger	Betsy Riker
Barry Beckemeyer	Ben Teeple	Betsy Rose
Barry Dobyns	Ben Toker	Betty Johnson
Barry Sihler	Ben Van Dale	Betty Malks
Barry Williams	Ben Vernazza	Betty O'Donnell
Barry Young	Ben Woody	Bettylouise Sturm
Bates Marshall	Benjamin Cardenas	Bevan Docherty
Beau Baiocchi	Benjamin Cogan	Beverley Pearce
Beau Barcus	Benjamin Ely	Beverly Brito
Beau Lawrie	Benjamin Giessow	Beverly Fleming
Becca Moeller	Benjamin Leguillon	Beverly Grova
Becka Gibbons	Benjamin Morgan	Beverly Huber
Becky Herry	Benjamin Rivero	Beverly Overton
Becky Hughes	Benjamin Rubio	Beverly Sleeper
Becky Nutt	Benjamin Velasquez	Bhakti Leavitt-Moreno
Becky Sullivan	Benjamin West	Bhakti Sati Leavitt
Beila Krow	Benna Dimig	Bhumika Gupta
Belia Acosta-Marquez	Bennett Bilgere	Bianca Adams
Belinda Rubaclava	Bennie Giattino	Bianca Monroy
Belinda Rubalcava	Bernabe Camacho	Bibiana Gonzalez
Belle Atkinson	Bernice Bernstein	Bill Becker
Ben Blanchette	Bert Faucher	Bill Cook
Ben Clayden	Bert Galaw	Bill Erickson
Ben Clemens	Berta Godinez	Bill Farrington
Ben De Leon	Berta Rodriguez	Bill Fernald
Ben DeLeon	Bertha Rodriguez	Bill Gray
Ben Ely	Beth Bakerman	Bill Johnston
Ben Green	Beth Blosser	Bill Martin
Ben Grove	Beth English	Bill McBride
Ben Haid	Beth Martinez	Bill McFarland
Ben Heistein	Beth Mason	Bill McNulty
Ben Long	Beth Quinn	Bill Patterson
Ben Oneto	Beth Rajala	Bill Schoenbart
Ben Page	Beth Schatzman	Bill Scurich
Ben Riga	Bethany Lantis	Bill Simpkins
Ben Roeder	Betsi Ramirez	Bill Smallman

Santa Cruz County Greenway Petition

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Bill Spence	Bob Young	Bradley Olin
Bill Wiseman	Bobbe Martin	Brady Turner
Billy Christian	Bobbi Burns	Brand Ens
Billy O'driscoll	Bobbi Losee	Branden Van Valer
Billy Rodoni	Bobbie Allen	Brandon Bailey
Birgitta Khan	Bobby Hultzen	Brandon Belgard
Blaine Bowman-Lacey	Bon Elliott	Brandon Cheney
Blake Carpenter	Bonilla Pedro	Brandon Cole
Blake Evans	Bonnie Bear	Brandon Diniz
Blake Keys	Bonnie Blumenfeld	Brandon Hemmig
Blake Rouillard	Bonnie Cho	Brandon Hughes
Blanca Alvarez	Bonnie Coben	Brandon Hunter
Blanca Cassidy	Bonnie Devarco	Brandon Kempf
Blanca Compoginis	Bonnie Doran	Brandon O'Sullivan
Blanca Melchor	Bonnie Holmer-Orange	Brandon Qutledge
Blanca Valle	Bonnie Jones	Brandon Reitzel
Blancha Melchor	Bonnie La Valle	Brandy Baird
Blandy Merrill	Bonnie Linden	Brandy Wright
Boaz Vilozny	Bonnie Morr	Brayden Estby
Bob Boettiger	Bonnie Murphy	Breann Sampson
Bob Brainard	Bonnie Willis	Breege Drees
Bob Cayton	Bonny Weiner	Brenda Berini
Bob Ciotti	Boris Baggerman	Brenda Davis
Bob Fabbri	Brad DeHaven	Brenda De La Cruz
Bob Fifield	Brad Ens	Brenda Dilloughery
Bob Lamonica	Brad Hoffeld	Brenda Dodson
Bob Landry	Brad Kava	Brenda Fulkerson
Bob Larsen	Brad Leinenbach	Brenda Kasani
Bob Lilley	Brad Peterson	Brenda Ramirez
Bob Meads	Brad Piper	Brenda Redrovan
Bob Messmorf	Brad Poff	Brenda Rysdam
Bob Mettalia	Brad Richey	Brenda Wright
Bob Mitchell	Brad Roades	Brenda Zeller
Bob Norton	Brad Smith	Brendan Harrison
Bob Schneider	Brad Taylor	Brendan Klaver
Bob Spisak	Bradley Bowden	Brendan Short
Bob Tatum	Bradley Frey	Brendon Harris
Bob Van Dyk	Bradley MacDonald	Brendon Liebenthal
Bob Welch	Bradley Mueller	Brenna Ramirez

Santa Cruz County Greenway Petition

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Brennie Spencer	Brian Laufer	Briana Barnes
Brent Anderson	Brian Lavelle	Briana Mosbacher
Brent Elder	Brian Madden	Brianna Bermingham
Brent Graflund	Brian Martinez	Brianna Donofrio
Brent Grefe	Brian McCutchen	Brianna Egan
Brent Laucher	Brian McElroy	Brianna Moger
Brent Lay	Brian McHaney	Brianna Riley
Brent Paris	Brian Meek	Brianna Vargo
Brent Roman	Brian Munn	Brice Dahlmeier
Brent Willett	Brian O'connor	Bridey Best
Bret Bailey	Brian O'dell	Bridget Thorpe
Bret Hancock	Brian Orr	Bridget Ulrich
Brett Cornell	Brian Palahang	Bridgettes Payne
Brett Dinovo	Brian Peoples	Brie Reiter
Brett Graessle	Brian Peternell	Brier Basilico
Brett Graf	Brian Pierson	Brigid Fuller
Brett Marshall	Brian Politron	Brigid Perhach
Brett Pearson	Brian Rico	Brigitte Harte
Brian Alvarez	Brian Schulze	Brigitte Schlatter
Brian Arthur	Brian Sheck	Britain Wilson
Brian Baer	Brian Sheckler	Britnee Russo
Brian Band	Brian Sidwell	Brittany Bowers
Brian Beck	Brian Skeel	Brittany Cowling
Brian Brooks	Brian Smith	Brittany Craft
Brian Brunelli	Brian Snow	Brittany Sparks
Brian Coronado	Brian Spence	Brittnee Aten
Brian Driscoll	Brian Stocks	Brittney Carlton
Brian Eastwood	Brian Sugrue	Brittney Mignano
Brian Flores	Brian Thompson	Brock Dickie
Brian Friedmann	Brian Treece	Brook Rulifson
Brian Friel	Brian Verstegen	Brooke Bergland
Brian Garcia	Brian Waters	Brooke Casipit
Brian Garvey	Brian Watrous	Brooke Corry
Brian Grocott	Brian Wells	Brooke Diehl
Brian Hales	Brian Whiteside	Brooke Hofkins
Brian Heath	Brian Wiese	Brooke Johnson
Brian Heim	Brian Williams	Brooke Matteson
Brian Khalaj	Brian Wunez	Brooke Sanders
Brian King	Briana Ackerman	Brooke Towne

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Brooke Velasquez	Bryana Garcia	Camille Dehne
Brooks Lambert	Bryanna Loza	Camille Gonzales
Broomfield Julie	Bryant Mairs	Camille Johnson
Bruce Abt	Bryn Kanar	Camille Sobalvarro
Bruce Blodgett	Bryn Young	Camilo Buraglia
Bruce Brownstein	Bryna Berkowitz	Camilo Werlin
Bruce Bundy	Bryson Drake	Candice Bruner
Bruce Burroughs	Bud Colligan	Candice Koshman
Bruce Chorba	Budai Szilvia	Candy Dela Hunt
Bruce Cory	Buff Mccharen	Candy DelaHunt
Bruce Cyr	Burleigh Cooper	Cara Fite
Bruce Duarte	Burt Nanus	Cara Hipkind
Bruce Glass	Buz Roberts	Caren Nessen
Bruce Hunter	Buzz Anderson	Carey Pico
Bruce Koostra	Byron Grisel	Cari Moore
Bruce Kootstra	Byron Thomas	Carin Hanna
Bruce Mckay	C. Joe Andrews	Carina
Bruce Mcmoran	Caillean Daugherty	Carina Hull
Bruce Mitchell	Caitlin Gigliotti	Carissa Kelley
Bruce Steen	Caitlin Jeffs	Carl Broderick
Bruce Taylor	Caitlin Matthews	Carl Casey
Bruce Werder	Caitlin Matthews	Carl Cull
Bruno Casillas	Caitlin McCarrick	Carl Freeman
Bruno De Alba	Cale Klemme	Carl Hartman
Bruno Delgado	Caleb Hanson	Carl Moroney
Bryan Barton	Caleb Martin	Carl Ratliff
Bryan Cockel	Caleb Siemens	Carl Veninga-Zaricor
Bryan Earl Kinchen	Calleen Baca	Carla Bentley
Bryan Hughes	Calvin Jenkins	Carla Bolger
Bryan Krogger	Cameron Bacher	Carla Carstens
Bryan Kurek	Cameron Carothers	Carla Dolores
Bryan Lopez	Cameron Fitzpatrick	Carla Fresquez
Bryan Lovegren	Cameron Garrott	Carla Martinez
Bryan Mackenzie	Cameron Jackson	Carleen Neuman
Bryan Myers	Cameron Johl	Carlo Beronio
Bryan Patrick	Cameron Mardis	Carlo Deuls Reyes
Bryan Richter	Cameron Mumper	Carlos Avina
Bryan Weinstein	Camila Fischer	Carlos Carrillo
Bryana Espinoza	Camille Campos	Carlos Carrillo

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Carlos Chagolla	Carol DuBois	Caroline Anaya
Carlos Cosio	Carol Dudley	Caroline Brandt
Carlos Daza	Carol Felton	Caroline Castillo
Carlos Echeuerria	Carol Glenn	Caroline Ceconi
Carlos Guitierrez	Carol Heinze	Caroline Dalton
Carlos Melgoza	Carol Ismail	Caroline Engel
Carlos Mercado	Carol Jnelson	Caroline Groux
Carlos Plascencia	Carol Jordan	Caroline Lotze
Carlos Reyes	Carol Kent	Caroline Miller
Carlos Roman	Carol Laflin	Caroline Shaaya
Carlos Santaolaya	Carol Latta	Caroline Sweeney
Carlos Torres	Carol Libby	Carolyn Chabot
Carlos Zamora	Carol MacFarland	Carolyn Cotchett Conklin
Carloss Baker Jr	Carol Marchbank	Carolyn Deboer
Carly Cheap	Carol Martin	Carolyn Del Po
Carly DeMartini	Carol Marting	Carolyn Duty
Carly Minor	Carol Merritt	Carolyn Flynn
Carly Norris	Carol Merrtii	Carolyn Gilbert
Carly Palmer	Carol Monkerud	Carolyn Hamilton
Carly Todisco	Carol Moore	Carolyn Hearne
Carma Haston	Carol Olson	Carolyn Henry
Carmelita Schreher	Carol Oneil	Carolyn Kerby
Carmen Herrera Mans	Carol Osborne	Carolyn Maddux
Carmen Herrera-Mansir	Carol Polhamus	Carolyn Tamoshaitis
Carmen Leon	Carol Polletier	Carolyn Wade-Ouse
Carmen McIntyre	Carol Reid	Carolyn Waters
Carmen Mulholand	Carol Rosenoff	Carolyn Whitelaw-Virts
Carmen Nuzum	Carol Rowberg	Carrie Birkhofer
Carol Agneessens	Carol Sichak	Carrie Brose
Carol Alexander	Carol Stevens	Carrie Burr
Carol Arrioca	Carol Strang	Carrie Cagle
Carol Barnes	Carol Tara	Carrie Cox
Carol Boland	Carol Tolbert	Carrie Mabry
Carol Caminata	Carol Yvanovich	Carrie Mann Salady
Carol Canaris	Carole Cook	Carrie Patrick
Carol Carson	Carole Hagen	Carrie Pomeroy
Carol Cloud	Carole Kramer	Carrie Renner
Carol Corbin	Carole Lake	Carrie Rinden
Carol Davis	Carole McDowell	Carrie Salady

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Carrli Collins	Catherine Garcia	Celeste Tillman
Carroll Harrington	Catherine Hudson	Celia Barry
Carson Burr	Catherine Ito	Celine Carr
Carson Combs	Catherine Milazzo	Celine Glon
Carson Kermode	Catherine Olsen	Celine Molina
Carter Hayes	Catherine Orgain	Celso Cruz
Carter Jones	Catherine Perrin	Centa Atencio
Caryl Smitlt	Catherine Ramirez	Cerridwyn Mclaglen
Caryn Gagarin	Catherine Reiter	Cesar Castillo
Caryn Yee	Catherine Rumpanos	Cesar Diaz
Casey Feickert	Catherine Tait	Cesar Gonzalez
Casey Gaynor	Catherine Vanrhee	Cesar Guerrero
Casey Gerstle	Catherine Wolpert-Adams	Cesar Herrera
Casey Hawkins	Cathie Dominguez	Cesar Magdaleno
Casey Kirkhart	Cathie Jarosz	Cesar Martinez
Casey Lightner	Cathleen Glass	Cesar Roman
Casey O'brien	Cathleen Lucid	Cesario Ruiz
Casey Stockel	Cathy Cameron	Chad Brown
Casey Vandenheuvel	Cathy Crystal	Chad Falsetti
Casidee McDonough	Cathy Holdaway	Chad Kaesemeyer
Casimira Salazar	Cathy Krizik	Chad Kaltinger
Cassandra Ertl	Cathy Levonius	Chad Kecz
Cassandra Johnson	Cathy Parisie	Chad Misunas
Cassandra Phillips	Cathy Sierra	Chad Price
Cassandra Tangherlini	Cathy Toldi	Chad Sanden
Cassidy Blanca	Cathy Young	Chai Bryce
Cassidy Foley	Cavyn Calle	Chaim Chester
Cassie Caborn	Caylin Tardif	Chance Schenk
Cassie Haberle	Cazyana Pelham-Bush	Chandler Harris
Cat Chrysler	Cean McGuire	Chandra Brantley
Catalina Regalado	Cebe Loomis	Chanel Enriquez
Catharina Marlowe	Cecilia Carrillo	Chantal Hopkins
Catharina Wessels	Cecilia Gonzales	Char Boger
Catharine Koepke	Cecilia Pinheiro	Char P
Catherine Brothers	Cecilia Van Wickler	Charie Nash
Catherine Crawford	Cecily Cahill	Charie Parker
Catherine Dennis-Leigh	Cedele Percin	Charity Dasenbrock
Catherine Fennell	Celeste Baross	Charleen Marden
Catherine Frederick	Celeste Krilanovich Cook	Charlene Darish Donahue

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Charlene Wiebe-Heit	Cheri Oneil	Chris Coulson
Charles Adams	Cherie Bobbe	Chris Curtis
Charles Baylis	Cherie Hann	Chris Dietz
Charles Beauchamp	Chermae Small	Chris Duarte
Charles Gorman	Cherry Johnson	Chris Elsten
Charles Grenier	Chery Gomez	Chris Finelli
Charles Hawley	Cheryl Bartee	Chris Freeny
Charles Jones	Cheryl Calcagno	Chris Gray
Charles Loftis	Cheryl Dediego	Chris Greene
Charles Logan	Cheryl Hadland	Chris Grenier
Charles Mallinckrodt	Cheryl Haiflich	Chris Groh
Charles McIntyre	Cheryl Hanley	Chris Hadland
Charles McLeod	Cheryl Keenan	Chris Hargens
Charles Melton	Cheryl Mennen	Chris Haskins
Charles Peoples	Cheryl Pettigrew	Chris Herman
Charles Selvidge	Cheryl Smith	Chris Hinck
Charles Steele	Cheryl Snyder	Chris Hofmann
Charles Thomas	Cheryl Talley-moon	Chris Hunoemer
Charles Ukestad	Cheryl Vaughn	Chris Hutcherson
Charles White	Cheryl Weeland	Chris Jackson
Charles Wilcox	Cheryl Winterburn	Chris Jensen
Charlie Bloom	Chester Liwosz	Chris Jones
Charlie Kiel	Cheyenne Tracey	Chris Jordan
Charlie Smith	Chick Webb	Chris Lofano
Charlott Webb	Chito Pascua	Chris Lynch
Charlotte Burns	Chloe Gamboa	Chris Manss
Charlotte Kenny	Chris Balmes	Chris Melcer
Charlotte Multer	Chris Biakanja	Chris Miller
Charlotte Tierney	Chris Bond	Chris Murphy
Chase Bourque	Chris Brewer	Chris Nebo
Chase Lumbert	Chris Brumfield	Chris Nicholas
Chayton Clark	Chris Buich	Chris Niemitz
Chelsea Kintz	Chris Bush	Chris Parsa
Chelsea Lopez	Chris Cain	Chris Peoples
Chelsea Mandell	Chris Caputo	Chris Poynter
Chelsea Robbins	Chris Cardinal	Chris Rad
Cher Watson	Chris Carey-Stronck	Chris Rasmussen
Chere Robinson	Chris Carothers	Chris Ray
Cheri O'neil	Chris Conners	Chris Rom

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Chris Schmidt	Christina Rincon	Christopher Klein
Chris Seymour	Christina Shaw	Christopher Kong
Chris Singer	Christina Stone	Christopher Korbein
Chris Sterling	Christina Thurston	Christopher Lanagan
Chris Stubendorff	Christine Altermann	Christopher Laxton
Chris Summa	Christine Baillie	Christopher Lohead
Chris Tedesco	Christine Bush	Christopher Lochhead
Chris Tuosto	Christine Contreras	Christopher Lucas
Chris Wagner-Jauregg	Christine Fahrenbach	Christopher Mabee
Chris Wahl	Christine Feaster	Christopher Marcotullio
Chris White	Christine Hawley	Christopher Martinez
Chris Woods	Christine Hurster	Christopher Monteith
Chris Ziegler	Christine Jones	Christopher Page
Chrissie Bowman	Christine Kramer	Christopher Risley
Christa Manor	Christine Krynak	Christopher Stack
Christian Alexio	Christine Matheny	Christopher Stallard
Christian Carrillo	Christine McBroom	Christopher Teague
Christian Caruso	Christine McCran Ross	Christopher Walters
Christian Escalera	Christine Morrell	Christopher Wentling
Christian Fajardo	Christine Ramirez	Christopher Wheeler
Christian Lowson	Christine Watson	Christopher Woldemar
Christian Nicoletti	Christine Woosley	Christopher Wright
Christian Zajac	Christopher Antweiler	Christy Brune
Christianna Hunnicutt	Christopher Bay	Christy Buckholdt
Christie Donaldson	Christopher Boling	Christy Mccurdy
Christie Kissinger	Christopher Boman	Christy Tall
Christie McCullen	Christopher Chapman	Christy Wilkening
Christie McMullen	Christopher Cirillo	Chuck Carlson
Christina Canavan	Christopher Cottle	Chuck Smith
Christina Cervantez	Christopher De Heer	Chuck Staedler
Christina Doubek	Christopher Gardner	Chyna Darby
Christina Gibbs	Christopher Goena	Ciera Cross
Christina Gonzales	Christopher Gunst	Cierra Bellisomi
Christina Grant	Christopher Haley	Cierra Ryczek
Christina Haslam	Christopher Harbster	Cindy Brown
Christina Koda	Christopher Holm	Cindy Crivelli
Christina McGlashan	Christopher Hughes	Cindy Dachel
Christina McNamara	Christopher Kelly	Cindy Jarrold
Christina Melgares	Christopher Killen	Cindy Kaskey

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Cindy Kus	Clark Barber	Cole Fukai
Cindy Macconnell	Clark Brigham	Cole Hudson
Cindy Meekis	Clark Clark	Cole Lemke
Cindy Mekis	Claudia Ayala	Cole Margerum
Cindy Melter	Claudia Bloom	Coleen Beduya
Cindy Morley	Claudia Graziano	Colette DeDonato
Cindy O'brien	Claudia Moldonado	Colette Grey
Cindy Plasman	Claudia Noble	Colin Allison
Cindy Rebecca Meehan	Claudia Riege	Colin Herrick
Cindy Rose	Claudia Silva-Doo	Colin Honess
Cindy Sherrett	Claudia Stefani	Colin Parsons
Cindy Timberlake	Claudia Vestal	Colleen Dunn
Cindy Trousdal	Claudia Zambrano	Colleen Gilmartin
Cindy Trousdale	Claudia Zavala	Colleen Kelly
Cinthia DeLeon	Claudio Perez	Colleen Kosling
Clair Secomb	Claudio Schnier	Colleen Kumada
Claire Andrews	Clay Campbell	Colleen Lunsford
Claire Bacher	Clay Heberly	Colleen Martinez
Claire Conklin	Clay Johnson	Colleen McLaughlin
Claire Conulin	Clayton Anderson	Colleen Rastatter
Claire Crawley	Clayton Boyer	Colleen Reichmuth
Claire Crossett	Clayton Nicholson	Colleen Rigger
Claire Hoff	Clayton Ryon	Colleen Rubi
Claire Kleffel	Cleo Herb	Colleen Sass
Claire Lerner	Cliff Walters	Colleen Stobbe
Claire McCoy	Clifford Barrett	Collin Atkinson
Claire Mitchell	Clifford Jue	Collin Currie
Claire Roberts	Clifton Livingston	Conner Molinar
Claire Schneeberger	Clint Angus	Connie Breakfield
Claire Trybom	Clint Dilts	Connie Filippou
Claire Whitelaw	Clint Pardoe	Connie Gardner
Clara Billups	Clover Wilson	Connie Godinez Eells
Clara Neal	Clyde Curley	Connie Hendry
Clare Choate	Clyde Fields	Connie Jensen
Clare Depew	Cody Hartsook	Connor Castro
Clare Finelli	Cody Marchessault	Connor Montalbo
Clare Wheadon	Cody McClintock	Connor Nelson
Clarissa Lisboa	Colby Barr	Connor Vanzant
Clariza Delgadillo	Cole Barbour	Conor O'Brien

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Conrad Scott-Curtis	Craig Hausmann	Cynthia Faulk
Conrad Seales	Craig Honda	Cynthia Figueroa-Garibay
Constanze Frei	Craig Johnson	Cynthia Frank
Cook Peter	Craig Mitchell	Cynthia Frost
Cora Olson	Craig Pearson	Cynthia Furr
Coral Stewart	Craig Reinerman	Cynthia Gelke
Coralee Meyer	Craig Springbett	Cynthia Gorski
Corbett Wright	Craig Steel	Cynthia Gustin
Corey Cherry	Craig Vachon	Cynthia Hughes
Corey Chrysler	Craig Venable	Cynthia Koontz
Corey Miller	Craig Wilson	Cynthia Landry
Corey Morello	Craig Gray	Cynthia Liebenthal
Corey Pope	Cris Mariani	Cynthia Loosley
Corey Salzman	Crissly Crisostomo	Cynthia Manzo
Corey Spadaccini	Cristal Narez	Cynthia McCarley
Corina Calderon	Cristie Love	Cynthia Mendoza
Corinna Harrison	Cristin Carter	Cynthia Ogg
Corinne Charters	Cristin French	Cynthia Ortiz
Corinne Evans	Cristina Castellanos	Cynthia Paulsen
Corinne Goossens	Cristina Gamboa	Cynthia Plumb
Corinne Gossens	Cristina Murillo	Cynthia Quintero
Corinne Keuper	Cristina Wooley	Cynthia Quist
Corinne Mathiesen	Cristine Kirlin	Cynthia Rothmeier
Corrine Flanagan	Cristine Vroman	Cynthia Saucedo
Cory Cherk	Cruz Cirenica	Cynthia Smith
Cory Ramsey	Crystal Archibeque	Cynthia Stark
Coryndon Coles	Crystal Birns	Cynthia Vargas
Cosme Marquez	Crystal Evans	Cynthia Williams
Courtney Golts	Crystal Everhart	Cynthia Young
Courtney Nachtel	Curt Smeland	Cyrus Hiatt
Courtney Oreb	Curtis Christenson	Cynthia Smith
Courtney Wachtel	Curtis Staggs	D. Williams
Craig Broadhurst	Curtis Swain	Dacota Drake
Craig Calfee	Cydney Jonson	Dacotah Rae
Craig Drizin	Cyleste McKeon	Dafny Lopez
Craig Forrest	Cyndie Lane	Dagmar Leguillon
Craig Foster	Cynthia Bentley	Daisy Camarena
Craig French	Cynthia Bently	Daisy Hernandez
Craig Grant	Cynthia Copple	Daisy Huerta

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Daisy Loreto	Dan Marston	Daniel Bennett
Daisy Robles	Dan Mccall	Daniel Buecher
Daivd Barnes	Dan McCrea	Daniel Callaway
Dak McAfee	Dan McMahan	Daniel Carrillo
Dakota Osborne	Dan Moffat	Daniel Feldman
Dale Bieser	Dan Murphy	Daniel Firth
Dale De Rosa	Dan OConnor	Daniel Forshner
Dale Fisher	Dan Race	Daniel Friedman
Dale Flowers	Dan Rutan	Daniel Gomez
Dale Leite	Dan Siddens	Daniel Goodwin
Dale Paris	Dan Stevenson	Daniel Guerra
Dale Perosa	Dan Trigilio	Daniel Hansen
Dale Robinson	Dan Whelan	Daniel Heppner
Dale Strom	Dana Abbott	Daniel Hernandez
Dalen Rolfe	Dana Bland	Daniel Hettick
Daleth Foster	Dana Bronstein	Daniel Houston
Dalmau Cudney	Dana Cox	Daniel Joesten
Damian Delezene	Dana Faiez	Daniel Kobesky
Damiao Nunes	Dana Gorath	Daniel Koesbesky
Damon O'hanlon	Dana Hoffman	Daniel La Point
Damon Williams	Dana Ingersoll	Daniel Laggner
Damon Woodward	Dana Jones	Daniel Landry
Dan Altman	Dana Mallory-Reckers	Daniel Lange
Dan Bolger	Dana Newman	Daniel Lizardo
Dan Brune	Dana Reed	Daniel Lopez
Dan Chen	Dana Schmidt	Daniel Magee
Dan Crask	Dana Thomsen	Daniel Mata
Dan Czech	Dane Elliot	Daniel McKenzie
Dan Darroch	Dane Gray	Daniel Min
Dan Demicell	Dane Scurich	Daniel Morgensen
Dan Denevan	Danette Lawrence	Daniel Nutt
Dan Densley	Dani Craighead	Daniel Pao
Dan Festa	Dania Moss	Daniel Quijano
Dan Hancock	Daniel Ackerstein	Daniel Quintana
Dan Hoppenfeld	Daniel Allen	Daniel Ramirez
Dan Johnson	Daniel Atwell	Daniel Rodriguez
Dan Kamalani	Daniel Baca	Daniel Rola
Dan Kerwin	Daniel Barraza	Daniel Ryan
Dan Lahmeyer	Daniel Beagle	Daniel Schmelter

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Daniel Schmidt	Danny Brothers	Dave Bohn
Daniel Sheldon	Danny Hosea	Dave Cote
Daniel Silberberg	Danny Jay	Dave Date
Daniel Spero	Danny Keith	Dave Dominguez
Daniel Steinberg	Danny Kent	Dave Gorman
Daniel Steingrube	Danny Stone	Dave Herndon
Daniel Stewart	Danny Wallen	Dave Hesselberg
Daniel Suess	Danny White	Dave Hurley
Daniel Thomas	Daphine White	Dave Mckay
Daniel Weiser	Dara Herrick	Dave Miller
Daniel Wirls	Darci Morris	Dave Misunas
Daniel Wornicov	Darcy Thole	Dave Murphy
Daniel Wright	Darcy Valby	Dave Potter
Daniela Mendoza	Daren Barry	Dave Riggs
Daniela Tsvetanova	Darene Parker	Dave Sullivan
Daniela Werlin-Martinez	Dari Vogel	Dave Turner
Danielle Buckler	Darien Heron	Dave Wardle
Danielle Crain	Darien Martin	Dave Watsow
Danielle Crill	Darin Peterson	Daven Haywood
Danielle Deanda	Darius Mohsenin	David Allen
Danielle Duarte	Darla Gustaitis	David Anderson
Danielle Duppen	Darla Mobley	David Barauna
Danielle Faraola	Darleen Borst	David Barnes
Danielle Garcia	Darlene Beal	David Bartoletti
Danielle Garland	Darlene Duggan	David Beatty
Danielle Haddock	Darlene Samakese	David Bernard
Danielle Kile	Darlene Zanker	David Berry
Danielle Knight	Darnell White	David Bowen
Danielle Meidan	Darren Eam	David Box
Danielle Miller	Darren Sasscer	David Brooks
Danielle O'brien	Darrick Gitomer	David Brown
Danielle Randle	Darrin Caddes	David Bruce Nolen
Danielle Sanchez	Darshan Gooch	David Bucci
Danielle Shaeffer	Daryl Beengin	David Bushnell
Danielle Shupe	Daryl Isaacs	David Butts
Danielle Singh	Daryn Smeta	David Byer
Danielle Vincent	Dave Bamford	David Calicchio
Danielle Ynostroza	Dave Barrera	David Calleri
Danny Alvarez	Dave Benham	David Campbell

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

David Caplin	David Goss	David Pope
David Carlson	David Gray	David Rauen
David Castillo	David Guerrero	David Raynaud
David Cerna	David Gutierrez	David Reese
David Chandler	David Harnish	David Reetz
David Chesluk	David Harris	David Regan
David Clark	David Haussler	David Rench
David Clark-Riddell	David Hill	David Renfro
David Claypool	David Hooks	David Rodrigues
David Cook	David Hunt	David Ross
David Coombs	David Johnston	David Ryan
David Cooper	David Jones	David Salinas
David Copp	David Joseph	David Schumacher
David Criswell	David Kewitt	David Scott
David De Teso	David King	David Simpson
David Decher	David Kumec	David Stearns
David Delries	David Kunis	David Steinmann
David Delucchi	David Le Van	David Stilley
David Demara	David Leone	David Tang
David Demorest	David Lewis	David Tavares
David Dennis	David Lo	David Teigen
David Dent	David Lockwood	David Tofig
David Dills	David Lomeli	David Tomasello
David Doolin	David Love	David Treichel
David Draeger	David Martinez	David Troetschler
David Dressler	David McCavitt	David Tucker
David Dunbar	David McClay	David Verner
David Eads	David McCormic	David Wallis
David Earle	David Minton Silva	David Warren
David Emberson	David Mintz	David Williamson
David Esparza	David Mondragon	David Wirths
David Ezroj	David Moore	David Wright
David Floodman	David Multer	David Yvarra
David Flores	David Norris	David Zink
David Folch	David Ohanesian	David Zucker
David Fournier	David Ortiz	Davina Baker
David Gardner	David Palmer	Dawn Binder
David Giannini	David Passaro	Dawn Castello
David Gordon	David Pate	Dawn Dealvarez

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Dawn Krenz	Debbie Dietz	Debra McIlwain
Dawn Mokracek	Debbie Harrell	Debra Menta
Dawn Morrow	Debbie Hunt	Debra Monroe
Dawn Mzkolyski	Debie Chirco-Macdonald	Debra Seltzer
Dawn Pellerin	Debora Friedman	Debra Smith
Dawn Shubert	Deborah Allen	Debra Wiesner
Dawn Wilson	Deborah Baker	Debrah Hutchings
Dayana Bolbolla	Deborah Baloff	Dee Woodward
Dayasia Bandy	Deborah Bauman	Deeanne Purchase
De Anna Rumble	Deborah Bossio	Deedre McRobie
Dea Santa-Croce	Deborah Bryant	Deerdre McRobie
Deadra Cline	Deborah Collins	Deither Pasag
Dean Bussiere	Deborah Connell	Dejana Fernandes
Dean Cutter	Deborah Diersch	Delee Brubeck
Dean Hoppe	Deborah Eaton	Delevett Ama
Dean Khambatta	Deborah Guardian	Delia Escutia
Dean Morozowski	Deborah Hansen	Delia Reyruettel
Dean Morrow	Deborah Hopewell	Della Davis
Dean Pryce	Deborah Iverson	Delphord Peeples
Dean Verheyen	Deborah Marty	Demetria Whisenhunt
Dean Woolstenhulme	Deborah McArthur	Demi Frias
Deana Alloin	Deborah Paolini	Demian Sherinian
Deana Rabiah	Deborah Polverino	Demir Worthington
Deanna Avila	Deborah Reichle	Dena De Rosa
Deanna Boos	Deborah Secrest	Denis Pochet
Deanna Davidson	Deborah Tablak	Denis Webb
Deanna Lopez	Deborah Tracy-Proulx	Denise Alexander
Deanna Seagraves	Deborah Wine	Denise Becker
Deanna Seitz	Deborha Stanley	Denise Brouwer
Deanne Carl	Debra Brackeen	Denise Bukowski
Deb Avila-White	Debra Brown	Denise Burgoyne
Deb Gillespie	Debra Brownstein	Denise Cote
Deb Menicos	Debra Feldstein	Denise Flores
Deb Molina	Debra Finfer	Denise Henry
Deb Shulman	Debra Hagerman	Denise Ledyard
Debbie Blankenship	Debra Henn	Denise Magana
Debbie Brechel	Debra Jones	Denise Mcmillan
Debbie Carson	Debra Mapes	Denise Pancurak
Debbie Cedillo	Debra Marlow	Denise Russo

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Denise Shaw	Devin Runneals	Diane Humphrey
Denise Silva	Devin Tomcik	Diane Koenig
Denise Thompson	Devin Zavala	Diane Landy
Denise Wheeler	Devon Linneman	Diane Levin
Denise White	Devon Ricks	Diane McGillin
Deniz Rudin	Devona Floodman	Diane Milczarek
Dennis Browohton	Dexter Hardcastle	Diane Noland
Dennis Chamberlain	Diana Adamic	Diane Pacholski
Dennis Douglass	Diana Aguilar	Diane Rigoli
Dennis Erickson	Diana Bailey	Diane Rivas
Dennis Etler	Diana Chapman	Diane Russel
Dennis Freitas	Diana Chavez	Diane Sanny
Dennis Gonzalez	Diana Cooper	Diane Schmidt
Dennis Hurley	Diana Deacon	Diane Sherwood
Dennis Johnson	Diana Dean	Diane Shoemaker
Dennis Knight	Diana Hayden	Diane Slivkoff
Dennis Lopez	Diana Hernandez	Diane Smith
Dennis Mellander	Diana Ireland	Diane Weber
Dennis Porath	Diana Kawamoto	Diane Wilson
Dennis Pramstaller	Diana Leclair	Dianna Glidden
Dennis Prieto	Diana Mena	Dianna Myers
Dennis Smith	Diana Ochoa	Dianne De Lisle
Dennis Speer	Diana Rodriguez	Dianthe Skurko
Dennis Wade Williams	Diana Rogers	Dick Luxon
Denny Soetiono	Diana Steller	Dick Vittitow
Deondre Dunkerson	Diana Thomas	Diego Diaz
Derald Myers	Diana Vandaveer	Diego Link
Derek Jensen	Diana Walsworth	Diego Rosillo
Derek Ridpath	Diana Wilson	Diem Tran
Derek Staley	Diane Barnes	Dieter Rothmeier
Deryn Harris	Diane Beaty	Diev Hart
Desiree Farnal	Diane Berry-Wahrer	Dillon Driggs
Desiree Mardis	Diane Bouchet	Dilma Dover
Destiny Castillo	Diane Canepa	Dina El Dessouky
Deva Laggner	Diane Christman	Dina Scoppettone
Deven Siggins	Diane Cooley	Dinah Walters
Devin Avey	Diane Duey	Diogenes Jasso
Devin Carlson	Diane Evans	Dirk Osborn
Devin Kato	Diane Furtado	Dixie Gansel

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Dj Somers	Donald Mordasini	Donna Ruiz
Dolores Edmonds	Donald Nichols	Donna Tanner
Dolores Ledesma	Donald Picard	Donna Thompson
Dolores Portillo	Donald Rocha	Donna Wolper
Dolores Smithem Cicholas	Donald Roland	Donna Zucker
Dolores Takemoto	Donald Sanders	Donovan Albright
Dominic Amsden	Donald Schmitz	Dora Acero
Dominic Boinich	Donald Simpson	Dora Lopez
Dominic Churchillin	Donald Vollrath	Doreen Arthur
Dominica Gotelli	Donaven Staab	Doretta McWethy
Dominique Bertrand	Dondi Gaskill	Doris Holve
Dominique De Leon	Donelda Gaskill	Doris Palma
Dominique Hollister	Donn Shallenberger	Doron Brenner
Don Alvord	Donna Bernardi	Dorothy Smith
Don Bugni	Donna Clem	Dorothy Stilwell
Don Campbell	Donna Crivello	Dorr Shahaf
Don Carman	Donna Dillon	Dory Mansfield
Don Dickerson	Donna Dodds	Doug Barsanti
Don Edison	Donna Dreher	Doug Brouwer
Don Hess	Donna Entze	Doug Chase
Don Hoernschemeyer	Donna Flores	Doug Cox
Don Honda	Donna Groot	Doug Elliott
Don Oregon	Donna Gross	Doug Erickson
Don Radcliffe	Donna Harris	Doug Heath
Don Redman	Donna Heyl	Doug Huskey
Don Redmon	Donna Hipkins	Doug Hutmacher
Don Schneider	Donna Holt	Doug Kaplan
Don Stone	Donna Jacoby	Doug Kliesch
Don Willet	Donna Jensen	Doug Leon
Don Woods	Donna Kaelin	Doug Martin
Dona Ternai	Donna Kimball	Doug McPhie
Donald Waltman	Donna Lee	Doug Moore
Donald Bear	Donna Lohrmann	Doug Putnam-Pile
Donald Burhans	Donna Lopiano	Doug Spinelli
Donald Hershberger	Donna Miles	Doug Thompson
Donald Hicks	Donna Miller	Doug Whitmore
Donald Love	Donna Moon	Doug Williams
Donald Miller	Donna Murray	Douglas Ardley
Donald Mix	Donna Richardson	Douglas Bowman

Santa Cruz County Greenway Petition

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Douglas Cole	Dylan Aramburu	Eduardo Diaz
Douglas Doherty	Dylan Brody	Eduardo Limon
Douglas Fox	Dylan Fetzer	Eduardo Martinez
Douglas Hahn	Dylan Manning	Edward Braunhut
Douglas Hessel	Dylan Martisius	Edward Chirco
Douglas Kane	Dylan McManus	Edward Durkee
Douglas Kantor	Dylan Morrish	Edward Gibson
Douglas Keegan	Dylan O'leary	Edward Hernandez
Douglas Kyle	Dylan Taylor	Edward Kanzler
Douglas Lang	Dylan Vahradian	Edward Ramirez
Douglas Lynn	E. Bevan	Edward Spoon
Douglas Picard	E. McCallum	Edward Star
Douglas Pio	E. Whetstone	Edward Thorp
Douglas Smith	E. Willen	Edwin Fench
Douglas Stephan	Ed Bacher	Efren Ramirez
Douglass Weymouth	Ed Colligan	Efren Serra
Dr Mann	Ed Gilbert	Eileen Forster
Drea Vazquez	Ed Goulet	Eileen Grieb
Drew Burnham	Ed Guzman	Eileen Lacey
Drew Cunningham	Ed Hightower	Eileen McCann
Drew Gagnier	Ed Hoffman	Eileen O'connor
Drew Mcwilson	Ed Knapp	Eileen Sambrailo
Duane Ayers	Ed Laughlin	Eileen Wagley
Dubith Likely	Ed Morrison	Einar Vollset
Dugless Johnson	Ed Ortega	Eivind Finney
Duke Eberly	Ed Renner	Ekarat Phisit
Dulce Lizarraga	Ed Schehl	Elaine Bennett
Dulse Pardo	Ed Shapiro	Elaine Della
Duncan Anderson	Ed Spurr	Elaine Evans
Dustin Dimauro	Ed taylor	Elaine Holligan
Dustin Howell	Ed Van Der Zande	Elaine Kjos
Dustin Thuringer	Edda Tusinac	Elaine Lee
Dusty Baker	Eddie Casimiro	Elbina Rafizadeh
Dusty Fohs	Eddie Star	Eleanor Hilberman
Dwayne Dawson	Edgar Sandoval	Eleanor Kenimer
Dwayne Free	Edgardo Linares	Eleanor Perazzo
Dwight Goss	Edison Dudoit	Electra Stockwell
Dwight Gowin	Edith Laumeister	Elena Rubalcaba
Dwight Gowing	Edmund Clark	Elena Wolfenden

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Eli Cirino	Elizabeth Baron	Elizabeth Vasquez
Eli De Los Santos	Elizabeth Baumhefner	Elizabeth Weber
Eli Newman	Elizabeth Billo	Elizabeth Wellerstein
Eli Young	Elizabeth Brotz	Elizabeth Xilonzochilt
Elia Ruiz	Elizabeth Burkhart	Elizabeth Zenteno
Eliana Juarez Tapia	Elizabeth Clifton	Elke Riesterer
Elida Guerrero	Elizabeth Coler	Elke Waltz
Eliece Horton	Elizabeth Dasher	Ellen Baker
Elijah Berkowitz	Elizabeth De Puydt	Ellen Bauerle
Elijah Hinman	Elizabeth DelGrande	Ellen Everlove
Elijah Levi	Elizabeth Eakman	Ellen Fine
Elijah Levy	Elizabeth Ellzondo	Ellen Gallagher
Elijah Naramjo	Elizabeth Esalen	Ellen Hilbrich
Elijah Veal	Elizabeth Fabian	Ellen Martinez
Elina Felich	Elizabeth Farias	Ellen Nelson
Elisa Knox	Elizabeth Gilbert	Ellen O'Brien
Elisa Orona	Elizabeth Gonzalez	Ellen Todd
Elisa Tesam	Elizabeth Gonzalves	Ellen Vogt
Elisabeth Bertrand Russell	Elizabeth Haffa	Ellen Wild
Elisabeth Cowan	Elizabeth Kodad	Ellen Zeff
Elisabeth Ostrow	Elizabeth Levy	Ellery Fink
Elisabeth Rettenwender	Elizabeth Lopez	Ellery Flores
Elisabeth Rubin	elizabeth magen	Ellica Nash
Elisabeth Russell	Elizabeth Martin	Ellie Cesario
Elisabeth Tatum	Elizabeth McIntire	Ellie Escalante
Elisabeth Wood	Elizabeth Murphy	Ellie Flint
Elisabetta Strada	Elizabeth Nowicki	Ellie Schoelen
Elise Garrett	Elizabeth Pelrine	Elliot Mcdonald
Elise Hughes	Elizabeth Perline	Elliott Sidey
Elise Jadrnicek	Elizabeth Powers	Ellis Hepburn
Elise Mcewan	Elizabeth Rea	Ellison Wilkins
Elise Scheuermann	Elizabeth Rhoades	Ellizabeth Kodad
Elise Williams	Elizabeth Romero	Ellowyn Leete
Eliza Powers	Elizabeth Sanoff	Elmer Lobre
Eliza Reiter	Elizabeth Schwartz	Eloise Bowman
Eliza Yanik	Elizabeth Smith	Elsa Aguilera
Elizabeth Anderson	Elizabeth Spencer	Elsa Cruz
Elizabeth Aparicio	Elizabeth Turner	Elsa Nunez
Elizabeth Barajas	Elizabeth Valencia	Elva Matamoros

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Elva Parr	Emily Roffler	Eric Kerslake
Elvira Quintana	Emily Trexel	Eric Kollars
Elyse Coursen	Emilyanne Rodgers	Eric Lopez
Emanuel Almazan	Emma Beck	Eric Medina
Emanuel Marshran	Emma Beckstrom	Eric Mendelson
Emelia Miguel	Emma Cintz	Eric Mikkelsen
Emiguel Nunez	Emma Compton	Eric Miles
Emilia Gamboa	Emma Davis	Eric Miller
Emiliano Hernandez	Emma Hirst	Eric Nielsen
Emilie Cavallari	Emma Hoban	Eric Noel
Emillao Aguillr	Emma Juncosa	Eric Norlin
Emilsa Aguilar	Emma Murphy	Eric Olsen
Emily Albaugh	Emma Padalino	Eric Olson
Emily Alvarez	Emmanuel Almazan	Eric Parsons
Emily Balli	Emmanuel Diaz	Eric Pederson
Emily Bianchini	Emmanuel Fonseca	Eric Ressler
Emily Burt	Emmanuel Garcia	Eric Schmidt
Emily Chapman	Emmy Cushnir	Eric Swartz
Emily Chappellear	Emmy Stewart	Eric Thorne
Emily Clark	Emy Fehmi	Eric Tucker
Emily Cohan	Enda Brennan	Eric Van Vliet
Emily Davis	Enid Brock	Eric Walz
Emily De Vries	Ennio Matera	Eric Wulff
Emily Durden	Enrique Arzaluz	Eric Yopez
Emily Figurski	Enrique Melgoza	Eric Zaiss
Emily Kirk	Erendira Cermeno	Erica Butler
Emily Koch	Erendira Rubin	Erica Carroll
Emily Lauerman	Eriberto Velasquez	Erica Cassidy
Emily Lefebvre	Eric Baade	Erica Drew
Emily Lyman	Eric Baker	Erica Glenn
Emily Martin	Eric BranECKi	Erica Hohman
Emily McKinnon	Eric Brighton	Erica Horn
Emily Morrow	Eric Day	Erica Kermode
Emily Newton	Eric Denton	Erica Murphy
Emily Parsons	Eric Evans	Erica Ow
Emily Propert	Eric Grabiell	Erica Ray
Emily Quinn	Eric Grove	Erica Sommers
Emily Reilly	Eric Heckert	Erick Becerril
Emily Reynolds	Eric Jacoby	Erick Calderon

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Erick Fernandez	Erin Welty	Eva Echenique
Erik Borrowman	Erinn Hicks	Eva Hudson
Erik Bowman	Ernest Amos-Jackson	Eva Lopez
Erik Erickson	Ernest Avelar	Eva Milykovic Ammann
Erik Hagen	Ernest Cicogna	Eva Quevedo
Erik Haston	Ernest Hardy	Eva Strnad
Erik Hedstrom	Ernest Henderson	Evan Adams
Erik Lehmer	Ernest Prochnow	Evan Dickson
Erik Lowe	Ernestina Gonzalez	Evan Hilton
Erik Muir	Ernestina Saldana	Evan McGown
Erik Nielsen	Ernesto Alaniz	Evan Pearls
Erik Otwell	Ernesto Alvarado	Evan Powell
Erik Sambrailo	Ernesto Castro	Evan Rockow
Erik Strong	Ernesto Ramirez	Evan Shanbrom
Erik Williams	Ernie McCoy	Evan Shanbrum
Erika Carpenter	Erno Mayer	Evan Siroky
Erika Lara	Erron McCurdy	Evan West
Erika Madrigal-Carri	Esberalda Valdez	Evangeline Vegara
Eriko Dreyer	Esmeralda Ramieréz	Eve Eden
Erin Adams	Esmeralda Ramirez	Eve Ortiz
Erin Allen	Esmeralda Valdez	Evelyn Hall
Erin Amato	Estela Rodriguez	Evelyn Kempski
Erin Apodaca	Esthela Bautista	Evelyn Taylor
Erin Brandon	Esther Arvizu	Everardo Romero
Erin Corbal	Esther Lauer	Everett Balian
Erin Farrar	Esther Pak	Everett Mudgett
Erin Foley	Esther Schrank	Ewoud Leeuwen
Erin Hoben	Esther Wilson	Ewoud Van Leeuwen
Erin Keenan	Ethan Abelar	Ezra Koch
Erin Kirkpatrick	Ethan Lemon	Fabian Eggers
Erin Knopp-Sargoni	Ethan Nagel	Fabian Leonor
Erin Koch	Ethan Reavis	Fabian Lopez
Erin Levi	Ethan Star	Fabiola Alvarez Cervantes
Erin Levy	Eu Rice	Fabrizio Tani
Erin Maler	Eugene Ghio	Faisal Fazilat
Erin Micchichi	Eugene Page	Faith Delgado
Erin Peters	Eugene Veteska	Falcon Magaña
Erin Reese	Eulalio Perez	Fannie Boulanger
Erin Sullivan	Eva Boettcher	Fardad Vazini

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Fatima Daniel	Flora Lawrence	Frank Johnson
Fausto Romero	Florence Jaffrain	Frank Kline
Favio Zarate	Florentino Mendoza	Frank Oneill
Faviola Fernandez	Floyd Davis	Frank Palacios
Fay Fernandez	Foley Weems	Frank Phanton
Fay Levinson	Forest Aritchita	Frank Smith
Faye Perry	Forest Roberts	Frank Steinmueller
Federico Couarrubias	Forrest Cook	Frank Wessels
Federico Moncloa	Forrest Hirtzel	Franks Sharon
Felicity Ruiz	Forrest Myatt-Paul	Fred Burr
Felipe Albarran	Forrest Rosener	Fred Seamon
Felipe de Luna	Forrest Toshikian	Frederick Erickson
Felipe Miranda	Fortino Foros	Frederick Kleffel
Felipe Schuler	Foster Andersen	Frederick Kleman
Felix Jimenez	Fran Livermore	Frederick Mayer
Felix Sorrentino	Frances Bruce	Frederick Meyer
Feliz Guarino	Frances Cuvi	Frederick Thompson
Fermin Guillen	Frances Hughes	Freitas Ondino
Fern Van Sant	Frances Sha	Freja Rasmussen
Fernando	Francesca Franco	Freny Cooper
Fernando Arevalo	Francesca Garbagnati	Froy Valencia
Fernando Cisneros	Francine Byers	G. Freeman
Fernando Encizo	Francis Battaglia	G. McCarthy
Fernando Fernandez	Francis Colligan	Gabby White
Fernando Lopez	Francisca Wilhelm	Gabe Reyes
Fernando Martinez	Francisco Barrosa	Gabriel Arzouni
Fernando Ochoa	Francisco Guzman	Gabriel Austin
Fernando Orozio	Francisco Herrera	Gabriel Benjamin
Fidel Covarrubias	Francisco Rojas	Gabriel Cassaro
Filip Pizlo	Francisco Ruelas	Gabriel Garcia
Filomena Olivera	Franco Voza	Gabriel Gonzalez
Finessa Watkins	Francoise Seftel	Gabriel Mata
Finley Chupman	Frank Andrews	Gabriel Padilla
Finnessa Watkins	Frank Bien	Gabriel Rapisardo
Fiona Handler	Frank Blaskovich	Gabriel Rocha
Fiona Salazar	Frank Church	Gabriel Wolff
Fiona Sanguinetti	Frank Cozzu	Gabriela Jorquiera
Flavia Jimenez Lo	Frank Ives	Gabriela Rodriguez
Flo Schilb	Frank Jacinto	Gabrielle Greiner

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Gael Hall	Gary James	Geoffrey Lindauer
Gail Atlansky	Gary Johnson	Geoffrey Rilling
Gail Castello	Gary Lee Akridge	Geoffrey Wells
Gail Davis	Gary Lindeke	Geoge Harper
Gail Evans	Gary Linville	George Bordt
Gail Gondreau	Gary Lovell	George Horner
Gail McNulty	Gary Ransone	George Janour
Gail Nekunam	Gary Rather	George Koenig
Gail Rinn	Gary Riggs	george mccombie
Gail Silvers	Gary Roberts	George McKeon
Galen Gorski	Gary Sprague	George Myers
Galen Gorsky	Gary Sultana	George Pease
Galen Roll	Gary Whizin	George Smith
Galina Wells	Gary Yules	George Thompson
Gamze Yazgan	Gavin Hunt	George Treugr
Garrecht Williams	Gavin McClure	George Urbano
Garret Winter	Gavin Mosquedo	George Wilbanks
Garrett Badano	Gayla Pius	George Williams
Garrett Cordes	Gayle Ivanovich	George Wilson
Garrett Jaeger	Gayle Michael	George Zeleny
Garrett Manning	Gayle Ortiz	Georgia Dowgert
Garrett Presley	Gef Nicastro	Georgia King
Garth Taylor	Gen Haid	Georgia Sullivan
Gary Albo	Gen Peyser	Georgianna Hughes
Gary Alldredge	Gena Cunetto	Georgie Alton
Gary Bertowe	Genaro Lopez	Georgina Bailey
Gary Bichard	Genesis Valdez	Georjean Sinopoli
Gary Brown	Geneva Sarvis	Gerald Dunn Silvey
Gary Carr	Geneva Wilson	Gerald McIntyre
Gary Conley	Genevieve Healer	Gerald Olsen
Gary Cox	Genevieve Woo	Gerald Shanahan
Gary Croft	Genie Garcia	Gerald Stryker
Gary Griggs	Genoa Faber	Gerald Swenson
Gary Gross	Geoff Arens	Gerald Valker
Gary Hart	Geoff Eisenberg	Geraldine O'Hara
Gary Heath	Geoff Gilbert	Geraldine Wegener
Gary Hirthler	Geoff Smith	Geraldine Wyman
Gary Host	Geoffrey Anderson	Gerardo Valencia
Gary Isaacs	Geoffrey Hughins	Gerhard Gross

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Gerlinde Debroekert	Glen Wilcox	Grant Hueth
Gerrett Nelson	Glenallen Hill	Grant Keyser
Gerry Valadez	Glenda Byrd	Grant Margerum
Gertrud Cushing	Glenda Hurtado-Cruz	Grant Riker
Giancarlo Thomaе	Glenn Banta	Greer Barnes
Gianna Balistreri	Glenn Garland	Greg Becker
Gianna Matthews	Glenn Saltz	Greg Bono
Gilad Avidov	Glenn Smith	Greg Borrego
Gilbert Arias	Glenn Soto	Greg Buie
Gilbert Starr	Glenn Stewart	Greg Clarke
Gilbert Young	Glenn Wall	Greg Crandall
Gilberto Duran	Glenna Costa	Greg Cross
Gillian Kincheloe	Gloria Jimenez	Greg Devecchio
Gina Brown	Gloria Purvis	Greg Duff
Gina Cerruti	Gomez Carla	Greg Frauenhofer
Gina Colfer	Gondie Chavez	Greg Grabost
Gina Cuneo	Gonzalo De Elizalde	Greg Heath
Gina Fiallos	Gonzalo Haro	Greg McCarthy
Gina Frugoli	Gord Yamashita	Greg Montoya
Gina Gurley	Gordie Schwartz	Greg Rauch
Gina Jaeger	Gordon Collet	Greg Reuter
Gina Marini	gordon geesey	Greg Roche
Gina Ramirez	Grace Garcia	Greg Stevens
Gina Scott	Grace Garrard	Greg Tennant
Gina Turley	Grace Geddes	Greg Van Deusen
Gina Wheeler	Grace Greenbach	Greg Weber
Gina Willner-Pardo	Grace Hyde	Gregg Ginsburg
Ginger Noland	Grace Kyle	Gregg Schlaman
Ginger Ramin	Grace Ley	Gregory Alle
Ginny Aragon	Grace Mundy	Gregory Braithwaite
Gino Riccabona	Grace Nigh	Gregory Dolder
Gino Rinaldi	Grace Nunez	Gregory Dougherty
Giovanna Morelli	Grace Olin	Gregory Galvin
Giselle Mora	Grace Woods	Gregory Glasgow
Giulia Favia	Gracie Chavez	Gregory Hamilton
Giuseppe Corbino	Grant Benton	Gregory Heichel
Gjon Feinstein	Grant Butcher	Gregory Lafferty
Glen Locke	Grant Codiga	Gregory Len
Glen Stribling	Grant de la Motte	Gregory Neudecker

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Gregory Reeve-Wilson	Haley Borneman	Heather Docker
Gregory Savage	Haley Coopergard	Heather Ernst
Gregory Tarsy	Haley Hurst	Heather Failing
Gregory Wilkinson	Halimah Martin	Heather Goodman
Greta Hughes	Hallie Richmond	Heather Hedstrom
Gretchen Bach	Hamid Martin	Heather Hernandez
Gretchen Morse	Hamsa Merlet	Heather Hitchison
Gretchen Reyes	Hank Miller	Heather Hughes
Gretchen Schultz	Hank Niles	Heather Jones
Gretchen Werner	Hannah Anderson	Heather McBride
Gretel Palmerin	Hannah Brown	Heather Putnam
Griffin Conway	Hannah Caisse	Heather Rhodes
Guadalupe Cruz	Hannah Forbus	Heather Robinson
Guadalupe Gallardo	Hannah Gruell	Heather Smith
Guadalupe Luna	Hannah Idelis	Heather Troy
Guadalupe Zarate	Hannah Newburn	Heather Votava
Guajardo Jonathan	Hannah Sinoway	Heather Watson
Guillermina Santos	Hannah Smalltree	Heather Whisman
Guillermo Alvarez Jr	Hannah Stubblefield	Hector Caban
Guillermo Rivera	Hannah Wilson	Hector Contreras
Guillermo Torres	Hans Bruning	Hector Huizar
Gunnar Roll	Hans Helmudt	Hector Madriz
Gurtis Gavin	Hans Losee	Heide Nicola
Gustavo Queponds	Hans Van Housen	Heidi Claypool
Gustavo Valdivia	Hardy Penzer	Heidi Hanich
Gustavo Zavala	Harold Mancusi-Ungaro	Heidi Hoffman
Guy Chanda	Harpreet Mahli	Heidi Marini
Guy Cochrane	Harriet Maglin	Heidi Miller
Guy Opie	Harry Day	Heidi Montoya
Guy Tiphane	Harry Domash	Heidi Nyburg
Gwen Berliner	Harry Salzberg	Heidi Page
Gwen Heskett	Harry Smeenk	Heidi Renteria
Gwyneth Thomas	Harry Walton	Heidi Schriefer
Hai Phan	Harvey Weeks	Heidi Smith
Hailey Kephart	Healey Cypher	Heidi Soto
Hailey Partridge	Heather Aalgaard	Heidi Springbett
Hal Moseley	Heather Ang	Heidi Stigum
Hal Stanger	Heather Braga	Heidi Swift
Haley Azevedo	Heather Cook	Heidi Toutner

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Isabelle Ansari	Jack Huffman	Jacob Sinnott
Isai Hernandez	Jack Jenkins	Jacob Teeter
Isaiah Vega	Jack Keenan	Jacob Tinetti
Isaias De La Rosa	Jack Kellythorne	Jacob true
Isal Ambrosio	Jack Pineo	Jacob Zivanovich
Isbal Singh	Jack Smith	Jacqueline Black
Isha Yisrael	Jack Specht	Jacqueline Ellison
Isiah Castro	Jack Waldman	Jacqueline Eryn
Isidro Garcia	Jack Wright	Jacqueline Hernandez
Isidro Navarjo	Jackelyn Rodriguez	Jacqueline Kennedy
Isis Greenspan	Jackie Allen	Jacqueline Ku
Ismael Avila	Jackie Busse	Jacqueline Moga
Ismael Hernandez	Jackie Cervantes	Jacqueline Plechot
Israel Navarro	Jackie Ferreira	Jacqueline Stoddard
Issac Barrios	Jackie Hansman	Jacquelyn Pio
Ivan Barrera	Jackie Hansmann	Jacquelynn Rust
Ivan Mendoza	Jackie Núñez de	Jacque Armendariz
Ivan Napoles	Villavicencio	Jacquiline Balthazar
Ivan Patterson	Jackie Oda	Jacyn Siebert
Ivan Patterson	Jackie Valadez	Jade Aritchita
Iveth Navarro	Jackie Whiting	Jade Cecil
Ivo Obregon	Jackson Reitan	Jade Hickey
Ivy Young	Jackson Snyder	Jadeane Martin
Iwgelise Rowe	Jackson Wolffe	Jadyn Solis
Izabelly Santos	Jaclyn Etcheverry	Jaeleen Bennis
J. Lape	Jaclyn Sherman	Jaima Jolin
J. Olson	Jacob Abrahams	Jaime Campos
J. Portillo	Jacob Adams	Jaime Garfield
J. Sola Sarmiento	Jacob Anderson	Jaime henerera
J. Sutherland	Jacob Arnold	Jaime Heredia
J.A. Starr	Jacob Bayani	Jaime Lopez
Jabin Higgins	Jacob Casarez	Jaime McMillan
Jacalín Marchese	Jacob Gottlieb	Jairo Restrepo
Jack Aho	Jacob Kramer	Jake Angonoldo
Jack Brown	Jacob Martinez	Jake Bonney
Jack Carroll	Jacob Michaelson	Jake Burmeister
Jack Cross	Jacob Nelson	Jake Gibbs
Jack Driver	Jacob Sidman	Jake Gooch
Jack Geier	Jacob Siefke	Jake Loudon

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Jake Newman	James Herbert	Jami Kumar
Jake O'gorman	James Heth	Jamie Allen
Jake Vankennen	James Hobbs	Jamie Aron
Jamal Hunt	James Holderman	Jamie Bassmann
James	James Hrica	Jamie Bazner
James Albrecht	James Jorgensen	Jamie Campos
James Allen	James Kelly	Jamie Fend
James Antonelli	James Krueger	Jamie Garcia
James Aschbacher	James Lapides	Jamie Herrmann
James Austin	James Laudenslager	Jamie Jeffries
James Bennett	James Lawrence	Jamie Johnson
James Bentley	James Lloyd	Jamie Koch
James Bogard	James Love	Jamie Kustadia
James Brock	James Maguire	Jamie Lesan
James Brudnick	James Matalone	Jamie Marks
James Calcagno	James Mayer	Jamie Martindale
James Cardoso	James McClure	Jamie Martinez
James Cavanagh	James Morgan	Jamie Mintzer
James Cervelli	James O'Neill	Jamie Nick
James Chrislock	James Peters	Jamie Nickerson
James Christofferson	James Plastina	Jamie Walbridge
James Claussen	James Quist	Jamie Yin
James Cook	James Reichmuth	Jamieson Porter
James Cox	James Richards	Jamile Torres
James Danella	James Sadler	Jamilynn Willaman
James Downey	James Salvino	Jamison Saint John
James Downing	James Schetzler	Jamolle Courtemanch
James Drees	James Schwartz	Jamyrson Pittori
James Dupre	James Shepherd	Jan Burroughs
James Durbin	James Speir	Jan Caldarella
James Duty	James Susaimuthu	Jan Charles
James Everingham	James Tanner	Jan Edward
James Gagnon	James Templeton	Jan Finney
James Gallagher	James Tucker	Jan Foreman
James Greiner	James Upton	Jan Goericke
James Hall	James Weisenstein	Jan Greene
James Heilig	James White	Jan Mintz
James Henderson	James Williams	Jan Olafsson
James Hennessee-Bresett	James Williamson	Jan Raffety

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Jan Rosen	Janet Downs	Jared Bogaard
Jan Shirchild	Janet Geyer	Jared Booye
Jan Warne	Janet Miller	Jared Bradley
Jana Klein	Janet Moncrief	Jared Copher
Jana Mogor-Lessard	Janet Perry	Jared Day
Jane Amaral	Janet Raether	Jared Figurski
Jane Bruce-Munro	Janet Reedy	Jared Hajduk
Jane Conklin	Janet Rosas	Jared Ingraham
Jane Devine	Janet Silverglate	Jared Marks
Jane Duryea	Janet Singer	Jarod Foskett
Jane Farrar	Janet Starr	Jaron Ballard
Jane Ferguson	Janet Yantis	Jarret Winter
Jane Freedman	Janette Peters	Jasmin Hovey
Jane Goddard	Janette Rosales	Jasmin Rocha
Jane Hartman	Janette Schwabenland	Jasmine Aurrero
Jane Hood	Janette Vazquez	Jasmine Carmona
Jane Joel	Janette Waters	Jasmine Casey
Jane Nile Keller	Janice Crompton	Jasmine Desiderio
Jane Niswonger	Janice Hathaway	Jasmine Desidiero
Jane Peace	Janice Manabe	Jasmine Powell
Jane Roberts	Janice Manion	Jasmine Rojas
Jane Scanlan	Janice Parrish	Jasmine Saldana
Jane Schymeinsky	Janice Phister	Jasmine Strong
Jane Scurr	Janice Serilla	Jason Alaga
Jane So	Janice Spencer	Jason Anderlite
Jane Walker	Janice Stewart	Jason Beatty
Jane Walton	Janice Thorpe	Jason Byers
Janella Payumo	Janice Thurston	Jason Constans
Janene Forsyth	Janice Weaver	Jason Davis
Janet Acevedo	Janina Church	Jason Gingery
Janet Allinger	Janine Canada	Jason Glickman
Janet Andreasen	Janis Bolt	Jason Golditch
Janet Angulo	Janis West	Jason Grimm
Janet Bagby	Janna Hoadley	Jason Hajduk-Dorworth
Janet Brooks	Jannet Reyes-Zamora	Jason Hooz
Janet Buderus	Janyce Johnson	Jason Kaye
Janet Byers	Janyce LePire	Jason Kolb
Janet Crosse	Jaqueline Mendoza	Jason Levin
Janet Culp	Jared Aizawa	Jason Morgan

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Jason Morvay	JC Muniz	Jeff Dagan
Jason Nevin	JD Marioni	Jeff Davidson
Jason Padilla	Jean Adams	Jeff Dean
Jason Pearman	Jean Aitken	Jeff Denny
Jason Regan	Jean Anderson	Jeff Devitt
Jason Ritchey	Jean Antisdell	Jeff Drake
Jason Schock	Jean Brocklebank	Jeff Fiorovich
Jason Sherbundy	Jean Clarke	Jeff Goelitz
Jason Smith	Jean Mahoney	Jeff Goodman
Jason Smyth	Jean Manning	Jeff Gray
Jason Villanueva	Jean Tarr	Jeff Hammer
Jason Whitmire	Jean Taylor	Jeff Heicksen
Jason Wichelmann	Jean Tripier	Jeff Hill
Jasvir Kaur	Jeanne Turner	Jeff lobst
Javier Avitua	Jeanette Alvarez	Jeff Jackson
Javier Gonzalez	Jeanette Bell	Jeff Kimes
Javier Hernandez	Jeanette Bocanegra	Jeff Kirk
Javier Najera	Jeanette Magana	Jeff Kirkish
Javier Paramo	Jeanette Miller	Jeff Langston
Jay Fowler	Jeanette Wenger	Jeff Lapierre
Jay Freiermuth	Jeanie Vogelzang	Jeff Levy
Jay Karimi	Jeanine Dermer	Jeff Manzer
Jay Martin	Jeanine Shanahan	Jeff Martin
Jay Meisel	Jeanne Byrne	Jeff Martinez
Jay Reyes	Jeanne Conner	Jeff Matlock
Jay Spakoski	Jeanne Gillespie	Jeff McNeil
Jay Weisblatt	Jeanne Ikemoto	Jeff Moreno
Jaye Drizin	Jeanne Jelcick	Jeff Nealon
Jayna Whiteman	Jeanne Manss	Jeff November
Jayne McCreddie	Jeannie Reopel	Jeff Oberdorfer
Jaynelle Tirocchi	Jed Myall	Jeff Peters
Jaysa Burros	Jef Wind	Jeff Pohlem
Jayson Mendoza	Jeff Armstrong	Jeff Powers
Jazmin Hernandez	Jeff Belden	Jeff Purdy
Jazmin Jauregui	Jeff Boisen	Jeff Rosczyk
Jazmin Rocha	Jeff Boyajian	Jeff Rosendale
Jazmin Velez	Jeff Brady	Jeff Schmelter
Jazmine Diaz	Jeff Byers	Jeff Schwerdtfeger
Jc Collins	Jeff Cameron	Jeff Singer

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Jeff Stallings	Jenifer Gibson	Jennifer Green
Jeff Stanger	Jenifer Mohler	Jennifer Greer
Jeff Stranger	Jenifer Murdock	Jennifer Guido
Jeff Tavangar	Jenifer Thompson	Jennifer Hallett
Jeff Valdez	Jenna Keating	Jennifer Hannibal
Jeff Warrick	Jenna Langseth	Jennifer Haraja
Jeff Watson	Jenna Mabry	Jennifer Harn
Jeff Wille	Jenner Howland	Jennifer Harris-Anderson
Jeff Yurek	Jennie Harms	Jennifer Heinlein
Jefferson Hancock	Jennifer Arena	Jennifer Hennig
Jeffery Allen Ott	Jennifer Astone	Jennifer Hoye
Jeffery Ott	Jennifer Atkinson	Jennifer Hunter
Jeffery Wheelock	Jennifer Becker	Jennifer Jackson
Jefff Filiault	Jennifer Bennett	Jennifer Jaeger
Jeffr Easter	Jennifer Bisht	Jennifer Johnston
Jeffrey Adler	Jennifer Bloom	Jennifer Jou
Jeffrey Discipulo	Jennifer Boone	Jennifer Karno
Jeffrey Forman	Jennifer Brown	Jennifer Katz
Jeffrey Fotheringham	Jennifer Caddes	Jennifer Keller
Jeffrey Fry	Jennifer Cameron-	Jennifer Kollen
Jeffrey Moore	Sanclementi	Jennifer Krebs
Jeffrey Nelson	Jennifer Campbell	Jennifer Lape
Jeffrey Parry	Jennifer Carson	Jennifer Larzelere
Jeffrey Perez	Jennifer Clinite	Jennifer Lewis
Jeffrey Reynolds	Jennifer Colfer	Jennifer Lings
Jeffrey Roehling	Jennifer Collins	Jennifer Lipina
Jeffrey Schwertley	Jennifer Cross	Jennifer Matlock
Jeffrey Stonehill	Jennifer Crotwell	Jennifer Mauerman
Jeffrey Wellerstein	Jennifer Dildine	Jennifer McNulty
Jeffrey Werner	Jennifer Douglas	Jennifer Miranda
Jeft Palsgaard	Jennifer Eisele	Jennifer Mitchell
Jen Astone	Jennifer Eldredge	Jennifer Mott
Jen Clark	Jennifer Flaniken	Jennifer Nerida
Jen Gomez	Jennifer Garofolo	Jennifer O'leary
Jen Kelly	Jennifer Giorgi	Jennifer Oatey
Jen May	Jennifer Golden	Jennifer Ostrowski
Jen Wagner	Jennifer Gonzalez	Jennifer Perry
Jenae Replogle	Jennifer Goudge	Jennifer Pitino
Jenifer Butler	Jennifer Goulett	Jennifer Post

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Jennifer Proudfoot	Jeremy Davis	Jesse Bentz
Jennifer Rebhan	Jeremy Ertl	Jesse Borges
Jennifer Rich	Jeremy Gauger	Jesse Colombo
Jennifer Rieke	Jeremy Hohengarten	Jesse Dresbach
Jennifer Rohwer-Mccord	Jeremy Lee	Jesse Dybenko
Jennifer Rubin	Jeremy Lezin	Jesse Harrison
Jennifer Santillana	Jeremy McCarthy	Jesse Heaton
Jennifer Stanley	Jeremy Neuner	Jesse Jimenez
Jennifer Sugarwoman	Jeremy Orozco	Jesse Offermann-Sims
Jennifer Thompson	Jeremy Orvik	Jesse Perez
Jennifer Trotter	Jeremy Page	Jesse Stryker
Jennifer Watkins	Jeremy Paiss	Jesse Walker
Jennifer Whitney-Olson	Jeremy Powell	Jesse Williams
Jennifer Willoughby	Jeremy Price	Jessi McKee
Jennifer Willson	Jeremy Sanford	Jessi Soto
Jennifer Wilson	Jeremy Stotter	Jessica Aguilar
Jennifer Yarrow	Jeremy Teman	Jessica Benn-Towle
Jennifer Young	Jeremy Wise	Jessica Berg
Jenniffer Lewis	Jeremy Woodling	Jessica Cambell
Jenny Call	Jeremy Young	Jessica Cannarozzi
Jenny Dangelo	Jeri Jensen	Jessica Carlson
Jenny Freedman	Jerilyn Bock	Jessica Carroll
Jenny Gonzalez	Jermaine Hein	Jessica Cohn
Jenny Job	Jerob Chop	Jessica Collins
Jenny Lee	Jerome Neu	Jessica Davis
Jenny Marini	Jeromie Power	Jessica Dominguez
Jenny Murphy	Jerri Willett	Jessica Fonesca
Jenny Nadaner	Jerry Allen	Jessica Fonseca
Jenny Petter	Jerry Chiang	Jessica Gallione
Jens Williford	Jerry Clark	Jessica Garcia
Jensen Hastings	Jerry Connery	Jessica Ghio
Jeremie Foster	Jerry Finney	Jessica Gilbert
Jere Patterson	Jerry Hollars	Jessica Guajardo
Jerel Smith	Jerry Jaspar	Jessica Hansen
Jeremiah Coil	Jerry Stolaroff	Jessica Hosking
Jeremiah Daniels	Jerry Toste	Jessica Johnson
Jeremiah Foley	Jerry Warning	Jessica Laing
Jeremy Anthony	Jesenia Deleon	Jessica Lawless
Jeremy Britton	Jess Ha	Jessica Lee

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Jessica Marks	Jill Carr	Jim Reslcok
Jessica Miller	Jill Denner	Jim Reslock
Jessica Monteiro	Jill Donnelly	Jim Sanguinetti
Jessica Murray	Jill Fox	Jim Singer
Jessica Pasko	Jill Gallo	Jim Thoits
Jessica Perez	Jill Gillespie	Jim Williams
Jessica Petersen	Jill Hansen	Jim Winters
Jessica Rawlings	Jill Heppner	Jim Zachos
Jessica Rocha	Jill Illidge	Jimi Gleitsman
Jessica Wilkins	Jill Pozzi	Jimmy Cannizzaro
Jessica Zovar	Jill Schontag	Jina Baer
Jessie Barbin	Jill Teaford	Jingyoung Kim
Jesus Aguilera Vitela	Jill Valarcel	Jl Janes
Jesus Garcia	Jillian Aronstam	Jo Ann Cacace
Jesus Gomez	Jillian Holtzclaw	Jo Garcia
Jesus Gonzalez	Jillian Hartzclaw	Jo King
Jesus Ivan Bustamanto	Jillian Osland	Jo Pirie
Jesus Jimenez	Jim Black	Joahn Rubens
Jesus Lar	Jim Booth	Joan Agostinelli
Jesus Pantoja	Jim Bozanich	Joan Bosworth
Jesus Rameno	Jim Bushneff	Joan Brennan
Jesus Reyes	Jim Callahan	Joan Cameron
Jesus Rocha	Jim Carter	Joan Culver
Jesus Torres	Jim Cruddas	Joan Darroch
Jesus Torres III	Jim Cumming	Joan Enriquez
Jesus Touar	Jim Debord	Joan Ling-Zwissler
Jesus Valdez	Jim Denton	Joan Love
Jevan Gray	Jim Dixson	Joan Lowden
Jf Dronne	Jim Dumont	Joan OKeefe
Jhonee Fillmore	Jim Genes	Joan Peterson
Jia Patton	Jim Goularte	Joan Staffen
Jianna Mader	Jim Langley	Joan Steele
Jianna Marder	Jim Latorre	Joan Townsend
Jiaying Hao	Jim Molina	Joan Weaver
Jilda Loomis	Jim Monroe	Joana Del Villar
Jill Beckett	Jim Moser	Joanie Deneffe
Jill Bohnen	Jim Pease	Joann Baumgartner
Jill Borba	Jim Penprase	Joann Colombo
Jill Burton-Donnelly	Jim Ramin	Joann Ford

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Joann King	Joe Evans	Joey Williams
Joann Peterson	Joe Gruber	Joh Rathbun
Joann Roeder	Joe Guernaccini	Johaam Ryberg
Joann Williams	Joe Hayes	Johanna Bowen
Joanna Bremser	Joe Holmes	JoHanna Leonard
Joanna Davis	Joe Jeam	Johanna Lighthill
Joanna Erickson	Joe Kaplow	Johanna Rochn
Joanna Eskilson	Joe Krammer	Johanna Ronsse
Joanna Ferraro	Joe Manfre	John Aboytes
Joanna Mana	Joe Martinez	John Alexiou
Joanne Bauer	Joe Nama	John Balawejder
JoAnne Binding	Joe Nigos	John Ballard
Joanne Cardoza	Joe Quigg	John Barbieri
Joanne Hildreth	Joe Raley	John Basile
Joanne Hutson	Joe Rubalcaba	John Blackner
Joanne Klock	Joe Sherer	John Boland
Joanne Madigan	Joe Shimpfky	John Boulton
Joanne Walters	Joe Slafkosky	John Brady
Joanne Weigel	Joe Stoken	John Burke
Joanne Wittwer	Joe Tosta	John Cairns
Joaquin Bridges	Joe Vazquez	John Chard
Joaquin Martinez	Joe Ward	John Chavez
Jocelyn Brown	Joel Acker	John Chilton
Jocelyn Hoy	Joel Akin	John Clements
Jocelyn Levy	Joel Avila	John Cook
Jocelyn Sicairos	Joel Barnes	John Coomes
Jodey Pini	Joel Boutros	John Cunniff
Jodi Green	Joel Hedgpeth	John Dannehl
Jodi Pleck	Joel McKown	John Davis
Jodie Sanchez	Joel Postman	John Dawson
Jody Garsia	Joel Rider	John De Sousa
Jody Heckenbach	Joel Sanchez	John Del Rey
Jody Ruso	Joel Smith	John Devlin
Jody Work	Joel Tapia	John Distefano
Joe Andrews	Joel Wheeler	John Dodds
Joe Barnhart	Joel Zermeno	John Doty
Joe Callero	Joell Hallowell	John Dowdell
Joe Connell	Joelle Sipes	John Falkenroth
Joe Downie	Joelle Treanor	John Fangary

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

John Faraola	John Machado	John Teeple
John Fay	John Marshall	John Thomas
John Fisher	John Martinelli	John Tripodi
John Fox	John McAlpine	John Van De Veer
John Freedman	John McCrary	John Van Seggern
John French	John Meade	John W Mcdonald
John Gabriel	John Medeiros	John Williams
John Gates	John Mense	John Witt
John Gillingham	John Moore	John Wittenberg
John Goggin	John Morrison	John Wright
John Gotthardt	John Moscatel	John Wurster
John Govsky	John Mudd	John Yantis
John Grady	John Munnerlyn	John Zitterman
John Gryspos	John Orlando	Johnatha Anderson
John Hanley	John Pacholski	Johnathan Garza
John Happee	John Pain	Johnathon Martins
John Harte	John Parda	Johnnie Wilson
John Hauk	John Paulsen	Johnny Schot-Martins
John Heal	John Perry	Johnston Terry
John Heinle	John Plunkett	Jojon Cabrera
John Hickey	John Poole	Jolan Miller
John Holcombe	John Price	Jolene Mendelsohn
John Hopkins	John Putica	Jolie Downs
John Hultgren	John Rawlingson	Jon Bullock
John Idstrom	John Robbins	Jon Curcio
John Jordan	John Rodriguez	Jon Dietz
John Jr.	John Ruble	Jon Fatula
John Kenny	John Ryan	Jon Guy
John Laing	John San Filippo	Jon Heeley
John Lardinois	John Scalo	Jon Hudson
John Larse	John Scanlon	Jon Keeseey
John Larson	John Sheibley	Jon Kennedy
John Larwood	John Shewfelt	Jon Longsworth
John Laturno	John Skillicorn	Jon Mondor
John Lavelle	John Sliney	Jon Rodriguez
John Leonard	John Smith	Jon Sisk
John Levitt	John Stanton	Jon West
John Locatelli	John Stege	Jon Winston
John Lynch	John Strobel	Jonah Lepak

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Jonathan Barclay	Jorge Madrigal-Magana	Josefine Laksson
Jonathan Bernokeits	Jorge Mata	Joseph Aguero
Jonathan Boudreau	Jorge Ramirez	Joseph Altmann
Jonathan Cesena	Jorge Rivera	Joseph Antos
Jonathan Fulcher	Jorge Vazquez	Joseph Bookshier
Jonathan Garcia	Josanne Van Der Wilk	Joseph Brookshier
Jonathan Gick	Jose Alejandro	Joseph Crossen
Jonathan Henandez	Jose Arreola	Joseph Damico
Jonathan Landaw	Jose Avalos	Joseph Donatini
Jonathan Merolla	Jose Avila	Joseph Ferrigno
Jonathan Messer	Jose Cadenas	Joseph Gagliano
Jonathan Nunez	Jose Camacho	Joseph Geist
Jonathan Riley	Jose Cuevas	Joseph Graney
Jonathan Rubin	Jose Diaz	Joseph Leonard
Jonathan Schalze	Jose Garcia	Joseph Martinez
Jonathan Wilson	jose gomez	Joseph Marvin Jr
Jonathan Worrell	Jose Iniguez	Joseph Micburn
Jonathon Landeck	Jose Jimenez	Joseph Modellmog
Joni Steele	Jose Juan Velazquez	Joseph Morici
Jonnie Ribera	Jose Machuca	Joseph Mount
Jordan Jackee	Jose Maciel	Joseph O'Wren
Jordan Kepler	Jose Marquez	Joseph Olmeda
Jordan Le	Jose Martinez	Joseph Parisie
Jordan Lipaz	Jose Montoya	Joseph Pinpin
Jordan Norrbom	Jose Muniz	Joseph Salgado
Jordan Pastor	Jose Nino	Joseph Spinelli
Jordan Paulus	Jose Olvera	Joseph Whalen
Jordan Rager	Jose Padilla	Josephine Palmer
Jordan Riley	Jose Perez	Josh Balawejder
Jordan Smith	Jose Quevedo	Josh Becker
Jordan Vascones	Jose Rodriguez	Josh Jacquard
Jordan Welsh	Jose Santana	Josh Jones
Jordana Fischer	Jose Urzua	Josh Lopez
Jorel Keefauver	Jose Valencia	Josh Lounsberry
Jorge Bru	Jose Velazquez	Josh Morgan
Jorge Carmen	Jose Zepeda	Josh Pearlman
Jorge Cruz	Josef Sekon	Josh Ptashne
Jorge Doranta	Josefina Madrigal	Josh Schelhorse
Jorge Duque	Josefina Sandez	Josh Storrer

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Josh Tuthill	Joyce Kutcher	Judith Poole
Josh Walden	Joyce Mangohney	Judith Roberts
Josh White	Joyce Newkirk	Judson Ward
Josh Williams	Joyce Parr	Judy Brenis
Joshua Busick	Joyce Roby	Judy Dorosin
Joshua Conner	Joyce Tyler	Judy Dudley
Joshua Cranmer	Joyce Vissell	Judy Herandez
Joshua Dibble	JR Sanchez	Judy Hernandez
Joshua Edwards	Juan Arteaga	Judy Hettick
Joshua Forsythe	Juan Carlos Escutia	Judy Hunter
Joshua Hathaway	Juan Fernandez	Judy Jamison
Joshua Hernandez	Juan Garcia	Judy Klamecki
Joshua Martinez	Juan Gonzalez	Judy Littlefield
Joshua Morris	Juan Guennero	Judy Locke
Joshua Najmi	Juan Macias	Judy Male
Joshua Nay	Juan Martinez	Judy Miller
Joshua Norman	Juan Montanez	Judy Moore
Joshua Pizzica	Juan Morales	Judy Nilsen
Joshua Smith	Juan Sacas	Judy Owen
Joshua Strong	Juan Vera	Judy Robinson
Joshua Taylor	Juanita Alejandrez	Judy Stevens
Joshua Waltrip	Juanita Camarena	Judy Young
Josi Campo	Juanita Malouf	Judyth Bechtell
Josiah Evert	Jude Todd	Julia Apgar
Josie Bruce	Judi Wyant	Julia Bernal
Josie Clerfond	Judit Monis	Julia Berry
Josue Escoto	Judit Tiser	Julia Clapham
Josue Fuentes	Judith Allen	Julia Dunn
Josue Sanchez	Judith Astone	Julia Elman
Journey Talkovic	Judith Dew	Julia Graham
Joy Babich	Judith Gonzales	Julia Hodges
Joy Baker	Judith Hoelscher	Julia Horner
Joy Chapman	Judith Kinst	Julia Jennings
Joy Dunn	Judith Masters	Julia Lindsay
Joy Jones	Judith Murdock	Julia McCardell
Joy Luikart	Judith Muschkovich	Julia Modorsky
Joya Winwood	Judith O'Clair	Julia Ragen
Joyce Blaskovich	Judith Orbach	Julia Ramos
Joyce Goldsworthy	Judith Phillips	Julia Rodriguez

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Julia Selker	Julie Scott	Justin Laing
Julia Soares	Julie Scurfield	Justin Luong
Julian De La Rua	Julie Shattuck	Justin Mckkelland
Julian Feeley	Julie Snaman	Justin Mcleod
Juliane Neiderhiser	Julie Stockwell	Justin Mcnabb
Julianna Chavez	Julie Tatowicz	Justin Moss
Julianne Colligan	Julie Tauriainen	Justin Payton
Julianne DiCocco	Julie Thompson	Justin Ried
Julianne Foxworthy	Julie Tobin	Justin Soltis
Juliano Jochims	Julie Wilson	Justin Vargas
Julie Bated	Julie Young	Justin Wadstein
Julie Broder	Juliet Goldstein	Justin White
Julie Curley	Julietta Matea	Justin Yannone
Julie Dickson	Julietta Mattea	Justine Hosmer
Julie Elkins	Julietta Sabharwal	K. Perlman
Julie Francis	Juliette Lossky	Kacey Cross
Julie Gallant	Julio Briceno	Kacie Hill
Julie James	Julio Cesar Guzman	Kai Parker
Julie Johnson	Julio Harvey	Kai Slawinski
Julie Jones	Julio Ortiz	Kai Workman
Julie Kanagy	Julio Sanclemente	Kaile West
Julie Kelly	Julio Valencia	Kaimana Carney
Julie Kersey	Juliza Gonzalez	Kaitelyn Kelly
Julie Lambert	Juls Goodwin	Kaitlyn Mason
Julie Lazor	June Fox	Kaitlyn Peterson
Julie Lockwood	June House	Kaitlyn Van Etta
Julie Lolmaugh	June Ralston	Kaiulani Cole
Julie Maxwell	June Smith	Kaiya Williams
Julie McCargar	Jung Watson	Kala Buthman
Julie Meearsar	Justin Baker	Kala Ketchum
Julie Morley	Justin Bonner	Kalisa Beagle
Julie Nalezny	Justin Bryant	Kamran Ajir
Julie Nolte	Justin Clark	Kamron Mojabe
Julie O'reilly	Justin Cortez	Kandi Lippert
Julie Packard	Justin Davis	Kaori Herrera
Julie Pillack	Justin Engle	Kara Blum
Julie Raskin	Justin Folsom	Kara D
Julie Ruiz	Justin Foutts	Karah Ammann
Julie Santana	Justin Henson	Karem Ayyad

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Karen Amicarelli	Karen Sanguinetti	Kate Crow
Karen Andersen	Karen Schultz	Kate Friel
Karen Bachan	Karen Semingson	Kate Hochler
Karen Bercaw	Karen Sommerfeld	Kate Lemega
Karen Bezerra	Karen Ward	Kate Pavao
Karen Bish	Karen Weiske	Kate Perence
Karen Bria	Karen White	Kate Raymundo
Karen Cabral	Karen Wilson	Kate Roberson
Karen Cane	Kari Duggins	Kate Roberts
Karen Card	Kari Kiely	Kate Scanlon
Karen Chamberlain	Kari Lochhead	Kate Smith
Karen Conley	Kari Olandese	Kate Sonnenfeldt
Karen Corsino	Karin Ashby	Kate Terrell
Karen Donovan	Karin Grobe	Kate Tirado
Karen Egan	Karin McGuire	Kate Turner
Karen Goehring	Karin Yien	Kate Watts
Karen Goldman	Karina Madrigal	Kate Wilson
Karen Guest	Karina Vogen	Kate Winters
Karen Hall	Karine Gonzales	Katelyn Barrow
Karen Hargrove	Karishma Shah	Katelyn Gagne
Karen Hart	Karissa Rheuby	Katelyn Taubman
Karen Hegerle	Karl Kosling	Katera Rutledge
Karen Holderbein	Karl Shubert	Katherine Barr
Karen Huang	Karl Zeise	Katherine Black
Karen Jarman	Karla Gaona	Katherine Butler
Karen Johansson	Karla Oliveira	Katherine Feurtado
Karen Katz	Karla Villarreal	Katherine Flowers
Karen Kirby	Karlene Ruggles	Katherine Friedman
Karen Korba	Karley Pope	Katherine Greenwald
Karen Laing	Karolyn Myers	Katherine Hawker
Karen Lykebo Peterson	Karri Breslin	Katherine Hitt
Karen Marin	Kary Herman	Katherine Hughes
Karen Menehan	Karyl Rader	Katherine Isbister
Karen Moeller	Karyn Bristol	Katherine Lee
Karen Moreno	Kassaundra Rodriguez	Katherine Lennon
Karen Muchamuel	Katayun Saleni	Katherine Loggins
Karen Navarro	Kate Butler	Katherine Massena
Karen Nielsen	Kate Castelli	Katherine Mullikin
Karen O'hanlon	Kate Connor	Katherine Ota

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Katherine Smith	Kathryn Sanchez	Katie O'Regan
Katherine Uvalles	Kathryn Scott	Katie Peck
Kathie Brown	Kathryn Steel Glynn	Katie Perez
Kathie Stark	Kathy Allen	Katie Reese
Kathleen Armstrong	Kathy Astromoff	Katie Schowengerdt
Kathleen Bortolussi	Kathy Ballard	Katie Shank
Kathleen Dammann	Kathy Balthazar	Katie Sieckman
Kathleen De Hart	Kathy Bidwell	Katie Silva
Kathleen Dempsey	Kathy Cook	Katie Solorio
Kathleen Ennis	Kathy Dana	Katie Teese
Kathleen Epperly	Kathy Deteso	Katie Williams
Kathleen Fisher	Kathy DiBenedetto	Katinka Hurley
Kathleen Hansen	Kathy Elder	Katlyn Moyer
Kathleen Howard	Kathy Gonzales	Katrina Castro
Kathleen Johnson	Kathy Hensley	Katrina Honeywell
Kathleen Jones	Kathy Idoine	Katrina Joesten
Kathleen Lynch	Kathy Jacobs	Katrina King
Kathleen MacDonald	Kathy Johnson	Katrina London
Kathleen Maxwell	Kathy Lamothe	Katy Garner
Kathleen McGarraugh	Kathy McClure	Katy Oursler
Kathleen Middleton	Kathy Pearson	Katy Perez
Kathleen Ratchlee	Kathy Ransom	Katya Tashma-Rapp
Kathleen Roberts	Kathy Sandidge	Kay Wood
Kathleen Sanmiguel	Kathy Sinnott	Kayla Andrews
Kathleen Smyth	Kathy Wells	Kayla Childers
Kathleen Troeller	Kati Bays	Kayla Cromer
Kathlen Zavelle	Kati Graham	Kayla Cromwell
Kathryn Boone	Katie Baker	Kayla Matsuda
Kathryn Crelan	Katie Beckett	Kayla Mitchell
Kathryn Ellis	Katie Behrendt	Kayla Palmer
Kathryn Fraser	Katie Bergh	Kaylee Hoffman
Kathryn Gestri	Katie Cordes	Kaylin Chang
Kathryn Llewellyn-Herne	Katie Cote	Kayrea Cook
Kathryn McCullen	Katie Digirolamo	Keana Parker
Kathryn Metz	Katie Feickert	Keegan Cole
Kathryn Mowbray	Katie Feurtado	Keelan Franzen
Kathryn Nance	Katie Jacobson	Keely Sanders
Kathryn Paul	Katie Kelly	Keenan Shaw
Kathryn Poethig	Katie Lage	Keerti Ayakannu

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Kees Horn	Kelly Kowalski	Kendra King
Keith Balthazar	Kelly Liebenthal	Kendra Mcqueen
Keith Bonzelaar	Kelly Meyer	Kendra Smith
Keith Houchen	Kelly Nestlen	Kendra Wolfe
Keith Kirk	Kelly Pagano	Kenji Kurita
Keith Koenig	Kelly Pound	Kenju Suzuki
Keith Lachennyer	Kelly Richardson	Kenneth Brown
Keith Martin	Kelly Robinson	Kenneth Chau
Keith Maynard	Kelly Rush	Kenneth Coppedge
Keith Meek	Kelly Sauder	Kenneth Garges
Keith Miller	Kelly Scherf	Kenneth Graham
Keith Mori	Kelly Shafsky	Kenneth Grimsley
Keith Redfield	Kelly Siegel	Kenneth Hubert
Keith Schuler	Kelly Skye	Kenneth Koll
Keith Smith	Kelly Smith	Kenneth Konviser
Keith Trainor	Kelly Sumner	Kenneth Margolis
Kellee Livingston	Kels Simons	Kenneth Nordgren
Kelley Beer	Kelsa Hawkins	Kenneth Rapaport
Kelley Lauritzen	Kelsey Grimsley	Kenneth Weisner
Kelley Linn	Kelsey Higgins	Kenny Kusumoto
Kelley Trousdal	Kelsey Kraus	Kent Edler
Kelley Trousdale	Kelsy Skade	Kent Miller
Kelley Youmans	Kelvin Nesheim	Kent Thrasher
Kelli	Ken Averill	Kenyon Kluge
Kelli Cole	Ken Burson	Keri Crask
Kelli Sebastian	Ken Craft	Keri Speir
Kelli Smart	Ken Ignatowicz	Keri Waters
Kelly Alpert	Ken Kambic	Kerri Colbert
Kelly Andrews	Ken Kraft	Kerri Fong
Kelly Arana	Ken Lown	Kerri Hendrickson
Kelly Arbor	Ken Martin	Kerrie Dawn Ide
Kelly Beer	Ken Miller	Kerrie Sheldon
Kelly Burns	Ken Newman	Kerry Lafountain
Kelly Donahoe	Ken Shelden	Kerry Nehls
Kelly Farris	Ken Surber	Kerry O'Brien
Kelly Finneran	Ken White	Kevin Carney
Kelly Foos	Ken Winters	Kevin Clark
Kelly Herrera	Kendall Byington	Kevin Conway
Kelly Huang	Kendall Saville	Kevin Craft

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Kevin Crews	Khristina Horn	Kimberly Butts
Kevin Cruz	Kieran Horn	Kimberly Carlton
Kevin Desmond	Kieran Shook	Kimberly Gaines
Kevin Dunn	Killarney Clary	Kimberly Goddard
Kevin Fennimore	Kim Arnerich	Kimberly Ortiz
Kevin Flowers	Kim Avnerich	Kimberly Owens
Kevin Givens	Kim Barry	Kimberly Sweat
Kevin Gonzales	Kim Bierman	Kimberly Wainscoat
Kevin Grossman	Kim Bollinger	Kimi Robertson
Kevin Hanks	Kim Bradbrook	Kimmai Nunnery
Kevin Hogue	Kim Brosing	Kira Henifih
Kevin Jeffery	Kim Chase	Kira Martin
Kevin Jonker	Kim Clarke	Kira Walker
Kevin Jordan	Kim Corneille	Kira Wampler
Kevin Kahler	Kim Griffin	Kirch Martin
Kevin Karwick	Kim Guiley	Kirk Woelke
Kevin Kealm	Kim Harbo	Kirra Paskins
Kevin King	Kim Hecko	Kirsten Erickson
Kevin Koch	Kim Helmer	Kirsten Guinn
Kevin Le	Kim Henry	Kirsten Qualey
Kevin Lockwood	Kim Jaspers	Kirsten Rinaldi
Kevin Maguire	Kim Juarez	Kirstin Gagarin
Kevin McKeever	Kim Juneau	Kirstin Guinn
Kevin Painchaud	Kim Malone	Kisandra Line
Kevin Parks	Kim McCready	Kit Rutter
Kevin Patxi Le Bras	Kim Mcginty	Kit Soetaert
Kevin Robertson	Kim McReady	Kithy Chavez
Kevin Ruffler	Kim Molloy	Kitty Dowgert
Kevin Saxton	Kim Phillips	Kiyo Gaza
Kevin Shannon	Kim Rawlings	Klaudia Moreno
Kevin Smith	Kim Rodriguez	Koinonla Solano
Kevin Springer	Kim Stewart	Kory Van Unen
Kevin Stover	Kim Tuson	Koy Wilson
Kevin Sullivan	Kim Utile	Kris Ayer
Kevin Suriano	Kim Wu	Kris Clemson
Kevin Thatcher	Kimarie Madvig	Kris Holden
Kevin Zavala	Kimberlee Franca	Kris Schilperoort
Kezia Jiranek	Kimberley Bermender	Kris Sheehan
Khandan Giessow	Kimberly Bishop	Krishna Feldman

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Krishna Leikind	Kristina Hunken	Kyle Martin
Kriss Silva	Kristina Kada	Kyle Medina
Krissie Olson	Kristina Loveman	Kyle Taylor
Krista Bertetta	Kristina Mitchell	Kyle Thiermann
Krista Cole	Kristina Quilici	Kylie Wyldbore
Krista Cook	Kristine Beck	Kym De Witt
Krista Kessler	Kristine Franck	Kym Sinclair
Krista Newberry	Kristine Macdonald	Kyon Kazemi
Krista Whitman	Kristopher Willis	Kyriea Giegerich
Kristaan Felder	Krystal Guzman	Lachheb Sabrine
Kristen Barrett	Krystal Martinez	Lael Ambrose
Kristen Caraway	Krystina Avalos	Lagene Harris
Kristen Carraway	Krystle Gunton	Lain Lease
Kristen Collishaw	Kully Mandon	Laine Elliot
Kristen Hussey	Kumiko Maxson	Laine Elliott
Kristen Koenig	Kurt Almendras	Lalaine Delfin
Kristen Maya	Kurt Grundner	Lali Kates
Kristen McLaughlin	Kurt Jensen	Lali Sinjur
Kristen Pocock	Kurt Nelson	Lalitha Parameswaran
Kristen Rice	Kurt Pipal	Lamonica Bell
Kristen Rinaldi	Kurt Skelton	Lana Schoter
Kristen Stewart	Kurt Soenen	Lance Anderson
Kristene Roberson	Kurt Stiehl	Lance Bone
Kristi Korven	Kurt Workman	Lance Hulsey
Kristia Wolf	Kwd Geocoga	Lane Suelton
Kristianne Diehl	Kyla Piramoon	Lanette Felsch
Kristie Carruthers	Kyle Aldrich	Lani Roberts
Kristin Allen-Farmer	Kyle Boyd	Lara Bezich
Kristin Bogart	Kyle Brown	Lara Brooke
Kristin Clark	Kyle Falconer	Lara Kilpatrick
Kristin Clifton	Kyle Griffith	Lara Latourelle
Kristin Evans	Kyle Harder	Lara Struthers
Kristin Koenig	Kyle Hardwick	Laree Magginetti
Kristin Tosello	Kyle Josephson	Laretta Lovett
Kristin Wyatt	Kyle Jouras	Larry Bercovich
Kristina Campbell	Kyle Lapp	Larry Cole
Kristina Delic	Kyle Leach	Larry Cuba
Kristina Hamill	Kyle Liebenberg	Larry Drury
Kristina Hanna	Kyle Lutz	Larry Duimstra

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Larry Gibson	Laura Martin	Lauren Leff
Larry Goodman	Laura Mcentee	Lauren Linkemyer
Larry Gray	Laura Meyer	Lauren Matias
Larry Hibbard	Laura Miller	Lauren Mclaughlin
Larry Leeder	Laura Milosevich	Lauren Mygatt
Larry Martinez	Laura Mitchler	Lauren Naess-Williams
Larry Pearson	Laura Molanchon	Lauren O'brien
Larry Steele	Laura Nelson	Lauren Reedy
Larry Takemoto	Laura Nilson	Lauren Ross
Larry Wells	Laura Nunez	Lauren Ruby Miller
Laura Aluniz	Laura Parks	Lauren Twisselman
Laura Amsden	Laura Pendergraft	Lauren Valentino
Laura Anderson	Laura Prang	Lauren Westjohn
Laura Bair	Laura Prisbe	Laurence Cohen
Laura Bogaard	Laura Ramirez	Laurence Mcgann
Laura Brown	Laura Soellner	Laurent Lambert
Laura Cheatham	Laura Sutherland	Laurie Craig
Laura Ferguson	Laura Taylor	Laurie Gibson
Laura Fisner	Laura Temple	Laurie Harris
Laura German	Laura Van Der Linde	Laurie Heath
Laura Godoy	Laura Whitson	Laurie Hunkel
Laura Grassi	Laura Wood	Laurie Leonard
Laura Hartwick	Laura Young Hinck	Laurie Maciel
Laura Harvey	Laura Zonis	Laurie Magarian
Laura Heins	Laurel Hayne-Miller	Laurie McCann
Laura Iwanaga	Laurel Henderson	Laurie McCullough
Laura Jean	Laurel Jarnagan	Laurie Merrill
Laura Johnson	Laurel Perotti	Laurie Miller
Laura Johnston	Laurel Thornton	Laurie Mitchell
Laura Jones	Lauren Araujo	Laurie Penzias
Laura Kasa	Lauren Baker	Laurie Pimentel
Laura Kennedy	Lauren Bollinger	Laurie Radovan
Laura Koonin	Lauren Brigham	Laurie Vanderwoude
Laura Kurek	Lauren Cannon	Laurie Welty
Laura Lamprecht	Lauren Cooney	Laurisa Kanzler
Laura Laughlin	Lauren Crux	Lauryn Barton
Laura Livingston	Lauren Cutter	Laverne Coleman
Laura Macleod	Lauren Granlund	Lawrence Blood
Laura Marini	Lauren Kelley	Lawrence Fogel

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Lawrence Goldfarb	LeighAnn Work	Leslie Cucuel
Lawrence Holland	Leighanna Pickrell	Leslie Downs
Lawrence Kaplan	Leila Kramer	Leslie Evans
Lawrence Rosenbaum	Leila McFadden	Leslie Fellows
Layla Dawson	Leila Nafissi	Leslie Glass
Lea Taddonio	Leilani Zehnder	Leslie Haws
Lea Tillman	Leinaala Waikiki	Leslie Jaquith
Leah Anderson	Lejla Borovac	Leslie Koostra
Leah Daugherty	Lela Crandall	Leslie Kootstra
Leah Kaltsas	Lelah Welfring	Leslie Lafollette
Leah Levin	Leland Olson	Leslie Lico
Leah Lutz	Lena Kauert	Leslie Muirhead
Leah Noble	Lennin Naranjo	Leslie Nakajima
Leah Perlin	Lennon Caleb	Leslie Paulides
Leah Piper	Lennox Smith	Leslie Read
Leah Teschner	Leo Galaza	Leslie Sandoval
Leana Calderon	Leo Jed	Leslie Smith
Leann Bjelle	Leo Martinez	Leslie Strohm
Leanna Dejong	Leo Webber	Leslie Taylor
Leanne Butka	Leonard Anderson	Leslie Telles
Lec Log	Leonard Dreyer	Leslie Walter
Lee Bruce	Leonard Foreman	Leslie Yopez
Lee Carnahan	Leonardo Ramirez	Leslye Lawrence
Lee De Lapp	Leora Fromm	Lessie Mudgett
Lee Degraw	Les Brady	Lester Espinosa
Lee Denton	Les Forster	Leta Vandenheuvel
Lee Griffiths	Les Israow	Leticia Harty
Lee Heathorn	Lesario Ruiz	Leticia Juarez
Lee Hoover	Lesha Kubacki	Leticia Rogers
Lee May	Leslee Bassin	Leticia Serrano
Lee Rhoades	Lesley Gunnells-Ramos	Letitia Davis
Lee Rossi	Lesley Snyder	Levi Heid
Lee Solomon	Lesley Sudduth	Lex Van Den Berghe
Lee Vaage	Lesley Tipton	Lezanne Jeffs
Leeann Buck	Leslie Altman	Liane Bauer
Leeza Leilani Miller	Leslie Burnham	Libby Reed
Leigh Langley	Leslie Chow	Libi Kavanah
Leigh Selby	Leslie Cooper	Lidia Avelar
Leigh-Anne Lehrman	Leslie Corona	Lidia Cioffi

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Lidia Rich	Linda Kimball	Lindsey Amos
Lidia Rodriguez	Linda Knechtel	Lindsey Cramer
Lilia Arana	Linda Lareau	Lindsey Johnson
Lilia Campbell	Linda Larson	Lindsey Keough
Lilia Chagolla	Linda Leum	Lindsey Smith
Lilia Croghan	Linda Maderis	Lindsey Westjohn
Lilia Gallardo	Linda Martin	Lindsay Clarke
Lilia Gutierrez	Linda Mathis	Lindy James
Lilian Oberdorfer	Linda McPherson	Lindy Schmidt
Liliana Zamora	Linda Montalvo	Linn Phan
Lillian Beggs	Linda Moore	Linnaea Boone Wilson
Lillian Leanos	Linda Morales	Lisa Ackerman
Lillian Wilson	Linda Mosso	Lisa Alloin
Lily Barnett	Linda Nadeau	Lisa Anderson
Lily Brown	Linda Nugent	Lisa Barclay
Lily Hasebe	Linda Owens	Lisa Barner
Lily Vasquez	Linda Padilla	Lisa Barrera
Lin Zhong	Linda Piera	Lisa Beaudreau
Linck Zingale	Linda Pol	Lisa Beebe
Lincoln Russin	Linda Rossi	Lisa Berman
Lincoln West	Linda Sprowl	Lisa Bunin
Linda Amaris	Linda Switzer	Lisa Cadenasso
Linda Anderson	Linda Thompson	Lisa Carlton
Linda Beatham	Linda Tillery	Lisa Crouch
Linda Beltramo	Linda Unger	Lisa Dallimore
Linda Berman	Linda Valdez	Lisa Daniels
Linda Care	Linda Vaughan	Lisa Duque
Linda Corcoran	Linda Villanueva	Lisa Figgord
Linda Curtis	Linda Weaver	Lisa Fluitt
Linda Dennis	Linda Williams	Lisa Ford
Linda Des Jardins	Linda Youmans	Lisa Gerber
Linda Desjardins	Lindsay Behr	Lisa Gray
Linda Dewitt	Lindsay Goldsmith	Lisa Gunther
Linda Fernandez	Lindsay Hinck	Lisa Harvey-Duren
Linda Francis	Lindsay Mangold	Lisa Holcombe
Linda Gilcrest	Lindsay Patel	Lisa Hunter
Linda Griffith	Lindsay Patten	Lisa Johnson
Linda Johnson	Lindsay Storrer	Lisa King
Linda Kiesler	Lindsay Torres	Lisa Klaric

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Lisa Kodat	Lisa Zlotski	Lois Widom
Lisa Lachlan	Lisha Erez	Lois Winters
Lisa Lewis	Livero Guerrero	Lolly Belanger
Lisa Lilley	Livia Bocchino	Lona Carter
Lisa Lindeman	Livia Moneleone	Lora Bate
Lisa Martinez	Livia Monteleone	Loree Mathews
Lisa McAndrews	Livia Peras	Lorelei Janis
Lisa McCallister	Liz Aiello	Loren Goodman
Lisa Meyer	Liz Baginski	Loren Rosen
Lisa Mosely	Liz Ballew	Loren Schwinge
Lisa Mosley	Liz Celeste	Loren Young
Lisa Moss	Liz Devins	Lorena Castillo
Lisa Patebaum	Liz Donatini	Lorena Garcia
Lisa Pennington	Liz Karzag	Lorena Quiroz
Lisa Phelps	Liz Milazzo	Lorenzo Holquin
Lisa Plunkett	Liz Roening	Loretta Angobaldo
Lisa Podesto	Liz Torres	Lorgh Vyvyan
Lisa Powell	Liz Whiteley	Lori Bell
Lisa Price	Liza Brownstone	Lori Bohl-Penniket
Lisa Salinero	Liza Mchugh	Lori Brown
Lisa Shaver	Liza Scully	Lori Canton
Lisa Sheridan	Lizbeth Tapia	Lori Clinchard
Lisa Smith	Lizette Rocha	Lori Gandolfo
Lisa Stevenson	Lizzie Adams	Lori Iverson
Lisa Stormoen	Lizzie Schlarman	Lori Johnson
Lisa Stout	Llesenia Rocha-Fernandez	Lori Oates
Lisa Tabachnick	Lleticia Hernandez	Lori Price
Lisa Theriot	Lloyd MacPherson	Lori Ray
Lisa Todd	Lloyd Stephenson	Lori Rolon
Lisa Tonetti	Lloyd Tabb	Lori Seal
Lisa Tripp	Lloyd Wilson	Lori Siegmund
Lisa Vicar	Lluvia Acevedo	Lori Sullivan
Lisa Vieira	Logan Byara	Lori Teller
Lisa Wallace	Logan Chambers	Loris Nolan
Lisa Warshaw	Logan Hart	Lorna Champion
Lisa Warzecha	Logan Mella	Lorna Horton
Lisa Welch	Logun Fagundes	Lorna Jordan
Lisa Wilson	Lois Overton	Lorna Kohler
Lisa Zee	Lois Springsteen	Lorna Torkos

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Lornah Brown	Lucia Haro	Lynn Dunn
Lorraine Gaudin	Lucia Torres	Lynn Gallagher
Lorraine Jacquard	Lucie Hemmen	Lynn Guenther
Lorraine Lavelle	Lucille heathorn	Lynn Harrison
Lorraine Selvaratnam	Lucinda Cannon	Lynn Howerton
Lorraine Valdez	Lucretia Hall	Lynn Ramirez
Lorraine Wallace	Lucy Carr	Lynn Rhodes
Lorrie Nunez	Lucy Casillas	Lynn Richardson
Lossky Juliette	Lucy Fernandez	Lynn Rouse
Lou Bermingham	Lucy Ferneyhough	Lynn Sanders
Lou Caviglia	Lucy Rojas	Lynn Soriano
Lou Custodio	Lucy Sierra	Lynne Cooper
Lou Rose	Luis Amador	Lynne Holloway
Loues Perez	Luis Ayyad	Lynne Lenger
Louie Johnston	Luis Flores	Lynne Strudlowski
Louis Barnes	Luis Herrera	Lynnett Elliott
Louis Cannarozzi	Luis Leon	Lynnette Mello
Louis Cannarozzi	Luis Mendoza	Lynnette Witwer
Louis Compoginis	Luis Miranda	Lysa Tabachnick
Louis Oppido	Luis Ortiz	Lyudmila Spivak
Louis Winters	Luis Sanchez	M. Scontriano
Louisa Disheroon	Luke Debrito	Mable Costa
Louise Durham	Luke Rissacher	Maddie Spears
Louise Johnson	Luke Silberman	Maddy Barreto
Louise Kegg	Lupe Cano	Maddy Costa
Louise McCarthy	Lupe Flores	Maddy Miller
Louise Wallock	Lupe Gutierrez	Madelaine Feduk
Love Mendoza	Lupe Nobel	Madeleine Carroll
Lovene Wood	Lusijah Sutherland Darrow	Madeleine Heassler
Lu Baloun	Lydia Cunningham	Madeline Casteel
Luann Martin	Lydia Walking	Madeline Harrison
Luanna Lee	Lyle Broschat	Madeline Hawkins
Luc De Faymoreau	Lyn Hood	Madeline Marlatt
Lucas Lehman	Lynda Lewit	Madison Gotthardt
Lucas Santos	Lynda Montgomery	Madison Wells
Lucette Spitzer	Lynda Parker	Mae Beth
Luchy Valencia	Lynda Williams	Magdalena Nowosielska
Luci Gray	Lynette Sanchez	Maggie Edge
Lucia Bruer	Lynn Barker	Maggie Hellmann

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Maggie Rose	Marc Reinig	Margaret Brodsky
Mai Dao	Marc Smith Sacks	Margaret Caldwell
Maia Entropo	Marcela Martinez	Margaret Campodonico
Maiana Lasevicius	Marceline Chaney	Margaret Carr
Maira Montoga	Marcelino Gutierrez	Margaret Hetherington
Makana Curtiss	Marcella M	Margaret Jenkins
Makena Foulger	Marcello Hutchinson	Margaret Julien
Malcolm Roberson	Marcelo Adas	Margaret Lynn
Malcom Macaulay	Marcelo Nogueira	Margaret McCulley
Malcom Northcott	Marcelo Peralta	Margaret McGuire
Malia Horn	Marci Cobo	Margaret Mitchell
Malia Mendiola	Marci Sebourne	Margaret Moore
Malin Ashby	Marcia Barclay	Margaret Price
Malinda Lawrence	Marcia Burns	Margaret Rosa-Sanftner
Mallory Alvarez	Marcia Caetano	Margaret Rosas
Mallory Miller	Marcia Heath	Margaret Seibert
Mallory Newell	Marcia Heinegg	Margaret Semaria
Mana Vizcaino	Marcia Lipsenthal	Margaret Shemaria
Mandara Kane	Marcia Manzo	Margaret Strader
Mandy Spitzer	Marcia Nicholson	Margaret Wessels
Manoj Mistry	Marcia White	Margarita Diaz
Mansefsadmikari	Marcia Zigman	Margarita Dreyer
Manu Koenig	Marciano Guitierrez	Margarita Godinez
Manuel Arrona	Marciano RamierzCruz	Margarita Monroy
Manuel Escobar	Marcie Hughes	Margarita Orsi
Manuel Meneses	Marco Carmona	Margarita Rivas
Manuel Perez	Marco Diaz	Margarito Rodriguez
Manuel Quiroz	Marco Estrada	Margery Keppel
Manuel Rosas	Marco Gonzales	Margery Moran
Manuel Zavala	Marco Hernandez	Margie Erickson
Mara Curry	Marco Luna	Margie Kern-Marshall
Maranda Luman	Marcus Hooten	Margie Riopel
Marc Bernall	Marcus Lindeke	Margo Baker
Marc Chow	Marcus McDonough	Marguerita Gonzales
Marc Darrow	Marcus Rein	Marguerite Foster
Marc De Giere	Marcus Serrano	Marguerite Meyer
Marc Krovetz	Marcus Solbes-Moran	Mari Lariz
Marc Manger	Marcy Brenkwitz	Mari Luna
Marc Pamias	Margaret Amos	Maria Aguayo

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Maria Albor	Maria Perez	Marilu Radilla
Maria Ayaca	Maria Placeneia	Marilyn Calciano
Maria Baltazar	Maria Pryce Echeverry	Marilyn Churchill
Maria Basilio	Maria Redmond	Marilyn Cooke
Maria Bonsall	Maria Reitano	Marilyn Crenshaw
Maria Borges	Maria Rocha	Marilyn Cupples
Maria Brandt	Maria Rodriguez	Marilyn De Chambrier
Maria Buak	Maria Ruiz	Marilyn Engvail
Maria Camarena	Maria Schellenberg	Marilyn Frandeen
Maria Camarillo	Maria Singleton	Marilyn Grouke
Maria Contreras	Maria Teresa Diaz	Marilyn James
Maria De La Garza	Maria Terezaluna Florez	Marilyn Jordahl
Maria De Martinez Jesus	Maria Thomas	Marilyn Jordhal
Maria Del Peluso	Maria Valenzuela	Marilyn Mickelwait
Maria Echeverry	Maria Vega	Marilyn Moss
Maria Elena Leal	Mariah Cross	Marilyn Rockey
Maria Elliott	Mariah Roberts	Marilyn Schultz
Maria Escalante	Mariam Gates	Marilyn Wood
Maria Escoto	Marian Acquistapace	Marina Arellano
Maria Fernandez	Marian Mcnamee	Marina Budrys
Maria Finegan	Mariann Naegele	Marina Cerin-Stith
Maria Finkel	Mariann Williamson	Marina Martin
Maria Florez	Marianne Ahern	Marina Ramon
Maria Freitas	Maribel Hernandez	Marina Warren
Maria Garcia	Maribel Negrete	Marino Hernandez
Maria Granados-Boyce	Marica Holmes	Mario Alcantar
Maria Hermosillo	Maricela Camarena-Berrelleza	Mario Arellano
Maria Jovel	Marie Beaugureau	Mario Beltramo
Maria Leblanc	Marie Gross	Mario Bene
Maria Legallet	Marie Hoyos	Mario De La Garza
Maria Luisa Chavez	Marie Quinn	Mario Vazquez
Maria Luisa Pacheco	Marie Wegrich	Mario Villasenor
Maria Marquez	Marie-Angela Bridi-Milligan	Marisa Chapman
Maria Martinez	Mariel Washbury	Marisa Engle
Maria Mayer	Mariela Dagio	Marisa Larsen
Maria Melgoza	Marika Strauss	Marisa Salcedo
Maria Munillo	Marilee Westen	Marisela Marinez
Maria Nunez		Marisol Rodriguez
Maria Orozco		Marissa Kotila

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Marissa Lowenberg	Mark Musselman	Marquis Forno
Marissa Swett	Mark Northcutt	Marriane Watson
Maritza Jackson Sandoval	Mark Pastick	Marsa Greenspan
Maritza Medina	Mark Porter	Marsha Blaker
Maritza Vazquez	Mark Radovan	Marsha Cavanagh
Marivee Frayer	Mark Ransler	Marsha Gonzales
Mark Acker	Mark Readdie	Marsha McCrory
Mark Allen	Mark Realmonte	Marsha Sellers
Mark Ban	Mark Ripley	Marsha Shanle
Mark Baumgart	Mark Roemke	Marshall Carter
Mark Beaudoin	Mark Saphir	Marshall Perry
Mark Bernbeck	Mark Scofield	Marshall Wolf
Mark Block	Mark Seifert	Marta Bechhoefer
Mark Boolootian	Mark Sheridan	Marta Strock
Mark Conemac	Mark Shohat	Martha Aguirre
Mark Cote	Mark Spivey	Martha Ashelman
Mark Crain	Mark Stanford	Martha Balogh
Mark Dammann	Mark Strong	Martha Benitez
Mark Davidson	Mark Swanson	Martha Bratton
Mark Davis	Mark Tolaio	Martha Latta
Mark Deacon	Mark Vanover	Martha Lazo
Mark Dickson	Mark Walkes	Martha Miller
Mark Gagne	Mark Wardas	Martha Tiedeman
Mark Gallagher	Mark Whitney	Martha Vickers
Mark Garcia	Mark Williams	Martha Whitham
Mark Garrigues	Mark Woodhead	Martha Wiley
Mark Guluarte	Mark Yanowsky	Martha Williams
Mark Hayden	Mark Zalona	Marti Noel
Mark Haynes	Marla Chapa	Martin Dietz
Mark Holguin	Marla Lyle	Martin Engel
Mark Jaffee	Marlene Bumgarner	Martin Fletscher
Mark Janda	Marlene Corder	Martin Gottlob
Mark Jones	Marlene Masters	Martin Hennig
Mark Kalow	Marlene Nanus	Martin Herman
Mark Koomas	Marlin Clavel	Martin Krovetz
Mark Kunzman	Marlon Alvarado	Martin Kulish
Mark Lang	Marlow Chavez	Martin Madesko
Mark Losee	Marney Cox	Martin Martinez
Mark Moreno	Marni Pitt	Martin Mogaard

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Martin Monrox Perez	Mary Hesketh	Mary Tucker
Martin Soukup	Mary Hillemeier	Mary Vliet
Martin Whitmore	Mary Jacoby	Mary Volk
Martin Zepeda	Mary Jane Perko	Mary Warren
Martina Lin	Mary Jo Connolly	Mary Winters
Martina Mueller	Mary Keelin	Mary-Lynn Bragg
Martina O'Sullivan	Mary Kline-Kaye	MaryAnn Martinsen
Marty Demare	Mary Light	Maryanne Mccarthy
Marty Lico	Mary Lou Weidlich	Marybeth Dicarlo
Marvin Brandt	Mary Lyons	Maryellen Boyle
Mary Anderson	Mary Magee	MaryLou Avelar
Mary Ann McLean	Mary Maier	Marylou Lamb
Mary Ann Sheehy	Mary Mann	Marysarah Locatelli
Mary Anne Sawi	Mary Manuele	Mason Redd
Mary Barrett	Mary Mccarthy	Mat Davis
Mary Bennion	Mary Mcmullen	Mateo Lettunich
Mary Berkana	Mary Miranda	Matha Garcia
Mary Bolton	Mary Najera	Matt Ammann
Mary Brownstein	Mary Palmer	Matt Arnoldi
Mary Burdette	mary paulis	Matt Bradbury
Mary Camarillo	Mary Peddle	Matt Brower
Mary Carrera	Mary Petersen	Matt Chabalko
Mary Crawford	Mary Ramirz	Matt Clifton
Mary Dalton	Mary Reyes	Matt Darton
Mary Delgado	Mary Ryan	Matt Estrada
Mary Dillenbeck	Mary Ryniewicz	Matt Farrar
Mary Donovan	Mary Samuel	Matt Gomez
Mary Drew	Mary Sanders	Matt Healy
Mary Emmet	Mary Schweitzer	Matt Hofman
Mary Feist	Mary Selby	Matt Hyde
Mary French	Mary Serra	Matt Jones
Mary Fukai	Mary Shartle	Matt Kaminsky
Mary Furnish	Mary Silver	Matt Kotila
Mary Garcia	Mary Sousa	Matt Linton
Mary Gaukel	Mary South	Matt Low
Mary Griffiin	Mary Squires	Matt McClintock
Mary Griffin	Mary Straley	Matt Merrifield
Mary Hansell	Mary Talpas	Matt Nicholson
Mary Henschell	Mary Tambellini	Matt Nininger

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Matt O'brien	Matthew Ryan	Maya Sapper
Matt O'leary	Matthew Salinger	Maylynn Tam
Matt Penchuk	Matthew Shelton	Mayra Bermudez
Matt Propert	Matthew Sloan	Mayra Guzman
Matt Quinn	Matthew Sutton	Mayra Martinez
Matt Richards	Matthew Taylor	Mayra Ruiz-Valtierra
Matt Rogers	Matthew Wall	Mayrebelle Lukins
Matt Sargent	Matthew West	MC Shuts
Matt Seitzler	Matthew Zehnder	Meadow Haughey
Matt Seligmann	Matti Peoples	Meagan Davis
Matt Stoddard	Mattratt Schrodetz	Meachaela Martin-Robertson
Matt Tognoli	Maura August	Medwin Schreher
Matt Vecchione	Maura Matera	Meg Henchel
Matt Vork	Maureen Dunphy	Meg Kobe
Matt Weld	Maureen Ferry	Meg Vollema
Matt Wyman	Maureen Mackin	Megan Adney
Matt Wynakoop	Maureen Moore	Megan Cesena
Matthew Alexander	Maurice Peel	Megan Comstock
Matthew Bergdahl	Maury Ullman	Megan Glynn
Matthew Bernstein	Max Bruning	Megan Goodhue
Matthew Burns	Max Bryer-Bass	Megan Grenier
Matthew Cole	Max Camarillo	Megan Hattar
Matthew Davies	Max Copperman	Megan Hinton
Matthew Engle	Max Glynn	Megan Johnson
Matthew Galvin	Max Houghton	Megan Malhoney
Matthew Gessel	Max Kauert	Megan Martinelli
Matthew Gomez	Max Landau	Megan McGuire
Matthew Hoffman	Max Moorman	Megan Pereira
Matthew Howard	Max Mugnier	Megan Sabal
Matthew Israel	Max Salgado	Megan Speciale
Matthew Lavin	Maxine Duffield	Megan Stewart
Matthew Lewett	Maxwell Hubbard	Megan Thomas
Matthew Lewitt	May Roberts	Meganne Downs
Matthew Marichiba	Maya Dalton	Meggin Hendricks
Matthew McCloskey	Maya Dawson	Meghan Alsberg
Matthew Milukas	Maya Krolkiewicz	Meghan Dowling
Matthew O'brien	Maya Lord	Meghan Fague
Matthew Quinn	Maya Novak-Herzog	Meghan Morkeski
Matthew Russell	Maya Novak-Herzong	

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Meghan Robertello	Melissa Maciel	Merry Lou White
Mel Connet	Melissa Mahar	Merry Treanor
Melania DeHazes-Carr	Melissa McConville	Mesbahi Angel
Melanie Arao	Melissa Millgr	Metin Kanikaynar
Melanie Dion	Melissa Moe	Mezziah Williams
Melanie Flores	Melissa Patterson	Mia Dieguez
Melanie Fornes	Melissa Snyder	Mia Falco
Melanie Hopper	Melissa Spiers	Mia Garcia
Melanie Kitchen	Melissa Swick	Micaela Dipiero
Melanie Krueer	Melissa Vergara	Micah Breeden
Melanie Mesiroff	Melissa Weiss	Michael Abowd
Melanie Rager	Melissa Whitney	Michael Aragon
Melanie Vizzusi	Melissa Woolstenhulme	Michael Avenell
Melina Perez	Melissa Yinger	Michael Babich
Melinda Cianci	Meliza Mokrani	Michael Baggot
Melinda De Leon	Mellanie Strah	Michael Bazarnick
Melinda Freeman	Mellisa Salem	Michael Beautz
Melinda Hodges	Melodie Bustiche	Michael Benites
Melinda Isliker	Melodie Zavala	Michael Benoit
Melinda Losik	Melody Culver	Michael Bertoldo
Melinda Lundgren	Melody Derenia	Michael Beumer-Browner
Melinda Schilperoort	Melody Meyer	Michael Bilgere
Melinda Sutter	Melody Record	Michael Bozzo
Melinda Thompson	Melvin Harvey	Michael Bryant
Melinda Vento	Melvin Vaughn	Michael Burns
Melisa Jeffrey	Mercado Manuel	Michael Burroughs
Melisande Holingue	Mercedes Coffman	Michael Cabak
Melissa Begin	Mercedes Hernandez	Michael Carroll
Melissa Cline	Mercedes Lewis	Michael Chanin
Melissa Dear	Mercy Kendall	Michael Clark
Melissa Edwards	Mercy Olmstead	Michael Craib
Melissa Flores	Meredith Freeman	Michael Dahlberg
Melissa Gerardi	Meredith Hammig	Michael Daly
Melissa Godinez	Meredith Torres	Michael Dang
Melissa Henck	Meredith Tyler	Michael Dauerman
Melissa Herzog	Meredith Wall	Michael De Caro
Melissa Holloway	Merlin Thomas	Michael Dearmond
Melissa Lausen	Merrilee Tunink	Michael Decorte
Melissa Leib	Merritt Edmunds	Michael Erbe

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Michael Eugster	Michael Maher	Michael Shaw
Michael Fabiszeiski	Michael Mariani	Michael Shen
Michael Faherty	Michael Mason	Michael Simpson
Michael Ford	Michael Matthews	Michael Singer
Michael Forster	Michael McBride	Michael Sobota
Michael Gardner	Michael McKiernan	Michael Sorbet
Michael Giorgianni	Michael McLaughlin	Michael Strand
Michael Glasgow	Michael McSorley	Michael Sullivan
Michael Goldman	Michael Meara	Michael Tarbet
Michael Gonzer	Michael Meyer	Michael Toland
Michael Gorman	Michael Miller	Michael Trapani
Michael Griffin	Michael Millsop	Michael Tyson
Michael Hall	Michael Milward	Michael Vensel
Michael Hamerly	Michael Minuth	Michael Vickers
Michael Henderson	Michael Miranda	Michael Weber
Michael Hendricks	Michael Mitchell	Michael Wood
Michael Hoffer	Michael Modest	Michael Zelter
Michael Hollister	Michael Mojaver	Michaela Chavez
Michael Johnson	Michael Moore	Michaela Scott
Michael Kanner	Michael Morris-Nix	Michele Beserra
Michael Kaufman	Michael Mote	Michele Busenhardt
Michael Kaye	Michael Nedina	Michele Claussen
Michael Keenan	Michael Nemec	Michele D'Amico
Michael Kerbyson	Michael Orendurff	Michele Garns
Michael Koplen	Michael Parisi	Michele Goodwin-Hooks
Michael Kretsch	Michael Pebworth	Michele Hohmann
Michael Krueer	Michael Petrov	Michele Manna
Michael Laffoon	Michael Pflueger	Michele McCarthy
Michael Lamar	Michael Pitt	Michele Peregrin
Michael Lane	Michael Price	Michele Perez
Michael Lavigne	Michael Roberts	Michele Rae
Michael Lesh	Michael Robles	Michele Reilly
Michael Lewis	Michael Routh	Michele Roosh
Michael Light	Michael Rudolph	Michele Whizin
Michael Linvill	Michael Sampson	Michelle
Michael Logan	Michael Schwieterman	Michelle Andre
Michael Logue	Michael Sehrack	Michelle Bell
Michael Maas	Michael Seniok	Michelle Bergman
Michael Madesko	Michael Severim	Michelle Berryessa

Santa Cruz County Greenway Petition

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Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Michelle Bradley	Michelle Varrin	Mike Donohue
Michelle Burke	Michelle Wallace	Mike Englade
Michelle Bush	Michelle Wilczynski	Mike Evans
Michelle Cantor	Michelle Wildey	Mike Everson
Michelle Chapman	Michelle Yahn	Mike Fraguglia
Michelle Close	Michelle Zelena	Mike Grabill
Michelle Courtroul	Michelle Zeleny	Mike Graham
Michelle Dennis	Miguel Canizal	Mike Heffernan
Michelle Denzler	Miguel Carranco	Mike Hochleutner
Michelle Dixon	Miguel Coches	Mike Kane
Michelle Dutton	Miguel Felix	Mike Keller
Michelle Easter	Miguel Hernandez	Mike Kelley
Michelle Elliott	Miguel Ibarra	Mike Laufer
Michelle Gilluly	Miguel Lepe	Mike LeClair
Michelle Grant	Miguel Lopez	Mike Lelieur
Michelle Hernandez	Miguel Sanchez	Mike Lowe
Michelle Hodsdon	Miguel Santiago	Mike Lyon
Michelle Laskey	Miguel Silva	Mike Maceri
Michelle McAllister	Miguel Torres	Mike Maler
Michelle Melendez	Miguel Vega	Mike Manzo
Michelle Michaels	Miguel Verar	Mike Marketello
Michelle Miranda	Miguel Zavala	Mike Martin
Michelle Moses	Mik Massby	Mike Mcclellan
Michelle Mulligan	Mikaela Anderson	Mike Mclay
Michelle Navarro	Mikaela Olson	Mike Mitchell
Michelle Nolan	Mikayla Falk	Mike Montanez
Michelle Nussle	Mikayla Howie	Mike Morrish
Michelle Pappas	Mike Alperin	Mike Muldoon
Michelle Phillips	Mike Alvarado	Mike Munson
Michelle Pipitone	Mike Bailey	Mike Nittoli
Michelle Poole	Mike Bancroft	Mike Nolte
Michelle Reilly	Mike Barajas	Mike O'boy
Michelle Rossi	Mike Bonigut	Mike Ontiveros
Michelle Rubalcava	Mike Bradley	Mike Palmer
Michelle Sapena	Mike Brumett	Mike Parisi
Michelle Schoick	Mike Caroselli	Mike Pruitt
Michelle Shippen	Mike Crook	Mike Ransom
Michelle Tapiz	Mike Daily	Mike Romano
Michelle Tell	Mike Dewitt	Mike Rubendall

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Mike Sargenti	Mitch Temkin	Monique Kremer
Mike Schmidt	Mitchell Bourisk	Monte Atherton
Mike Sena	Mitchell Bowles	Monte Meyerdirk
Mike Shanks	Mitri Syroni	Montserrat Sanz
Mike Snoddy	Moacyr Vadas	Mordechai Shapiro
Mike Sparber	Mohsen Boostani	Morgan Bagnall
Mike Thomas	Moira Lanyi	Morgan Ehritt
Mike Weatherford	Moises Ramos	Morgan Gardea
Mike Welles	Moji Ghassemi	Morgan Matias
Mike Woods	Mollie Jones	Morgan Miller
Mikel Parton	Mollie Mae	Morgan Ross-Smith
Milan Martin	Molly Cuny	Morgan Smidt
Mile Jennings	Molly Hale	Morgan Terry
Miles Elam	Molly Henderson	Morgan West
Miles Imwalle	Molly Jaffe	Morris Fuller
Miles Reiter	Molly Lippsett	Moselle Madesko
Miles Stiler	Molly Ressler	Moshe Vilozny
Miles Wadsworth	Molly Rodgers	Muriam Davis
Millicent Frost	Molly Shaw	Muriel Richardson
Milo Rodriguez	Molly Shields	Mya Goodman
Mindi Broughton	Molly Slater	Myea Ackermann
Mindy White	Momen Bassiouni	Mykell Discipulo
Minerva Velasco	Monet Templeton	Mylene Sakamoto
MIng Liou	Monica Amodeo	Myles Routh
Miquelle Notmeyer	Monica Bates	Myles Stanford
Miramontes Salvadore	Monica Garcia	Myra Ryan
Miranda Ganci	Monica Hellberg	Myriam Maldonado
Miranda Gensler	Monica Hoberg	Myriam Telus
Miranda Gilmore	Monica Houchen	Myrl Suite
Miranda Myhre	Monica Lafleur	N. Davis
Miranda Schirmer	Monica Mcguire	Nadene Thorne
Mireille Cervelli	Monica Mendoza	Nadia Perez
Mireya Reyna	Monica Meyer	Nadia Ruotolo
Miriam Vilozny	Monica Murphy	Nadine Maguire
Miryiah Morrow	Monica Ramirez	Nadyne Vargas
Misael Barba	Monica Upton	Naina Biswell
Missy Silva	Monika Andrews	Nairi Azaryan
Misty Navarro	Monika Modest	Name
Mitch Desjardins	Monika Perez	Nana Montgomery

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Nana Nasef	Nancy Zamora	Nathan Knight
Nanaliya Takehana	Nanette O'connor	Nathan Leon
Nancie Benes	Naomi Bayer	Nathan Marianovsky
Nancie Van Zanten	Naomi Dresser	Nathan Phillips
Nancy Arreola	Naomi Epps	Nathan Van Zandt
Nancy Bennett	Naomi Marquez-	Nathan Weller
Nancy Betsekas	Toulemonde	Nathaniel James
Nancy Brighton	Naomi Sakoda	Nathaniel Lenfestey
Nancy Brown	Naomi Silva	Nathaniel Morotti
Nancy Carr	Naomi Walzer	Nathaniel Munro
Nancy Connelly	Naser Suleiman	Nathaniel Myers
Nancy Craig	Nat Brown	Neal Fennimore
Nancy David	Natalia Del Carlo	Neal Woods
Nancy Deacon	Natalia Fleming	Ned Leblond
Nancy Delaney	Natalie Abreo	Neil Cannon
Nancy Diaz	Natalie Garcia	Neil Conner
Nancy Fernandez	Natalie Gates	Neil Hardy
Nancy Garcia	Natalie Hobson	Neil Lyttle
Nancy Kaneg	Natalie Kaysen	Neil Polehr
Nancy Krusoe	Natalie Sweeting	Neil Rains
Nancy Lowe	Natalie Toy	Neil Sprekel
Nancy Martin	Natalie Wise	Neiman Howe
Nancy Merritt	Natalie Yader	Nelly Vaqueraboggs
Nancy Meyerdirk	Nataliia Filyushin	Nels Westman
Nancy Molina	Natasha Nogueira	Neno Villamor
Nancy Niles	Natasha Reiner-Wooten	Nereida Rodriguez
Nancy Paez	Nate Tuddenham	Nereida Uribe
Nancy Port-Gaarn	Nathalie Chatelain	Nereida Uride
Nancy Rinkardt	Nathalie Lauwerier	Nester Hernandez
Nancy Rinkhardt	Nathalie Martin	Nestor Hernandez
Nancy Scarborough	Nathan Anderson	Neva Stephen
Nancy Schmitt	Nathan Brown	Neville Wallace
Nancy Schultz	Nathan Calkins	Nevin Hongardy
Nancy Searborough	Nathan Ciarleglio	Ngan Tran
Nancy Tate	Nathan Escoto	Niall Macken
Nancy Torres	Nathan Forson	Nichol Manchester
Nancy Valek-Corbett	Nathan Gurnee	Nicholas Alarcun
Nancy Whaley	Nathan Henderson	Nicholas Baginski
Nancy Yellin	Nathan Henry	Nicholas Barroso

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Nicholas Dawson	Nicola Stenton	Noah Dahl
Nicholas Debrito	Nicole Beck	Noah Dillman
Nicholas Elsmore	Nicole Beye	Noah Fox
Nicholas Jarrett	Nicole Bosinger	Noah Frank
Nicholas Koenig	Nicole Bouja	Noah Freedman
Nicholas Mangrum	Nicole Bowen	Noah Johnson
Nicholas Mitt	Nicole Chavez	Noah Kipnes
Nicholas Pavlina	Nicole Coleman	Noah Mogor
Nicholas Redinger	Nicole Ealy	Noah Morris
Nicholas Schacher	Nicole Garland	Noah Stewart
Nicholas Wallace	Nicole Jordan	Noel deGelleke
Nicholas Ward	Nicole Legassick	Noelle Stanger
Nicholas Wilson	Nicole Lockwood	Noelle Strunk
Nichole Robbins	Nicole Lostrie	Noemi Nunez
Nick Alaga	Nicole Mattacola	Noemi Parra
Nick Allen	Nicole Ottaviano	Noemi Raygoza
Nick Antonopoulos	Nicole Reinoldson	Nohemi Ruiz
Nick Bianchini	Nicole Sandperl	Nola Moosman
Nick Burns	Nicole Sanguinetti	Nolan Hatton
Nick Buscovich	Nicole Tanner	Nomar Sanchez
Nick Cole	Nicole Tarantino	Nomi Franklin
Nick Colligan	Nicole Wimer	Nona Rosso
Nick Gosseen	Nicolette Nasr	Nora Brink
Nick Handley	Nicolle Nelson	Nora Coren
Nick James	Nicolo Marra-Biggs	Nora Lopez
Nick Judd	Nigel Self	Norbert Borbely
Nick Kambic	Niki Nakada	Noreen Mahoney
Nick LaSorsa	Niklas Johnsson	Norian Valencia
Nick Manzi	Nikolai De Malvinsky	Norma Delgaudio
Nick Maridon	Nikolas Greenson	Norma Wolff
Nick Mattea	Nikolas Wilhelm	Norman Ghigleri
Nick Milcevski	Nima Sinclair	Norman Johnston
Nick Mucha	Nina Marrman	Norman Lane
Nick Rodin	Nina Marsh	Nova Smith
Nick Saporito	Nina McAlexander	Noya Kansky
Nicki Player	Nina Schlobohm	Npie Hep
Nickolas Lemas	Noah Best	Nuupure Toulemonde
Nico Galindo	Noah Brigham	Nuvia Ruiz
Nicola Sirarides	Noah Brooks	Nydia Jane White

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Nyoman Rust	Oscar Monroy	Pat Lynn
Nyra Ramsey	Oscar Paz	Pat McCormack
Ocean Marikos	Oscar Urquiza	Pat McGillin
Odaliz Heras Torres	Osman Isvan	Pat Wright
Odessa Cross	Owen Marks	Pati Pitts
Odete Santos	Owen Shimokawa	Patrice Beckstrom
Oksana Chabanenko	Pa Lee	Patrice Boyle
Ola Monaghan	Pablo Castro	Patrice Moran
Ola Mugnier	Pablo Kiger	Patricia Blanchette
Ole Christensen	Pablo Riviere	Patricia Craig
Olga Hammond	Paige Curtis	Patricia Daniels
Olive Kersey	Paige Dixon	Patricia Davis
Olive Pechner	Paige Mcquillan	Patricia Dodson
Oliver Ma	Paloma Medina	Patricia Duncan
Oliver Warren	Pam Nabors	Patricia Eggers
Oliver Ziff	Pam Stevenson	Patricia Green
Olivia Burt	Pamela Anderson	Patricia Griffin
Olivia Donnelly	Pamela Barrick	Patricia Hansen
Olivia Joyce	Pamela Buecher	Patricia Hargadon
Olivia Long	Pamela Comstock	Patricia Hayes
Olivia Maennche	Pamela Del Secco	Patricia Hogan
Olivia Osborne	Pamela Easton	Patricia Horton
Olivia Rasmussen	Pamela Flynn	Patricia Jimenez
Olivia Soto Martinez	Pamela Hersey	Patricia Kaiser
Olivier Joly	Pamela Matias	Patricia Koch
Olof Siljeholm	Pamela Matuas	Patricia Lancaster
Oluwayomi Akinkugbe	Pamela Narcus	Patricia LeClair
Omar Devlin	Pamela Rivas	Patricia Lester
Omar Guerrerotr	Pamela Samuelson	Patricia Lezin
Ona Tigie	Pamela Secco	Patricia McCarron
Oonagh Nichols	Pamela Sweeney	Patricia McGlynn
Orlando Banos	Pamela Waltman	Patricia McGrath
Orlando Quiroz	Pamela Way	Patricia Medina
Orsolya Salzberg	Panagos Pateras	Patricia Morris
Oscar Fernandez	Pandora Coleman	Patricia Newby
Oscar Galdamez Mijango	Paris Lahman	Patricia Nolan
Oscar Gonzalez	Parisa Jensen	Patricia O'Keefe
Oscar Guterrez	Parrish Correa	Patricia Orozco
Oscar Gutierrez	Pat Horner	Patricia Romo

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Patricia Rotolo	Patrick Thomas	Paul Herd
Patricia Schork	Patrick true	Paul Hoffman
Patricia Schwenne	Patrick Turner	Paul Hostetter
Patricia Steinfurth	Patrick Walker	Paul Iverson
Patricia Stepovich	Patrick Ward	Paul Jacobson
Patricia Stinger	Patti Barnett	Paul Kanieski
Patricia Trayer	Patti Waldron	Paul Karz
Patricia York	Patty Becker	Paul Kirk
Patrick Barry	Patty Ciesla	Paul Lennon
Patrick Bisconti	Patty Garcia	Paul Lessard
Patrick Blue	Patty Talbott	Paul Lockwood
Patrick Buonsante	Patty Winters	Paul Mcintosh
Patrick Carcerano	Paul Allen	Paul McKenna
Patrick Carstens	Paul Balox	Paul Mcneil
Patrick Collins	Paul Bellerjeau	Paul Mecozzi
Patrick Dale	Paul Binding	Paul Molfino
Patrick Darrough	Paul Bobboe	Paul Nelson
Patrick Denney	Paul Bouwsma	Paul Niday
Patrick Faith	Paul Boyer	Paul Padgett
Patrick Fillner	Paul Brindel	Paul Petricevich
Patrick Golliher	Paul Brock	Paul Pisarri
Patrick Haywood	Paul Brown	Paul Reid
Patrick Hohmann	Paul Burgin	Paul Richeson
Patrick li	Paul Calhoun	Paul Ruiz
Patrick Jimenez	Paul Candelaria	Paul Schraub
Patrick Leamer	Paul Crotwell	Paul Schwartz
Patrick Lewis	Paul Dandurand	Paul Skiscim
Patrick Malo	Paul Dionne	Paul Szlzepanek
Patrick Mannion	Paul Donor	Paul Tardif
Patrick Mcdermott	Paul Doyon	Paul Torrez
Patrick McDonald	Paul Frost	Paul Wagener
Patrick McGrath	Paul Gallagher	Paul Ware
Patrick Molanchon	Paul Galli	Paul Williams
Patrick Mrozowski	Paul Gaylon	Paul Willis
Patrick People	Paul Googe	Paul Winiarski
Patrick Powers	Paul Grilley	Paula Fries Reuschling
Patrick Purcell	Paul Haberman	Paula Gervasoni
Patrick Silva	Paul Hanneman	Paula Gibson
Patrick Slavin	Paul Havlak	Paula Medeiros

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Paula Montesinos	Pete Reitano	Peter Vizzusi
Paula Pinsoneault	Peter Ackerman	Peter Walz
Paula Woods	Peter Bajorek	Peter Wampler
Paule Brie	Peter Barnum	Peter Whiting
Paulette Burgin	Peter Bartlett	Peter Wilk
Paulette Hogan	Peter Bauer	Peter Willits
Pauline Feyereisn	Peter Belew	Peter Young
Pauline Naber	Peter Carlson	Petra Probert
Pauline Phillibs	Peter Cerecedes	Petronella Van Dam
Pavle Jeremic	Peter Chester	Phil Hines
Pavlovich Linda	Peter Cross	Phil Mitchell
Paweena Langan	Peter Davis	Phil Sharfstein
Pedor Gonzales	Peter Delfino	Phil Stotts
Pedro Franco	Peter Doven	Philip Baer
Pedro Gonzales	Peter Ellis	Philip Barron
Pedro Hernandez	Peter Emanuel	Philip Condon
Peggy Barker	Peter Gaeckle	Philip Vogel
Peggy Curran	Peter Gillett	Philippe Herrou
Peggy Ferguson	Peter Golbetz	Philippe Kahn
Peggy O'Shea	Peter Goodman	Phillips Patton
Peggy Smith	Peter Haworth	Phillip Ayers
Penelope Sargent	Peter Hester	Phillip Davis
Pennie Allen	Peter Hiskes	Phillip Henri
Penny Chesluk	Peter Knego	Phillip Lee
Penny Ellis	Peter Koht	Phillip Rockey
Penny Kelley	Peter Lansdale	Phillip Rupp
Penny Tenorio	Peter Matulich	Phillip Sowden
Penny Vaughn	Peter Meehan	Phillis Monk
Per Gjerde	Peter Reiter	Phineas Ellis
Perey Beach	Peter Rigby	Phoebe Evans
Perian Fein	Peter Rothschild	Phoebe Gross
Perla Hurtado	Peter Sardellitto	Phoenix Pettet
Perry Fox	Peter Scholz	Phyllis Forsyth
Perry Olsen	Peter Smee	Phyllis Levin
Pete Christensen	Peter Stanger	Phyllis Menard
Pete Feurtado	Peter Stroet	Pierce Brownstone
Pete Hunkel	Peter Szydowski	Piero Lorenzo
Pete Kinhead	Peter Townsend	Pierre Boettner
Pete Lew	Peter Truman	Pilar Cox-Low

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Pilar Glucs	Rachel Cypher	Rajan Khokhar
Pilarchrystyna Allen	Rachel DiBattista	Rajiv Sabharwal
Renggli	Rachel Frankl	Raleigh Parrott
Polly Vaughn	Rachel Freeman	Ralene Henry
Powua Coomer	Rachel Glassberg	Ralph Berman
Prad Faling	Rachel Grad	Ralph Gomez
Premwattie Sawh	Rachel Heberly	Ralph Harel
Presley Heath	Rachel Hollander	Ralph Torrisi
Preston Dyson	Rachel Johnson	Ramananda Drew
Preston Nelson	Rachel Kolyer	Rameena Stubendorff
Price Dean	Rachel Mayo	Rami Alrwais
Price Foulger	Rachel Morpeth	Rami Ayyad
Prima Hernandez	Rachel Pariseau	Ramiro Marischal
Prince Lawsha	Rachel Roessler	Ramon Aban
Priscilla Felix	Rachel Rose	Ramon Haut
Priscilla Hanrahan	Rachel Roush	Ramona Abundis
Priscilla Higgins	Rachel Sandobal	Ramona Jacinto
Priscilla Lopez	Rachel Stoll	Ramona Porter
Pritisheel Bangh	Rachel Strawn	Ramona Richard
Priva Tarbet	Rachel Sutter	Ramona Richerd
Puiyee Tse	Rachel Van Cott	Rana Aziz
Punit Parmar	Rachel Whiting	Randal Curran
Purea Koenig	Rachel Wisotsky	Randal Kleis
Pveet Gill	Rachel Wohlander	Randall Curran
Quan Nguyen	Rachelle Yellin	Randall Finchum
Quentin Shaeffer	Rachmat Martin	Randall Jacobsen
Quinn Chalmers	Radha Vignola	Randall Nacamuli
Quinn Litten	Rae Steward	Randall Venn
R. Buckminster	Raedawn Bohn	Randall Wiese
Ra Birhan	Raeid Farhat	Randhi Martinez
Ra Segura	Rafael Barreto Blanco	Randolph Masters
Rachael Brown	Rafael Diaz	Randy Abel
Rachael Cash	Rafael Gallardo	Randy Bynum
Rachael Chapman	Rafael Monroy	Randy Garverick
Rachael Henrichsen	Rafael Osuna	Randy Grimes
Rachael Sotos	Rafael Reyes	Randy Harrell
Rachel Adney	Rafael Rochin	Randy Hart
Rachel Anderson	Rafael Torres	Randy Marty
Rachel Beauregard	Rain Greenslate	Randy Polliard

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Randy Repass	Rebecca Dutro	Regis McCann
Raquel Perez	Rebecca Finn	Reid Anderson
Raquel Talarico	Rebecca Fresco	Reid Poole
Rare Riley	Rebecca Hall	Reija Bolwell
Rashel Advagnn	Rebecca Holmes	Reika Levine
Raul Gonzalez	Rebecca Irelan	Reina Hernandez
Raul Hernandez	Rebecca Jot	Rema Hanna
Raul Robero	Rebecca King	Remy Gatins
Raul Rocha	Rebecca Knorr	Renate Silvey
Raul Soto	Rebecca Lundberg	Rene Denevan
Ray Apolskis	Rebecca Miller	Rene Lopez Enriquez
Ray Arias	Rebecca Moon	Rene Netter
Ray Connelly	Rebecca Moreno	Rene Ramirez
Ray Espinoza	Rebecca Mussetter	Rene Reïnero
Ray Evert	Rebecca Nolan	Rene Sebold
Ray Myers	Rebecca Peters-Campbell	Renee Cortez
Ray Raufman	Rebecca Picker	Renee Costa
Ray Spinelli	Rebecca Porter	Renee DeLisle
Ray Tousseau	Rebecca Raney	Renee DeMar
Ray Welsh	Rebecca Riccabona	Renee Fossati
Rayette Andrews	Rebecca Sulay	Renee Ghisletta
Raymond Garcia	Rebecca Thielbar	Renee Kimes
Raymond Thomas	Rebecca Verlaque	Renee McCormick
Raymundo Salinas	Rebecca Whisnant	Renee Roberts
Raymundo Villalba	Rebecca Wurster	Renee Robison
Reb Botelho	Rebekah Cassar	Renee Rosky
Rebecca Ann Knorr	Rebekah Freels	Renee Rudzinski
Rebecca Borghi	Rebekah Horvath	Renee Russo
Rebecca Brokaw	Rebekah Loy	Renee Snow
Rebecca Byron Kleis	Redmond Walton	Renee Tomer
Rebecca Carey	Reed Dahlmeier	Renee Waggener
Rebecca Carle	Reed Duffus	Renzo Staiawo
Rebecca Casas	Reed Hastings	Rethel Davis
Rebecca Cole	Reed Zimpfer	Reto Stamm
Rebecca Colligan	Reed Zimpger	Rewzo Staiano
Rebecca Cope	Regina Drysdale	Rex Harris
Rebecca Crane	Regina Falkner	Rex Olivieri
Rebecca Dickson	Regina Judson	Reymundo Jaquez
Rebecca Downing	Regina Martinez	Reyna Garcia

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Reyna Lingemann	Richard Gonzales	Richard Spencer
Reyna Simon	Richard Gross	Richard Tessen
Reynalda Valdez	Richard Gudino	Richard Van Auken
Rhianna Mason	Richard Hardiman	Richard Veil
Rhiannon Crain	Richard Hislip	Richard Villa
Rhoda Collins	Richard Hornbeck	Richard Walsh
Rhonda Carter	Richard Huang	Richard Whitten
Rhonda Carvalho	Richard Josephson	Richard Wyrsh
Rhonda Harris	Richard Kollmar	Richaro Vitrano
Rhonda Howard Vachon	Richard Latorraca	Rick Bar
Rhonda McCormack	Richard Liddenbaum	Rick Boyle
Rhonda Schlosser	Richard Lippi	Rick Donnelly
Rhonda Vachon	Richard Lujan	Rick Flores
Rhonda Van Dyk	Richard Magen	Rick Garrett
Ri Klevins	Richard Manning	Rick Harrison
Ricardo Landa	Richard Marks	Rick Hawkins
Ricaro Vitrano	Richard Marshall	Rick Holmes
Rich Ignatowicz	Richard Mccullar	Rick Krakowski
Rich Lidia	Richard Metz	Rick Lyons
Rich Mcmillan	Richard Murphy	Rick Magnuson
Rich Scholten	Richard Ogden	Rick Melatti
Rich Suchomel	Richard Palm	Rick Puckett
Rich Taylor	Richard Pasquali	Rick Rendrick
Richael Volheim	Richard Pender	Rick Rinaldi
Richard Andre	Richard Perez	Rick Smith
Richard Armendariz	Richard Phister	Rick Vento
Richard Bedal	Richard Riley	Rick Weiss
Richard Bernier	Richard Roark	Rick Whitcomb
Richard Bernstein	Richard Rogers	Rickey Childs
Richard Bernstien	Richard Roullard	Rickey Ramseur
Richard Burke	Richard S	Ricky Cheung
Richard Byrd	Richard Sanders	Rigo Arreola
Richard Caldarella	Richard Schuppert	Rigo Rodriguez
Richard Chipman	Richard Shedden	Rigoberto De La Torre
Richard Constantino	Richard Siciliano	Rikard Kjellberg
Richard Corcoran	Richard Siegler	Rikki Bell
Richard Cray	Richard Silveira	Rikki Eriksen
Richard Cueller	Richard Singer	Rikki Grober-Eriksen
Richard Curtin	Richard Smith	Riley Brazell

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Riley Fischer	Robert Cornejo	Robert McLain
Riley Fishcer	Robert Currie	Robert Moreno
Riley Harn	Robert Deacon	Robert Myrland
Rina Weingold	Robert Derenia	Robert Nunn
Rinda Kiesler	Robert DuBois	Robert Overson
Risa Locke	Robert Eberle	Robert Packer
Rlshab Malik	Robert Ellenwood	Robert Patton
Rita Chaffin	Robert Faus	Robert Perhach
Rita Manna	Robert Feist	Robert Peterson
Ritch Haselden	Robert Feldman	Robert Pitman
Riva Canton	Robert Flores	Robert Quinn
Rman Olivier	Robert Florin	Robert Rathburn
Rob Armenti	Robert Foxworth	Robert San Miguel
Rob Branch	Robert Fuller	Robert Smeenk
Rob Crompton	Robert Garner	Robert Smith
Rob Marani	Robert Giattino	Robert Stanley
Rob Myiis	Robert Gibbs	Robert Stephens
Rob Raffaelli	Robert Glynn	Robert Stinson
Rob Ruedi	Robert Halbach	Robert Thomas
Rob Sanders	Robert Harris	Robert Thornton
Rob Weis	Robert Harrison	Robert Vaughan
Rob Weiss	Robert Henry	Robert Williams
Robbie Blackwell	Robert Hitt	Robert Wise
Robert Adelman	Robert Hogan	Robert Wyland
Robert Alcorn	Robert Jackson	Robert Wynn
Robert Baertsch	Robert Jarvis	Robert Xiques
Robert Bauld	Robert Johnson	Roberta Jackson
Robert Baur	Robert Johnstone	Roberta McGann
Robert Beede	Robert Jones	Roberta Norskog
Robert Bicoff	Robert Justice	Roberta Viviani
Robert Bischoff	Robert Karz	Roberto Magana
Robert Bless	Robert Kawamoto	Roberto Rodriguez
Robert Bohnen	Robert Kincheloe	Roberto Zamora
Robert Bowman	Robert Kronisch	Robin Aronson
Robert Brown	Robert Lindow	Robin Beecher
Robert Cain	Robert Mann	Robin Berman
Robert Campbell	Robert Martone	Robin Bird
Robert Carpenter	Robert Matias	Robin Brooks
Robert Clarke	Robert Matthews	Robin Brune

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Robin Chase	Rodolfo Manriquez	Ronald Derby
Robin Cross	Rodrigo Ramirez	Ronald Rook
Robin Dearinger	Rodrigo Robinson	Ronald Simons
Robin Everest	Roger Acosta	Ronda Knudsen
Robin Fillner	Roger Anderson	Ronda Rice
Robin Gardner	Roger Bernstein	Roni de la Pena
Robin Holland	Roger Chaffin	Ronnie Felix
Robin McDuff	Roger Douglass	Ronnie Frazier
Robin Morrison	Roger Dunfield	Ronnie Garcia
Robin Nacamuli	Roger Gowen	Rory Howalnd
Robin Phelps	Roger Mckowan	Rory Walsh
Robin Sarabia	Roger Waddell	Rosa Sharp
Robin Searles	Roland Rivera	Rosa Tirado
Robin Stockwell	Roland Sharp	Rosalba callero
Robin Williams	Rolland Hammerness	Rosalie Bruning
Roby Behrens	Rolly Henn	Rosalie Castro
Robyn Beagle	Roman Marin	Rosalie Griego
Robyn Coppedge	Roman Randman	Rosalva Gallo
Robyn Kleffman	Romena WaldBurger	Rosalyn Gandara
Robyn Ross	Ron Bailey	Rosana Lomeli
Rocco Costanza	Ron Chaney	Rosario Sicairos
Rocco Falcomato	Ron Elkins	Rose Arellano
Rochelle Saxton	Ron Goodman	Rose Ashford
Rocio Ramirez	Ron Gordon	Rose Beam
Rocio Sullivan	Ron Gosswiller	Rose Carrera
Rock Lerum	Ron Jones	Rose Filicetti
Rocky Vervatos	Ron Kinninger	Rose Lacey
Rod Langley	Ron McIntire	Rose Mcpherren
Rod Mendelsohn	Ron Pohlert	Rose White
Rod Mowbray	Ron Rackley	Roseanne Prevost-Morgan
Roderick Bruce	Ron Record	Rosemarie Candau
Roderick Larsen	Ron Sabbatis	Rosemarie Peoples
Roderick MacLeod	Ron Silva	Rosemary Chasey
Rodney Gonzalez	Ron Sinoway	Rosemary Hughes
Rodney Kelly	Ron Winitzky	Rosemary Milich
Rodney Markell	Ronald Bingham	Rosemary Sutton
Rodney Sellers	Ronald Bourret	Rosendo Limón
Rodney Williams	Ronald Cook	Rosendo Villalobos
Rodofo Ortiz	Ronald Davis	Rosi Rocha

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Rosie Cerda	Ruth Mehr	Ryan Ramirez
Rosie Zepeda	Ruth Selvidge	Ryan Sarnataro
Rossana Bruni	Ryan Allen	Ryan Shapiro
Rouchann Kountz	Ryan Austin	Ryan Silsbee
Roxana Mehl	Ryan Bailey	Ryan Washington
Roxane Stanley	Ryan Barrett	Ryan West
Roxanne Arcias	Ryan Brady	Ryan Whitelaw
Roxanne Baker	Ryan Brown	Ryan Zash
Roxanne Rothafel	Ryan Buckholdt	Ryder Brooks
Roxy Kumagai	Ryan Buell	Rylan Pickett
Roy Horn	Ryan Burgess	Rylee Mccallin
Roy Kaplan	Ryan Burr	Rylee Rentschler
Roy Segura	Ryan Cannon-Scott	S. Burk
Royce Fincher	Ryan Colligan	S. Murphy
Rozalyn Henderson	Ryan Daniele	S. Slaughter
Rozalynn Erickson	Ryan Delanda	S. Suresh
Ruapl Rakshit Patel	Ryan Diller	S. Waiyaki
Rubie Kawamoto	Ryan Downey	Sabina Bukovec Kendrick
Ruby Bakhti	Ryan Edwards	Sabra Reyes
Ruby Domino	Ryan Evans	Sabrina Beyer
Ruby Esqueda	Ryan Farris	Sabrina Bohbot
Ruby Nunez	Ryan Ganjtomari	Sabrina Lopez
Ruby Ramirez	Ryan Garcia	Sabrina Perez
Rudolf Gausling	Ryan Glanville	Sacha DeFoy
Rudy Gonzales	Ryan Grable	Sachin Khalsa
RuiHao Wei	Ryan Hammond	Sadek Chakib
Rupal Patel	Ryan Hoffman	Sage Leibenson
Russ Forbes	Ryan Hoye	Sahar Shawa
Russ Harris	Ryan Hughes	Saida Davis
Russ Hobbs	Ryan Koehler	Sakari Sanker
Russ Jordan	Ryan Lee	Saket Vora
Russel Robinson	Ryan LeGassick	Sal Mendolia
Russell Baldwin	Ryan Legere	Salina Brice
Russell Lake	Ryan McGrath	Sally Buser
Russell Simpkins	Ryan Morper	Sally De La Rosa
Russell Skinder	Ryan Muller	Sally Dix
Russell Woodmansee	Ryan Munnikhuis	Sally Dyrdaahl
Ruth Diaz	Ryan Nyberg	Sally Gwin-Satterlee
Ruth Garland	Ryan Parola	Sally Hicks

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Sally Hodges	Sami Weiser	Sandra Rettner
Sally Johnson-Putica	Samira Hartje	Sandra Rice
Sally Mitchell	Samuel Adelson	Sandra Rubio
Sally Munro	Samuel Applegate	Sandra Russell
Sally O'halloran	Samuel Cushman	Sandra Sottomano
Sally Smith-Weymouth	Samuel Earnshaw	Sandra Vantilburg
Sally Vaughn	Samuel Gudino	Sandra Weiser
Sally Wilson	Samuel Hipkins	Sandra Wilson
Sally-Christine Rodgers	Samuel Hite	Sandra Zepeda
Salvador Manzo	Samuel Liberatore	Sandrea Roth
Salvador Pedroza	Samuel Mandel	Sandrine Georges
Salvador Perdoza	Samuel Moore	Sands Palumbo
Salvador Rubalcava	Samuel Nichols	Sandy Baron
Salvador Vazquez	Samuel Randazzo	Sandy Cline
Salvetoria Larter	Samuel Ross Jones	Sandy Feretto
Sam Denicola	Samuel Selvan	Sandy Glass
Sam Leon	Samuel Simpson	Sandy Kolar
Sam Pederson	Samuel Sutton	Sandy Maxwell
Sam Penniman	Samuel Williamson	Sandy Moretto
Sam Roberts	San Juana Perez-Luna	Sandy Novembre
Sam Shields	Sanchez Delsy	Sandy Skees
Sam Solgan	Sandi Moore	Sandy Skezas
Sam Storey	Sandi Rechenmacher	Sanjay Zope
Sam Verar	Sandra Caruba	Sanjin Mehic
Samantha Birmingham	Sandra Cohen	Sanne Stockwell
Samantha Brown	Sandra Cox	Sanra Ritten
Samantha Garrison	Sandra Demara	Santhire Menon
Samantha Heredia	Sandra Esparza	Santiago Mendoza
Samantha Lang	Sandra Frahm	Saoimanu Sope
Samantha Limas	Sandra Gogol	Sara Allshouse
Samantha McDonald	Sandra Hager	Sara Alvarez Narragon
Samantha McEvoy	Sandra Heinen	Sara Biakanja
Samantha Mitchell	Sandra Hernandez	Sara Burkhamer
Samantha O'shea	Sandra Kamirez	Sara Davis
Samantha Ramirez	Sandra Kelly	Sara Dietrich
Samantha Reek	Sandra Lobato	Sara Isenberg
Samantha Schmitz	Sandra Olson	Sara Ledterman
Samantha Sommer	Sandra Paredes	Sara Margolis
Same Roberts	Sandra Perez	Sara Marsalis

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Sara Melton	Sarah Nohrden	Scott Dubois
Sara Montalvo	Sarah Peck	Scott Edelstein
Sara Rauch	Sarah Pittiglio	Scott Edward
Sara Ridgeway	Sarah Powell	Scott Edwards
Sara Solovitch	Sarah Prescher	Scott Farber
Sara Stem	Sarah Rapp	Scott Gambrell
Sara Swenson	Sarah Robinson	Scott Harway
Sara Urzua	Sarah Sanford	Scott Hillberg
Sarah Albright	Sarah Savasky	Scott Hovey
Sarah Augenstein	Sarah Shinsky	Scott Hughes
Sarah Brady	Sarah Steiger	Scott Joly
Sarah Buonsante	Sarah Walsh	Scott Lange
Sarah Butler	Sarah Welch	Scott Leggett
Sarah Cahalan	Sarahy Argueta	Scott Lesan
Sarah Carvill	Sarai Alvarado	Scott Mack
Sarah Cheek	Sarai Jimenez	Scott Mary
Sarah Cohen Domont	Sarai Zayas	Scott Mcinnis
Sarah Cowen	Saralee McCormick	Scott Montgomery
Sarah Curry	Sarina Fulmer	Scott Munro
Sarah DeClue	Sasha Wylde	Scott Nebenzahl
Sarah DeMeyer-Guyer	Saul Alvarado	Scott Nguyen
Sarah Fraley	Saul Zamora	Scott Owen
Sarah Guidon	Savanna Dayton	Scott Player
Sarah Hannaleck	Savannah Jones	Scott Rader
Sarah Hulick	Savannah Rodriguez	Scott Roseman
Sarah Jordan	Savitri Jones	Scott Rowe
Sarah Joy Zell	Schauntel Gomez	Scott Russo
Sarah Kunkel	Scot Pettit	Scott Sage
Sarah Kwasniewski	Scott Andersen	Scott Silva
Sarah Laclergue	Scott Auerbach	Scott St. Denis
Sarah Lanham	Scott Biggane	Scott Sweetman
Sarah Lastition	Scott Bongiorno	Scott Weir
Sarah Leonard	Scott Brandt	Scott Wilkinson
Sarah Magdaleno	Scott Branham	Scott Wilson
Sarah Marra	Scott Braymer	Scott Zmiewsky
Sarah Marschall	Scott Carter	Sean Andrasik
Sarah McLaughlin	Scott Cervine	Sean Basalygo
Sarah Mora	Scott Collins	Sean Bradley
Sarah Nie	Scott Curwen	Sean Butler

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Sean DeGaetano	Sergio Jurado	Shannon Demma
Sean Dowling	Sergio Martinez	Shannon Freed
Sean Estes	Sergio Mercado	Shannon Healer
Sean Fyock	Sergio Rojas	Shannon Innis
Sean Hallett	Sergio Rubio	Shannon Kelly
Sean Hegarty	Sergio Torchio	Shannon Lacey
Sean Joyce	Serina Marichiba	Shannon Marsh
Sean Kagan	Seth Burger	Shanti Wertz
Sean Kane	Seth Heitzenrater	Sharai Simpkins
Sean Landry	Seth Reder	Sharareh Khosrowpanah
Sean Mathis	Sevilla Granger	Sharen Barrett
Sean McAdam	Shade Byron	Shari Laroche
Sean Moriarty	Shae Haney	Shari Levitt
Sean Mulvaney	Shahe Moutafian	Shari Nison
Sean O'Meara	Shahnawaz Hr	Sharon Anderson
Sean Oneill	Shahnaz Moshtael	Sharon Calderon
Sean Petersen	Shain Holden	Sharon Curtaz
Sean Reilly	Shakira Meden	Sharon Garcia
Sean Romero	Shakti Wilson	Sharon Gibson
Sean Spencer	Shalamar White	Sharon Hada
Sean Tragni	Shalray George	Sharon Himmelsbach
Sean Tuttman	Shamim Punnilath	Sharon Hoyenga
Sean Watt	Shana Cohen	Sharon Jackson
Sean Wells	Shanda Lucero	Sharon Kluger
Sean Woolery	Shane Bell	Sharon Lee
SeanPaul La Selle	Shane Furtado	Sharon Lowe
Seb Frey	Shane Heath	Sharon Pepper
Sebastian Defrancesco	Shane Kloepfer	Sharon Potter
Sebastian Little	Shane Maloney	Sharon Rea
Segah Meer	Shane Siemer	Sharon Reeves
Selane Eapinoza	Shane Struthers	Sharon Robinson
Selene Vega	Shane Toohey	Sharon Stewart
Selesa Webster	Shanee Dinay	Sharon Swenson
Serafin Ruiz	Shaniah Rocha	Sharron Locatelli
Serena Federman	Shanna De Diego	Sharyl Maravirov
Sergey Frolov	Shannen Stark	Shashi Gies
Sergio Diaz	Shannon Blake	Shaun Anderson
Sergio Hernandez	Shannon Christerson	Shaun Chesnut
Sergio Ibarra	Shannon Corbin	Shaun Tan

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Shauna Mora
Shawn Anderson
Shawn Coulson
Shawn Dollar
Shawn Gallup
Shawn Hyland
Shawn Kelly
Shawna Myton
Shayna Kristen
Shayne Barr
Shayne Brandberg
Shea Johnson
Shea Maher
Shea Merritt
Sheena Cuccia
Sheila Doran
Sheila Ellison
Sheila Gamban
Sheila Giblin
Sheila Malone
Sheila Mclaughlin-Mayang
Sheila Neil
Sheila Vince
Sheila Williams
Shelby Frame
Shelby Rogers
Shelley Beek
Shelley Kadota
Shelley Stamp
Shelli Ervin
Shelly Cruddas
Shelly Escobar
Shelly Nadelman-Douglas
Shelly Ritchie
Shelly Sonnenberg
Sheon Maki
Sheree Azevedo
Sheri Macaya
Sherie Benoit

Sherri Allen
Sherri Betz
Sherri Soder
Sherry Ascaer
Sherry Livingston
Sheryl Coulston
Sheryl Mcewan
Sheryl Palmer
Sheryl Pinard
Sheryle Pettet
Sheyna Holmes
Shiela Neil
Shika Solomon
Shiloh Wernick
Shinshu Roberts
Shirlene Hayashibara
Shirley Henfling
Shirley Mallman
Shirley Marucci
Shirley Ortvals
Shirley Taylor
Shirley Terauds
Shiva Bol
Shona McDougall
Shuuni Houghtaling
Siamak Tasharofi
Sibley Simon
Sibyl Cryer
Sibyll Olson
Sidney Eubanks
Sidney Irving
Sidney Nicol
Sierra Darton
Sierra Leahy
Sierra Nasr
Sieta Bel
Sigfrid Garman
Sigrid Lonnberg
Silka Jewell

Silva Sam
Silverio Vasquez
Simon Enix
Simone Young
Sina Miri
Sira Taylor
Siri Rodoni
Skip Getz
Skot Colacicco
Skyla Higgins
Skylar Rousseau
Skylar Spaugh
Skyler Kerrick
Skyler Meyer
Slawek Tulaczyk
Slim Heilpern
Socorro Alfaro
Sofia Baughner
Sofia Bauhner
Sofia Beck
Sofia Coelho
Sofia Diaz
Sofia Graziosi
Sofia Spadafora
Sol Posada
Soleil Andrews
Somia King
Sondi Carcello
Sondra Cohelan
Sonia Beatham
Sonia Maldonado
Sonja Ghvanetti
Sonja Gustafsson
Sonja Tyesi
Sonora Sanford
Sonya Martinez
Sonya Reed
Sonya Rodriguez-Reyna
Sophia Almendras

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Sophia Catanese	Stephani Lewis	Stephen Maraldo
Sophia Ciotti	Stephanie Barnes Castro	Stephen Matteson
Sophia Galarosa	Stephanie Baron	Stephen Meyer
Sophia Jaime	Stephanie Barraza	Stephen Nielsen
Sophia Larman	Stephanie Brown	Stephen O'Clair
Sophia Ly	Stephanie Bush	Stephen Pascuni
Sophia Weigand	Stephanie Carlson	Stephen Peck
Sophie O'Meara	Stephanie Diaz	Stephen Phillips
Soren Bjorn	Stephanie Gelman	Stephen Rowe
Spencer Hays	Stephanie Golino	Stephen Shoemaker
Spencer Takata	Stephanie Gomez	Stephen Thomas
Spencer Thompson	Stephanie Harris	Stephen Vahle
Spring Farr	Stephanie Kelly	Stephen Weldon
Spring Smith	Stephanie Kerwin	Stephen Williams
Srina Lynne	Stephanie Layton	Stephon Schreiber
Stacey Basile	Stephanie Le Fever	Steve Alberi
Stacey Carroll	Stephanie Ortega	Steve Anderson
Stacey Clima	Stephanie Rapisardo	Steve Barber
Stacey Crippen	Stephanie Russell	Steve Beltramo
Stacey Palau	Stephanie Sallum	Steve Bock
Stacie Clary	Stephanie Sanders	Steve Boyd
Stacy Figueroa	Stephanie Shaffer	Steve Clark
Stacy Frank	Stephanie Siddens	Steve Davenport
Stacy Markell	Stephanie Solorzano	Steve Douglas
Stacy Nieminen	Stephanie Stenner	Steve Duke
Stacy Pinkham	Stephanie Straus	Steve Dunlap
Stan Hughes	Stephanie Taylor	Steve Elpers
Stan Poplin	Stephannie Head	Steve Guintero
Stan Wolken	Stephen Anderson	Steve Hambright
Stanley Lundgren	Stephen Banks	Steve Henderson
Stanley Voyles	Stephen Bender	Steve Hermosillo
Stanley Wilson	Stephen Cupery	Steve Hernandez
Starr Cellona	Stephen Daddario	Steve Hilleary
Steacie Brightman	Stephen Gagnon	steve Ilse
Stefan Abreo	Stephen Hager	Steve Johnson
Stefani Jones	Stephen Hauskins	Steve Kringen
Stefanie Bourcier	Stephen Kociol	Steve Lake
Stefanie Sherman	Stephen Kolesar	Steve Lima
Stella Winston	Stephen Lee	Steve Mandel

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Steve Matarazzo
Steve McGinty
Steve Miles
Steve Mills
Steve Munoz
Steve Murillo
Steve Pereira
Steve Shapiro
Steve Strah
Steve Taty
Steve Tietz
Steve Wait
Steve Walters
Steve Watkins
Steve Webber
Steve West
Steve Westen
Steve Western
Steve Yatson
Steven Arkley
Steven Bignell
Steven Bueno
Steven Gabay
Steven Garrett
Steven Gibbs
Steven Gillanders
Steven Grassi
Steven Greenburg
Steven Haddock
Steven Hinkel
Steven Kayser
Steven Krol
Steven Lange
Steven Lloyd
Steven Mcmanus
Steven Mendivil
Steven Navichogue
Steven Oliver
Steven Olson

Steven Plummer
Steven Robins
Steven Sobotor
Steven Travis
Steven Venturini
Steven Vermouth
Steven Yetter
Stewart Vaughan
Sthefany Plata
Stijn Cattaert
Struthers Sharor
Stuart Kellerymyer
Stuart Only
Stuart Rodriguez
Suan Salinger
Sudeshna Ghosh
Sue Brenner
Sue Calcagno
Sue Cross
Sue Dormanen
Sue Healey
Sue Holt
Sue Jamieson
Sue Loshkajian
Sue Martin
Sue Neary
Sue Renner
Sue Rose
Sue Seely
Sue Stauffer
Sue Uchiyama
Sue Walton
Sue Yvanovich
Sue-Jean Sung
Sukhmeet Singh
Summer Judice
Summer Sutherland
Summer Torrez
Summer Vanslager

Summer Zuber
Sumra Sohail
Sunjay Mohan
Sunny Cardona
Sunny Hellesoe
Sunny Rudolph
Susan Andre
Susan Archibald
Susan Beatteax
Susan Beer
Susan Berry
Susan Brown
Susan Carroll
Susan Cartwright
Susan Cellarius
Susan Churchill
Susan Condit
Susan Corey
Susan Craig
Susan Crawford
Susan Cuneo
Susan Daugherty
Susan Dayton
Susan DeQuattro
Susan Dykhuizen
Susan Emerson
Susan Erlendson
Susan Evans
Susan Ezequelle
Susan Farish
Susan Fellows
Susan Giddings
Susan Giner
Susan Griffiths
Susan Gross
Susan Haid
Susan Harden
Susan Holmes
Susan Hurley

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Susan Irby	Susana Valencia	T. Thompson
Susan Jaeger	Susi Cronk	Tai Li Harrill
Susan Jarvis	Susie Deutsch	Tai Miller
Susan Keil	Susie Kusler	Tai Stone
Susan Kelly	Susy Adams	Takuya Jorgensen
Susan Kincaid	Suwat Chaimungkla	Tali Cohn
Susan Kohen	Suzan Sequoia	Tama Klosmski
Susan Land	Suzanne Chonette	Tamar Dolwig
Susan Lawson	Suzanne Davis	Tamara Carver
Susan Lynch	Suzanne De Clerq	Tamara Cook
Susan Mahler	Suzanne Haley	Tamara Donnelly
Susan Mancusi-Ungaro	Suzanne Helfman	Tamara Dow
Susan Mason	Suzanne Jensen	Tamara Henry
Susan Miller-Chakib	Suzanne Johnson	Tamara Morse
Susan Moen Penprase	Suzanne Mace	Tamara Myers
Susan Mooke-Rodriguez	Suzanne Mapes	Tamara Norris
Susan Murphy	Suzanne Marini	Tamara Riedel
Susan Norton	Suzanne Morrow	Tamara Sheinkman-Lewis
Susan Palsma	Suzanne Nelsen	Tamara Swain
Susan Peoples	Suzanne Patten	Tamara Tahara
Susan Perchesky	Suzanne Rains	Tamera Martin
Susan Pierce	Suzanne Roth	Tamera Thomas
Susan Plumez	Suzanne Samson	Tami Corum
Susan Reddington	Suzanne Sterns	Tami Snook
Susan Rines	Suzanne Tuescher	Tammie Van Sant
Susan Roberts	Suzi Mahler	Tammy Bush
Susan Rolan	Suzi Morgan	Tammy Fox
Susan Russell	Suzie Russin	Tammy Hamer
Susan Schaaf	Suzy Stevens	Tammy McBride
Susan Schwartz	Sven Wetmore	Tammy Rogers
Susan Smith	Sydney Claire Weiser	Tammy Sager
Susan Stanford	Sydney Ferris	Tammy Tremaine
Susan Strnad	Sydney Gladu	Tamra Ancona
Susan Tannehill	Sydney Rastatter	Tamra Schmidt
Susan Thomas	Sydney Reuben	Tamra Scott-Hunt
Susan Waters	Sylvia Hermosillo	Tangi Chapman
Susan Westman	Sylvia Patience	Tania McAdams
Susan Wheeler	Sylvia Skefich	Tania Pannabecker
Susana Rocha	T. Davies	Tanner Spence

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Tanner Stinchfield	Ted Provost	Terrie And Larry Duimstra
Tannie Low	Ted Shank	Terrie Sima
Tanya Barnicoat	Ted Woods	Terry Walters
Tanya Bennett	Tegan James	Terry Bacon
Tanya Phillips	Tennessee O'hanlon	Terry Ballantyne
Tanya Pouls	Tenolian Bell	Terry Brown
Tara Forrest	Teomah Buelna	Terry Champion
Tara Larson	Tere Fickel	Terry Gripton
Tara Parcella	Terence Courreault	Terry Healey
Tara Slager	Teresa Anaya	Terry Hershner
Tarah Locke	Teresa Black	Terry Hutmacher
Tarek Chakib	Teresa Godoy	Terry Kirikana
Taren Loftis	Teresa Lenz	Terry Laucher
Tariq Al-Najjar	Teresa Levicki	Terry Lauchner
Taryn Marse	Teresa Macaluso	Terry Record
Taryn Yorba	Teresa Maguire	Terry Stockwell
Tascha Haut	Teresa Martinez-Rod	Terry Turner
Tate Woniya	Teresa McCaffrey	Terry Way
Tatiana Gottwald	Teresa Mogavero	Terry Welsh
Tatiana Lima	Teresa Olson	Terry Wood
Tauna Grinager	Teresa Quintero	Tesha Craft
Tawnya Gilbert	Teresa Schneider	Tess Church
Taylor Dutrow	Teresa Simpson	Tess Horn
Taylor Fife	Teri Ruegg	Tessa Cados
Taylor Finn	Teri Taylor	Tessa Ramsay
Taylor Frame	Terra Mar	Teyara Hardy
Taylor Friend	Terra Villa Gawboy	Thaleia Williams
Taylor Kihoi	Terrence Cohelan	Thania Sanders
Taylor Lambert	Terrence Willett	Thelma Velazquez
Taylor Lane	Terri Daniels	Theodore Cerboneschi
Taylor OMeara	Terri Foster	Theodore Jonson
Taylor Vencill	Terri Levine	Theresa Biggam
Taylor Williams	Terri Lodge	Theresa Heisinger
Ted Burke	Terri Mayall	Theresa Mantz
Ted Carl	Terri Ryan	Theresa Neil
Ted Donnelly	Terri Schmidt	Theresa Sullivan
Ted Egner	Terri Steinmann	Therese Johannesson
Ted Holladay	Terri Thames	Therese Valdez
Ted Lorek	Terri Tiedeman	Theron Forester

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Thomas Albrecht	Tiana Hale	Tim Robins
Thomas Armstrong	Tico Andrea	Tim Roessler
Thomas Beggs	Tiffanie Aguilera	Tim Smith
Thomas Bohn	Tiffany Burns	Tim Welch
Thomas Bonura	Tiffany Cesarin	Tim Youmans
Thomas Boser	Tiffany Lindsay	Tim Young
Thomas Brookins	Tiffany Meyers	Timmi Pereira
Thomas Brooks	Tiffany Munoz	Timote Peterson
Thomas Burke	Tiffany Smith	Timothy Dinsmore
Thomas Carr	Tiffany Theden	Timothy Eells
Thomas Castillo	Tiffany Werdmuller	Timothy Fisher
Thomas Christ	Tiffen Shirey	Timothy Hawkins
Thomas Davis	Tighe Melville	Timothy Moran
Thomas Dorst	Tiki Levy	Timothy Oneil
Thomas Harrison	Tilly Falsetti	Timothy Park
Thomas Hennessey	Tim Aron	Tin Root
Thomas Hennessy	Tim Barroca	Tina Bamford
Thomas Herzog	Tim Bennett	Tina Mallek
Thomas Hines	Tim Bone	Tina Ratliff
Thomas Hood	Tim Brattan	Tina Seifert
Thomas Horn	Tim Cadell	Tina Seifetr
Thomas Huddleston	Tim Carson	Tina Siepe
Thomas Jacobs	Tim Castro	Tina Somers
Thomas Jones	Tim Clayman	Tira Brown
Thomas Keaton	Tim Donovan	Titian Roveva
Thomas Knight	Tim Epperson	TJ Welch
Thomas Levi	Tim Erwin	Tobi Stonich
Thomas Mason	Tim Farley	Tobias Aguirre
Thomas Matthews	Tim Fitzpatrick	Toby Corey
Thomas Moreno	Tim Hartnett	Toby Ferguson
Thomas Robb	Tim Johnson	Toby Loeffler
Thomas Schwab	Tim Kenworthy	Toby Lybrand
Thomas Spaulding	Tim Korinth	Toby Mathews
Thomas Stelling	Tim Liebenthal	Toby Matthews
Thomas Tonnrs	Tim Maurantonio	Toby Salciccia
Thomas Turner	Tim McGarvey	Toby Thiermann
Thomas Wolf	Tim McNulty	Tod Likins
Thomas Wolff	Tim Oliver	Todd Anderson
Thomas Wunderer	Tim Rice	Todd Butka

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Todd Caplan	Tom Hoppe	Tonia Kalafut
Todd Dagman	Tom Kibwell	Tonja Scofield
Todd Duffee	Tom King	Tony Calcagno
Todd Fernandez	Tom Kittleson	Tony Contreras
Todd Goudberg	Tom Livingston	Tony Dean
Todd Graham	Tom Lynch	Tony Franco
Todd Guild	Tom Maciel	Tony Graziano
Todd Habelt	Tom Martin	Tony Mendoza
Todd Hicks	Tom Masotto	Tony Milazzo
Todd Kent	Tom Medeiros	Tony Morosco
Todd Klamer	Tom Moreno	Tony Muchamuel
Todd Kramer	Tom Moulding	Tony Pemma
Todd Lepinski	Tom Nelson	Tony Shifert
Todd Liberty	Tom Parker	Tonya Fleck
Todd Losik	Tom Powers	Tori Roberts
Todd Mayer	Tom Radich	Torvald Tempestas
Todd McFarren	Tom Ritchie	Tory Delfavero
Todd Moulton	Tom Rucker	Towhee Huxley
Todd Nysether	Tom Thacher	Trace Barnes
Todd Phillips	Tom Thompson	Tracey Appleton
Todd Prindle	Tom Watson	Tracey Barrow
Todd Skelton	Tom Wihelms	Tracey Lee
Todd Vierra	Tom Wilhelms	Tracey Rader
Tom Alexander	Tomas Salvage	Tracey Weiss
Tom Baker	Tomatsky Louis	Traci Bond
Tom Barber	Tommie Garrett	Traci Brown
Tom Bargetto	Tommy Dembski	Traci Turner
Tom Birney	Tona Drewes	Tracy Elser
Tom Brady	Tonee Picard	Tracy Leavenworth
Tom Brandow	Toni Adams	Tracy Maxwell
Tom Bruce	Toni Bianco	Tracy Morse Zertuche
Tom Clements	Toni Breese	Tracy Oliver
Tom Evans	Toni Crossen	Tracy Phariss
Tom Fieweger	Toni Miras	Tracy Unti
Tom Haid	Toni Ottare	Tracy Van Staalduinen
Tom Halderman	Toni Stratos	Travis Graham
Tom Hartnett	Tonia Brandt	Travis Guiley
Tom Hesselbein	Tonia Hagan	Travis Hawkins
Tom Hicks	Tonia Heath	Travis Hill

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Travis Lofland	Tyler Fox	Vanessa Ambriz
Trenton Minear	Tyler Mccaull	Vanessa Andrade
Trevir Jones	Tyler McGlashan	Vanessa Beall
Trevor Acheson	Tyler Newell	Vanessa Frank
Trevor Bradford	Tyler Orr	Vanessa Gonzales
Trevor Bridge	Tyler Quinn	Vanessa Killpatrick
Trevor Davis	Tyler Schirmer	Vanessa Platt
Trevor Heath	Tyler Smith	Vanessa Vazquez
Trevor Lindemann	Tyler Speas	Vanessa Walker
Trevor Nomi	Tyler Strum	Vanessa Wennstrom
Trevor O'neil	Tyran Jones	Vanya Erickson
Trevor Page	Tyrone Bush	Velia Anderson
Trevor Paque	Tyson Evans	Venessa Coffaro
Trevor Rico	Uffe Marienlund	Venus Stafford
Trevor Storey	Ulrika Friesen	Verena Elias
Trey Drake	Ulrike Kummerow	Vern Fernandez
Trey Highton	Ulrike Wagner	Verne Walton
Trey Whitley	Uriel Espinoza	Veronica Cantolan
Tricia Cross	Ursula Ehrhart	Veronica Castro
Tricia Dalton	Vadi Molman	Veronica Diaz
Tricia Kelly	Vajreshwari Jernberg	Veronica Fernandez
Tricia Larson	Val Andromacha-Atha	Veronica Gallagher
Tricia Proctor	Val Otazu	Veronica Garcia
Trina McCoy	Valentin Orozco	Veronica Guerrero
Trinity Hull	Valentin Paredes	Veronica Hoover
Trip Reiter	Valeria Roman	Veronica Larenas
Trish Foley	Valerie Carr	Veronica Manuel
Trish Hucklebridge	Valerie Diaz	Veronica Moore
Trisha Lizarraga	Valerie Gomez	Veronica O'Brien
Tristan Grell	Valerie Kockx	Veronica Pulido
Tristin McHugh	Valerie Leal	Veronica Rivas
Troy Hicks	Valerie Martin	Veronica Shearer
Troy Rossi	Valerie Messer	Veronica Vargas
Tryntje Young	Valerie Phipps	Veronica Zaleha
Turi Andrade	Valerie Pitts	Vicenta Cabbrera
Tyler Ayers-Nusbaum	Valerie Siemer	Vicente Diaz
Tyler Bunn	Valorie Auger	Vick Woods
Tyler Corder	Vance Webb	Vicki Ferguson
Tyler Cronin	Vanessa Smith	Vicki Ivancovich

Santa Cruz County Greenway Petition

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Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Vicki Malandra	Victoria Vierra	Wanda Jackson
Vicki Orendurff	Victoria Yuen-Ruan	Wanda Molari
Vicki Powers	Viebeke Orsini	Wangk Kho
Vicki Vasconcellos	Viginia Sigala	Warren Klausner
Vicki Voll	Viktoria Gleason	Warren Rudder
Vickie Garcia	Vilma Jordan	Warwick Boulton
Vickie Meyer	Vincent Corrarubias	Wayd La Pearle
Vickie Winkler	Vincent Rossi	Wayne Hayashibara
Vicky Tran	Violeta Castillo Zamarripa	Wayne Kiba
Vicky Weddington	Violette Peoples	Wayne Ledgister
Vicky White	Vireinia Hedrick	Wayne Martin
Victor Carrillo	Virgicio De La Cruz	Wayne Thompson
Victor Gaona	Virgil Robinson	Wayne Wright
Victor Garcia	Virginia DeLaney	Wendi Gurnee
Victor Guzman	Virginia Hughes	Wendi Lefebre
Victor Hoagland	Virginia Marti	Wendy Ballen
Victor Iii	Virginia Saunders	Wendy Bowers-Gachesa
Victor Khan	Virginia Signala	Wendy Bussiere
Victor Martinez	Virginia Taylor	Wendy Butler
Victor Mendoza	Vittorina Howell	Wendy Canales
Victor Poesz	Vivan Vadakan	Wendy Cumming
Victor Yanez	Vivian Larkins	Wendy Day
Victoria Berckefeldt	Vivian Moutafian	Wendy Gauquier
Victoria Cano	Vivian Simon	Wendy Iriberry
Victoria Chartier	Vivian St Shepard	Wendy Johnson
Victoria Covell	Vivian Taing	Wendy King
Victoria Cull	Viviana Cornejo	Wendy Rae Johnson
Victoria Dixon	Viviana Magdeleno	Wendy Shea
Victoria Erickson	Viviana Marin	Wendy Sickels
Victoria Gairaud-Hinkley	Viviana Munoz	Wendy Smith
Victoria Gilbert	Viviana Renteria	Wendy Traber
Victoria Grimm	Viviana Xilonzochilt	Wes Allinger
Victoria Icaza	Vladimir Sviatchanva	Wes Leith
Victoria Nam	W. Frederick Sampson	Whitman Peace
Victoria Nobles	Waldo De Paz	Whitney Brandt-Hiatt
Victoria Rallojay	Walt Allen	Whitney Geddes
Victoria Rue	Walter Haynes	Whitney Heier
Victoria Shuts	Walter Schillinger	Whitney Mitchell
Victoria Todd	Walter Stauss	Wiktorja Zaleska

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Wilem Banks	William McBride	Yesenia Curiel
Wilfredo Montejo	William Nowicki	Yesenia Gutierrez
Will Bachar	William Ow	Yladan Strbac
Will Beckett	William Philipps	Yoana Martinez
Will Cassilly	William Rosenoff	Yoel Tapanes
Will Hahn	William Rubel	Yolanda Guiterrez
Will Lorand	William Rupel	Yolanda Kane
Will Mayall	William Rutherford	Yolanda McFarren
Will Menchine	William Sears	Yolonda Lovejoy
Will Moody	William Serratelli	Yonat Michaelov
Will Ryan	William Souza	Yu Chen
Will Tomlinson	William Spendlove	Yuliana Izavravas
Willam Hopkins	William Tyler	Yuyitzzy Sosa
Willard Alldis	William Walker	Yvette Garcia
Willard Roberts	William Winkler	Yvette Herrera
Willem McRobie	William Wishon	Yvette Saville
William Allen-Dupraw	William Zang	Yvonne Escobar
William Anderson	William Barker	Yvonne Reynolds
William Arnold	Wilma Burchell	Yvonne Smith
William Babcock	Wink Saville	Yvonne Villanueva
William Cole	Winona Suyenobu	Yvonne Williams
William Comfort	Winton Woods	Z. Haas
William Conklin	Wolfgang Langhans	Zac Creager
William Cooper	Wouterina Swets	Zac Garfield
William Coulter	Wynn Jacobson-Galan	Zac S
William Crawford	Xavier Ballard	Zach Bandfield
William Curtis	Xavier Ortiz	Zach Langton
William Des Jardins	Ximena Ospina	Zach Meschi
William Farlee	Xiomara Nimmer	Zach Morton
William Frohn	Xochild Rivera	Zach Newberry
William Gibson	Xochilt Chavez	Zachary Kawagoe
William Gorson	Xochitl Lomeli	Zachary Morae
William Hancock	Yadira Santos	Zachary Nissen
William Hess	Yagmur Ilgen	Zachary Savedra
William Hoberg	Yajaira Rubio	Zack Hill
William Huffman	Yande Cervantes	Zack King
William Juncosa	Yarira Landaverry	Zack Mitchell
William Kinsella	Yasemin Golan	Zack Reed
William Lippert	Ye Thomas	Zackary Boyd

Santa Cruz County Greenway Petition

Recipient: Santa Cruz County Regional Transportation Commission

Letter: **Help build a world-class Greenway (trail-only) in Santa Cruz County by removing train tracks.**

Zaena Sherrell
Zaira Covarrubias
Zane Brattan
Zane Brown
Zanne Jeffs
Zarbab Ali
Zaul Moayedian
Zayneb El-Shibib
Zeka Glucs
Zephyr Dew
Zephyr Lovere-Davies
Zia Hashemi
Ziad Bawarshi
Zobeida Flores
Zoe Chollar-Webb
Zoe Elizabeth
Zoe Elkaim
Zoe Kosovic
Zoe Paco
Zulema Gonzalez Guerrero

From: Manu Koenig

Sent: Tuesday, December 04, 2018 6:08 PM

To: john.leopold@co.santa-cruz.ca.us; Patrick Mulhearn <BDS023@co.santa-cruz.ca.us>; greg.caput@co.santa-cruz.ca.us; Bertrand, Jacques <jbertrand@ci.capitola.ca.us>; rlj12@comcast.net; Cynthia Chase <cchase@cityofsantacruz.com>; tim_gubbins@dot.ca.gov; ebottorff167@yahoo.com; Ryan Coonerty <ryan.coonerty@santacruzcounty.us>; bruce.mcpherson@co.santa-cruz.ca.us; Sandy Brown <sbrown@cityofsantacruz.com>; trina.coffman@cityofwatsonville.org; openup@cats.ucsc.edu

Cc: Regional Transportation Commission <info@sccrtc.org>; Guy Preston <gpreston@sccrtc.org>

Subject: Scenario "R"ealistic and Corridor Principles

Dear Commissioners,

Please find attached Santa Cruz County Greenway's proposed Scenario "R"ealistic for the Unified Corridors Study as well as a set of principles for the Coastal Corridor that we hope will serve as common ground for our community.

I look forward to providing comment at your Dec. 6th meeting.

Sincerely,
Manu

--



Manu Koenig, Executive Director
849 Almar Ave, STE 247, Santa Cruz, CA 95060
(831) 234-3922 | www.sccgreenway.org

Scenario “R”ealistic

Members of the Santa Cruz County community are proposing a realistic, effective and affordable set of projects from the Unified Corridors Study called Scenario R. Scenario R provides congestion relief and public transit options on Hwy 1, Soquel/Freedom and the Coastal Corridor for \$423M less capital (\$1,154M vs \$731M) and about half the annual operating expense (\$30M vs. \$16M). Using Measure D, Self-Help funds and conservative assumptions on federal and state grants, Scenario R can be implemented sooner, more flexibly and realistically with the resources under the RTC’s control or reasonably available.






















	RTC Staff Preferred	Scenario "R"ealistic
Highway 1 Projects		
Buses on shoulders		
High occupancy vehicle lanes (HOV) & increased transit frequency		
Auxiliary lanes to extend merging distance IN ADDITION TO MEASURE D		
Metering of on-ramps		
Additional lanes on bridge over San Lorenzo River		
Mission St intersection improvements		
Soquel Avenue/Drive and Freedom Blvd		
BRT lite (fast boarding, transit signal priority and queue jumps)		
Increased frequency of transit with express service		
Buffered/protected bike lanes		
Intersection improvements for auto		
Intersection improvements for bikes/ pedestrians		
Rail Right of Way		
Bike and pedestrian trail		
Local rail transit with interregional connections		
Bus rapid transit		
Freight service on rail		 Only Watsonville

Table 39: New Public Investments for Capital Costs - Capital Cost Estimates and Potential Funding Amounts by Project and Scenario - In 2018 dollars (1000's)

NEW PUBLIC INVESTMENT - CAPITAL	RTC Staff Preferred			Scenario "R"realistic		
	Cost Estimate-Capital	Funding Potential-Capital	NEW Public Investment-Capital	Cost Estimate-Capital	Funding Potential-Capital	NEW Public Investment-Capital
Highway 1 Projects						
Buses on shoulders - (end point varies depending on aux lanes included) ¹	\$7,900	\$7,900	\$0	\$7,900	\$7,900	\$0
High occupancy vehicle lanes (HOV) & increased transit (incl. ramp metering and interchange reconstruction)						
Auxiliary lanes to extend merging distance ²	\$97,800	\$13,400	\$84,400	\$97,800	\$97,800	\$0
Metering of on-ramps w/o HOV (including intersection/ramp improvements)	\$113,000	\$74,400	\$38,600	\$113,000	\$74,400	\$38,600
Additional lanes on bridge over San Lorenzo River				\$20,000	\$15,400	\$4,600
Mission St intersection improvements ³	\$10,300	\$10,200	\$100	\$10,300	\$10,200	\$100
Subtotal- SR 1	\$229,000	\$105,900	\$123,100	\$249,000	\$205,700	\$43,300
Soquel Avenue/Drive and Freedom Blvd						
Bus rapid transit lite ⁴				\$68,200	\$18,100	\$50,100
Increased frequency of transit with express service						
Buffered/protected bike lanes	\$19,700	\$11,600	\$8,100	\$19,700	\$11,600	\$8,100
Intersection improvements for bikes/ pedestrians/auto ⁵	\$30,800	\$30,800	\$0	\$30,800	\$30,800	\$0
Subtotal- Soquel/Freedom	\$50,500	\$42,400	\$8,100	\$118,700	\$60,500	\$58,200
Rail Right of Way						
Bike and pedestrian trail ⁶	\$283,000	\$197,700	\$85,300	\$98,443	\$92,800	\$5,643
Reconstruction of Capitola Trestle ⁷	\$20,000	\$0	\$20,000			
Local rail transit with interregional connections	\$339,800	\$99,000	\$240,800			
Electric train ⁸	\$210,000	\$0	\$210,000			
Bus transit connections to rail	\$11,700	\$0	\$11,700			
Bus rapid transit				\$264,800	\$96,000	\$168,800
Freight service on rail ⁹	\$10,000	\$10,000	\$0	\$0	\$0	\$0
Subtotal Rail Right-of-Way	\$874,500	\$306,700	\$567,800	\$363,243	\$188,800	\$174,443
SCENARIO TOTAL- (2018 dollars)	\$1,154,000	\$455,000	\$699,000	\$730,943	\$455,000	\$275,943

1. The funding potential from Scenario B is used for both the Staff Preferred Scenario and Scenario "R"realistic.

-
2. Funding potential of \$13,400 is applied to the additional auxiliary lanes for Staff's preferred scenario in order to balance total Funding Potential of \$455,000,000 based on RTP, State and Federal sources.
 3. The Funding Potential of \$10,200,000 from Scenario B is used for both Scenarios shown.
 4. Funding potential for BRT lite ranges from \$18,100,000 in Scenario A to \$37,000,000 in Scenario C.
 5. The RTC Staff Preferred Scenario includes intersection improvements for bikes and pedestrians but NOT for autos in Table 52 (UCS p150, Nov 2018). However, capital costs for these projects are represented as a single line item in Table 39 (UCS, p105, Nov 2018). The combined price is used in absence of another figure.
 6. Cost estimate from Alta Planning + Design's "Proposed Modifications to the UCS Analysis Methods" is used. The Funding Potential includes Measure D and some additional State or Federal funds to balance total Funding Potential at \$455,000,000. The cost of constructing a trail with BRT on corridor is considerably lower because it assumes a combined roadway for bus, bikes and other wheeled vehicles and a narrower trail for pedestrian access alongside.
 7. A cost of \$20 million was estimated in the attachment "Bridge Replacement and Rehabilitation", Dec. 3, 2015 RTC meeting, attachment 3-B.
 8. From the UCS, the cost for an electrified rail system that utilizes electrical multiple unit vehicles is estimated to cost a total of \$549.5 million.
 9. Approximate cost to repair the entire corridor for freight use

Table 40: New Public Investments for Operation and Maintenance Costs - Cost Estimates and Potential Funding Amounts by Project Scenario - In 2018 dollars (1000's)

NEW PUBLIC INVESTMENT - CAPITAL	RTC Staff Preferred			Scenario "R"realistic		
	Cost Estimate-O&M	Funding Potential-O&M	NEW Public Investment-O&M	Cost Estimate-O&M	Funding Potential-O&M	NEW Public Investment-O&M
Highway 1 Projects						
Buses on shoulders - (end point varies depending on aux lanes included)	\$3,500	\$3,500	\$0	\$3,500	\$3,500	\$0
High occupancy vehicle lanes (HOV) & increased transit (incl. Ramp metering and interchange reconstruction)						
Auxiliary lanes to extend merging distance	\$1,200	\$1,200	\$0	\$1,200	\$1,200	\$0
Metering of on-ramps w/o HOV (including intersection/ramp improvements)	\$0	\$0	\$0	\$0	\$0	\$0
Additional lanes on bridge over San Lorenzo River				\$23	\$23	\$0
Mission St intersection improvements	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal- SR 1	\$4,700	\$4,700	\$0	\$4,723	\$4,723	\$0
Soquel Avenue/Drive and Freedom Blvd						
Bus rapid transit lite						
Increased frequency of transit with express service						
Buffered/protected bike lanes	\$170	\$170	\$0	\$170	\$170	\$0
Intersection improvements for bikes/ pedestrians/auto	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal- Soquel/Freedom	\$170	\$170	\$0	\$170	\$170	\$0
Rail Right of Way						
Bike and pedestrian trail	\$606	\$606	\$0	\$606	\$606	\$0
Local rail transit with interregional connections ¹	\$11,800	\$8,823	\$2,977			
Bus transit connections to rail	\$12,100	\$3,200	\$8,900			
Bus rapid transit				\$10,000	\$8,700	\$1,300
Freight service on rail						
Subtotal Rail Right-of-Way	\$24,506	\$12,629	\$11,877	\$10,606	\$9,306	\$1,300
Overall Project Area Transportation System Management and Demand Management	\$900	\$900	\$0	\$900	\$900	\$0
SCENARIO TOTAL - (2018 dollars)	\$30,276	\$18,399	\$11,877	\$16,399	\$15,099	\$1,300

¹ For RTC Staff Preferred Scenario with rail transit, costs are for electric units. Funding potential for rail transit is assumed to be at parity with bus transit.

From: Bud Colligan

Sent: Tuesday, December 04, 2018 5:05 PM

To: Mike Rotkin <openup@cats.ucsc.edu>; John Leopold <john.leopold@santacruzcounty.us>; Bruce McPherson <Bruce.McPherson@santacruzcounty.us>; Patrick Mulhearn <Patrick.Mulhearn@santacruzcounty.us>; Randy Johnson <rlj12@comcast.net>; ed bottorff <ebottorff167@yahoo.com>; Cynthia Chase <cchase@cityofsantacruz.com>; trina.coffman@cityofwatsonville.org; Greg Caput <greg.caput@santacruzcounty.us>; Andy.Schiffrin@santacruzcounty.us; Ryan Coonerty <ryan.coonerty@santacruzcounty.us>; Bertrand, Jacques <jbertrand@ci.capitola.ca.us>; Sandy Brown <sbrown@cityofsantacruz.com>

Cc: Regional Transportation Commission <info@scrtc.org>

Subject: Community Groups Support METRO's Alternatives Analysis

Dear Commissioners,

Please find attached a press release put out by the following community groups regarding support for METRO's proposed Alternatives Analysis of the Coastal Corridor.

Santa Cruz County Business Council
Santa Cruz New Tech Meetup
Campaign for Sustainable Transportation
Santa Cruz County Greenway
Santa Cruz Works

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Sent: Tuesday, December 04, 2018 5:05 PM

To: Mike Rotkin <openup@cats.ucsc.edu>; John Leopold <john.leopold@santacruzcounty.us>; Bruce McPherson <Bruce.McPherson@santacruzcounty.us>; Patrick Mulhearn <Patrick.Mulhearn@santacruzcounty.us>; Randy Johnson <rlj12@comcast.net>; ed bottorff <ebottorff167@yahoo.com>; Cynthia Chase <cchase@cityofsantacruz.com>; trina.coffman@cityofwatsonville.org; Greg Caput <greg.caput@santacruzcounty.us>; Andy.Schiffrin@santacruzcounty.us; Ryan Coonerty <ryan.coonerty@santacruzcounty.us>; Bertrand, Jacques <jbertrand@ci.capitola.ca.us>; Sandy Brown <sbrown@cityofsantacruz.com>

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Community Groups Support METRO's Request for an Alternatives Analysis of the Rail Corridor

December 4, 2018

Community groups, including Santa Cruz County Business Council, Campaign for Sustainable Transportation, Santa Cruz Works, Santa Cruz New Tech Meetup and Santa Cruz County Greenway announced today they are supporting [METRO's request for a detailed Alternatives Analysis](#) of the two public transit options for the rail corridor in Santa Cruz County: rail & trail and electric bus & trail. The Alternatives Analysis was requested by METRO and approved unanimously by its Board of Directors on November 16, 2018. The Alternatives Analysis would also fully comply with the requirements of Measure D to analyze the "best use" of the corridor. The request is timely as the RTC could vote as early as January 17th, 2019 on a plan that would re-establish rail freight for 10 years north of Watsonville and eliminate the option of running electric buses on the corridor.

The Alternatives Analysis proposed by METRO would determine the most appropriate mode of public transit for the Rail Corridor and include:

- Ridership forecasts
- Operating and capital costs, including "value engineering"
- Funding sources for capital improvements
- Funding sources for operating expenses

METRO's staff report explains why the Alternatives Analysis is needed: *"The mode selection in this corridor should not be based on a choice between steel and rubber wheels but rather on the service profile (alignment, frequency, daily span of service) that most effectively meets the travel patterns and mobility needs in Santa Cruz County."*

The recently completed Unified Corridors Study (UCS) provides a foundation for the Alternatives Analysis but it is not sufficient by itself. According to METRO staff, *"The [UCS's] Scenario-based analysis does not provide enough mode/corridor specific comparable data, and information is insufficient to determine the most appropriate public transit mode to pursue in the rail corridor."*

Moreover, METRO'S staff expressed concern that passenger rail could jeopardize the bus system's already lean budget. *"All of these services and facilities could draw from the same limited funding sources. A review of the UCS suggests that some funding sources currently used for METRO operations and capital needs are being assumed as possible sources for UCS projects."*

"The Business Council represents over 80 of the major employers in Santa Cruz County," said Robert Singleton, Executive Director. "The Council's board issued a statement last week emphasizing incremental approaches to improve transportation in the county using already approved Measure D funds. METRO's proposed Alternatives Analysis will provide the detailed information needed to make the right transportation decisions in the corridor."

"METRO's proposed Alternatives Analysis makes good policy sense," said Doug Erickson, President of Santa Cruz New Tech Meetup. "Before locking our county into one strategy, it is essential to

understand ridership forecasts, operating and capital costs, and funding sources to be able to build and operate each alternative. This work has not been done and needs to be done before a strategic direction and set investment decisions is made.”

“Greenway is interested in clean, affordable, and flexible transit options for the corridor,” said Manu Koenig, Executive Director of Santa Cruz County Greenway, “METRO already carries 5.2 million passengers every year so there may be huge benefits in expanding its service on the Coastal Corridor.”

“Campaign for Sustainable Transportation (CFST) advocates that our transportation dollars prioritize transit and active transportation,” said Rick Longinotti, Chair of the CFST. “If we want to offer a practical alternative to auto dependency, then we need to make public transit affordable, safe and convenient. We need the best information we can get before making large investment decisions.”

“Santa Cruz Works fully supports METRO's proposal to evaluate in detail all transportation alternatives for our coastal corridor,” said Keri Waters, President, Santa Cruz Works. “Our emerging economic hubs in downtown Santa Cruz and Westside Santa Cruz need better transportation links with each other, as well as to the neighborhoods of the workers that are commuting here from Watsonville and points between. The current plans don't adequately consider the rate at which our communities are adopting personal short-range transportation options like bike share and scooters, and the infrastructure needs that can and must be met for that segment.”

Contact Info: Community Groups Supporting METRO’s Alternatives Analysis

Santa Cruz County Business Council

Robert Singleton, Executive Director, Robert.singleton@sccbussinescouncil.com

Santa Cruz New Tech Meet-up

Doug Erickson, President, dougwerickson@gmail.com

Santa Cruz County Greenway

Manu Koenig, Executive Director, manu.koenig@sccgreenway.org

Campaign for Sustainable Transportation

Rick Longinotti, Chairman, longinotti@baymoon.com

Santa Cruz Works

Keri Waters, President, keri@buoy.ai

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Campaign for Sustainable Transportation

Rick Longinotti, Chairman, longinotti@baymoon.com

Santa Cruz Works

Keri Waters, President, keri@buoy.ai

From: Brian Peoples

Sent: Tuesday, December 04, 2018 4:26 AM

To: Regional Transportation Commission <info@sccrtc.org>

Cc:; rlj12@comcast.net; bruce.mcpherson@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; jbertrand@ci.capitola.ca.us; jimmy.dutra@cityofwatsonville.org; cchase@cityofsantacruz.com; trina.coffman@cityofwatsonville.org; ebottorff167@yahoo.com; openup@cats.ucsc.edu; John Leopold <John.Leopold@santacruzcounty.us>; Zach Friend <BDS022@co.santa-cruz.ca.us>; 'Patrick Mulhearn' <Patrick.Mulhearn@santacruzcounty.us>; budd <bud@colligans.com>; Manu Koenig <manu.koenig@sccgreenway.org>; Will Mayall <will@mayall.com>; Carey Pico <carey.pico@yahoo.com>; joex <joexmart@comcast.net>; Miles Reiter <Miles.Reiter@driscolls.com>; Robert Stephens <awranch@aol.com>; Robert Quinn <rpquinn@pacbell.net>; ryan <ryan@pacificappraisers.com>; Ryan Sarnataro <ryan@calcentral.com>; Rodoni Farms <rodonifarms@aol.com>; brodoni@aol.com; Grace Blakeslee <gblakeslee@sccrtc.org>; Cory Caletti <ccaletti@sccrtc.org>; Ginger Dykaar <gdykaar@sccrtc.org>; Guy Preston <gpreston@sccrtc.org>; Luis Mendez <lmendez@sccrtc.org>; Sarah Christensen <schristensen@sccrtc.org>

Subject: Trail Now response to Item #23 on RTC Agenda (12/6/18)

RTC,

For item #23 on the RTC Agenda (12/6/18), please include the following statement.

We believe the Unified Corridor Study (UCS) has achieved some goals, however, based on gaps and shortcomings identified by Caltrans, Metro and local community groups, we suggest the following:

1. With the completion of the Final Environmental Impact Report (FEIR) for Highway 1 Tier I and II, Caltrans and California Transportation Commission (CTC) recognize this as the definitive information source for long term plans for Santa Cruz County. We recommend RTC publicly confirm long-term plans for Highway 1 Tier I upgrades (HOV/BRT lanes, metering lights, widening to Larkin Valley Road) and proceed with request to CTC for Self-Help County and SB1 Funding.

2. RTC commitment to preserve the historic timber trestles, i.e., Seascape, Hidden Beach, Capitola, along the Coastal Corridor.
3. Perform Alternatives Analysis to determine the most appropriate mode of public mass transit for the Coastal Corridor. In addition to the suggested Metro criteria, we ask that the analysis include an assessment of a "trail designed for transportation" that allows for market-based mass transit that is governed by vehicle size (no wider than 6 feet) and safe operating speeds. Mass transit is not necessarily "public transit".
4. Agreement that the old railroad tracks from Natural Bridges to Davenport are no longer required and RTC Staff can work directly with the local Farmers and Property-owners on a collaborative win-win solution to build a world-class rail-trail along the North Coast by 2020.
5. Explore License Agreement as outlined in Trail Now January, 2018 proposal to begin using the Coastal Corridor today as an interim trail for alternative transportation while property ownership rights are adjudicated.

Best regards,

Brian Peoples

Executive Director

Trail Now

From: Brian Peoples
Sent: Sunday, December 02, 2018 6:41 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Support TrailNow / Farmer's North Coast Rail Trail Plan

RTC,

One of the key goals of the Unified Corridor Study (UCS) was to provide guidance for the North Coast Rail Trail to meet the Federal Grant deadline of 2020. Now that Metro and other key organizations are against the results of the UCS and requesting that more studies for the rail corridor be performed, we are concerned that this could delay moving forward with the North Coast Rail Trail and jeopardize Federal Grant funds.

With an estimated cost of over \$15M to refurbish the railroad tracks for excursion trains to Davenport, we believe it can be concluded that our community will not make this type of investment. We believe the results of the UCS can provide enough guidance that the old railroad tracks from Wilder Ranch to Davenport are no longer required. Making this determination will allow RTC staff to begin working directly with the Farmers and Property-owners on a collaborative win-win solution to build a world-class rail-trail along the North Coast. The North Coast Rail Trail EIR report shows that our plan has the least environmental impact and can meet the 2020 deadline to use the Federal Grant funds.

We ask that you please support the recommendation that the old railroad tracks from Wilder Ranch to Davenport are no longer required and RTC Staff can proceed with developing the Farmers' Alternative Rail Trail plan along the North Coast.

Best regards,

Brian Peoples

From: Brian Peoples
Sent: Friday, November 16, 2018 12:48 PM
To: Grace Blakeslee <gblakeslee@scrtc.org>
Cc: Ginger Dykaar <gdykaar@scrtc.org>
Subject: non-trail only and proposal

Hi Grace,

To follow-up with our conversations, we believe we can support a non-trail-only plan along the Coastal Corridor, but it can not be rail.

We have drafted a statement we are willing to socialize with you prior to releasing. We have other important organization(s) co-authoring.

In the parking lot, we went further about possible next steps to using the Coastal Corridor soon, specifically getting the Coastal Corridor from Buena Vista Road (Milepost 7) to Davenport as an interim trail. We are willing to submit a proposal for a License Agreement to manage property as a railroad and provide needed investments. Our proposal would eliminate the need to railbank the property, provide capital funding to perform maintenance on the property, ensure security of corridor and allow Metro/RTC to pilot e-buses along the corridor. It would allow RTC to further investigate property boundaries and take the appropriate action to secure the deed. We would maintain railroad operations throughout the duration of the License Agreement that comply with all federal and state regulations for such operations.

We would like to discuss both our public statement on "non-trail-only" and a potential License Agreement for the corridor prior to anymore RTC planning for UCS recommendation.

Is there a time we can meet?

We want to be able to have "official" discussions that we can expect would be presented to the Board. Maybe after Preston arrives?

Are you all interested?

Best regards,

Brian Peoples

Executive Director

UNIFIED CORRIDOR INVESTMENT STUDY

AUTOMATED TRANSIT NETWORK ALTERNATIVE

CONCEPTUAL EVALUATION

INTRODUCTION

“The objective of the Unified Corridor Investment Study (UCS) is to identify multimodal transportation investments that provide the most effective use of Highway 1, Soquel Ave/Soquel Dr/Freedom Blvd, and the Santa Cruz Branch Rail Line to serve the community’s transportation needs.”¹ The UCS considered bus transit, rail transit, auto, bike/ped and rail freight modes. It also considered automated vehicles/connected vehicles even though those modes are still emerging. Despite this multi-modal approach, the study completely ignores a mode that has been operating in public service since 1975. This mode is called automated transit networks (ATN – an umbrella term for personal and group rapid transit - PRT & GRT). ATN suppliers such as Vectus, Ultra, Modutram and 2getthere have had ATN systems in continuous public service since 1999². ATN systems have completed over 200 million injury-free passenger miles.

The purpose of this paper is to document why the UCS should add ATN to the modes considered. This is accomplished by addressing each of the performance measures used in the UCS in turn, with emphasis being placed on comparison with Scenario B, understood to be the likely preferred scenario.



Figure 1. ATN Systems in Public Service

¹ SCCRTC’s Unified Corridor Investment Study, Step 2 Analysis Results, Draft, September 2018, by Kimley Horn

² Video clip of ATN systems in operation: <https://www.youtube.com/watch?v=8IM5299tXcw&>

AUTOMATED TRANSIT NETWORKS

DEFINITION AND DESCRIPTION

Automated transit networks (ATN) is an umbrella term for two concepts that are now merging into one. These are personal rapid transit (PRT) and group rapid transit (GRT). PRT was conceived to use small (2 – 6 seated passengers) driverless vehicles carrying individuals or parties travelling together nonstop from origin to destination and not sharing rides with strangers. GRT uses large driverless vehicles (up to 20 or even 30 seated and/or standing passengers) which often wait before departing to encourage ride sharing and stop at intermediate stations if necessary. Modern PRT systems generally have 4 to 6 seats, encourage ride sharing and may make an intermediate stop or two. Other terms for these systems include Podcars (commonly used in Sweden) and Pod Taxis (commonly used in India). This study refers to these systems as PRT, GRT or ATN as appropriate.

ATN systems provide a very high level of service and passengers have no need to know routes, schedules or transfer points. All they need to know is the name of their destination station.

Table 1 on the following page provides a comparison of PRT with cars and conventional transit.

ATN systems proven in public service have capacities ranging from 2,000 to 10,000 passengers per hour per direction (pphpd) and maximum speeds ranging from 25 to 43 miles per hour. Higher capacities and speeds up to 20,000 pphpd and 60 mph are under development now that the American Society of Civil Engineers has agreed to adapt their Automated People Mover Standards to better apply to ATN systems. The maximum speed assumed in this study is 40 mph while the maximum capacity assumed is 5,000 pphpd.

ATN DEFINITION

- **Small driverless vehicles**
- **Exclusive guideways**
- **Offline stations**
- **On-board switching**

ATN CHARACTERISTICS

- **Short wait times**
- **On-demand service**
- **Mostly nonstop**
- **Seated travel**
- **High reliability**
- **Very safe**

TABLE 1. COMPARISON BETWEEN TRANSIT, CAR AND PRT (Source: PRT Consulting)

Attribute	Transit		Car		PRT	
Technology Level	Mature	✓	Mature	✓	Emerging	●
Total Trip Time	Poor	✗	Depends on traffic	●	Acceptable	●
Operating Cost/Passenger	Poor	✗	Poor	✗	Acceptable	●
Infrastructure Capital Cost/Passenger	Poor	✗	Poor	✗	Acceptable	●
Accident Potential and Cost Savings	Acceptable	●	Poor	✗	Good	✓
On-Demand 24/7	No	✗	Yes	✓	Feasible	✓
Transfers	Yes	✗	No	✓	No	✓
Seated Travel	Yes, with limits	●	Yes	✓	Yes	✓
Private	No	✗	Yes	✓	Yes	✓
Non-Stop Travel	No	✗	No	✗	Yes	✓
Short waiting time	No	✗	Yes	✓	Less than 1 min	✓
ADA Compliant	Acceptable	●	No	✗	Yes	✓
Safe and Secure	Acceptable	●	No	✗	Yes	✓
User Friendly	Acceptable	●	Acceptable	●	Yes	✓
Snow & Ice	Varies	●	Poor	✗	Mostly	●
Minimal Walking	Not Often	✗	Yes	✓	Mostly	●
Environmentally Friendly	Somewhat	●	No	✗	Yes	✓
Energy Efficient	Somewhat	●	Somewhat	●	Yes	✓
Visually Appealing	Acceptable	●	Acceptable	●	Acceptable	●
Operates inside buildings	No	✗	No	✗	Possible	●

Legend: Poor ✗ Acceptable ● Good ✓

SOLUTIONS PROVEN IN PUBLIC SERVICE

The Ultra PRT System

The Ultra system is rubber-tired, battery-powered, and runs on an open guideway. The front wheels are steerable, and the vehicle keeps itself on the guideway without any physical lateral guidance (using lasers), simplifying switching, which is accomplished by steering. This system has been in operation at London's Heathrow International Airport since April 2011. The commitment to using off-the-shelf technology, wherever possible, coupled with a rigorous testing and development program, has allowed the Ultra system to be the first modern PRT system to win a commercial contract.

Heathrow Airport has expressed its satisfaction with the system by including significant expansion in its budget. However, it is understood that construction of a new runway may obliterate the existing system and alter the plans for expansion.

The Ultra vehicle was designed for four adults, plus luggage. However, Heathrow has opted to replace the bucket seats with bench seats, allowing the vehicle to carry a family of six. Commuter versions of this vehicle are anticipated to include two jump seats allowing six adults to be accommodated.

Open guideway PRT, such as that used by Ultra and 2getthere, tends to be more economical, but the rubber/guideway interface can be problematic during inclement weather conditions. Ultra has plans to address this issue, by using a glass fiber reinforced plastic grating as the riding surface. Preliminary testing by PRT Consulting in the winters of 2006 and 2007 has shown this solution to be very successful in mitigating the effects of Colorado snowfall.

Ultra PRT Ltd. is under new ownership that is aggressively marketing the system in Asia. They are reducing costs by implementing vehicle manufacture in India and other means. They are also developing a next-generation control system to allow higher speeds and shorter headways intended to increase capacity while reducing costs.



Figure 2. Ultra PRT Vehicle on Elevated Guideway



Figure 3. 2getthere's Third-Generation GRT Vehicle

The 2getthere GRT System

2getthere, a Dutch company, has been operating an automated GRT-like shuttle bus system, in cooperation with Frog Navigation Systems in Rotterdam, Holland, since 1999. They are delivering their second GRT system using third-generation vehicles in Dubai in the United Arab Emirates. This system will have 25 vehicles and a capacity up to 5,000 pphpd. A third system is being delivered to Brussels Airport. The vehicles are capable of speeds up to 37 mph. Operation in mixed traffic is possible with top speeds up to about 30 mph.

The 2getthere PRT System

2getthere's true PRT system was the first of its kind when it went into operation in Masdar City in the United Arab Emirates in November 2010.

2getthere's PRT system is of the open guideway type, with somewhat similar attributes to those of the Ultra system.

The Vectus PRT System

Vectus is a subsidiary of POSCO, one of the world's largest steel manufacturers. Despite being a British company owned and operated by Koreans, Vectus chose to establish a full-size test track, with an off-line station, in Sweden to prove operability in winter weather conditions and to meet the rigorous Swedish safety requirements. They have now accomplished both goals and moved on to implement a system in South Korea.

The Vectus system is of the captive-bogey type, where the undercarriage, or bogey, is not steerable, but has wheels which run along vertical side elements, thus, keeping the vehicle on the guideway. Switching is accomplished by movable wheels mounted on the vehicle. The test track vehicles were propelled (and braked) by linear induction motors mounted in the guideway. Mounting the motors in the guideway reduces the weight of the vehicles but increases the cost of the guideway. This is advantageous for high-capacity systems, but expensive for low-capacity systems. Their first application in Suncheon Bay, South Korea, uses



Figure 4. 2getthere PRT Vehicles in Station



Figure 5. Vectus PRT Vehicles in Station

conventional rotary motors which obtain wayside (third rail) power. Propulsion batteries are not required, allowing the vehicles to be lighter in weight.

The Vectus Vehicle is designed to carry four or six seated adults, plus their luggage. In an urban transportation mode, the vehicle can also accommodate up to six standees.

The Modutram ATN System

While not yet in public service, the Modutram system has been included here because of the extensiveness of its test track and demonstration program. A public project is understood to be imminent.

Modutram, is being developed as a university effort with considerable funding from the Mexican government. This system is comprised of rubber-tired vehicles operating on a steel track. The vehicles have electric motors that are battery-powered.



Figure 6. Modutram PRT Vehicles Leaving Station

The Modutram system has been designed specifically for the Mexican climate and is not initially intended to be capable of operating satisfactorily in snow and ice conditions. Development has progressed fairly smoothly from the initial design through a small test track to a larger test track with two stations and, more recently, a demonstration system that carries passengers in six-passenger vehicles.

Modutram appears well suited for urban operations. The system is designed for speeds up to 40 mph with minimum headways of 3 to 4 seconds. Vehicles can be physically coupled together to increase capacity.

SOLUTIONS NOT YET PROVEN IN PUBLIC SERVICE

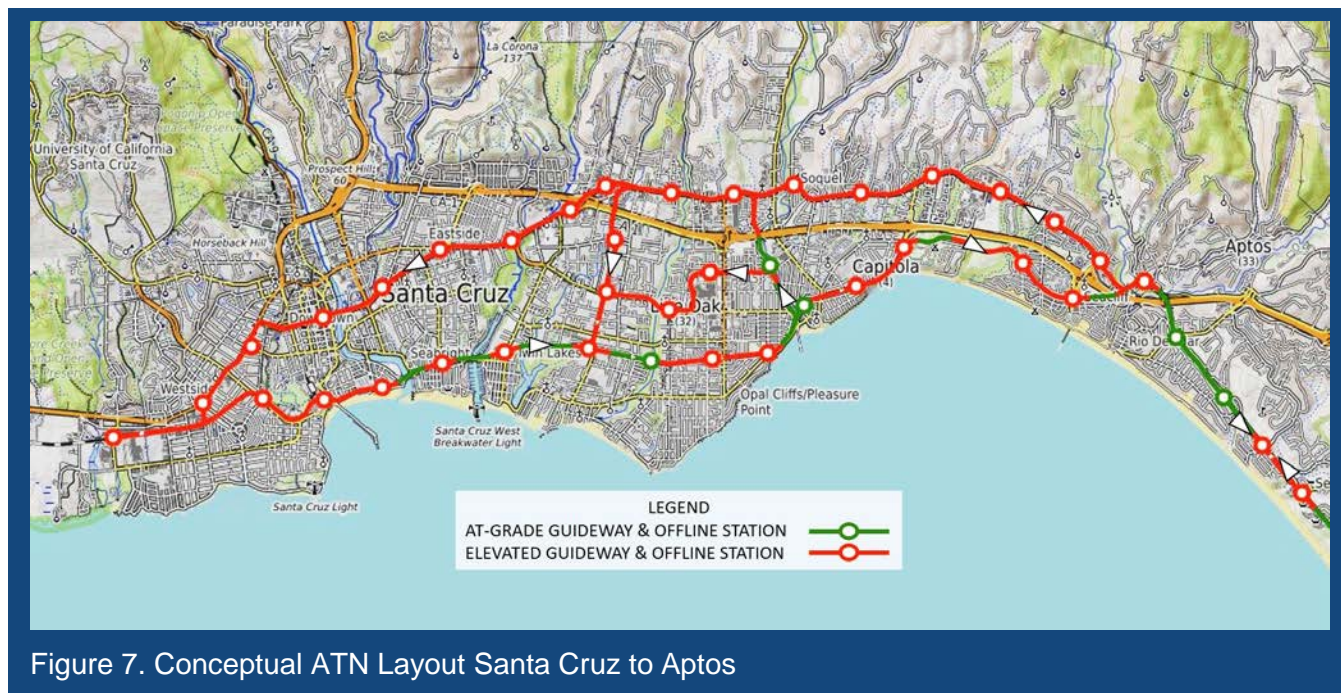
Numerous ATN systems are in various stages of development ranging from being mere concepts to having engineering design completed and prototype systems in various stages of development. Some of the better-known names include JPods, Metrino, Futran (Milotek), PRT International, skyTran, Swift ATN and Transit X. Taxi 2000 recently closed its doors after decades of being unable to fund a full-scale test track demonstrating full functionality, the same hurdle that is holding many of the previously-mentioned systems from emerging onto the market.

Some of these emerging suppliers make aggressive claims regarding the costs and capabilities of their systems. These claims have typically not been proven in practice and have therefore been ignored in this study. Should high speeds and capacities become viable at very low costs, this will further enhance the feasibility of the solutions discussed here.

More information on ATN can be found here: www.prtconsulting.com and here: www.advancedtransit.org

CONCEPTUAL ATN LAYOUT

A conceptual layout (Figures 7 and 8) has been developed for purposes of comparison with the Scenario B rail project. Like the rail project, it extends along the Santa Cruz Branch Rail Line right-of-way from the Westside of Santa Cruz to Pajaro Station near Watsonville. Unlike the rail project, portions of the alignment (mostly those through developed areas) are one-way with return one-way guideways located in the adjacent communities, mostly along the Soquel Avenue/Drive BRT routes. These return guideways are elevated to facilitate retrofitting into existing road rights-of-way. Portions of the alignment within the rail right-of-way are also elevated to avoid at-grade crossings with other traffic (a key factor contributing to ATN safety and reliability).



Note that the routing and station locations shown are in no way intended to be final. The southern portion of the route could serve Freedom Blvd. (equivalent to BRT Lite in the UCS) or Highway 1. It could do so as a two-way line or it could be in the form of a one-way loop. In the latter case it would provide service/stations along two of the three routes (the rail corridor, Freedom Blvd. and Highway 1). It would also be possible to extend the system to UCSC and/or other destinations. If a goal is to improve circulation within Santa Cruz (for example), more guideway could be added, including additional north-south connectors with new stations between the loops shown.

ATN has almost infinite capability to be scaled up or down. It would be possible to start with a simple two-station demonstration shuttle system and to scale up from there in phases. As new routes and stations are added, the new stations will be accessible from the old with no transfers being necessary. The portion of the system from Santa Cruz to Aptos is likely to be very viable as a stand-alone system that could cover its own operating costs and most, if not all, of its capital costs through fare-box revenue.

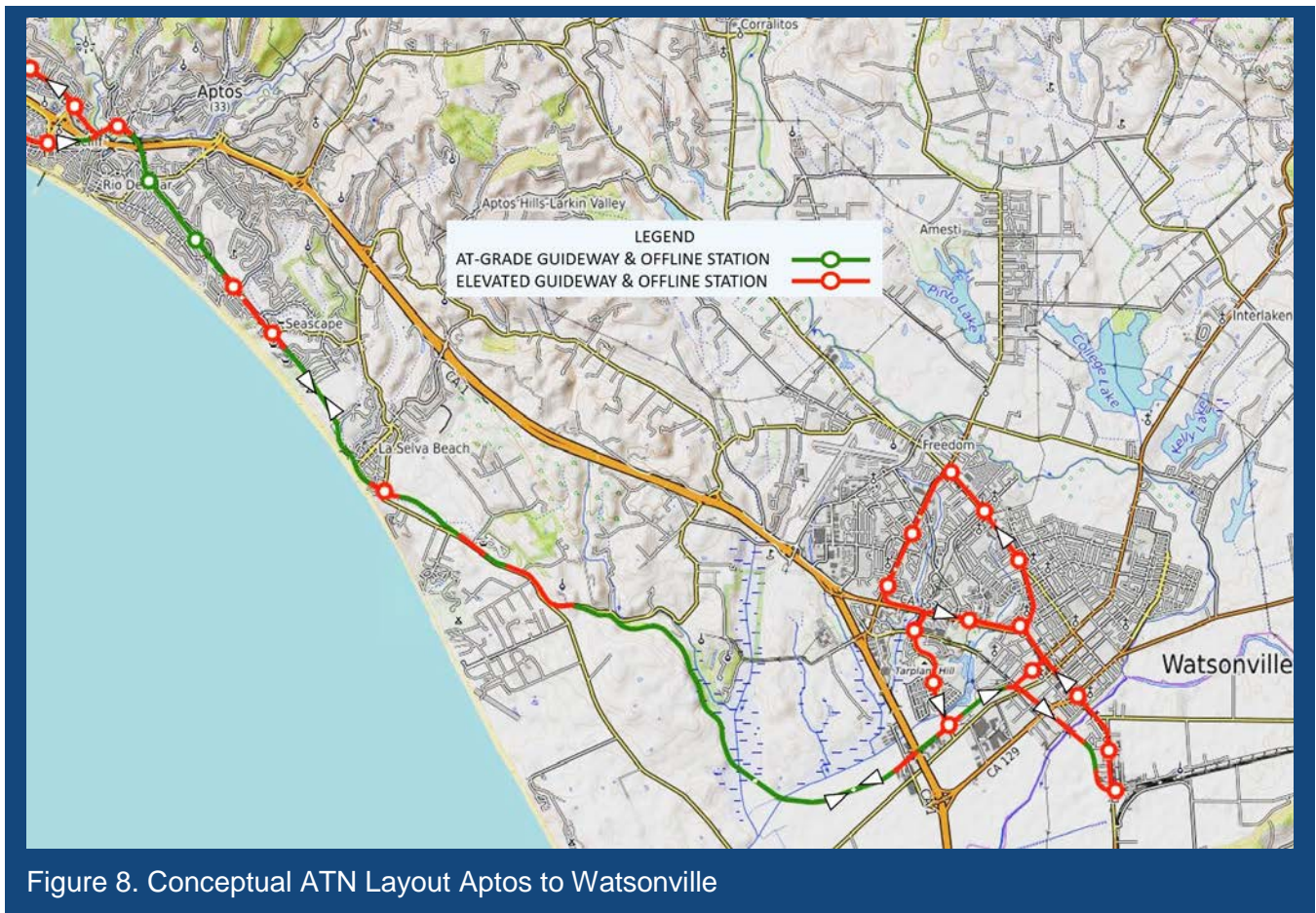


Figure 8. Conceptual ATN Layout Aptos to Watsonville

TABLE 2. CONCEPTUAL ATN LAYOUT CHARACTERISTICS

Feature	Quantity
At-Grade Track Length (miles)	20
At-Grade Stations	5
Elevated Track Length (miles)	38
Elevated Stations	52
Average Speed (mph)	39
Trip Time Santa Cruz to Watsonville (mins)	30

The ability of ATN to achieve a 39-mph average speed with a 40-mph maximum speed derives from the fact that all stations are offline, requiring no slowing of through vehicles. Note that slowing for horizontal alignment characteristics (tight curves – of which there are few) has been accounted for.

A single at-grade ATN track only requires about seven feet of right-of-way. The ATN may thus be able to co-exist with the existing rail line allowing for freight operations. However, the assumption has been made here that the rail track will be removed, and those costs have been accounted for.

CONCEPTUAL ATN ALTERNATIVE ANALYSIS – 2035 FORECASTS

This section provides a conceptual analysis of the ATN alternative with particular reference to passenger rail and bus rapid transit as envisioned for Scenario B (understood to presently be preferred by some community groups).

SAFETY

Automated guideway transit is held to a far higher standard of safety (American Society of Civil Engineers Automated People Movers Standards) than any other mode of surface transportation. ATN operates on exclusive guideways separated from pedestrians and traffic. There are no crossings, only merges and diverges. The results speak for themselves – over 200 million injury-free passenger miles. Couple this with the fact that ATN’s higher level of service attracts more passengers than any other transit mode and it is clear that ATN will significantly increase safety over any other solution.

RELIABILITY AND EFFICIENCY

ATN systems for which data is publicly available (Heathrow Airport and Masdar City) are operating at availabilities more than 99.5%. This is five times more reliable than transit level of service A (97.5%).

Peak Period Mean Auto Travel Time

While an analysis of the impacts of ATN on auto travel time has not been undertaken, the significantly higher mode share with ATN (see below) will result in fewer autos on the road than with other transit modes and thus should have a greater positive impact on congestion and travel speeds.

Peak Period Mean Transit Travel Time

Referring to UCS Table 17, the ATN average travel time of 30 minutes between Downtown Watsonville and Downtown Santa Cruz is better than the average AM and PM peak period auto times of 52 and 60 minutes respectively. Referring to UCS Table 35, Scenario B, it is also better than the best bus time of 53.6 minutes and the passenger rail time of 41.0 minutes and considerably better than the worst bus time of 83.7 minutes.

Travel Time Reliability

ATN systems are designed to avoid traffic jams. Overcrowding results in people waiting a bit longer in stations which encourages ridesharing and thus boosts capacity at the time it is most needed. Trip times are always the same between any two stations with the small exception that some passengers may have a small detour or an intermediate stop or two if they have agreed to rideshare. Even these passengers will be able to count on very little daily variability in trip and waiting times.

Mode Share

The mode share for ATN has been based on the transit mode share for Scenario B adjusted to account for changes in waiting and travel times as well as revenue miles. The transit mode share for Scenario B includes 7,396 rail boardings per day (10/16/18 UCS FAQ) and an unstated number of bus boardings per

day. Based on boardings reported by the Santa Cruz Metropolitan Transit District, Route 91X, the Santa Cruz/Watsonville Express has 704 daily boardings and Route 71, Santa Cruz to Watsonville has 1,920 daily boardings.

The following discussion explains how bus daily ridership and ATN daily and peak period ridership were estimated for Scenario B from this information.

The analysis was based on work done by Liu³ and uses a Logit Model to estimate changes in mode share based on modal preferences and changes in trip times. Mode preference is the extra time a person would spend to use their preferred mode. For example, people have been shown to be willing to take a 25-minute longer trip by car rather than catch a bus. Public stated-preference surveys by PRT Consulting have shown ATN mode preference over bus to be higher than auto but, to be conservative, it has been assumed to be the average of auto (25 minutes) and rail (10 minutes). Transit wait times have been assumed to be the square root of peak headway as per UCS Table 11. Since the number of bus stops varies, the first and last mile times for all systems have both been assumed to be five minutes. The BRT times have been averaged into one time. The average fare per trip was assumed to be the same for all modes (\$5.50 per trip) and was therefore not a factor.

The Logit Model can predict the increase or decrease in ridership of a given mode based on the known ridership and any changes in service level (headways, first- and last-mile times and travel times). With the addition of modal preference values, it can be used to predict the ridership if one mode is replaced with another.

First, the Logit Model was used to estimate the BRT boardings in Scenario B. To do this, the model calculated the number of BRT boardings that would result if passenger rail, which produced 7,396 boardings, was paralleled with BRT service running a mile or so away through roughly similar neighborhoods. The characteristics of the rail and BRT service used in the model are shown in Table 3. The result was 1,479 BRT trips. This seemed low relative to the existing boardings and the BRT boardings were increased by 30% to 1,920 (the same as Route 71) to be conservative.

Next, the model was run in the same manner using the factors in Table 3 to predict the number of ATN boardings that would result if the rail system was replaced by an ATN system (22,800) and, secondly, if the BRT system was replaced with an ATN system (28,100). These results total 50,900 ATN boardings.

Table 3 shows the assumptions for each mode and the resulting ATN trips.

TABLE 3. RIDERSHIP ASSUMPTIONS AND RESULTS (SCENARIO B)

Mode	Headway	Wait Time	First + Last Mile	Travel Time	Mode Preference	Boardings
Passenger Rail	30	5.5	10	41.0	10	7,396
BRT (estimated average)	15	3.9	10	70.5	0	1,920
ATN	1	1.0	10	30.0	17.5	50,900

³ Liu, R et al (1997), "Assessment of Intermodal Transfer Penalties Using Stated Preference Data", Transportation Research Record 1607 pp 74-80

To test the accuracy of the Logit Model, it was used (in a previous project) to predict the bus ridership on the Red Route in Clemson, South Carolina, based on the actual automobile ridership and the differences in trip characteristics between the auto and bus trips. The model was run twice with slightly different factors each time. It predicted an average bus ridership of 3,459 which was 4% higher than the actual bus ridership of 3,239.

To compare the Logit Model to the model used in the UCS, it was used to predict the ridership on BRT in the rail corridor based on the rail ridership and the difference between the rail and BRT characteristics. The characteristics used are shown in Table 4 below. The first/last mile times used reflect the fact that the BRT has twice the number of stations as the passenger rail.

TABLE 4. RIDERSHIP ASSUMPTIONS AND RESULTS (RAIL & BRT IN RAIL CORRIDOR)

Mode	Headway	Wait Time	First + Last Mile	Travel Time	Mode Preference	Boardings
Scenario B Rail	30	5.5	15	41.0	10	7,396
Scenario C BRT	15	3.9	7.5	65.1	0	3,698

The 3,698 predicted BRT trips are 251 (6%) less than the 3,949 predicted by the UCS (10/16/18 FAQ).

The results in Table 3 above are consistent with those of other investigators around the world as illustrated in Figure 9, which is based on studies undertaken in the named cities using a variety of methodologies.

Part of the reason the ATN system does so well is that it covers both the rail and the Soquel BRT routes and would undoubtedly also pick up traffic from the local bus routes (a factor not accounted for above). This is largely because, unlike BRT, ATN combines high average speeds with numerous stations. Note that savings in local bus operating costs have not been accounted for here.

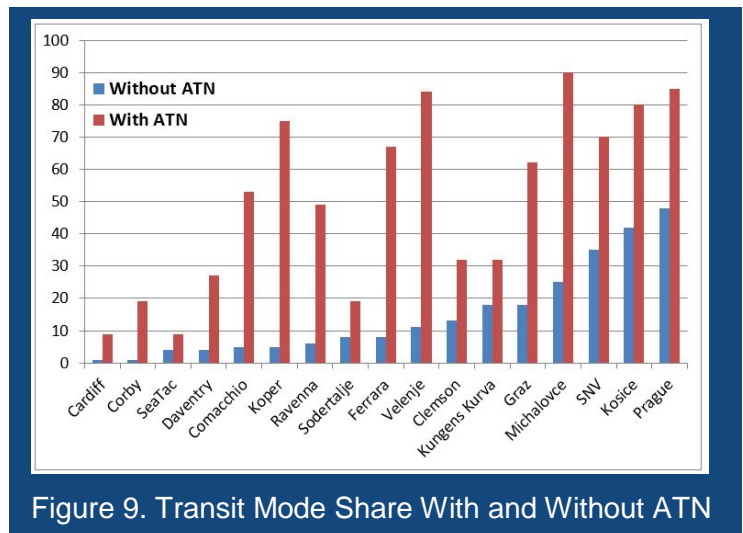


Figure 9. Transit Mode Share With and Without ATN

The 50,900 daily ATN boardings result in about 3,000 ATN pphpd in the peak hour (assuming 10% of trips are in the peak hour and a 60/40 directional split), which is less than the previously-selected maximum line capacity for this project of 5,000. The projected ATN boardings are not out of line with the 13,900 average daily boardings reported in 2010 for the Morgantown PRT system which only has five stations⁴.

To estimate countywide mode share, it was anticipated that bus ridership for UCSC and Highway 17 will exceed the current level of at least 11,000 daily trips⁵, for a countywide total of at least 61,900 daily

⁴ PRT Facilities Master Plan, West Virginia University, by Gannett Fleming, Lea+Elliott, Olszak, June 2010

⁵ Santa Cruz Metro, Comprehensive Operational Analysis, January 2016

transit trips. Therefore, assuming a total of 947,700 daily trips for all modes (10/16/18 UCS FAQ) the countywide transit mode share with ATN is likely 6.53% or better, exceeding the anticipated result for Scenario B.

Despite the comparisons and justifications, some will doubt the ability of high-quality transit with reliable express, on-demand service, numerous stations and short waiting times to attract riders. **The ATN boardings have therefore been reduced 25% in the following analyses. This results in a daily ATN ridership of 38,800.**

ECONOMIC VITALITY

Public Investment

The UCS revenue analysis appears to ignore fare-box revenues. This analysis assumes fare-box revenues at the average rate of \$5.50 per boarding. In addition, to obtain a true comparison of the total cost of each system, the operating costs and fare-box revenues are estimated over a life of 30 years, assuming the 2035 ridership represents the average ridership. The daily boardings have been multiplied by 300 to determine annual boardings. The daily boardings are for weekday ridership and the 300 multiplier is used in place of 365 to account for lower ridership on weekends and holidays.

TABLE 5. TOTAL COST COMPARISON (SCENARIO B)

(All figures in thousands of year 2018 dollars, except subsidy per ride in 2018 dollars)

Mode	Capital Cost (\$000)	O&M Costs Over 30 Years (\$000)	Fare-Box Revenue Over 30 Years (\$000)	Total Net Cost Over 30 Years (\$000)	Subsidy Per Ride (\$)
Soquel/Freedom BRT + bus-on-shoulder (1,920 daily boardings)	\$44,863	\$534,000	-\$95,040	\$483,823	\$28.00? ⁶
Rail (7,396 daily boardings)	\$339,800	\$420,000	-\$366,100	\$393,700	\$5.91
Scenario B Total	\$384,663	\$954,000	-\$446,142	\$877,521	\$10.47
ATN (38,800 daily boardings)	\$1,403,500	\$1,158,000	-\$1,920,600	\$640,900	\$1.84

Even though table 5 shows that the ATN solution is considerably more expensive, it attracts far more passengers and thus has higher fare-box revenues. The ATN system more than covers its own operating costs through fare-box revenues (almost unheard of for US transit systems). In order to also cover the capital costs over 30 years (neglecting interest), the subsidy per ride for ATN is only \$1.84. Even if the ATN ridership estimate is halved, the capital costs would be reduced (since fewer vehicles are needed). The operating cost would be approximately halved, and the required a subsidy would be \$5.42 per ride,

⁶ Ridership based on Table 3 assumptions. The UCS estimated BRT ridership is unknown.

about half of Santa Cruz Metro's current subsidy (for operating costs only) for intercity routes. On the other hand, as ATN ridership increases, the required subsidy decreases.

Note that it has proven impossible to ascertain the extent, if any, of BRT costs not included in the UCS Study. The study seems to imply that the costs shown are additional to existing service, which will continue, but does not provide the cost of the continuing service. Also, it is unclear whether the projected fare-box revenue has been deducted from the annual O&M costs in the study or not (Table 4 assumes not).

An analysis of the potential amount of funding from known federal, state, and local revenue sources for ATN is not included here. Even though the ATN solution has the potential to fund itself (should the contingency allowances not be required), it is eligible for FTA funding in competition with other fixed-guideway modes as evidenced by the continuing federal grants being awarded to the Morgantown PRT System.

It is likely that an ATN system can be acquired under a design/build/finance/operate/maintain/transfer procurement model requiring little to no upfront funding. The supplier team would finance the project and receive payments over time in return for ensuring the system is available for public use meeting predetermined criteria. Technical and business failure risks would be protected by performance and payment bonds ensuring all debts will be paid and the system will be removed if it fails to work.

Visitor Tax Revenues and Other Economic Impacts

While no analysis is included here, the increased transit use, shorter trip times and reduced congestion should result in increased visitor tax revenues and positive economic impacts.

Costs Associated with Collisions

Motor vehicle collisions and associated costs should reduce approximately in proportion to the increase in transit mode share.

ENVIRONMENT AND HEALTH

Automobile Vehicle Miles Traveled

If we assume the average transit trip length is 5.9 miles (UCS Page 119), we find that ATN increases the daily transit person trip miles by approximately 245,000. Assuming an average automobile occupancy of 1.29 (UCS Table16) and disregarding any induced automobile travel demand, this would reduce daily automobile vehicle miles traveled by approximately 190,000. This is about twice the anticipated VMT reduction for Scenario B.

Environmentally Sensitive Areas

While no analysis has been undertaken, ATN has a smaller footprint (seven feet wide for one-way track at grade) than any other transit mode. In addition, the lightweight vehicles produce almost no noise, vibrations, emissions or electro-magnetic interference. Accommodating a trail next to the ATN system

will be relatively easy compared to train or bus, especially since the ATN guideway can be elevated the entire way or just in tight situations.

Greenhouse Gas and Criteria Pollutants

ATN vehicles themselves do not emit greenhouse gases, and in general ATN systems consume about one third of the energy per passenger mile of other transit systems. ATN guideways are well-suited to support solar panels (costs not considered here) which may be sufficient to meet the needs for motive power. Even if the system lacks solar panels, it would likely be powered with carbon-free electricity from Monterey Bay Community Power. Battery-powered vehicles could facilitate energy storage. Reduction in automobile vehicle miles traveled and congestion should have significant positive impacts on emissions.

EQUITABLE ACCESS

Transit Vehicle Miles Traveled

Unlike most other transit modes, ATN vehicles do not have to travel to the end of the line or even the end of a scheduled route before turning around. Furthermore, they do not need to move to provide availability when there is no demand. This means there is less relatively empty vehicle movement. It also makes it more complicated to determine vehicle miles traveled without a detailed station-to-station trip demand matrix. Nonetheless, the ATN vehicle miles traveled have been estimated at 43.8 million miles per year. This is 6.5 times higher than the 6.65 million shown in UCS Figure 41.

Household Transportation Cost

Since “How much a household spends on transportation depends primarily on the number of automobiles in the household” (UCS Page 130), it is clear that the increased transit mode share with ATN will do more to reduce household transportation costs than any other alternative.

The community may wish to implement a tiered fare structure to encourage ride sharing and give passengers more control over their transit spending. For example:

- Tier one passengers pay per vehicle. They get a vehicle dedicated to them and their party (one to six). They wait less than a minute and travel nonstop to their destination.
- Tier two passengers pay per ride. They must be willing to wait up to (say) five minutes for others to arrive who are on the same route and can share the ride. They may have to make an intermediate stop or two.
- Tier three passengers pay a very low fare per ride and must be willing to wait longer (up to 20 or 30 minutes) for their ride.

This fairly unique ability to match the level of service to the fare paid promotes equitable access and mobility for all. An animation of an ATN station configured to accommodate this type of operation may be viewed here: https://www.youtube.com/watch?v=dXyBJ_nyh4M&

SUMMARY AND CONCLUSIONS

ATN systems are commercially available from a number of suppliers. They have been in continuous public service since 1975 (1999 for commercially-available systems). This conceptual study has found a six-passenger ATN system to be superior to the UCS Scenario B combination of passenger rail and BRT. It is believed that consideration of a 24-passenger GRT system would probably also find superior results.

This analysis has not been undertaken to the same depth as the UCS analysis. However, the level of accuracy is adequate to demonstrate that ATN will be a far superior solution that is worthy of further consideration. The operating characteristics have been proven in public service. The costs have been derived by experienced suppliers from projects that have been implemented. Even if the ridership estimate is halved, the ATN system will still cover its operating costs with fare-box revenues and it will only require a subsidy of \$5.42 per ride to also cover its capital costs. This is far lower than any other alternative.

The thirteen key criteria in the UCS study have each been addressed. ATN has been found to be superior to Scenario B for each criterion. There appears to be no credible argument to exclude ATN from consideration.

APENDIX A – PROJECT DESCRIPTION AND COST ESTIMATES

The ATN project description and cost estimates are provided below. This project has been evaluated at a conceptual level and a contingency of 50% has been used. Costs are based mostly on fixed bid prices in South Carolina in 2016 adjusted to reflect this project’s size and location.

“Annual Operations and Maintenance” includes costs for new ATN service, vehicle operations and maintenance as well as facility maintenance. Maintenance costs include replacement of worn parts up to and including vehicle replacement as necessary.

Project		Table A-1: ATN System	
Limits	Natural Bridges Drive in Santa Cruz to Pajaro Station near Watsonville. The route from Aptos to Cabrillo Highway near Watsonville consists of two-way track along the Santa Cruz Branch Rail Line right-of-way, mostly at-grade. The remainder of the route is mostly elevated and consists of one-way track along the Santa Cruz Branch Rail Line right-of-way forming interconnected loops with one-way track along Mission Street, Lincoln Street, Soquel Avenue/Drive, 17 th Avenue, Capitola Road, Clares Street and Wharf Road in Santa Cruz and along Salinas Road, Porter Drive, Main Street, Freedom Boulevard, South Green Valley Road and Ohlone Parkway in Watsonville. See Figures 7 and 8 for maps of the layout showing proposed station locations. It should be noted that the guideway routing and station locations shown are conceptual. They are intended for use in this conceptual analysis only. Determining preferred routing and locations requires extensive public input.		
Description	On-demand passenger service provided by driverless small (six-passenger) vehicles traveling along exclusive guideways and serving offline stations. Guideways and stations may be elevated or at-grade. This analysis is based on six-passenger battery-powered vehicles such as offered by Ultra or Modutram (and possibly 2getthere if they can accommodate six passengers).		
Scope	Connect 57 stations with 58.3 miles of one-way track. Provide 20 hours of service 365 days a year with an average wait time less than three minutes at any station and average speeds exceeding 35 mph.		
CAPITAL COSTS			
Track Removal			\$5,400,000
Guideway & Control System			\$609,500,000
Stations/Maintenance Facility			\$114,000,000
Vehicles (480)			\$50,800,000
Soft Costs (30%)			\$234,000,000
Contingency (50%)			\$389,800,000
Total Capital Costs			\$1,403,500,000
OPERATIONS AND MAINTENANCE COSTS			
			Annual O&M Cost
ATN service 20 hours a day for 365 days a year			\$25,700,000
Contingency (50%)			\$12,900,000
Total Annual O&M Costs			\$38,600,000

Date: November 14, 2018

To: Commissioners of the RTC, info@scrtc.org

Cc: City Councils of Watsonville, Scotts Valley, Capitola and Santa Cruz; METRO

Fr: Santa Cruz County Greenway

Subject: Greenway Input to UCS

Dear Chairman Leopold and Commissioners,

Thank you for all the time and resources you have invested in identifying the right transportation choices for our community. Greenway has also spent a large amount of hours examining the UCS. We request that you carefully consider the following due to the complexity of the study's data and the fact that whatever is decided will impact the lives of all county residents for years to come:

1. Allow the RTC's new Executive Director, Guy Preston, to have an adequate amount of time to evaluate the UCS findings and make his recommendations.
2. Do an objective Alternatives Analysis of the options on the rail corridor which includes input from METRO (see METRO memo pages 223 - 231: <https://www.scmtd.com/images/department/board/current/111618BODAgendaPOST.pdf>) and fully complies with Measure D's language of studying "transportation uses of the corridor through an open and transparent public process."
3. Authentically seek community consensus to ensure fair and equitable outcomes.

As a justification for delaying any further action on the UCS, we have taken the liberty to outline some of the main issues with the study for your review.

A close look at the benefits of each Scenario shows they are nearly identical and within the study's margin of error, thus making them essentially useless for comparison purposes.

When Greenway examined all the benefits, including; total collisions, mean auto speed, person trips, economic vitality, tax revenue, cost associated with collisions, vehicle miles traveled, criteria pollutants, CO2 emissions, household transportation costs, and equity considerations, the benefits do not vary much from Scenario to Scenario. In fact, there isn't much difference from the Baseline or No Build Scenarios.

The RTC staff's "preferred scenario" is recommending we spend 76% of capital on projects in the rail corridor which will not benefit Watsonville residents for 20 years.

South County will bear the brunt of the cost to maintain these projects via a regressive sales tax, which is already close to the statutory limit (and requires approval of 2/3s of all county residents). In fact, the UCS shows only 3,698 roundtrip passenger train riders per day countywide and the previous Rail Transit Feasibility Study showed only 300 of those coming from Watsonville. In addition, in the area in which South County residents have the most pain--Hwy 1--the UCS predicts there will be NO change in average

mean auto speed from now until 2035. So the RTC staff is recommending no improvement for South County residents in their daily struggle to go north in the morning and south in the afternoon.

The “preferred scenario” recommendation is even more perplexing when you look at the cost per user over the next 30 years.

Greenway has calculated the cost per user of the four different modalities included in the study; passenger train, Hwy 1 HOV lane, Trail Only, and METRO. The analysis looks at a 30 year period since this is a reasonable timeframe for an investment of this type and the time period of a needed sales tax to fund the operating expenses of a train. All the data comes from the UCS except for METRO, where we are using publicly available capital, operating expense and ridership data.

The calculations show that a train user is 16 times more expensive than an incremental user of an HOV lane, 16 to 34 times more expensive than a trail user, and 1.6 times more expensive than a METRO user. The use of “battery electric trains,” even if available in the next twenty years, will not change this calculation significantly since ridership forecasts are so low.

Transportation	Capital Cost & Opex Over 30 Yrs	Users/30 Years	Cost/User
Passenger Train	\$1,321M	81M	\$16
Highway 1 HOV	\$615M	548M	\$1
Trail Only	\$116M - \$240M	246M	\$0.47 - \$0.98
METRO	\$1,533M	156M	\$10

All capital and opex data is taken from the UCS, all METRO data, is taken from published METRO sources (see Appendix below for further detail)

The RTC is proposing locking up the corridor for 10 years North of milepost 7 to preserve the tracks for a passenger train in 20 years if ever. At the same time, it is providing no relief to Hwy 1 commuters.

South County commuters will bear the greatest harm to their health and well being.

No change in commuter time will inevitably lead to increased stress and poor health caused by sitting in hours of traffic. CO2 emissions don’t change dramatically in the four scenarios, so more emphasis should be paid to short and medium-term health, personal time loss and real business costs to those stuck in traffic. Not to mention the lost opportunity for a healthy lifestyle provided for by the use of a Greenway for safe, active transportation and an affordable means of exercise and important community building that could have a profound impact on South County residents.

Let's create a vision for an Optimal Use Scenario (OUS) that benefits all including South County residents!

There is broad consensus on most of the individual projects delineated in the UCS. These include those that provide real transportation value the county can afford, can implement in a reasonable timeframe and positively impact South County residents. Why not implement an Optimal Use Scenario that includes:

- Freight operations serving Watsonville businesses
- Bus on Shoulder on Hwy 1
- Additional Auxiliary Lanes from Rio Del Mar to Freedom Blvd.
- Ramp Metering
- Mission Street Intersection Improvements
- Soquel and Freedom Intersection Improvements
- Protected Bike Lanes throughout the county
- Bus Rapid Transit on Soquel/Freedom
- Trail Only on the Rail Corridor

The above projects would result in TWO north/south public transit options with optimized traffic flow, one on Hwy 1 and one on Soquel/Freedom. These projects are affordable and nearer-term public transit options for Watsonville residents, who will come to learn that they will pay a disproportionate share of the cost of any sales tax to fund a train, with few of them able to leave their cars at home due to the high cost of train fares, inconvenient schedules, first mile/last mile connections, and need for flexibility.

All of the projects listed above cost about \$450M, and together with Measure D funds and state/federal grants, we have a realistic chance of implementing them ALL in the next 10 years *and maintaining them thereafter.*

Bring the community together by making the right choices for our transportation future.

Thus far, the Capitola voters have been the *only Santa Cruz County residents* able to express their opinion about the use of the corridor by way of Measure L. Greenway believes that ALL Santa Cruz County residents deserve the right to express their preference at the ballot box on these important transportation choices.

“Do residents of Santa Cruz County want to spend \$1.3 billion over the next 30 years, inclusive of an additional ¾% sales tax to fund passenger rail between Santa Cruz and Watsonville?”

This is the question that Greenway will seek to answer moving forward. Please join us in ensuring that ALL residents are considered in the transportation decisions our community faces, and that your decisions have real impact in our lives in the next 10 years!

Appendix

Passenger Train

An electric train has a capital cost of \$550M, and \$13.2M per year in operating costs or \$396M over 30 years. Additional buses for transit connections have a capital cost of \$11.7M, and annual operating costs of \$12.1M or \$363M over 30 years. So total cost of ownership for a train and additional buses is \$550M + \$396M + \$11.7M + \$363M = \$1.321 billion over 30 years. (Table B-10 and Table 39)

According to the UCS, a train on the rail corridor has estimated ridership of 7,396 people per day, or 2.7M per year. Over 30 years total ridership would be 81M. (Table E-2)

Highway 1 HOV Lane

An HOV lane on Hwy 1 has a capital cost of \$453M, and \$5.4M annual operating and maintenance expense times 30 years = \$162M. So total cost of ownership for an HOV lane for 30 years is \$453M + \$162M = \$615M. (Table B-2)

Hwy 1 accommodates about 100,000 cars per day in each direction, most with single drivers, so to be conservative, let's say Hwy 1 currently delivers to their destinations about 100,000 persons per day or 36M per year. One additional lane has the capacity to deliver about 18M persons per year, or 548M people over 30 years.

Trail Only

We strongly dispute the UCS cost estimate for Trail Only of \$222M and have provided documentation from Alta Planning and Design with an estimate of \$98M. To be fair, let's use these two numbers as the range for the capital cost and add the \$606K annual operating expense, which totals \$18M for 30 years. So total cost of ownership over 30 years is \$98M + \$18M = \$116M up to \$222M + 18M = \$240M. (Table B-13 and Alta memo 10.18.18)

Per the UCS, Trail Only can accommodate about 22,518 people per day, which translates to 8.2M annually or 246M over 30 years. (Table E-1)

METRO

The capital budget of METRO in FY18 for revenue producing buses was \$9.4M or \$282M in capital over 30 years. The FY18 operating budget is \$46.7M per year less approximately \$5M for ParaCruz = \$41.7M, or \$1,251M over 30 years. METRO has ridership of about 5.2M people per year. Over 30 years, METRO carries 156M passengers at an operating cost of \$1,251M + capital cost of \$282M = \$1,533M total cost of ownership.

INPUT FROM THE PUBLIC
November 14, 2019 - January 9, 2019

The SCCRTC received the following email sent by the individuals listed below:

Sent: Wednesday, January 9, 2019 11:57 AM
To: john.leopold@co.santa-cruz.ca.us; Regional Transportation Commission <info@sccrtc.org>
Subject: UCS lacks environmental and economic analysis

Dear Commissioner Leopold,

Please vote NO on RTC Staff's "Preferred Scenario" this January 17th, 2019.

A vote for RTC Staff's "Preferred Scenario" would betray the trust of voters and violate Measure D because the Unified Corridors Study has so far failed to provide "environmental and economic analysis...through an open, transparent public process" (Measure D, Voter Approved Expenditure Plan, 2016).

The UCS must develop an optimal scenario based on a complete analysis that takes into consideration the majority of public opinion as represented by 10,000 petition signatures and the passage of Measure L.

Thank you,

January 9, 2019		
Stan Poplin	Felix Sorrentino	Cynthia Plumb
Genny Haid	Chantal	James Susaimuthu
Daniel Moffat	Janet Perry	Bobbi Burns
Tutti Hacking	Matthew Milukas	

From: Tim Aron
Sent: Wednesday, January 9, 2019 11:39 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail Petition

Hello,

Last year I signed a petition the Santa Cruz County Greenway Petition. I believe I was misled by the petition and would like to have my name, Timothy Aron, removed from the petition. While I support a trail on the transit corridor, I am not opposed to complementary uses such as rail system. Please let me know if you require additional information to have my name removed from the petition.

Thank,
Tim

From: Jamie Aron
Sent: Wednesday, January 9, 2019 9:38 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Retract my signature please

To Whom This May Concern,

I'm writing to retract my signature from the petition that was anti-rail in Santa Cruz County. I'm in support of a bike/ped trail in addition to the rail that would connect North and South Counties.

I signed the petition while I was walking along East Cliff and a nice young man was asking for signatures and he told me his whole sob story about moving to Santa Cruz for love but that didn't work out and this was his job now, getting paid to collect signatures. I signed it more out of pity for the young man than for the cause which I found out recently was anti-rail and not inclusive of rail, bike and ped.

Thank you.

Kindly,
Jamie Aron

The SCCRTC received the following letter sent by the individuals listed below:

SAFER STREETS & RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study. Please decide quickly, we are ready for the Rail & Trail.

January 8, 2019			
Gabriella Rapport-Esquirel	Emily Cejaa	Gholam H.Fata	Bonnie Benham
Erfan Soltanmohammodi	Sara Eberzole	Pamela Hachutt	Chris Rogers
Gabriela Salazar	Dashiell Dunkell	Tina Liu	Susila Tyler
Linda Wallace	Cierra Heiser	Steven Slany	Hans Lenthold
Kathleen Rodriguez	Seans Mallen	Emily Susko	Bonnie Benham
Brock Gudeman	Jerry Robbins	Mary Miller	

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January 7, 2019			
Madison Gibson	Elizabeth Iccee	Midge Cardona	Edward Green
Amber Fairman	Sheligha	John Bergstrom	Ted Nichols
Melissa Rohde	Bruce Gorbere	Jethro Naudo	Jared Wheelock
Ruth Carroll	John Gerhardt	Barbara Graves	Anne Kapuscinski
Karyn Nelson	Isaura Rochin	LaSundra McGowan	Wayne Barstad
Saskia Newberry	Ellen Farmer	Jan Wolf	Liora Huebner
Nelson Negroni	Darla Sadler	Katelin Ong	Susan Cavalieri

From: LD Freitas
Sent: Sunday, January 6, 2019 1:29 PM
To: info@sccrtc.org
Subject: rail busses

Hi:

I've attached an article about rail busses being built by Toyota in Japan. These vehicles can operate on roads and railway. They have a capacity of twenty-five passengers. I think this is a no-brainer for the branch rail line between Pajaro Junction and Swift Street on the Westside and Downtown Santa Cruz. Upgrade of tracks to class 2 between La selva and Santa Cruz, class 3 from Pajaro to La Selva.

LD Freitas
 Aptos, Ca.



• <https://www.wired.com/2008/05/half-bus-half-t/>

IT'S A BUS. IT'S A TRAIN. IT'S BOTH!



• 05.27.08 | 11:58 AM
 By: Alexander Lew

What do you get when you cross a bus with a train? A dual-mode vehicle that has the versatility of a bus, the speed of light rail and fuel economy vastly better than either.

Toyota and its truck-making subsidiary Hino Motors have signed on with Japan Rail Hokkaido to develop the vehicles, which carry 25 people and reportedly burn one-fourth the amount of diesel fuel required by conventional buses. Japan Rail [started testing them](#) about 18 months ago, and bringing Toyota aboard could speed up development and commercialization of what may be the mass transit vehicle of the future.

Dual-mode vehicles have four rubber tires for road use and four steel wheels for the rails, and it takes less than 15 seconds to go from road to rail and back again. It drives just like a bus on the road, and a hydraulic system raises the tires and lowers the steel wheels as the driver guides the vehicle onto the tracks.

Japan Rail provides rail service for the island of Hokkaido, and about one-third of its lines carry less than 500 people. It developed the dual-mode vehicles as a means of cutting costs on those lines without reducing service. The vehicles use a Toyota microbus body and axles built by Hino. The two companies will help Japan Rail refine the technology and increase passenger capacity with an eye toward commercial production.

"Our contribution is expected to be another step toward more practical use of the dual mode vehicle," company spokesman Kenichiro Baba [told AFP](#).

Combing the versatility of a bus with the speed of a train has allowed Japan Rail to tailor routes and services to the communities it serves. Rather than scuttling service on under-utilized lines, Japan Rail has simply switched to smaller vehicles.

Combing the versatility of a bus with the speed of a train has allowed Japan Rail to tailor routes and services to the communities it serves. Rather than scuttling service on under-utilized lines, Japan Rail has simply switched to smaller vehicles.

Dual-mode vehicles would be a great addition to America's mass transit infrastructure. It would make rail transit feasible in those areas that don't have the population density to support a lot of stations, and make mass transit a more viable option for exurbs. Riders could simply hop on at a bus stop in their neighborhood, then ride the rails to their destination.

<http://www.youtube.com/watch?v=6l1GBcAlm-8>

From: Pureheart Steinbruner
Sent: Saturday, January 5, 2019 1:56 PM
To: info@sccrtc.org
Subject: Rail Line

I hope Roaring Camp or Progressive will be running excursions up to Davenport this spring and summer while waiting to get the whole line underway. A "galloping goose" type trolley can also be plying the streets of Santa Cruz at all times.

Where will the parking for the Aptos station be now that the 'projects' there will be taking all the spaces?

Our grandparents had something like eleven trains/day passing through...what is do darn hard

for us?

Anyway, keep and use the rails.
Pureheart Steinbruner

From: Gail Jack

Sent: Friday, January 4, 2019 4:08 PM

To: ucs@sccrtc.org

Subject: No Highway Expansion

Dear Commissioners,

You've made a seriously misguided decision in voting to extend Highway 1 widening down to Aptos. "If you build it, they will come." And with that increase comes more pollutants when we should be decreasing them.

Very, very disappointed in this group of supposedly forward-thinking individuals.

Let's put our dollars into transit and active transportation where they can improve our mobility in a way that is environmentally sustainable and socially equitable.

Thank you,
Gail Jack

From: Phil and Pam Stearns

Sent: Thursday, January 3, 2019 7:47 AM

To: paulineseales120@gmail.com; info@sccrtc.org; +gpreston@sccrtc.org; +john.leopold@co.santa-cruz.ca.us; +ebottorff167@yahoo.com; +zach.friend@santacruzcounty.us; +ryan.coonerty@santacruzcounty.us; +greg.caput@co.santa-cruz.ca.us; +bruce.mcpherson@co.santa-cruz.ca.us; +jbertrand@ci.capitola.ca.us; +sbrown@cityofsantacruz.com; +rlj12@comcast.net; +trina.coffman@cityofwatsonville.org; +cchase@cityofsantacruz.com; +aschiff@gmail.com; +virginia.johnson@co.santa-cruz.ca.us; +patrick.mulhearn@santacruzcounty.us; +openup@ucsc.edu

Subject: RE: [SCCAN] Transit not highway expansion

Dear Commissioners,

Thank goodness for transit experts such as Jarrett Walker. His talk to you last summer was illuminating. He confirmed what most observers can easily see - that we have an inadequate transit system for an area of our size and demography.

In this time of Climate Crisis we implore you to use your power to guide transit development away from individual auto capacity. Do your job! We have so little time to right our wrongs.

Sincerely,
Phil and Pam Stearns
Santa Cruz

The SCCRTC received the following letter sent by the individuals listed below:

SAFER STREETS & RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study. Please decide quickly, we are ready for the Rail & Trail.

January 3, 2019			
Mark Reeve	Mr. & Mrs. J. Carlos Gofi	Ben Rice	Hannah Lloyd
Barbara Mayer	Cheryce Gutzmer	Kris Stromberg	Melissa Jullig
David Detmer	Marlene Mirassou	Linda Kittle	Alanna Stock
Jacque Cruisholm	Jeff Curtes	Etta Foster	Gary Cruley
Mark Parker	Isabella Demachkie	Sri M. Luft	Mike Arzabal
Carly Montan	Constance Gabriel		

From: Corrina McFarlane

Sent: Wednesday, January 2, 2019 8:50 PM

To: info@sccrtc.org

Subject: To all RTC Commissioners ~ rail corridor Center for Wise Democracy event at Cruzio Saturday evening, January 12, 2019

Dear Commissioners,

This is to share with you our ongoing efforts to have a participatory democracy process for the rail corridor.

Working with WA-based Center for Wise Democracy 501(c)3 founder, Jim Rough, we have convened a Santa Cruz County 'citizens council' (aka Wisdom Council) by random selection from voter rolls.

The citizens council will deliver its deliberations at a public forum interactive event to which you are warmly invited;

Cruzio (Cedar St) 6:30 - 9:30 pm, Saturday January 12, 2019;

<https://www.eventbrite.com/e/santa-cruz-county-citizenscouncil-public-event-tickets-53850138213>

Please note, we are planning to livestream this event for those who cannot attend in person.

HOW WE CONVENED THE CITIZENS COUNCIL:

The copy below went out to 80 randomly selected citizens, taken from the voter rolls from Watsonville, Aptos, Capitola, Santa Cruz, Scotts Valley, Felton, Ben Lomond, Boulder Creek. This email (and/or phone call followed an initial snail mail invitation letter;

FOLLOW-UP EMAIL ADDRESSED TO THE 80 RANDOM CITIZENS WHO RECEIVED INITIAL SNAIL MAIL:

[We are] following up on our invitation to join a group of citizens to address a confounding local civic issue. By meeting with a group of randomly selected citizens, your deliberations will serve to inform the broader community.

We know this might sound abstract but if you're interested in this kind of democratic exercise, we'd love the chance to talk with you about what this is.

It's a first for Santa Cruz County. We've pasted couple links below that give you more of a sense of its potential impact and efficacy.

If you choose not to respond at all, this will be the last communication you will receive from us.

Best,
Corrina McFarlane

REFERENCES:

Here's a video of this process being used in Austria (in the state of Vorarlberg where they have an '**Office of Future Related Issues**' (!).. Two staff members from that office trained originally with (our) WA state USA-based Jim Rough):

<https://vimeo.com/135618811>

And here's an article in [Axiom News \(generative journalism\) on Wisdom Councils in Europe](#) (work originating from Jim Rough).

[Center for Wise Democracy is a WA-based 501\(c\)3](#). Jim Rough is the co-founder with a long history of helping Communities establish this *participatory democracy* model. His book is called **Society's Breakthrough; Releasing Essential Wisdom and Virtue in All of the People** [2002].

*We are convening the inaugural **Center for Wise Democracy** #WeThePeople Santa Cruz citizens council on a local hot button issue;*

On January 11th & 12th, we are convening a 11 person **citizens council** which will meet for two long sessions Friday eve and all day Saturday, and present their findings in a special **Community Conversation** for the public.

Fourteen of us (so far) have gone through a local 'Dynamic Facilitation' training seminar with Jim Rough but we do not yet have mastery. Jim Rough is coming down (again), this time to guide us through our first citizens council process on a local hot button issue.

Center for Wise Democracy LOCAL NON PROFIT partner:

It's Our Home 501(c)3

302 Emeline Ave,

SC, CA 95060

Web address ~ <https://itsourhome.org>

EIN #: 26-2872625

Contact: Corrina McFarlane

About the public event (into which the *Citizens Council* will deliver their story/deliberations):



**Santa Cruz County *citizens council* #WeThePeople Process ~ 'A Dynamic Facilitation'
First up: *Once Upon a Rail Corridor...***

January 11 & 12 is a small citizen council process, which will feed into Saturday evening public event;
"A Community Conversation phenomenon"

At Cruzio (Cedar St) 6:30 - 9:30 pm, Saturday January 12, 2019

It's an opportunity both to see what we're doing with Center for Wise Democracy toward generating a more participatory democracy in our County, and to learn what this first Santa Cruz County #WeThePeople *citizens council* concluded from their 2-day intensive on this ~rail corridor~ hot button issue, and for all of us to then speak to that.

World Cafe-style..

Note that the ***citizens council*** is a symbolic representation of ***#WeThePeople*** comprised of between 8-16 randomly selected citizens drawn from North/South County voter rolls. Having delivered their conclusions, the council disbands; the work of the council is done (subsequent issues convene a new random selection).

About the Organizers (a 501(c)3 partnership:

Santa Cruz-based IT'S OUR HOME 501(c)3 ~ MISSION

We are committed to empowering ordinary people to learn, organize, and participate in creating a cleaner, safer, socially just and sustainable community. We work locally to unify and build bridges of understanding and support, increasing the collective impact upon multiple issues, from environmental sustainability to social justice. We provide key resources for citizens to explore and engage in the important local issues and the groups that are focusing on solutions.

Executive Director: Angela Blessing

CENTER FOR WISE DEMOCRACY 501(c)3

[Port Townsend, WA] brings 'Dynamic Facilitation'

Dynamic Facilitation evokes "***choice-creating***," a special quality of thinking where people use all their capacities to achieve breakthroughs on impossible-seeming issues. Choice-creating is akin to what often happens naturally in a crisis, where everyone drops their old ways of thinking and comes together to achieve the impossible. Dynamic Facilitation can be used with individuals, groups, organizations and, through this council process, very large systems of people.

Executive Director: Jim Rough

SANTA CRUZ COUNTY #WeThePeople Coordinator: Corrina McFarlane

direct line: 831 345 1476

Our first "*Santa Cruz County Citizens Council*" [*Wisdom Council*];

Eighty letters were mailed on Winter Solstice/Dec 21st to randomly selected citizens throughout the County. The letter explains that we will follow up with a phone call and also invites all recipients to go online to read the long version of the letter we sent, and check out the links. From these eighty we should glean eleven to serve on the SCC 'citizens council'.

You can see what they accessed here:

<https://www.eventbrite.com/e/santa-cruz-county-16-person-citizenscouncil-tickets-53989098848>

This private event page went live in readiness for the 80 randomly selected citizens to receive their snail mail letter. .

The letter to randomly selected citizens went out as a one-pager, double-sided, English/Spanish.

Pasted below are both versions here.



December 19th, 2018

Dear,

Remember the phrase “*We the People*”? Here’s your chance for that to mean **you**. You’ve been selected from the **Santa Cruz County Voter Registrar** to form a **Citizens Council** for **24 hrs** on the topic of the **Santa Cruz Branch Line “Rail Corridor.”**

The **Citizens Council** will **develop creative, win/win solutions**. You may be well versed in the subject or you may know nothing about it. Either way your input will be invaluable as a representative of the community. A facilitator will guide the process. The Council will share their findings with the community at a public workshop immediately following.

The Council will convene at **Cruzio, City of Santa Cruz** on:

- **Friday evening, 1/11/19** from **6:30pm - 9:30pm (Cruzio classroom)**
- **Saturday, 1/12/19** from **9:30am - 5:00pm (Resource Center for Nonviolence)**
- followed by a public workshop **Saturday evening from 6:30pm - 9:30pm (back at Cruzio)**

Saturday food will be provided for citizens council (lunch & dinner). Where transport would be appreciated we will do our best to arrange pick-up/drop-off / rideshares.

We will reach out to you by phone to answer any and all questions! You are also welcome to RSVP at: www.citizenscouncil.org/scc (more detailed version of this letter there).

We hope you will join us in this exciting exercise to **revitalize democracy**.

Sincerely,

Corrina McFarlane,
Coordinator

Citizens Council | citizenscouncil.org
In partnership with *It’s Our Home* 501(c)3
based on the model by *Center for Wise Democracy*



19 de diciembre de 2018

Estimado ,

¿Recuerda la frase **“Nosotros, el pueblo”**? Esta es su oportunidad para que eso signifique usted. Ha sido seleccionado del Registro de Votantes del Condado de Santa Cruz para formar un Consejo de Ciudadanos por 24 horas sobre el tema del Corredor Ferroviario de la Línea de Sucursal de Santa Cruz.

“El Consejo de Ciudadanos desarrollará creativas, soluciones y llega a un consenso sobre el tema. Usted puede estar bien versado en el tema o puede no saber nada al respecto. De cualquier manera, su participación será invaluable como representante de la comunidad. Un facilitador guiará el proceso. El Consejo compartirá sus conclusiones con la comunidad en un taller público inmediatamente después.

El Consejo se reunirá en la ciudad de Santa Cruz el

- viernes, 1/11/19 de 6:30 pm a 9:30 pm
- sábado, 12/01/19 de 9:30 am a 5:00 pm incluyendo un taller público de 6:30 pm a 9:30 pm

El sábado tendremos comida (almuerzo y cena). Si se necesita transporte, haremos todo lo posible para organizar lo de ida y vuelta.

Nos comunicaremos con usted por teléfono para responder a todas sus preguntas. También puede confirmar su asistencia en: www.citizenscouncil.org/scc (versión más detallada de esta carta allí). Esperamos que se unan con nosotros en este emocionante ejercicio para revitalizar la democracia.

Atentamente,

Corrina McFarlane,
Coordinadora

Consejo de Ciudadanos | citizenscouncil.org
En asociación con It's Our Home 501 (c) 3
basado en el modelo de Center for Wise Democracy

From: THEODORA KERRY

Sent: Wednesday, January 2, 2019 6:00 PM

To: info@sccrtc.org; gpreston@sccrtc.org; john.leopold@co.santa-cruz.ca.us; ebottorff167@yahoo.com; zach.friend@santacruzcounty.us; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; rlj12@comcast.net; trina.coffman@cityofwatsonville.org; cchase@cityofsantacruz.com; aschiff@gmail.com; virginia.johnson@co.santa-cruz.ca.us; patrick.mulhearn@santacruzcounty.us

Subject: Transit not highway expansion

Dear Commissioners, As a full time bus passenger/pedestrian, I'm begging you to please put transit and active transportation investments ahead of projects that increase auto capacity. The latter increase traffic, greenhouse gases, and fail to reduce travel time beyond the short term. I'm especially disturbed that the bus service between Santa Cruz and Watsonville (lines 71 and 69) shuts down by 9pm, which all but eliminates the possibility of night time pursuits along that corridor. Also, line 4 into the Harvey West Area offers no weekend service, even though that area contains The Tannery Arts and Housing Complex where hundreds live and work, and many more hundreds visit. I've had to give up visiting many friends and businesses due to the limited routes served throughout the county. Not sure who's making the final decisions, but i'm pretty sure they all drive their own cars.

Thank you for considering my input in your decision making!!

Theodora Kerry, 40 year county resident

From: Nick Danty

Sent: Wednesday, January 2, 2019 3:14 PM

To: info@sccrtc.org; +gpreston@sccrtc.org; +john.leopold@co.santa-cruz.ca.us; +ebottorff167@yahoo.com; +zach.friend@santacruzcounty.us; +ryan.coonerty@santacruzcounty.us; +greg.caput@co.santa-cruz.ca.us; +bruce.mcpherson@co.santa-cruz.ca.us; +jbertrand@ci.capitola.ca.us; +sbrown@cityofsantacruz.com; +rlj12@comcast.net; +trina.coffman@cityofwatsonville.org; +cchase@cityofsantacruz.com; +aschiff@gmail.com; +virginia.johnson@co.santa-cruz.ca.us; +patrick.mulhearn@santacruzcounty.us; +openup@ucsc.edu

Subject: Transit not highway expansion

Dear Commissioners,

Please put transit and active transportation investments ahead of projects that increase auto capacity. The latter increase traffic, greenhouse gases, and fail to reduce travel time beyond the short term. Induced demand is a real thing, and within 5 years of widening Highway 1 we will see more traffic and congestion than existed before. I urge you to fight this proposal.

With all the progressive politics in our county, I am continually baffled by the lack of public transit services. Forget electric vehicles, rideshare, and scooters - what we need is a more robust bus fleet that has a competitive advantage over the automobile. This is a low tech solution that has the potential to benefit everyone...including motorists! I don't own a car, but am lucky to live in downtown Santa Cruz where the majority of my daily needs are within walking or biking distance. However, for errands or visits to friends and activities that require longer travel distances, I am

basically out of luck. This means I am forced to purchase items or services in San Jose where I work, or continue my corporate slavery to Amazon. This takes money away from local businesses that I would otherwise support if they were served by frequent bus routes. Plus, I would like to keep my sales tax dollars in the county I live in...not over the hill or in Jeff Bezos's pocket.

Please challenge the status quo and do more to further the discussion of public transit and complete streets in our county. If L.A and San Jose can do it, so can we. Don't let this beautiful region further succumb to the auto-oriented development of the 20th century.

Thank you for your continued efforts to improve sustainable transportation in Santa Cruz County.

Best,

Nick Danty
Transportation Planner and Santa Cruz Resident

The SCCRTC received the following letter sent by the individuals listed below:

SAFER STREETS & RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study. Please decide quickly, we are ready for the Rail & Trail.

January 2, 2019			
Randy Probst	Raoul Ortiz	Dan Stevenson	Mark Gordon
Jennifer Liu	Karen Edwards van Muijen	Morgan Adams	Zackary Boyd
Viviana Rentena	Mona Shams	Estyn Cannan	
Erik Stong	Mary St.Clair	Carol Christenson	
W. Meier	Leticia Quintano	Mary Odegaard	

From: Curt Simmons
Sent: Wednesday, January 2, 2019 8:40 AM
To: ucs@sccrtc.org
Subject: Alternatives to Highway Widening

Dear Commissioners,

Please spend our limited transportation dollars on transit and active transportation improvements, not futile attempts to relieve auto congestion by building more auto capacity.

Thank you,

Curt Simmons

From: Stanley Sokolow

Sent: Tuesday, January 1, 2019 1:39 PM

To: info@sccrtc.org

Subject: Input for the UCS scenario decision on Jan 17, 2019

Dear RTC:

Please accept the attached letter as public input to your agenda item on the scenario decision.

Thank you,

Stanley Sokolow

Stanley M. Sokolow

January 1, 2019

TO: Santa Cruz County Regional Transportation Commission

VIA EMAIL

RE: Input for the UCS scenario decision at the January 17, 2019, upcoming meeting

Dear Commissioners:

At your last meeting, the executive director clarified that your upcoming decision to select a UCS scenario does not bind the Commission to the type of transit on the railroad corridor at this time. Further studies will be done to examine the alternatives in more detail. However, advocates for the train have been arguing that a train provides superior ride quality over a BRT bus and that this difference would be a big influence on ridership. Therefore, I submit the following evidence for your consideration. Pay close attention to the last example I give, that of the Adelaide (Australia) rapid bus system called the O-Bahn because I believe it's the closest model of ride quality that we could build here on our railroad corridor alongside the trail. The Cambridge example shows that they have a bike path directly adjacent to the busway. The Eugene (Oregon) example shows how buses can run opposite directions on a single lane by using signaling to give the okay for a bus to enter the shared segment after waiting for the oncoming bus to pass.

As posted on Facebook at The Campaign for Sustainable Transportation on Jan 1 2019:

RIDE QUALITY OF TRAIN VS BRT AS SEEN ON VIDEO.

[Posted by Stanley Sokolow. Opinions are his own and do not necessarily reflect the opinion of the Campaign for Sustainable Transportation.]

The Unified Corridor Investment Study says that a train on the rail corridor would cost more to build and operate than a Bus Rapid Transit (BRT) system there. People argue that the ride quality of a train would be worth the extra investment and operating expense, even though the train would not go directly to the established transit centers in Watsonville, Capitola, and Santa Cruz. What actually is the difference in ride quality, assuming the BRT bus is equipped with interior amenities similar to the train? Here are some videos of actual rides on train and BRT systems.

First, the SunLINK Streetcar in Tucson, AZ, which is an electric train powered by overhead wires. It is a 3-car train running on tracks embedded in streets in an urban environment, not an express service with few stops as our train would be.

<https://www.youtube.com/watch?v=6syS5DELPAI>

Second, a Stadler FLIRT electric train designed for inter-city routes like our Amtrak trains. This video shows the maiden voyage of the new train in Norway. Since it's an intercity train, it is outfitted for longer trips, so it has an on-board toilet which our commuter train probably would not. Stadler has recently announced a new model of the FLIRT which is powered by batteries instead of overhead wires as this example shows.

<https://www.youtube.com/watch?v=6CttqWKz8KM>

Third, the EmX BRT line in Eugene, Oregon, which has articulated New Flyer diesel hybrid buses designed for BRT with low floors and doors on left and right, bike racks inside at the rear door. It runs mostly on streets in lanes reserved for bus-only. A portion of the route runs on new concrete lanes which were intended to operate like the Adelaide O-Bahn that you'll see further below, but the guide wheels are not used now. New Flyer has recently announced that its battery-powered articulated bus has passed federal certification, so it would be available by the time our RTC is ready to purchase BRT buses.

<https://www.youtube.com/watch?v=JW3wRfBbGJ0>

Notice that a portion of the EmX BRT runs buses both directions on a single track by using signals to control when the bus can enter the shared segment. Watch this happen in this video. Notice that the bus we're on waits for the arriving bus to clear out of the lane. Then the bus signal overhead, which is No-Go even though the general traffic lanes have a green light, changes to Go when it's clear to enter the shared section. That could be done on our single-track right-of-way with passing occurring at stations on the route. Here's the video which jumps in at that moment.

<https://youtu.be/JW3wRfBbGJ0?t=133>

Fourth, the Cambridge guided bus in Cambridgeshire, UK, runs part of the time on an exclusive busway similar to the O-Bahn and part through the city on bus-only lanes in mixed traffic. The buses are guided by small side wheels attached to the front steering so they stay by themselves within the busway. In city streets they run like a regular bus. The travel time could be reduced if the traffic signals gave priority to the buses so they don't stop for cross traffic, which is a feature that our BRT is supposed to have.

<https://www.youtube.com/watch?v=mTJVQ13sFaU>

Finally, the Adelaide O-Bahn which runs on a busway that was built specifically to solve geologic problems on the route. It has concrete tracks sitting on concrete sleepers (like railroad ties) which rest on concrete posts to get down to solid subsoil support. The engineers and builder were careful to make the pre-cast tracks smooth and vertically aligned so there are minimal bumps. It's somewhat like a concrete railroad with rubber wheels on concrete rails. It also is guided by guide wheels so the driver can take hands off the wheel in the guided sections. At the stations, it transitions to conventional paving. Part of the route runs in a tunnel.

<https://www.youtube.com/watch?v=jJKpgDukL84>

Our BRT on the railroad corridor would run nearly all the route on an exclusive busway, as Adelaide's does, with street running to get to the existing bus transit centers, so if built well, it could have ride quality similar to Adelaide's.

The RTC's revised UCS study estimated that building the train service would cost \$324.7 million. The BRT service would cost \$265 million. Operating and maintaining (O&M) the train and the increased bus trips between the train and existing transit centers would cost \$9.7 million/year in new public money. O&M of the BRT would cost \$400 thousand/year in new money. The train would run every 30 minutes; the BRT every 15 minutes. The BRT would go directly to existing bus transit centers; the train can't. It would make fewer stops than a streetcar or conventional bus route does.

Is the difference in ride quality worth the additional \$9.3 million per year to operate and maintain the train compared with the BRT?

Sincerely,

Stanley Sokolow

The SCCRTC received the following letter sent by the individuals listed below:

SAFER STREETS & RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study. Please decide quickly, we are ready for the Rail & Trail.

December 31, 2018				
Emma Nelson	Neil Moak	Doug Abrams	Gabriel Arzovni	Roger Knacke
Clay Ramsay	Elenaor Mendoza	Noah Kipnes	Emily Brodsky	Jean Kratzer
Emma Christie	Travis Beck	Josh Brandt	Rachel Schwehr	Robert Cooper
Christina Haslam	Sarah C. Beck	Page Brownton	Matthew Hall	Jim Mulherin
David Foster	Ellen Vaughan	Kathleene McDilleen	Rohan Mahy	

From: DeAnna Lopez

Sent: Monday, December 31, 2018 12:35 PM

To: info@sccrtc.org; +gpreston@sccrtc.org; +john.leopold@co.santa-cruz.ca.us; +ebottorff167@yahoo.com; +zach.friend@santacruzcounty.us; +ryan.coonerty@santacruzcounty.us; +greg.caput@co.santa-cruz.ca.us; +bruce.mcpherson@co.santa-cruz.ca.us; +jbertrand@ci.capitola.ca.us; +sbrown@cityofsantacruz.com; +rlj12@comcast.net; +trina.coffman@cityofwatsonville.org; +cchase@cityofsantacruz.com; +aschiff@gmail.com; +virginia.johnson@co.santa-cruz.ca.us; +patrick.mulhearn@santacruzcounty.us; +openup@ucsc.edu

Subject: Transit not highway expansion

Dear Commissioners,

Please put transit and active transportation investments ahead of projects that increase auto capacity. The latter increase traffic, greenhouse gases, and fail to reduce travel time beyond the short term.

Thank you,

From: Cathy

Sent: Monday, December 31, 2018 10:37 AM

To: Regional Transport.Commission <info@sccrtc.org>; gpreston@sccrtc.org; john.leopold@co.santa-cruz.ca.us; ebottorff167@yahoo.com; zach.friend@santacruzcounty.us;

ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; rlj12@comcast.net; trina.coffman@cityofwatsonville.org; cchase@cityofsantacruz.com; aschiff@gmail.com; virginia.johnson@co.santa-cruz.ca.us; patrick.mulhearn@santacruzcounty.us; openup@ucsc.edu
Subject: Transit not highway expansion

Dear Commissioners,

Please put transit and active transportation investments ahead of projects that increase auto capacity. The latter increase traffic, greenhouse gases, and fail to reduce travel time beyond the short term.

I am asking you to put the completed analysis of alternatives before your decision on the mode of transit for the corridor between Santa Cruz & Watsonville.

Please do not let the well-funded special interests of a few outweigh the needs & best interests of the majority in our county.

Thank you for your time and serious consideration,

Cathy Gamble
Aptos, CA

From: Sheila Carrillo
Sent: Monday, December 31, 2018 9:38 AM
To: info@sccrtc.org; gpreston@sccrtc.org; john.leopold@co.santa-cruz.ca.us; ebottorff167@yahoo.com; zach.friend@santacruzcounty.us; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; Sandy Brown <sbrown@cityofsantacruz.com>; rlj12@comcast.net; trina.coffman@cityofwatsonville.org; Cynthia Chase <cchase@cityofsantacruz.com>; aschiff@gmail.com; virginia.johnson@co.santa-cruz.ca.us; patrick.mulhearn@santacruzcounty.us; Mike Rotkin <openup@ucsc.edu>
Subject: Transit not highway expansion

Dear Commissioners,

Please put transit and active transportation investments ahead of projects that increase auto capacity. The latter increase traffic, greenhouse gases, and fail to reduce travel time beyond the short term. We need make decision that take responsibility as a community for the welfare of the planet. We need to do everything in our power to decrease auto use and also encourage electric vehicles.

Thank you,

Sheila Carrillo
50 year resident of Santa Cruz County

From: Tony Fleig

Sent: Monday, December 31, 2018 9:31 AM

To: +aschiff@gmail.com; +bruce.mcpherson@co.santa-cruz.ca.us; +cchase@cityofsantacruz.com; +ebottorff167@yahoo.com; +gpreston@sccrtc.org; +greg.caput@co.santa-cruz.ca.us; +jbertrand@ci.capitola.ca.us; +john.leopold@co.santa-cruz.ca.us; +openup@ucsc.edu; +patrick.mulhearn@santacruzcounty.us; +rlj12@comcast.net; +ryan.coonerty@santacruzcounty.us; +sbrown@cityofsantacruz.com; +trina.coffman@cityofwatsonville.org; +virginia.johnson@co.santa-cruz.ca.us; +zach.friend@santacruzcounty.us; info@sccrtc.org

Subject: Transit not highway expansion

Dear Commissioners, Please put transit and active transportation investments ahead of projects that increase auto capacity. The latter increase traffic, greenhouse gases, and fail to reduce travel time beyond the short term. Thank you,

From: Marlene Majewska

Sent: Monday, December 31, 2018 9:18 AM

To: info@sccrtc.org; gpreston@sccrtc.org; john.leopold@co.santa-cruz.ca.us; ebottorff167@yahoo.com; zach.friend@santacruzcounty.us; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; rlj12@comcast.net; trina.coffman@cityofwatsonville.org; cchase@cityofsantacruz.com; aschiff@gmail.com; virginia.johnson@co.santa-cruz.ca.us; patrick.mulhearn@santacruzcounty.us; openup@ucsc.edu

Subject: Transit not highway expansion

Dear Commissioners,

Please put transit and active transportation investments ahead of projects that increase auto capacity. The latter increase traffic, greenhouse gases, and fail to reduce travel time beyond the short term.

Thank you,

From: Rae Schwaderer

Sent: Sunday, December 30, 2018 9:15 PM

To: ucs@sccrtc.org

Subject: Alternatives to Highway Widening

Dear Commissioners,

Please spend our limited transportation dollars on transit and active transportation improvements, not futile attempts to relieve auto congestion by building more auto capacity. A bus-on-shoulder lane could be built for less money and better results. Please, listen to the people of Santa Cruz County and the transportation professionals --not the big money!

Thank you,
Rae Schwaderer
Aptos

From: Elissa Wagner

Sent: Sunday, December 30, 2018 6:25 PM

To: ucs@scrtc.org

Subject: Alternatives to Highway Widening

Dear Commissioners,

Please spend our limited transportation dollars on transit and active transportation improvements, not futile attempts to relieve auto congestion by building more auto capacity.

METRO is asking the RTC to fund an alternatives analysis that will include examining bus-on-shoulder on Hwy 1 and buses on the rail corridor. I hope you do indeed fund that study.

Highway widening won't reduce congestion, it increases greenhouse gases, and it prevents us from spending money where we need it---on transit and active transportation. Please be bold and escape from the individual-auto/highway-widening mold. It is futile and outdated.

Thank you,

Elissa Wagner
Aptos 95003

From: Juliet Goldstein

Sent: Saturday, December 29, 2018 6:41 PM

To: ucs@scrtc.org

Subject: comments on proposed rail line

I live in Aptos as I like country living. Am against the rail- line for a number of reasons.

Where are people going to park their cars in order to ride the train? we do not want large parking lots in Aptos.

Noise pollution

Who wants to go for a nice walk or bike ride next to a train going by?

thank you for noting my comments

J.Goldstein

From: GARY PLOMP

Sent: Saturday, December 29, 2018 11:59 AM

To: SCCRTC - UCS <ucs@sccrtc.org>

Cc: Regional Transportation Commission <info@sccrtc.org>

Subject: RE: Rail with Trail "B"

To whom it may concern:

I wish to respectfully ask that you expediently vote for Scenario "B" Rail with Trail in January. Many people including I, feel that in the interest of future transportation in Santa Cruz County, this is the best use for the historic Santa Cruz Branch rail line.

Please keep in mind that the anti-rail groups have **misinformed the public, paid petitioners to gather "10,000" signatures, and have used deceptive tactics** to further their cause to remove the rails.

I also request that you do not delay or postpone the vote for Phase 2 in the rail plan.

Thank you for your attention to my letter.

Sincerely;

Gary V. Plomp
Rail Advocate

From: Johanna Lighthill

Sent: Friday, December 28, 2018 5:07 PM

To: ucs@sccrtc.org; Santa Cruz County RTC <info@sccrtc.org>

Subject: Re: UCS comments

A correction to my previous letter: Re; equitable access, should read "preferred has 1.62 fewer transit miles per year **than B.**" Sorry for my error.

On Dec 28, 2018, at 5:00 PM, jjmmlight wrote:

Dear RTC Staff,

Thank you for considering my comments regarding the UCS.

The Preferred scenario should not be referred to as a modification to Scenario B. It is closer to Scenario E. This is very misleading:

Preferred is B with 4 changes: +AUX, -BRT lite and express, + Freight.

Preferred is E with two changes: +BOS and -HOV. In fact, beyond 2035, preferred is identical to E, yet there is not reference to this.

I urge you to clarify.

With regard to Table 3. Performance Measures Results for Preferred Scenario:

Safety

Collisions figure is 865, which is identical to that of Scenario B, yet, with the addition of AUX lanes, collision numbers should increase. Please adjust accordingly.

Reliability and Efficiency

Peak Period Travel Time Reliability = "More reliable." Can you quantify that? And can you accurately estimate reliability of passenger rail service, when freight service has priority and ability to adjust scheduling?

Economic Vitality

The level of public funding is excessive compared to the benefits provided by preferred scenario. Cost reductions associated with collisions should be adjusted to reflect adjusted total collisions (above).

Environment and Health

Automobile VMT, Greenhouse gas emissions, and criteria pollutants totals are all equal to those of Scenario C. Please clarify.

Equitable Access

Transit VMT total for preferred is 5.03. This is *the lowest* of all scenarios. In fact, preferred has 1.62 million fewer transit miles per year. **Please do not compare to B with regard to transit benefits.**

With regard to public input: performance measures rated "most important" by the public:

At the October 15th meeting in Live Oak: Travel time reliability, Greenhouse gas emissions, Benefits to transportation disadvantaged, Transit travel time and Collisions.

At the October 16th meeting in Watsonville: Mode share, Benefits to transportation disadvantaged, Greenhouse gas emissions and Transit Travel Time.

I would recommend more opportunity for public input after these inconsistencies are explained.

Thank you for your consideration.

Sincerely,

Johanna Lighthill

From: Manu Koenig

Sent: Friday, December 28, 2018 4:59 PM

To: info@sccrtc.org; ucs@sccrtc.org

Subject: UCS conclusions based on faulty economic analysis

Dear RTC Staff,

There is reason to believe the UCS has serious shortcomings. The economic analysis is incomplete if not completely lacking. This has lead to a poorly performing draft Preferred Scenario.

For example, while the UCS provides costs and benefits for each scenario in its *Performance Dashboard*, each scenario's costs are not considered against their respective benefits to create a cost-benefit analysis. Without a true cost-benefit analysis, the Study provides an incomplete and misleading picture. For example, Scenario B seems to outperform the other scenarios when the benefit of savings from reduced collisions is considered. Scenario B produces seventy-eight million dollars (\$78,000,000) of annual savings compared to Scenario A which only produces fifty-two million dollars (\$52,000,000) of annual savings. However, when the benefits of each scenario are divided by their respective annual cost for operations & maintenance (\$25,000,000 for Scenario A and \$48,000,000 for Scenario B) a different picture emerges: Scenario A performs best producing \$2.08 of savings for every \$1.00 of cost whereas Scenario B only produces \$1.63 per dollar spent. The Study's focus on benefits alone, without adequately weighing them against costs, resulted in an incomplete and inaccurate representation of the potential scenarios.

The preferred scenario should not be based on Scenario B. You should create an optimal scenario. A true economic analysis is required before you propose a preferred scenario.

I am more than happy to explain and work with you. Please contact me if you would like additional info, charts, explanation, etc.

Sincerely yours,

Manu

From: Julie Montgomery
Sent: Friday, December 28, 2018 4:45 PM
To: ucs@sccrtc.org; info@sccrtc.org
Subject: Selection of UCS Scenario

Dear Commissioners,

I strongly support adoption of any UCS scenario which includes an option to use the rail corridor for rail transit. Scenario B is the best solution for our county since both the bike trail and rail will be accommodated in the corridor.

Santa Cruz county is facing challenges for both affordable housing and transportation. Proposed increases to UCSC enrollment and any prospect of attracting new business or jobs will require that both these issues are addressed. Good public transit alternatives expand options for affordable housing by connecting regions with lower housing costs to employers, entertainment, and school. Construction of both bike and rail infrastructure on the rail corridor, together with improved safe bike routes on existing roads, has the potential to fundamentally change how we get around the county. Bike from your home to catch a train or to bike on the trail, then bike from the trail or train to your destination. Enable tourists to leave their cars at their hotel, or even at home, and be able to access points of interest from Davenport to Manresa and beyond.

Building for both bike and public transit is the best use of this precious resource. Keeping the tracks in place preserves the existing easements and keeps the right of way intact. Planning for rail transit is the fastest way to provide real transit options to get from Aptos to the westside of Santa Cruz.

I have resided in Santa Cruz county for almost 28 years. I have seen the traffic congestion on 1 and 17 keep increasing despite the many improvements that have been made to both those highways. We need a real option to driving. As a regular patron of the Hwy 17 Express, I am skeptical that Bus Rapid Transit using the shoulder of Hwy 1 will significantly improve transit times from Watsonville. Buses are great, but will always be impacted by traffic on all our roadways. A train and trail together can provide a real option for students, workers, and tourists to move around the county without needing to use a car.

Thank you for your time and for considering my point of view.

Regards,

Julia Montgomery

From: Julie Pascal
Sent: Friday, December 28, 2018 4:23 PM
To: ucs@sccrtc.org

Cc: info@sccrtc.org

Subject: Support for UCS vote & Scenario B from longtime county resident and homeowner

Dear Commissioners,

As a longtime Santa Cruz County resident, I am so excited with the options that rail brings to our county. The RTC's and County's years of diligent research has backed the conclusion that rail transit integrated with existing and future transportation modes will provide the greatest return on investment for the greatest number of county residents among the different design concepts on the rail corridor.

The results of the UCIS provide the data needed to move forward with a yes vote on a package that includes rail transit.

Scenario B investments provide:

- Lower greenhouse gas emissions,
- Fewer collisions,
- Greatest transit mode share,
- Greatest bike mode share,
- Highest scores across multiple economic criteria.

The rail corridor is an invaluable transportation asset and the rail line is already in place, permitted and operational, upgrades to this line are by far a more feasible project than demolition of it and replacement with bus lanes.

I support Scenario B because, having lived in and having been a homeowner in South County, I know that developing the rail system that makes the full trip to Watsonville will be a huge social and economic bonus to our entire County. Additionally, it also makes strategic sense to align our transportation network with the overall California plan, including the expansion in Monterey County. It is wonderful that we will be able to take advantage of some of the \$144 Billion in funds provided through 2040 by the Caltrans State Rail Plan to expand the rail network, which includes our branch line. Finally, it is increasingly important that we develop truly sustainable transportation options in our County. As shown by recent UN and government studies on global climate change, our time for transforming the way we live and get around is running out. It's important we not delay this important infrastructure that will allow us to get around as efficiently and economically as possible.

I fully support a vote to move forward with investments including rail and trail on the branch line.

Thanks,

Julie Pascal

From: Justin Cortez

Sent: Friday, December 28, 2018 4:13 PM

To: ucs@scrtc.org

Subject: Scenario B

Dear Commissioners,

As a life-long Santa Cruz County resident, I am so excited with the options that rail brings to our county. The RTC's and County's years of diligent research has backed the conclusion that rail transit integrated with existing and future transportation modes will provide the greatest return on investment for the greatest number of county residents among the different design concepts on the rail corridor.

The results of the UCIS provide the data needed to move forward with a yes vote on a package that includes rail transit.

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I fully support a vote to move forward with investments including rail and trail on the branch line.

Thanks,

Justin Cortez

From: Christine Weir
Sent: Friday, December 28, 2018 3:23 PM
To: ucs@sccrtc.org
Cc: info@sccrtc.org
Subject: support for "Scenario B"

Dear staff and commissioners,

I am writing the RTC to encourage you to support "Scenario B" for the Rail Right of Way. I am strongly in favor of preserving the tracks for future transit use, while building an adjacent bike/walking trail as soon as possible. I believe that preserving this right-of-way for rail-based public transit is vital to our future. On a global scale, it means that Santa Cruz will be doing its part to combat climate change – trains are more efficient and safe than automobiles and trucks. And on a local scale, a train would be the best option we have to move people about the county in a safe, convenient, and timely manner. We have the right-of-way and state funding is available for train development. We don't want to lose either the right-of-way easements (by removing the tracks), or the opportunity that is growing to fund rail based transit projects.

The rail corridor is a precious resource for our county. There are those that argue that it should be limited to being only a wide bike path. That would be an incredible waste. This valuable transit corridor should be accessible and useful to ALL of our citizens.

Thank you,

Christine Weir
Santa Cruz, CA

From: kaki rusmore
Sent: Friday, December 28, 2018 3:00 PM
To: ucs@sccrtc.org
Subject: Scenario B

Dear RTC Staff,

I know you are in the final stages of making recommendations to the RTC board about which scenario to choose. Having read most of the report, I strongly support Scenario B or the slight revisions suggested by the consultants. As described in the report, adopting train travel on the rail corridor will:

- provide access to jobs, education and recreation throughout the county
- support greater economic and social equity than vehicle transportation
- help reduce climate impacts (less GHG than cars/buses, less gas and vehicle miles)
- provide more safety, speed of transit times, and comfort than other options

- provide a greater boost to the local economy than other options

I understand you are under great pressure to recommend a bike-only or bus option, but neither of these would provide the benefits described above. I hope thoughtful, analytical minds will prevail and allow Santa Cruz County to live up to its name of being a green, compassionate, forward-thinking place.

I also am very clear, from having observed the bike-only petition gatherers at work, that the people signing those petitions were not told they what they were signing. The information offered was that the petition was to support bike access to the corridor, not to eliminate train travel. Please take this into account as you see those petitions arrive.

Warmly,
Kaki Rusmore
Aptos

From: Sally Arnold

Sent: Friday, December 28, 2018 3:00 PM

To: ucs@sccrtc.org; Regional Transportation Commission <info@sccrtc.org>

Subject: Comments to RTC Staff & Commissioners re Scenario Choice for ROW

Dear Commissioners & Staff,

Thank you for all the work you have done comparing various options for our rail corridor.

I am writing to urge you to recommend and approve Scenario B for our rail corridor. It allows us to use our wonderful public resource soonest. Because of the complex easement issues, unless you want to spend lots of time and lots of money in litigation, you must vote to preserve and use the tracks. You must keep those tracks or, at best our public transportation options are seriously delayed, and at worst they are killed.

And there are several ways we can make B even better:

The proposed Mission Street “improvements” are largely car centric. But we know that when we reduce the emphasis on cars and improve the walkability of a street

- it increases nearby property values
- people spend more money in the area stimulating the local economy
- it’s safer for everyone
- It is less expensive for the city to maintain

Clearly it would be financially wise for the RTC to plan any Mission St improvements to increase pedestrian and bike access, not to speed up car traffic in those 2 miles.

Additionally, I suggest that you remove all improvements to Highway 1 as part of the recommended scenario. We all know that improving flow on the highway just encourages people to drive (induced travel) which then increases greenhouse gas emissions and does nothing in the long run to relieve congestion. What a waste of our tax dollars!

Another improvement to Scenario B would be to increase the freight service to be available on the whole line, not just the Watsonville area. I realize there may be less freight business in North County, but if there are some businesses that prefer to receive or send product by rail, that is better for the environment and for safety than trucking, so let's keep the possibility open.

Lastly, delays can be costly. I know some people want you to delay your decision about the tracks until all the legal questions about the easements are answered or until all the possible transit vehicles have been studied. I think that is a mistake. It's time to pick a general direction and work out the details later. Every day we delay is a day that people are forced into private auto use, further degrading our environment.

Please make your decision soon. We've been planning and discussing how to best use the rail corridor for about 20 years. It's time to act.

Thank you,

Sally Arnold
Santa Cruz Resident

From: Sandra Owusu

Sent: Friday, December 28, 2018 1:48 PM

To: ucs@sccrtc.org; info@sccrtc.org

Subject: Support for UCS vote and Scenario B from Santa Cruz County Resident

Dear Commissioners,

As a resident of the beautiful Santa Cruz County, I am very excited by the options that rail brings to our county. The RTC's and County's years of diligent research supports the conclusion that rail transit integrated with existing and future transportation modes will provide the greatest return on investment for the greatest number of county residents among the different design concepts on the rail corridor.

The results of the UCIS provide the data needed to move forward with a yes vote on a package that includes rail transit.

Scenario B investments provide:

- Lower greenhouse gas emissions,
- Fewer collisions,
- Greatest transit mode share,

- Greatest bike mode share,
- Highest scores across multiple economic criteria.

The rail corridor is an invaluable transportation asset, and upgrades to an already existing, permitted and operational rail line, makes for a more feasible project than its demolition and replacement with bus lanes.

As a Santa Cruz County resident, and knowing the huge economic contributions of agriculture from Watsonville, I fully support Scenario B. I know that developing the rail system that makes the full trip to Watsonville will be a huge social and economic bonus to our entire County.

Strategically, it is sensible to align our transportation network with the overall California plan, including the expansion in Monterey County. Additionally, we will be able to take advantage of the \$144 Billion in funds provided through 2040 by the Caltrans State Rail Plan to expand the rail network, which includes our branch line.

Finally, we cannot overemphasize the importance of developing truly sustainable transportation options in our County. Research by both the UN and government on global climate change hammers on the necessity of making huge changes in our daily lives in the now to help contribute to combatting climate change. A rail line is an important infrastructure that will allow us to get around in a most environmentally friendly, sustainable, efficiently and as economically as possible.

I fully support a vote to move forward with investments including rail and trail on the branch line.

Thank you,

Sandra Acheampong Owusu (Segal), Ph.D
Research Scientist (Forest Molecular Genetics)

From: Brett Garrett

Sent: Friday, December 28, 2018 1:02 PM

To: UCS <UCS@sccrtc.org>

Subject: Comprehensive Alternatives Analysis - include ATN/PRT

Dear RTC staff and commissioners,

I agree with Santa Cruz Metro that a Comprehensive Alternatives Analysis should be conducted to help determine the best mode of transit for the rail corridor, over and above the basic alternatives study that would be done by default as part of the CEQA process. I would further extend Metro's recommendation by insisting the analysis must include alternative transit and emerging technologies such as ATN/PRT, that is, Automated Transit Networks and Personal Rapid Transit in particular.

I have previously shared a [study from PRT Consulting](#) that predicts that an ATN/PRT system using long-established technology (such as [Ultra](#), [2getthere](#), or [Modutram](#)) could exceed five times the ridership of the "Scenario B" passenger rail, while further improving safety and reducing energy usage and carbon emissions. PRT/ATN technology will dramatically improve in the next few years. Santa

Cruz County is currently (and should strive to remain) in a great position to take advantage of any of the following developments:

Elon Musk and the Boring Company have demonstrated a [mile-long tunnel](#) near Los Angeles, at a cost of only \$10 million. Although we don't know all of the details, it appears to me that (*in addition* to transporting private vehicles) this system will be fully capable of serving as a high-speed, high-capacity ATN mass transit system.

Transit X has produced a system [proposal for Santa Cruz County](#) that is said to be privately funded at no expense to taxpayers. It remains to be seen whether Transit X is capable of delivering what they promise, but they expect to demonstrate a prototype system very soon.

Other companies that appear to be on the cusp of being able to deliver an excellent transportation system without taxpayer expense include [skyTran](#) (building a prototype in Israel), [JPods](#) (expecting to build in Shaxian, China), and [Futran](#) (building a prototype in South Africa). Note that Futran has a local connection, namely Ron Swenson whose family has successfully built numerous buildings and solar power projects in Santa Cruz County.

It is vitally important for our UCS decision to "leave the door open" for emerging transit technology. I urge you to fully embrace *and extend* the Comprehensive Alternatives Analysis that has been requested by Santa Cruz Metro.

Sincerely,
Brett Garrett

From: **dara jameson**
Date: Fri, Dec 28, 2018, 12:53 PM
Subject: Alternatives to highway widening
To: <ucs@scprt.org>

Dear Commissioners,

Please spend our limited transportation dollars on transit and active transportation improvements, not futile attempts to relieve auto congestion by building more auto capacity.

Highway lanes fill up and congestion is never relieved for long. It's a rule called induced demand. If you make it easier for people to do something they do it more. Building more lanes on SR 1 will simply encourage more auto trips on the corridor bringing congestion with it.

We need to provide people with fast alternative routes and modes of transportation that don't involve cars. No matter what we do, congestion during peak times on SR 1 will remain and spending our way out of the problem with auxiliary and HOV lanes is far too costly an answer for our small county.

Commissioners, I urge you to divert spending of our valuable tax dollars toward solutions that will provide alternatives to hardworking people like me who are unhappy sitting on a congested Highway.

Bus on shoulder without auxiliary lanes is a far cheaper and more cost effective alternative.

Thank you,

Dara Jameson

Mom and long time resident, Live Oak

From: Bruce Sawhill

Sent: Friday, December 28, 2018 12:22 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Jan. 17 vote- Yes on Scenario B

Dear RTC Commissioners:

I am writing to urge you to vote on the preferred scenario of the current four being considered in the UCIS study on Jan 17. We have had enough delay already, and further delay will serve no constructive purpose. We need transportation solutions ASAP, and these things take a long time because they're complex and expensive.

I also urge you to vote 'yes' on Scenario B because it is important to have transit on the rail corridor and I believe that is going to turn out to be the cheapest and easiest way to get significant transit capacity to where people need it in our County. Furthermore, I believe that modern electric rail (battery or fuel cell powered) will turn out to be the most effective solution in terms of efficiency, reliability, safety, and amortized per-trip cost. I understand that the detailed specifics of a transit solution (like rail or bus or other) remain to be studied, and, even though I'm impatient, I understand the importance of due diligence.

Seven days before you meet, the first segment of the eagerly awaited "rail trail" will start construction on the San Lorenzo Bridge. Please select Scenario B so we can move ahead with planning transit and trail together and avoid costly and problematic replanning and "re-dos" that could occur with planning them as independent projects.

Currently only a very small sliver of the population bikes or uses transit and it is heavily concentrated around UCSC. I believe that with a coordinated effort (managed by Metro) we could turn that into a Thanksgiving-sized slice of the pie, but it will require many modes working together in a coordinated way—rail, bus, bikes, walking, transportation network companies, etc. It will also require transportation improvements on the other corridors studied by the UCIS. This is a pathway to a more livable and equitable future.

Thanks for your attention,

Bruce Sawhill, PhD

From: Dianne

Sent: Friday, December 28, 2018 11:33 AM

To: ucs@sccrtc.org; info@sccrtc.org

Subject: Electric transit for our future!

I strongly support preserving the rail corridor for future electric transit and building the trail as soon as possible. With population growing in the county, few options for expanded roadways, and the dire need for reducing carbon emissions, electric transit is the only sensible decision.

Choose Scenario B without delay!

Dianne Dryer

Santa Cruz County resident

From: Brian Heath

Sent: Friday, December 28, 2018 10:31 AM

To: UCS <UCS@sccrtc.org>

Subject: Alternatives to Highway Widening

Dear Commissioners,

Please spend our limited transportation dollars on transit and active transportation improvements, not futile attempts to relieve auto congestion by building more auto capacity. [A bus-on-the shoulder-lane for parts of Highway 1 in Santa Cruz needs to be fully researched and considered.](#)

[Brian Heath PhD](#)

Thank you,

From: David Lieby

Sent: Friday, December 28, 2018 10:31 AM

To: ucs@sccrtc.org

Subject: Unified Corridor Study (UCS)

Dear Commissioners,

I have been following the UCS for a long time. I have attended meetings and watched it develop. The commission has been very diligent in the pursuit of the best way to move forward. I fear, though, more delays. Looking at the way construction costs are rising, and the amount of money involved, it seems to me that every delay requested by groups who want to have just one more question answered probably will add several hundreds of thousands of dollars a month to the cost of the project.

Please move forward and get the corridor built.

Thanks,
David Lieby

From: Anna Kammer

Sent: Friday, December 28, 2018 10:07 AM

To: SCCRTC - UCS <ucs@sccrtc.org>; Trina Coffman <trina.coffman@cityofwatsonville.org>; Greg Caput <greg.caput@santacruzcounty.us>; Tony Gregorio <tony.gregorio@santacruzcounty.us>

Subject: Please Adopt UCS Scenario B

Dear Chair Leopold and RTC Commissioners,

As Watsonville residents, we urge you to adopt *Scenario B* from the Unified Corridor Study. With the addition of freight service on the rail corridor, and protected, rather than buffered, bike lanes along the Soquel/Freedom corridor the options in this Scenario would serve the transportation needs of the greatest number of County residents. South County folks, representing one-third of the County population, especially need safe, reliable alternatives to car travel on Highway 1.

By prioritizing funding and improving the rail line, we also open our connection to the main north/south line on the Statewide Rail Network. As we go into the future, this transportation option will become crucial to the economic development of Santa Cruz County. Santa Cruz County prides itself on being a leader in looking toward a greener and cleaner future for our residents. *Scenario B* offers transportation choices that reduce not only VMT (Vehicle Miles Traveled), but this plan goes a long way toward reducing our greenhouse gasses by focusing on transit and active transportation over highway widening.

Scenario B offers the most transportation options for all County residents. Please consider the needs of the Santa Cruz County community as a whole, equally balancing the needs of North and South County residents. Keep the long-term vision of multiple transit options in mind as you look to building future transportation alternatives in Santa Cruz County.

Thank you so much for your consideration.

Sincerely,

Anna Kammer and Dan Fallorina

The SCCRTC received the following email sent by the individuals listed below:

Sent: Friday, December 28, 2018

To: ucs@sccrtc.org; info@sccrtc.org

Subject: Support for UCS vote & Scenario B from Life Long County Resident and Homeowner

Dear Commissioners,

As a life-long Santa Cruz County resident, I am so excited with the options that rail brings to our county. The RTC's and County's years of diligent research has backed the conclusion that rail transit integrated with existing and future transportation modes will provide the greatest return on investment for the greatest number of county residents among the different design concepts on the rail corridor.

The results of the UCIS provide the data needed to move forward with a yes vote on a package that includes rail transit.

Scenario B investments provide:

- Lower greenhouse gas emissions,
- Fewer collisions,
- Greatest transit mode share,
- Greatest bike mode share,
- Highest scores across multiple economic criteria.

The rail corridor is an invaluable transportation asset and the rail line is already in place, permitted and operational, upgrades to this line are by far a more feasible project than demolition of it and replacement with bus lanes.

I support Scenario B because, having lived in and as a homeowner in South County, I know that developing the rail system that makes the full trip to Watsonville will be a huge social and economic bonus to our entire County. Additionally, it also makes strategic sense to align our transportation network with the overall California plan, including the expansion in Monterey County. It is wonderful that we will be able to take advantage of some of the \$144 Billion in funds provided through 2040 by the Caltrans State Rail Plan to expand the rail network, which includes our branch line. Finally, it is increasingly important that we develop truly sustainable transportation options in our County. As shown by recent UN and government studies on global climate change, our time for transforming the way we live and get around is running out. It's important we not delay this important infrastructure that will allow us to get around as efficiently and economically as possible.

I fully support a vote to move forward with investments including rail and trail on the branch line.

Thanks,

December 28, 2018	
Faina Segal	Coleman Segal

From: Susan Dahlgren
Sent: Friday, December 28, 2018 8:49 AM
To: ucs@sccrtc.org
Subject: Alternatives to Highway Widening

Dear Commissioners,

Please don't put money toward widening Hwy 1 or building auxiliary lanes. As pointed out by UC Davis researcher Susan Handy, these measures don't reduce traffic. Instead, put money towards a Bus on the Shoulder solution and other alternatives, such as the rail/trail.

Thank you,

Sincerely,
Susan Dahlgren

From: Val Cole

Sent: Friday, December 28, 2018 5:57 AM

To: ucs@scrtc.org

Subject: Scenario B

Dear Commissioners,

I am excited to see our community move forward with Scenario B. The benefits, as I see them

- Rail Trail ASAP — we have waited long enough for this. Let's get moving!
- Lower greenhouse gas emissions,
- Fewer collisions,
- Greatest transit mode share
- Greatest bike mode share
- Highest scores across multiple economic criteria.

While some in the community have made rail a controversial issue, I believe preserving the corridor for future use is smart for our community. It's more equitable than widening Highway 1 for our neighbors in South County, rail is a far greener mode of transit than the automobile, and preserving the corridor gives our community transit options for the future.

Please don't delay your vote so that we can get our community moving!

Thank you for your service,

Val Cole

The SCRTC received the following letter sent by the individuals listed below:

SAFER STREETS & RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study. Please decide quickly, we are ready for the Rail & Trail.

December 28, 2018		
Helen Wilt	Vaidehi Normand	Amanda Rotella

From: Felipe Hernandez
 Sent: Thursday, December 27, 2018 10:21 PM
 To: ucs@sccrtc.org; info@sccrtc.org
 Subject: Let's Move Scenario B Forward

Dear Commissioners,

It's time to move forward with rail transit, consistent with the 2012 original purchase of the rail line and years of study that tell us with increasing certainty that rail transit integrated with existing and future transportation modes will provide the greatest return on investment for the greatest number of county residents among the different design concepts on the rail corridor.

The results of the UCIS provide the data needed to move forward with a yes vote on a package that includes rail transit.

Scenario B investments provide:

- Lower greenhouse gas emissions,
- Fewer collisions,
- Greatest transit mode share,
- Greatest bike mode share,
- Highest scores across multiple economic criteria.

The rail corridor is an invaluable transportation asset and the rail line is already in place, permitted and operational, upgrades to this line are by far a more feasible project than demolition of it and replacement with bus lanes.

Equity is best served by developing the rail system that makes the full trip to Watsonville, the bus plans for the corridor end at State Park Drive.

Monterey County is expanding their rail network with a Salinas to Gilroy extension, featuring a station at Pajaro connecting to our rail line.

The Caltrans State Rail Plan includes \$144 Billion through 2040 to expand the rail network, and includes our branch line in their vision for the network.

Please do not delay this vote a second time. Vote to move forward with investments including rail and trail on the branch line.

Assure Metro supporters that bus alternatives will be studied, take Trail Only off the table, and begin the important process of developing transportation solutions that fit our needs and the needs of future residents and visitors.

Sincerely,

Felipe Hernandez

From: Craig Chatterton

Sent: Thursday, December 27, 2018 11:04 PM

To: ucs@scrtc.org

Cc: tim_gubbins@dot.ca.gov; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; rlj12@comcast.net; trina.coffman@cityofwatsonville.org; john.leopold@co.santa-cruz.ca.us; zach.friend@santacruzcounty.us; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; cchase@cityofsantacruz.com; ebottorff167@yahoo.com; openup@cats.ucsc.edu; David.reid@santacruzcounty.ca.us; patrick.mulhearn@santacruzcounty.us; aschiffr@ucsc.edu; aschiffr@gmail.com
Subject: RTC UCS final report recommendations

To: RTC staff

Please include the following additional information in the final UCS report. This information will help the commission and the public better understand the trade-offs involved in the UCS study and preferred scenario:

- 1) Please clarify whether the plans and budget assume work will be done during the day or at night. Night work would result in less disruption during high traffic periods, however, it would likely increase costs. If the current costs assume daytime work, please specify the additional cost if work is done primarily at night to reduce disruption.
- 2) Please clarify how long each of the projects is expected to take and how the work is likely to impact current traffic flows. It might be helpful to compare the Hwy 1 work to benchmarks like the ongoing, multi-year impact on Hwy 17, since residents have a feel for that.

3) Please clarify the preferred staging/sequencing of the projects. For example, select a draft project sequence and calculate year-by-year impacts on the budget, speeds, transit times, traffic flows, etc. The current study lacks this detail, which makes it impossible to properly evaluate.

4) Please include the cost and feasibility of an early metering pilot using portable units on one or more segments on Hwy 1, and measure traffic flows and driver acceptance. Positive or negative results could significantly affect longer term planning/implementation.

5) Please explain why the population growth is projected at 10%, but traffic increase on Hwy 1 is projected at 38%. The models may be correct, but I think this deserves some validation and explanation.

6) Please include a discussion on potential project risks and their impacts - e.g. cost overruns, estimation errors, rail corridor ownership/easement rights, etc. One useful way to do this is to include a pre-mortem on the 2035 preferred and beyond scenarios.

Imagine we are in 2025/2035 and the program has failed miserably. Everyone is pointing fingers and trying to deflect blame for bad decisions and failed implementation. Careers are in jeopardy and the local economy is suffering. The public is outraged. What are the likely causes for this failure, and how could they be mitigated?

Craig Chatterton
Resident, 2nd District

From: Kurt Rosenberger
Sent: Thursday, December 27, 2018 10:33 PM
To: ucs@scrtc.org
Subject: UCS Preferred Scenario

Dear Commissioners

I was ecstatic in 2012 when I heard that the RTC had purchased the rail right of way from the railroad. I work in the Wrigley Building, and used to watch the cars of cement and aggregate pass by three times a week, and wished that the line could be used for other purposes. Living in Capitola, I was hopeful that someday soon I would be able to ride light rail to work and not have to sit in a parking lot on Highway 1 or weave through other peoples neighborhoods to and from work. Six years later we have not made enough progress towards that goal - the trail only community has hijacked the usage of this invaluable resource for far too long. It is time to move forward with passenger rail, and put to rest any notion of using the right of way for only a bike path.

I personally wouldn't care if it were a train or a bus on the ROW, but there are so many reasons why rail is the best use, not the least of which is that it is already built and ready to use with minimal

upgrades. I don't have to list all the other benefits of rail over other technologies, as I'm quite sure you are aware of them, but being an oceanographer, the environmental benefits are sufficient.

I grew up in a suburb of Boston, where the extension of a subway line was blocked by my town for fear of bringing in the 'wrong element', which in my mind, is criminal. For me, this is as much about equity as it is about the environmental benefits. The people of south county deserve better transit options, and our businesses in Santa Cruz rely on employees who can't necessarily afford to live in town, and they need a reliable way to get to work.

Please do not delay a vote on the preferred Scenario, continue with Scenario B, and let's get this done!

Thank you for your hard work.

Sincerely

Kurt Rosenberger

From: Steven Schieffer

Sent: Thursday, December 27, 2018 10:20 PM

To: info@sccrtc.org

Subject: Rail with Trail

I urge you commissioners to look at our counties future in regards to our precious resource, our existing rail corridor. The rail with trail option in my opinion is not only the best option, it is the most logical option. I see a time coming where people will not want to drive their expensive vehicles to get around. The solution is our rails and a trail. Nobody wants to be stuck in gridlock. The rail corridor is a great alternative for folks like me. I strongly urge you to do right by the citizens of our county and move toward making our rail with trail become reality. Once in place, this option will become wildly popular. Please do not allow a few wealthy individuals dictate our future. This is the future of travel. Embrace it please.

From: Terry Jelcick

Sent: Thursday, December 27, 2018 6:36 PM

To: ucs@sccrtc.org

Cc: Info@sccrtc.org

Subject: Santa Cruz rail corridor.

Please do what is necessary to prepare the rail for coaches that will provide transportation options for the elderly and handicapped, such as myself, as well as preparing an adjacent pathway to be utilized by the more agile in our coastal community who can walk distances, ride bicycles and skateboards.

We need both. We have the tracks which needs an upgrade and we can use a path as an alternative to bikes on surface streets.

Thanks,

Terry Jelcick
Soquel, CA 95073

From: J Mella
Sent: Thursday, December 27, 2018 8:11 PM
To: ucs@sccrtc.org; info@sccrtc.org
Subject: Rail and trail

Dear Commissioners,

It's time to move forward with rail transit, consistent with the 2012 original purchase of the rail line and years of study that tell us with increasing certainty that rail transit integrated with existing and future transportation modes will provide the greatest return on investment for the greatest number of county residents among the different design concepts on the rail corridor.

The results of the UCIS provide the data needed to move forward with a yes vote on a package that includes rail transit.

Scenario B investments provide:

- Lower greenhouse gas emissions,
- Fewer collisions,
- Greatest transit mode share,
- Greatest bike mode share,
- Highest scores across multiple economic criteria.

The rail corridor is an invaluable transportation asset and the rail line is already in place, permitted and operational, upgrades to this line are by far a more feasible project than demolition of it and replacement with bus lanes.

Equity is best served by developing the rail system that makes the full trip to Watsonville, the bus plans for the corridor end at State Park Drive.

Monterey County is expanding their rail network with a Salinas to Gilroy extension, featuring a station at Pajaro connecting to our rail line.

The Caltrans State Rail Plan includes \$144 Billion through 2040 to expand the rail network, and includes our branch line in their vision for the network.

Please do not delay this vote a second time.

Vote to move forward with investments including rail and trail on the branch line.

Assure Metro supporters that bus alternatives will be studied, take Trail Only off the table, and begin the important process of developing transportation solutions that fit our needs and the needs of future residents and visitors.

Sincerely,

Jaakko Mella
Resident of Aptos

From: Tom A.

Sent: Thursday, December 27, 2018 6:30 PM

To: ucs@sccrtc.org; info@sccrtc.org

Subject: Rail Transit

Dear Commissioners,

I am taking the time to write to you today to ask that you move forward with rail transit, consistent with the 2012 original purchase of the rail line and years of study that tell us with increasing certainty that rail transit integrated with existing and future transportation modes will provide the greatest return on investment for the greatest number of county residents among the different design concepts on the rail corridor.

There are some groups that wish to have a trail only and development of the widening of Hwy 1 in lieu of including the rail line. This rail corridor is a precious resource for the county with the capability to serve multiple communities with a safe, environmentally responsible mode of transportation all the way down to South county. The rail line is already in place, permitted and operational. Upgrades are more than feasible and in my mind far more desirable than tearing the rails out with the associated costs and no assurance that rail banking will ever bring them back.

Equity is best served by developing the rail system that makes the full trip to Watsonville, the bus plans for the corridor end at State Park Drive.

Monterey County is expanding their rail network with a Salinas to Gilroy extension, featuring a station at Pajaro connecting to our rail line. Imagine being able to get on a train in Santa Cruz and being able to ultimately connect with existing lines to our east.

I would also like to add that although a lot of people want to widen Hwy 1, it would be an expensive long term project taking many years while this plan could be implemented fairly quickly. Coupled with the fact that widening would only be a short term solution, proven almost everywhere it has been done, with HOV lanes being a unreasonable alternative in this environment. Most people driving Hwy

1 during commute hours are single occupant vehicles and expecting that people will carpool is a pipe dream. I already know many people, including current employees, that would gladly ride a comfortable train during commutes versus 45 minute to 1 hour commutes from Watsonville to Santa Cruz. I am aware of this because I do it every single day.

Please do not delay this vote a second time.

Vote to move forward with investments including rail and trail on the branch line.

Assure Metro supporters that bus alternatives will be studied, take Trail Only off the table, and begin the important process of developing transportation solutions that fit our needs and the needs of future residents and visitors.

Best Regards

Tom Abbott

Aptos

From: david van brink

Sent: Thursday, December 27, 2018 5:21 PM

To: ucs@sccrtc.org; info@sccrtc.org

Subject: Final UCS Revision, and Please Move Forward with Preferred Plan

Dear Commissioners,

Thank you, as always, for your hard work. Nothing makes all of us happy, in fact, we the citizens will *always* be kind of disappointed. (Well, not me, I'm a great fan of whatever works out.) Thank you for your efforts.

Please support the Transportation Commissions's Staff Recommendation regarding the rail corridor usage. The process has been years in the making, delayed sufficiently for comprehensive understanding, critique, and analysis.

I will suggest that some context be added to the decision, which could help allay some late concerns:

- a) The Rail Corridor will NOT be rail banked at this time
- b) It is anticipated that the Santa Cruz Metro would manage any new transit services
- c) Although at present, it appears that rail service offers the highest and most forward-looking value for transit within the corridor, there will be alternatives analysis to consider dedicated bus lanes before implementation as well.

Thank you for considering this brief note. Exciting times await.

Warmly,

// David Van Brink, Santa Cruz Resident for 31 years.

From: Catherine Marino
Sent: Thursday, December 27, 2018 2:47 PM
To: ucs@sccrtc.org
Subject: Move forward with Rail & Trail please

Dear RTC Commissioners,

There have been many changes to our transportation methods in Santa Cruz County since my family first came here 7 generations ago. I applaud your determination to identify the best possible use for our Rail Corridor as an adjunct to our current thoroughfares to ease our growing transportation needs.

The UCS scenario B shows that it will be the safest, least disruptive, most equitable for all of our citizens. As a retired utility engineer & estimator, the possibility of using our existing corridor for rail transit and adjacent trail will obviously save millions (if not billions) of dollars by not requiring purchase of new real estate to widen our highway with multiple new lanes and wider overpasses. It will save our communities from having properties taken by eminent domain for highway widening. It will not cause massive traffic disruption as highway widening will. We will also retain our easements that are not "fee simple" along the corridor by keeping rail service.

Many homeowners who live adjacent to the Rail Corridor are pushing the RTC to use the corridor for Trail only, but the rail corridor is one of our county's transportation corridors, and the cost to everyone NOT to use for rail service is an unfair burden.

At this point, I hope that you will take a Trail Only option out of contention for our Unified Corridor. I urge you move forward with real transportation methods that will work for all of us, and will support our future transportation needs. I believe that both Rail and Trail on the corridor, plus upgrades and expansion of our Metro system are the solutions. Please pass a resolution that will support keeping our rails, developing rail transit, building a trail, and upgrade our Metro system. Please do not delay.

Thank you,
Catherine Marino
Santa Cruz, CA

From: Barry Scott
Sent: Thursday, December 27, 2018 9:20 AM
To: SCCRTC - UCS <ucs@sccrtc.org>; Regional Transportation Commission <info@sccrtc.org>
Subject: Vote for Scenario B/Preferred Scenario Rail and Trail, without further delay

Dear Commissioners,

It's time to move forward with rail transit, consistent with the 2012 original purchase of the rail line and years of study.

The results of the UCIS provide the data needed to move forward with a yes vote on a package that includes rail transit.

Scenario B:

Lower greenhouse gas emissions,
Fewer collisions,
Greatest transit mode share,
Greatest bike mode share,
Highest scores across multiple economic criteria.

The rail corridor is an invaluable transportation asset and the rail line is already in place, permitted and operational, upgrades to this line are by far a more feasible project than demolition of it and replacement with bus lanes.

Equity is best served by developing the rail system that makes the full trip to Watsonville, the bus plans for the corridor end at State Park Drive.

Monterey County is expanding their rail network with a Salinas to Gilroy extension, featuring a station at Pajaro connecting to our rail line.

The Caltrans State Rail Plan includes \$144 Billion through 2040 to expand the rail network, and our county will be contributing to that fund.

Please do not delay this vote a second time.

Assure Metro that alternatives will be studied, take Trail Only off the table, and begin the important process of developing transportation solutions that fit our needs and the needs of future residents and visitors.

Many thanks,
Barry Scott

From: Susan Cavalieri

Sent: Thursday, December 27, 2018 7:37 AM

To: ucs@scrtc.org

Subject: Alternatives to Highway Widening

Dear Commissioners,

Please spend our transportation dollars on public transit and active transportation improvements, not on the construction of auxiliary lanes on Highway 1. Induced travel on the wider highway will only result in more congestion and more greenhouse gas emissions. Instead of moving ahead with

construction of auxiliary lanes, the RTC must study the bus-on-shoulder alternative requested by METRO.

As I'm sure you are aware, the recent IPCC report has indicated that humanity has only about a decade to drastically reduce emissions to avoid catastrophic climate chaos. In addition, the "Fourth California Climate Change Assessment" documents the dire effects of "business as usual" carbon emissions on our central coast. It is imperative for the survival of our county that vehicle emissions be cut. Funding for public transit and active transportation projects instead of auxiliary lanes on Highway 1 is an important step.

Thank you,
Susan Cavalieri

From: Susie

Sent: Wednesday, December 26, 2018 10:22 PM

To: ucs@sccrtc.org; info@sccrtc.org

Subject: Best choice for Santa Cruz County is Scenario B - Rail and Trail

Dear Regional Transportation Commission

I have lived in Santa Cruz County for over 40 years. I'm a professional real estate agent and I love living in our beautiful county. My children and grandchildren were born and reared here. For these reasons Scenario B is the best option. Scenario B allows getting around Santa Cruz County easier (especially north to south).

The trail with rail Scenario B - is the best for: improving safety, increasing public transit use and reducing vehicle miles traveled. The trail with rail - Scenario B - is better at reducing collisions, increasing transit use, and reducing vehicle miles traveled than the trail without rail - scenario A. Scenario B: there's a 50% increase in transit use over the trail only. Scenario B: it's cheaper to build than the trail only scenario A - \$831 million vs. \$899 million.

Please don't delay another month, week or day.

Sincerely,

Susie Stelle, Broker Associate

From: Nancy Maynard

Sent: Wednesday, December 26, 2018 8:49 PM

To: ucs@sccrtc.org

Subject: Alternatives to Highway Widening

Dear Commissioners,

Please spend our limited transportation dollars on transit and active transportation improvements, not futile attempts to relieve auto congestion by building more auto capacity.

Thank you,
Nancy Maynard

From: Devi Tong
Sent: Wednesday, December 26, 2018 7:58 PM
To: ucs@sccrtc.org
Subject: Alternatives to Highway Widening

Dear Commissioners,

Mass transit will get more cars off the roads.
Building auto capacity will put more and more cars on the roads.
I urge you to put transportation dollars into Bus-on-Shoulder, not into highway widening for more cars.

Thank you,
Devi Tong RN

From: Cathy
Sent: Wednesday, December 26, 2018 5:10 PM
To: ucs@sccrtc.org
Subject: Consider Alternatives

Dear RTC Members,

Please, seriously consider alternative plans rather than widening Highway 1. They'll serve us far better in the long run since widening highways has never solved traffic or transportation problems in CA.

Thank you for your time & consideration,

Cathy Gamble
Aptos, CA

From: Susan Cook
Sent: Wednesday, December 26, 2018 4:29 PM
To: UCS <UCS@sccrtc.org>
Subject: Highway One

Please give more attention to the bus lane on the shoulder idea. I don't hate trains but the projected expense is incredible for that option; and I suspect that the Greenway folks have their own private

motives for their point of view, so in my mind the bus option is the logical way to go for reducing traffic. In Santa Cruz County we need to make busses the cool way to travel, and flying by on a shoulder lane is a good place to start. There should be a season for free bus passes to get people out of their cars for a trial run. There need to be LOTS of busses, not fewer, and there need to be busses that go from Watsonville all the way to various end points over the hill, with free wi-fi. PLEASE RETHINK!

Susan Cook, Santa Cruz

From: Victor Aguiar

Sent: Wednesday, December 26, 2018 12:33 PM

To: UCS <UCS@sccrtc.org>

Subject: No Highway Expansion

Dear Commissioners,

Please delete highway expansion projects from your preferred investment scenarios. To begin with, research from around the world shows that expanding highway capacity is not effective in reducing congestion beyond the short term. But it does increase vehicle miles traveled, and greenhouse gas emissions.

Beyond that, let's just consider humanity's challenge. We know that our carbon-intensive infrastructure and economy need prompt and extensive retooling if there is to be any hope of staving off its devastating impacts. The evidence is irrefutable. Equally irrefutable, the personal automobile, as a transportation model, is a chief contributor of emissions, and is utterly unsustainable. In this model, everyone of age owns one or more vehicles, using them for all transportation needs.

More than half of the energy used in the life-cycle of a car is consumed, not in driving the car, but in making and disposing of it. Hybrids and electrics are valuable, efficient technologies, but they currently serve more to legitimize this unsustainable model. If humanity sets out to propagate this model throughout the developing world (as seems intended), then humanity will further institutionalize it and perpetuate its inherent destructive force. We should avoid investing our resources in expanding the infrastructure for it here.

Investing in maintaining existing roads and infrastructure, mass transit, cycling amenities, community vehicle sharing, creative land use planning, renewable energy, and other sustainable transportation options will serve us better. Time has come to invest in good models. We in Santa Cruz County are known as pioneers in sustainability. Taking measures to move beyond the personal automobile will help keep us on that path.

Thank you,

Victor Aguiar

From: Russell Brutsche

Sent: Wednesday, December 26, 2018 11:18 AM

To: UCS <UCS@sccrtc.org>

Subject: Alternatives to Highway Widening

RTC Commissioners,

Please consider bus-on-shoulder and other mass-transit option rather than freeway widening for more autos, which doesn't seem to work out when tried in other communities.

Thank you,

Russell Brutsché

From: Audrey Kim

Sent: Wednesday, December 26, 2018 10:50 AM

To: UCS <UCS@sccrtc.org>

Subject: Alternatives to Highway Widening

Dear Commissioners,

Please spend our limited transportation dollars on transit and active transportation improvements, not futile attempts to relieve auto congestion by building more auto capacity.

In particular, I urge you to consider the "bus on shoulder" option on Hwy 1. Until we can make public transportation more attractive (or at least AS attractive) as individual car travel, we will be stuck with congestion and carbon emission problems.

Thank you,

Audrey Kim

From: Tom Fordham

Sent: Wednesday, December 26, 2018 10:42 AM

To: UCS <UCS@sccrtc.org>

Subject: Alternatives to Highway Widening

Dear Commissioners,

Please spend our limited transportation dollars on transit and active transportation improvements, not futile attempts to relieve auto congestion by building more auto capacity.

Thank you,

Tom Fordham

From: Nicolette Czarrunchick
Sent: Wednesday, December 26, 2018 10:21 AM
To: UCS <UCS@sccrtc.org>
Subject: Alternatives to Highway Widening

Dear Commissioners,

Please spend our limited transportation dollars on transit and active transportation improvements, not futile attempts to relieve auto congestion by building more auto capacity.

Highway widening won't reduce congestion; it increases greenhouse gases, and it prevents us from spending money where we need it---on transit and active transportation.

I support the Bus-on-Shoulder proposal/solution to Southbound Highway 1 gridlock, and recommend it for the Watsonville-SC Northbound lane as well.

Thank you. Sincerely,

Nicolette Czarrunchick
Santa Cruz resident

From: Coleen Douglas
Sent: Wednesday, December 26, 2018 10:05 AM
To: UCS <UCS@sccrtc.org>
Subject: Alternatives to Highway Widening

Dear Commissioners,

Please spend our limited transportation dollars on transit and active transportation improvements, not futile attempts to relieve auto congestion by building more auto capacity.

I especially encourage the bus-on-shoulder alternative on Highway 1. This would give an incentive to bus-riders who will not have to fight the highway 1 congestion, and reach their destinations much sooner than in a car. This kind of benefit is the only way people will get out of their cars in order to use the bus. Otherwise, there's no incentive to use a bus stuck in the same traffic as everyone else.

Since the Unified Corridors study did not include the bus-on-shoulder alternative, the RTC cannot compare it to other alternatives. I know the southbound bus-on-shoulder was studied and is so much cheaper than highway widening. The northbound alternative must be included as well. Please fund the alternatives study requested by the METRO, to make an informed decision.

Thank you,

Coleen Douglas
Santa Cruz

From: Gray Jameson
Sent: Wednesday, December 26, 2018 9:04 AM
To: ucs@sccrtc.org
Subject: Alternatives to Highway Widening

Dear Commissioners,

Please spend our limited transportation dollars on transit and active transportation improvements, not futile attempts to relieve auto congestion by building more auto capacity.

Highway lanes fill up and congestion is never relieved for long. It's a rule called induced demand. If you make it easier for people to do something they do it more. Building more lanes on SR 1 will simply encourage more auto trips on the corridor bringing congestion with it.

We need to provide people with fast alternative routes and modes of transportation that don't involve cars. No matter what we do, congestion during peak times on SR 1 will remain and spending our way out of the problem with auxiliary and HOV lanes is far too costly an answer for our small county.

Commissioners, I urge you to divert spending of our valuable tax dollars toward solutions that will provide alternatives to hardworking people like me who are unhappy sitting on a congested Highway. Bus on shoulder without auxiliary lanes is a far cheaper and more cost effective alternative.

Thank you,
Gray Jameson

College student, Live Oak

From: Lisa Segnitz
Sent: Wednesday, December 26, 2018 8:56 AM
To: ucs@sccrtc.org
Subject: Alternatives to Highway Widening

Dear Commissioners,

Please strongly consider the bus-on-shoulder solution to traffic issues. I support spending our limited transportation dollars on transit and active transportation improvements, rather than only temporarily effective attempts to relieve auto congestion by building more auto capacity.

Thank you,

Lisa

From: John Hall

Sent: Wednesday, December 26, 2018 8:37 AM

To: SCCRTC - UCS <ucs@sccrtc.org>

Subject: Alternatives to Highway Widening

Dear Commissioners,

Please spend our limited transportation dollars on transit and active transportation improvements, not futile attempts to relieve auto congestion by building more auto capacity.

Specifically, the bus-only-on-shoulder approach seems worthy of very serious consideration. More bus transportation would reduce car usage in a highly cost-effective way. It could be implemented in both directions or in one-only.

Thank you for your consideration,

John Hall

From: fred geiger

Sent: Wednesday, December 26, 2018 8:04 AM

To: ucs@sccrtc.org

Subject: Alternatives to Highway Widening

Dear Commissioners,

Please spend our limited transportation dollars on transit and active transportation improvements, not futile attempts to relieve auto congestion by building more auto capacity.

The rail trail, Bus on shoulder and PRT feeders to the bus system are the most reasonable ways to spend our transport dollars!

Thank you,

Fred J Geiger

From: Martha Keeler

Sent: Wednesday, December 26, 2018 7:52 AM

To: ucs@sccrtc.org

Subject: Alternatives to Highway Widening

Dear Commissioners,

Please spend our limited transportation dollars on transit and active transportation improvements, not futile attempts to relieve auto congestion by building more auto capacity.

Thank you,
Martha Keeler

The SCCRTC received the following letter sent by the individuals listed below:

SAFER STREETS & RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study. Please decide quickly, we are ready for the Rail & Trail.

December 26, 2018			
Laura Batcha	Viviane Bias	Tom Beggs	Dan Brumbaugh
Heather Harlan	Spencer Gordon	Keelan Senkier	Joyce Gutstein
Carly Bate	Sophia Galarosa	Lee Spencer Jr.	Citizen
Brian A.	Nicole Rimedo	Dennis Grady	
Morgan Baker	Audrey Kim	Jalset Hides	
Judith Grijalua	Robin Davis	Nicolas Lossly	
Scott Taylor	Stephanie Harris	Antoinette M. Norton	
Kelly Stall	Zac Garfield	Sarah Rodriguez	

From: Becky Steinbruner

Sent: Wednesday, December 26, 2018 8:36 AM

To: George Dondero <gdondero@sccrtc.org>; Ginger Dykaar <gdykaar@sccrtc.org>; Sarah Christensen <schristensen@sccrtc.org>; Yesenia Parra <yparra@sccrtc.org>

Cc: Becky Steinbruner

Subject: Please Conduct Northbound and Southbound Highway One Bus-On-Shoulder Lane Alternative Cost/Benefit Analysis (Letter for the Public Record)

Dear Regional Transportation Commissioners and Staff,

I am respectfully asking that the Commission fund and direct a cost/benefit analysis of bus-on-shoulder lanes for both Northbound and Southbound Highway 1 corridors. A 2018 Santa Cruz Metro & Monterey-Salinas Transit feasibility study indicates such an alternative for commuters could be done without widening Highway One.

If the calculations performed for the feasibility study's Southbound bus-on-shoulder lane are correct, the Regional Transportation Commission could direct \$12 million for such an improvement and offer a more rapid option for Metro riders on the 91X. A similar Northbound option would enable commuters to take the 91X in either direction of their commute, with reduced time spent on the road being a real incentive to take Metro's public transportation.

Right now, taking the bus is not attractive because it is not faster than driving in commute hour congestion, and is less convenient.

Please do further cost/benefit analysis of the Metro bus-on-shoulder lane alternative and include both Northbound and Southbound opportunities for commuters to encourage public transportation. Having a bus-on-shoulder lane in both directions would also improve emergency responder times during heavily-congested commute hours and would definitely add to public benefit of such a transit network improvement project.

Thank you.

Sincerely,

Becky Steinbruner

From: Victoria McCharen

Sent: Tuesday, December 25, 2018 9:59 AM

To: ucs@scrtc.org

Subject: Please Choose Scenario B

Listed below are some of the reason you should support Scenario B..Thank you.

Victoria McCharen, Aptos

- Listed here are some of the reason you should support Scenario B.
- climate change (trains emit less GHG than cars or buses per person/mile)
- reduces Vehicle Miles Traveled, saving 9,000 gallons of gasoline every day, saving residents \$12M / year in gasoline expense over a trail-only scenario
- economic equity (people can access jobs, bring customers to local businesses, better transit will encourage car-free life and could allow 2-car families to get rid of one car)
- social equity (especially for Watsonville commuters)
- convenience (fastest public transit travel times across county)
- tourism (bring people to and around our county without their cars)
- quality of life (escapes traffic congestion, nothing beats the smooth, quiet ride of modern rail travel, plus the recreational options on trail)
- safety (Scenario B will result in more than 100 fewer collisions and save us more than \$25M every year, you could walk and bike car-free on the trail)
- Or just write a brief story of how you would use trail+transit on the rail line instead of driving for certain trips

From: Micah Posner
Sent: Tuesday, December 25, 2018 8:49 AM
To: ucs@sccrtc.org; info@sccrtc.org
Cc: Sally Arnold; Mark Mesiti-Miller; Rick Longinotti
Subject: support for Option B

Dear Commissioners,

I am fully supportive of Option B as a direction to proceed with regional transportation in Santa Cruz County. By this, I mean the original Option B in the original menu of options. Not the one that includes highway widening. My one recommendation is that the recommendation on trains be made less specific, that it be widened to include electric train options, especially options for battery driven trains that do not need elevated power cables. I feel certain that these trains will be a realistic option by the time our county is ready to pay for and build the train system. I understand that including this option will make the cost estimates of Measure B less specific, I think that is fine in this stage of our planning process.

I do not think we need further study of Bus Rapid Transit or other options to the rail line, at least not at this time. At the moment I think we are trying to find the right mix between public and private regional transportation. I think Option B is the right mix. If, down the line, a train is found to be unfeasible and there is interest in Bus Rapid Transit, that would be an appropriate time to consider it.

As California continues to take leadership in reigning in climate change, I think widening the highway will become less and less feasible.

As California continues to expand its rail network, I think it will be more and more useful for our county to have a rail connection to the larger system. I also think that a train and trail will complement each other nicely and will increase the use of both facilities.

Thanks you for your consideration. I am happy to talk further with any of staff or Commissioners if you think that would be valuable.

Micah Posner

Campaign for Sensible Transportation Member
Founder of Friends of the Rail Trail
Past Director of People Power/ Bike Santa Cruz County
Past City Councilmember for Santa Cruz/ alternate to the SCCRTC

From: Jim & Doann Wilder
Sent: Monday, December 24, 2018 12:57 PM
To: ucs@sccrtc.org
Subject: Rail/Trail

Dear Regional Transportation Commission,

We have traveled all around the world and have discovered beautiful bike/walking trails in many areas. Along these trails they even put in different exercise options for people to enjoy. There are also dog parks along the way and other fun things for the public to utilize. We need this in our community also. It will be such a great asset for us to enjoy and the generations to come!

I am in favor of Scenario B it is the best choice for Santa Cruz County. It will be so nice to walk, ride a bike or take light rail to our destinations. Please move forward, without any further delays, to finish the trail and then expedite the rail because every day we delay keeps our children, families, neighbors and visitors on streets and the possibility of being struck by a car or truck.

Future generations deserve a quality-of-life of escaping traffic congestion, cleaner air quality.

Future generations of Santa Cruz County Residents deserve more options of commuting to their jobs throughout the county; keep rail and trail options.

Sincerely,

Jim & Doann Wilder
Aptos Resident

From: James F. Long
Sent: Sunday, December 23, 2018 10:18 AM
To: ucs@scrtc.org
Subject: Build the Rail and Trail, PLEASE!

Hello Commission members,

My name is James Long. I am a Capitola resident.

As stated above in the subject line, please build the Rail and Trail with the Preferred Scenario. We need to do it for the health of the county.

I have some thoughts on the Coastal Rail & Trail project.

Santa Cruz, a city and county, where people talk about equality for everyone, diversity, there are quite a few folks that are taking a very narrow and discriminating view with regards to our Rail with Trail opportunity. It is just that. An opportunity of various degrees.

The Trail Now folks (a minority group) are only really interested in a bicycle riding path... period. They'll make the argument that the tracks are unsightly, that they're taking up space, etc. That removing the tracks for a trail only path is the best solution.

It's not. Trail Now doesn't speak for *all people* within the county. We can have both.

Very few Trail Now folks have a hobby where they like riding their bicycles long distances. The notion they put out that all these people will suddenly start riding bicycles or start walking along the pathway is not true either. Doctors will say this too but you would be hard pressed to get someone to stop looking at their cellphones for any length of time to go ride a bike or go for a walk for that matter.

The people that want to ride bikes and or walk are doing so now regardless of what a path looks like. I am one of those walkers.

I am sixty one years old. It's not uncommon for me to walk 8-10 miles on a Saturday or Sunday, and 5 miles on some week days. I consider myself lucky that I can get out and walk. Some folks cannot.

I think the Trail Now group has what I call the "Field of Dreams" mentality.

If you build it (Trail Only) they will come. I'm sure after 6-10 months the novelty of the Trail Only path will wear off at which point people will think "we" made a big mistake.

A March 24, 2016 Santa Cruz Sentinel [\(1\)](#) article talks about Santa Cruz County's elderly population ranking among the fastest growing in the US.

As these folks start to retire they are going to be thinking about their finances, about the high cost of gas for their car, etc. They aren't going to jump on their bicycle and ride to Aptos Village for lunch or to just get out and get fresh air.

They are going to want to get out no doubt but what would be a better way than to hop on a train that can take them beyond the city limits? I'm sure some of these folks will be living near the transit stations.

Connecting people is what the [Rail With Trail](#) is going to do. The Human Connection.

My late mother used to live in Scotts Valley. From time to time my brother would drive my mother around the area or take a drive down to Monterey. I would drive down to Scotts Valley from Santa Rosa and drive mother around. She was at that time still able to drive her car. She was 85.

A few years prior to my mother moving to the east coast (2005) my sister and her two kids came out and the 5 of us rode the Steam Train at Roaring Camp. That train was a great connection and even better memory for us.

[Natural Disasters](#)

There is a great need for our rail corridor open for emergency purposes.

As a commuter over the "Hill" I often think about the "what if" scenario if there's a major natural disaster like the next big earthquake or major fire along the county borders where our roadways will be shutdown because of a disaster. Freeway and Highway overcrossings collapse. Reminds me of some of the scenes from the Bay Area where bridges collapsed after the 1989 Loma Prieta earthquake.

SF BART ridership went up 124,000 riders days after the earthquake. (2)

An example: if the Hwy 1 overcrossing at Bay/ Porter streets collapsed due to an earthquake how would emergency vehicles be able to respond through the area? Get patients to a hospital? How would goods and services be delivered if the roadways are closed due to inaccessibility? The public in their vehicles would be blocking every small street trying to get around. Think of other roadways where there is an overcrossing (Hwy 1 near Mission St. Pedestrian Overhead Walkway) Engineers would have to inspect these overcrossings before the public could drive under them. Would take days I'm sure.

[Hwy 17](#). That was a mess earlier in 2017 with all the rains that created landslides and made it so portions of Hwy 17 weren't drivable. Same with Hwy 35, Hwy 9, Old Santa Cruz/ San Jose Rd. Before you know it we'd be boxed in.

Hwy 1 southbound was an option for me drive up to Hayward. But what if Hwy 1 in both directions got shut down and no vehicles allowed along the highways. How are we going to get emergency equipment into the areas? How are we going to get food trucked to the markets, etc? That's where the railroad corridor would come to the rescue. Boxcars, flatcars bringing in equipment.

I would think that business developers would jump at the idea that their developments could be right next to a railway station.

[Capitola Village](#)

Customers can come to this area year round. I'm sure the business owners would love this. The parking area across from the old Capitola depot could house a transit platform. We don't need much structure. For reference look up the train stops for Denver RTD to and from Denver Airport.

[Aptos Village](#). New townhouses being built right next to the old Bay View Hotel just north of the existing tracks.

Not much in the way of shopping there but a half a mile west up Soquel Dr. is the Rio Del Mar shopping center and that's getting a major make over now.

The [SF BART Richmond Station](#) is one example of residences adjacent to transit centers. Condos have been built right next to the station practically on the same real estate chunk.

(I happen to work for SF BART in Hayward as a Transit Vehicle Mechanic).

I have friends that travel on Bart (they work for BART too) and being able to ditch the car and ride BART then walk to where they want to go is great. They can also walk to the station from their houses.

[SMART](#) up in the North Bay. How great that is in operation now.

Lots of small condos being built near the stations so people can commute to work, going shopping in Corte Madera, take the train to San Rafael, bus over to the Ferry Building then take the Ferry to a ballgame at AT&T Park. Or, ride up to Sonoma County and go wine tasting, or ride to the station on Airport Blvd. and take a plane out of Sonoma County Airport.

Here again the rail system connecting people and eliminating excessive cars on the roadway.

[Crime Activity](#)

I have some thoughts about what would happen if the tracks were to be removed and the pathway become a trail only path. There would be more graffiti and criminal activity going on without the train presence especially in areas of town where there's less population. Both sections of a bike path would become more homeless camps. Currently signage along the Santa Cruz Branch Line of "No Trespassing" keeps a lot of folks off the tracks and out of the area except for the homeless and graffiti taggers. I know this because I walk along side of the tracks or out in the bike lane (keeping my fingers crossed I don't get hit by a cyclist) along Park Avenue in Capitola where I live. There are sections on the road where there is no sidewalk.

The county isn't or hasn't done much to pick up trash along the railroad tracks. Various volunteer groups in the county have as I have helped them. When you have trashy areas it gives criminals the idea that not many people come around and they don't worry about committing crimes.

Areas that became bike paths in Los Angeles [\(3\)](#) for example have had several incidents over the years of people being mugged for their bikes and other crimes committed.

Up in Santa Rosa along the Joe Rodota Trail (former Right of Way for Sebastopol & Petaluma Railway) the homeless have taken over that trail path for their encampments. Earlier this year I believe it was a cyclist was pulled off his bike as he pedaled through that area and was beaten.

The Trail Now folks have painted this picture of our railroad track sections in a crummy part of a town versus this nice green pathway where there's all these healthy looking people out biking, walking, etc. I have walked the railroad tracks in sections from the Wye over by Depot Park in Santa Cruz all the way to Aptos. Not too many people doing the same.

As I stated in the beginning only a few people will be able to take advantage of a green path bike trail but all of us in the county and beyond can benefit from having a railroad transit system operating with a trail. Would be great to one day connect with the folks in Monterey area.

What I would personally like to see is electric trolleys much like what the Union Traction Trolley ran in Santa Cruz to Capitola from 1904-1927. Harnessing solar power in panels at remote locations around the county could power the trolleys with batteries. Less noise, cleaner. That type of technology is here. We could get Tesla Automotive company to get onboard with it. Think of Santa Cruz County being at the forefront of that type of technology?

There's a video on [YouTube](#) titled, "[sol train Santa Cruz](#)". Talks about solar powered cars and also talks and illustrates the use of solar powered trains. (5)

I do not think we need to have multiple trains running all day long. Frequency travel could be based on supply and demand. The weekends trains could bring people to and from the area, students have an option of not only going to UCSC, but to Cabrillo College in Aptos, or the CSU Monterey Bay. Students can study on the train, sleep, or just enjoy the scenery. Not to mention other folks that want to enjoy. Like the trail only folks that ride their bikes to Monterey from Santa Cruz then realize the don't have the energy to pedal back in a head wind.

I understand that what's going on now with the Coastal Trail is for that- a trail. I'm all for a trail. I'm also for our existing rail corridor that needs to stay in place.

Sincerely,

James F. Long
Capitola

Rail with Trail References

- (1) March 24, 2016 Santa Cruz Sentinel <http://www.santacruzsentinel.com/article/NE/20160324/NEWS/160329811>
- (2) Bart Ridership increased 124,000 after 1989 earthquake <http://www.spur.org/publications/urbanist-article/2010-07-06/transportation-and-rebuilding>
- (3) The Case Against Bike Paths <http://la.streetsblog.org/2010/01/05/the-case-against-bike-paths/>
- (4) sol train santa cruz (You Tube) <https://youtu.be/B3VgDexf As>

From: Thomas Fredericks
Sent: Saturday, December 22, 2018 3:24 PM
To: ucs@scrtc.org
Subject: Rail trail

I am writing from Felton as a senior citizen and frequent user of the bus including jump bike when feasible. I really appreciate the benefit of public transportation and of a coordinated, countywide, multimodal transportation system. I urge you to keep the rails in the rail corridor in order to keep all options open. Sincerely, Tom Fredericks

From: Dean Silvers
Sent: Saturday, December 22, 2018 12:12 PM
To: ucs@scrtc.org
Cc: info@scrtc.org
Subject: Please adopt "Scenario B" for the rail trail

Hello RTC & All,

As avid bicyclers, walkers, and lovers of public transit, we are asking you to **adopt "Scenario B" for the rail trail**. From 1979-'86 we used to live in Watsonville and wished that there had been train service as an alternative to clogging the freeway. We did take the bus some times, but it could stuck in the same traffic, and therefore was not as fast or relaxing as would be a train ride. We know that lots of folks there today would love to get to Santa Cruz and other spots by train, vs. sitting in the traffic, which is only getting worse.

In 1986 we bought our home on Myrtle Street in Santa Cruz--specifically because it is so close to the train tracks and the old depot. We've been waiting ever since for train service to be restored. We still do lots of my errands on bike or foot, but when it's dark or rainy, we would really appreciate an alternative to using our car, which has a carbon footprint and also wastes our time when stuck in traffic.

Many of our friends have also wished that there was another way to get around the county,, as would lots of tourists. In our travels to many spots in the world (most of which have smaller economies and population that our county), we always use the excellent trains (and other forms of public transit) because it's cheaper, easier, saner, and better for the environment.

"Rail banking" is not only an absurd idea, it would also lead to losing the railroad's current right of way, resulting in costly litigation AND the loss of the path for the so-called "greenway." The voters of this county have already approved the railroad, so let's get moving on it! **Vote to preserve those tracks for future rail transit.**

Thank you,
Dean A. Silvers
Ira E. Schwartz

From: Tina Andreatta
Sent: Saturday, December 22, 2018 10:44 AM
To: ucs@sccrtc.org
Cc: RTC <info@sccrtc.org>
Subject: Scenario B ~ keep the rail and the trail

Dear Regional Transportation Commission,

I live close to the rail and I am excited because Scenario B is the best choice for Santa Cruz County. I am excited with having a choice of riding my bike or taking light rail. Please quickly move forward, without any further delays, to finish the trail and then expedite the rail because every day we delay keeps our children, families, neighbors and visitors on streets and the possibility of being struck by a car or truck.

Future generations deserve the option of keeping the rail.

Future generations deserve a quality-of-life of escaping traffic congestion, cleaner air quality.

Future generations of Santa Cruz County Residents deserve more options of commuting to their jobs throughout the county; keep rail and trail options.

Please don't forget our elderly that are fearful of riding bikes and want rail service. Please don't forget Watsonville residents that strongly support a rail option.

Please don't forget our disabled community; 19% of Americans are disabled; don't turn away from their special needs because they strongly support a rail option.

Sincerely,
Tina Andreatta

From: Trician Comings
Sent: Saturday, December 22, 2018 8:57 AM
To: ucs@sccrtc.org
Cc: info@sccrtc.org
Subject: Support for UCS Scenario B

Dear Regional Transportation Commissioners,

There are SO many good reasons to adopt Scenario B over other options.

For me, I am excited to hear about the 2018 California Rail Plan and the prospect of Santa Cruz being connected to other destinations without using polluting cars, trucks and buses which impact Climate Change.

Trains would also be great for tourism and for commuters who want to avoid the ever-increasing traffic congestion on Highway One.

As a bicyclist, I will look forward to using the trail for a great car-free way to get around our County.

Please do get moving on the Rail Trail!

Sincerely,
Trician Comings

From: Molly Ording
Sent: Saturday, December 22, 2018 3:55 AM
To: ucs@sccrtc.org
Subject: Our support for Scenario B

Good Day from Ireland RTC Members!

I am especially reminded of those fore-thinking Irish transportation planners who created this amazing and well used train and transit system in and out of Dublin SO many years ago! Dublin has changed so much, just in our last 28 years of regular visits (our son and family live here), but one thing that has not changed is the widespread and ever-growing use of the trains that run in and out of Dublin, taking workers to and from their jobs, delivering children (including my grand children) to school, providing a way for seniors and those who do not drive to access the city center or other far ranging attractions, parks, etc. The primary distances and uses the trains travel are not so much different than our rail trail will provide at some stage...15-40 miles in and out. They are clean, comfortable, quiet and their narrow roads, amazingly even with all the growth and changes in and around the city, are surprisingly un-clogged! Busses travel in bus lanes only and everyone seems to be able to move around relatively quickly, safely and comfortably. Much foresight on the part of the Irish!

May we be so foresighted!!! May we make conservation of our time and finite natural resources, social & economic equity and convenience and safety our long term visions. Do not be short sighted!

We strongly urge you to not limit our future transportation, economic, equity and recreational options! Please support Scenario B! We will be watching and ever so grateful, along with so many future generations, for your long term visions!

Most sincerely,

Molly & Mickey Ording

The SCCRTC received the following letter sent by the individuals listed below:

SAFER STREETS & RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study. Please decide quickly, we are ready for the Rail & Trail.

December 21, 2018		
John Biddick	Shelby Zivkn	Margie Biddick
Kevin	Julia Sauer	Giselle Quintero
Armando Romero	Shelly Errington	Nicole Strong
Alex Hall	Shirley Beltram	Consuelo Holguin
Cat Burns	Jamie deSieyes	
Jake Lewin	Katherine Gleaton	
Bryanna Downey	Maria Sedillo-Glatt	
Jennifer Rocha	Jim Patton	

From: Richter, Eric
Sent: Friday, December 21, 2018 6:17 PM
To: ucs@sccrtc.org
Cc: INFO@SCCRTC.ORG
Subject: Please choose Scenario B

Honorable members of the SCCRTC,

As a near 40-year resident of communities throughout SC County, I urge you to adopt Scenario B from the Unified Corridor Study, because:

- We must boldly address climate change with both short and long-term solutions (trains emit less GHG than cars or buses per person/mile)
- We must reduce Vehicle Miles Traveled to improve both the environment and quality of life
- We must commit to greater economic and social equity through safe, efficient and accessible transportation for all

- We must continue to encourage tourism while managing its impact on our community and resources
- We must aspire to enhance our quality of life (reducing traffic congestion, saving time, and providing greater recreational opportunities for everyone)
- We must prioritize public safety (Scenario B estimates a decrease of roughly 100 collisions and saves us more than \$25M every year)

I am a multi-modal transit user who will enthusiastically and regularly use the Rail Corridor for both recreational activity and transit to reduce my reliance on automobiles, and this will also greatly increase the chances of getting my spouse to join me since she will not cycle on streets currently.

With thanks for your service, and hope for the future,

-e

Eric Richter

From: Zav

Sent: Thursday, December 20, 2018 5:22 PM

To: UCS <UCS@sccrtc.org>

Subject: No Highway Expansion

Dear Commissioners,

Please delete highway expansion projects from your preferred investment scenarios. Research from around the world shows that expanding highway capacity is not effective in reducing congestion beyond the short term. But it does increase vehicle miles traveled, and greenhouse gas emissions.

As the cost of housing in Santa Cruz continues to rise, more and more renters with jobs in the city must move farther afield to afford a place to live. This displacement may be a large part of the traffic demand on Highway 1 and will only get worse as the housing crisis continues. Mass transit will do a better job providing safe, clean, equitable, comfortable transportation for these displaced people than if they are forced to buy fuel-inefficient used cars and commute individually from cheaper-rent Watsonville and other areas of the Pajaro Valley.

Let's put our dollars into transit and active transportation where they can improve our mobility in a way that is environmentally sustainable and socially equitable.

Thank you,

Zav Hershfield

organizer with Students United with Renters

From: annieajb
Sent: Thursday, December 20, 2018 12:35 PM
To: UCS <UCS@sccrtc.org>
Subject: No Highway Expansion

Dear Commissioners,

Please delete highway expansion projects from your preferred investment scenarios. Research from around the world shows that expanding highway capacity is not effective in reducing congestion beyond the short term. But it does increase vehicle miles traveled, and greenhouse gas emissions.

Let's put our dollars into transit and active transportation where they can improve our mobility in a way that is environmentally sustainable and socially equitable.

Please put more consideration into expanding greenways and building a train (utilizing already existing tracks). This is the way for green cities and for all cities in the future.

Thank you,

Annie

From: Len Beyea
Sent: Thursday, December 20, 2018 12:29 PM
To: UCS <UCS@sccrtc.org>
Subject: No Highway Expansion

Dear Commissioners,

You have been presented some investment scenarios that include highway expansion. My own experience of the ineffectiveness of increased lanes - multiple episodes growing up in and revisiting Los Angeles, and the addition of Highway 85 freeway during my 13 years commuting to Silicon Valley - has been corroborated by research from around the world showing that expanding highway capacity is not effective in reducing congestion beyond the short term. But it does increase vehicle miles traveled, and greenhouse gas emissions. Please delete highway expansion projects from your preferred investment scenarios.

Let's put our dollars into transit and active transportation where they can improve our mobility in a way that is environmentally sustainable and socially equitable. And please let's begin to create a framework for a long-term sustainable solution to our transportation challenges that comprehensively addresses how we provide mobility for the next century.

There are multiple solutions available, and they need to be integrated and comprehensive to have a significant impact. While the funding may not be available today, we need to plan for true long-term

needs, including connections into and out of Santa Cruz County and interconnections to and from major transit corridors. Cost of roadway maintenance and effect of induced demand should be included in evaluating options.

Thank you,
Len Beyea
Santa Cruz

From: DEBORAH BENHAM
Sent: Thursday, December 20, 2018 11:58 AM
To: UCS <UCS@sccrtc.org>
Cc:
Subject: No Highway 1 Expansion

Dear Commissioners,

Please delete highway lane expansion from the preferred scenarios. Research shows that expanding highway capacity is not effective in reducing congestion beyond the short term. It does increase vehicle miles traveled, and greenhouse gas emissions.

Some quotes from familiar people, active in the transportation arena:

"Induced demand ...the simple biological principle that if you make a desirable thing easier, the organism will do it more... If we remove from driving the appalling waste of time ...then people will do it more."

- Jarrett Walker, Author of Human Transit [at a talk sponsored by the RTC]

"Adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled."

- Susan Handy, Director of the National Center for Sustainable Transportation [at UC Davis]

Let's put our dollars into transit and active transportation where they can improve our mobility in a way that is environmentally sustainable and socially equitable.

Thank you, Debbie
Scotts Valley, CA 95066

From: Brad Mills

Sent: Thursday, December 20, 2018 10:37 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Bald eagles nesting in Harkins slough

Dear Commissioners,

I support Greenway's plan for the rail corridor and their healthy, forward-thinking vision for our overall county transportation outlook.

Please help to ensure Greenway's alternative plan is given fair consideration in the Unified Corridor Study. Our county needs realistic, affordable alternatives to gridlock not a fantasy train with invisible riders.

Thank you, Brad Mills These pictures will prove that these bald eagles are nesting next to the railroad tracks. There is also many other birds and animals that would be chased out of their habitat. I have many more photos of how the RR tracks are in the air above a washed out ravine right by the eagles nest. These are the only bald eagles in Santa Cruz county.



From: Michael Levy
Sent: Thursday, December 20, 2018 10:12 AM
To: UCS <UCS@sccrtc.org>
Subject: Why not widen?

Dear Commissioners,

I ask that you take a position against highway widening. As a transportation commissioner, I am guessing you are aware of 2 essential facts: 1) we are in a civilization-threatening battle for our lives with climate change; and 2) automotive travel accounts for half of the greenhouse gas emissions in our County.

Add to this the ever-stronger evidence that widening highways increases VMT, and the existence of alternatives, and there is no way to take an ethical position in support of widening our highway.

I am with the Campaign for Sensible Transportation in saying: Let's put our dollars into transit and active transportation where they can improve our mobility in a way that is environmentally sustainable and socially equitable.

Thank you,

--

Michael Levy
Santa Cruz, CA USA

From: Lawrence Freitas
Sent: Thursday, December 20, 2018 8:39 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Highway 1 widening

Ladies and Gentlemen:

Before a penny of money goes to the freeway widening project, I would like to see SCCRTC throw it's support to Monterey County's plans to extend CalTrain or the Capitol Corridor to Salinas, and get that passenger rail service started as quickly as planned, and in so doing, suggest to that commission that that train service start simultaneously with a stop at Pajaro Junction, something that is supposed to come two years later in time, (2021?) so that for two years trains will leave and arrive at Salinas without stops at the proposed Castroville and Pajaro stops. Perhaps some of our county's money could go to getting a Pajaro stop built, but the plans to spend some \$20 million for a parking lot, lights, and ticket booths seem way too much anyway. The San Martin Caltrain station on the Old 101, Monterey Road, is a simple parking lot with a ticket booth, overhead lighting, and not much else, and could not have had such a high cost, but Monterey plans on making these stops somewhat fancy for no good reason, with artistic pieces added to project. Waste of money!

I believe much of the traffic, mornings and evenings, on Highway One, is due to people living in north Monterey County using the road to get to their jobs, whether here in this county, or in Santa Clara County. Those who have jobs in Santa Clara County would benefit from passenger rail, with the stop at Pajaro Junction. They are now clogging up Highway One along with local traffic, or South County traffic doing the same: driving to jobs in Santa Cruz or over the hill. Obviously, a light rail system on the branch rail line could take some cars off the freeway, but more importantly, I think it would be worthwhile to see how the extended passenger rail service to Salinas affects traffic before planning on widening the freeway. I would think by 2023 that question could be answered. If there is a significant drop in traffic, why widen the freeway? If there are more significant attempts at getting young college-age people to carpool to Cabrillo, perhaps the traffic problems would decrease.

It seems some also like to bike to work, and those numbers could rise. But finally, it's a well-known fact that people prefer to use inter-city and longer-haul passenger rail systems to busses. Repairing the tracks for a light rail system should be a priority. Better yet, using rail-busses initially, before electrification, could be a way to use the rail with minimum repair, and have those same rail-busses leave the track and use parallel roads along some portions of the branch line, particularly in those neighborhoods that have homes, apartments, or mobile homes very near to the line. I would imagine, in time, that converting to a modern electrical system, much as the light-rail in Santa Clara Valley, could happen, but using rail-busses in the meantime could mean having a rail and trail, passenger rail service on much of the track, and exempting those neighborhoods with close proximity to the tracks to having a rail vehicle pass by their abodes so closely. So, a rail bus could leave the track at Clubhouse and use Sumner on its way to an Aptos Village stop, getting back on the track very near the Rio Del Mar Blvd. crossing where the row of homes on Sumner end, or Portola could be used instead of the track between 17th Ave. and 41st. Perhaps a rail-bus system is the answer, and not a very expensive electrified light rail system: it would not cost hundreds of millions of dollars to upgrade the tracks to the next level, Class 2, from Class 1, in Mid-County and Santa Cruz, and between Pajaro Junction and Watsonville, but tens of millions instead, though I believe the rail line should be upgraded to Class 3 for the stretch between Watsonville and La Selva Beach, as there would be, at most, one stop along that stretch, at the KOA Camp; the cost of an upgrade to Class 3 on that segment of would still be much cheaper than widening a freeway by adding one lane for a few miles. Rail busses could be hybrids in design, running on electricity and propane, or completely electric. Already there are systems of light rail cars in use, being self-propelled electrically, without a "third rail."

Please take my considerations seriously.

LD Freitas,
Aptos, Ca.

From: Johanna Lighthill
Sent: Thursday, December 20, 2018 8:15 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail Trail

Hello,

I hope you can help me. My neighbors and I have heard different things. I'm trying to get an understanding about the trail route. I hear it will be diverted onto streets in some areas. Can you please confirm this? If so, can you tell me where, and will the diversions be temporary or permanent?

Thank you for your consideration.

Johanna Lighthill

The SCCRTC received the following letter sent by the individuals listed below:

SAFER STREETS & RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study. Please decide quickly, we are ready for the Rail & Trail.

December 20, 2018		
Chet Lee Leiker	Randy Adrian	Clara Lindley
Alis Neagu	Lizette Arteaga	James Detle
Neil Waldhaus	Biathni Mertasen	Katie Judge
Caroline Lamb	Sandra Chork	Lizann Keyes
Jim Heaton	Cara Hipskind	Jim Krveger
Jessica Mejerle	Jeremy Becker	Tom Harvey
Yosi Alugy	Sarah McGillivray	Paul Ankeney
Sanjiv Garg	Joel Wilson	George Ankeney

From: Sarah Rabkin
Sent: Thursday, December 20, 2018 9:05 AM
To: UCS <UCS@sccrtc.org>
Subject: No Highway Expansion

Dear Commissioners,

I am writing to urge you to delete highway expansion projects from your preferred investment scenarios.

Research from around the world shows that expanding highway capacity is not effective in reducing congestion beyond the short term. But it does increase vehicle miles traveled, and greenhouse gas emissions.

If our community is to thrive in the coming decades, we must invest NOW in transit and active transportation to improve our mobility in environmentally sustainable and socially equitable ways.

Research shows that highway expansion is simply not the answer.

Thank you,
Sarah Rabkin

The SCCRTC received the following email sent by the individuals listed below:

Sent: Thursday, December 20, 2018
To: ucs@sccrtc.org
Subject: No Highway Expansion

Dear Commissioners,

Please delete highway expansion projects from your preferred investment scenarios. Research from around the world shows that expanding highway capacity is not effective in reducing congestion beyond the short term. But it does increase vehicle miles traveled, and greenhouse gas emissions.

Let's put our dollars into transit and active transportation where they can improve our mobility in a way that is environmentally sustainable and socially equitable.

Thank you,

December 20, 2018		
Kathleen Tyger Wright	Dean Lyons	Nancy Maynard
Gray Jameson	Curt Simmons	Bob Jones
Mitchell Lachman	Alec Webster	

Mary Reynolds	Claudia Webster	
John Hall	Caitlin Murphy	
Sharon McGraham	Andrew Murphy	

From: Dawn Hightree
Sent: Thursday, December 20, 2018
To: ucs@scrtc.org
Subject: No Highway Expansion

Dear Commissioners,

Please delete highway expansion projects from your preferred investment scenarios. Research from around the world shows that expanding highway capacity is not effective in reducing congestion beyond the short term. But it does increase vehicle miles traveled, and greenhouse gas emissions.

Let's put our dollars into transit and active transportation where they can improve our mobility in a way that is environmentally sustainable and socially equitable.

We have to ban all pollution vehicles now unless absolutely an emergency. We have to give people bikes and bike riding support. We have to get electric buses. We have to demand if they can't travel green they have to tell police why then get a referral from the police to contact a green transportation office that helps them get green transportation. We have to take direct action. Pollution is death. Murder is wrong.

Thank you,

The SCRTC received the following letter sent by the individuals listed below:

SAFER STREETS & RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study. Please decide quickly, we are ready for the Rail & Trail.

December 19, 2018		
Suzi Merriam	Victor Martinez	Tim Borrego
Jessica Evans	Melissa Jullig	Maya
Virginia Wright	Karen Oakley	Cheryl Horton
David Wright	Barry Fiore	Ron Sinewny
Kathryn Crowe	Frank Herst	Randy Adrion
Strawberry S.	Jim Rolens	Jamie Keil
Johnny Scofins	Martha McGimmins	Rose Marie Jacobs
Jeanne Feeney	Nicki Braxley	Robert Adecman

From: Elizabeth Lipton
Sent: Wednesday, December 19, 2018 2:02 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: rail trail petition

It appears that there is no such thing as a gracious loser in Santa Cruz County. A small, very vocal and very well funded organization, SCC Greenway is dead set on forcing their vision for trail only onto the majority of SC county voters, who approved Measure D. Measure D had wide support throughout the county. Gutting the rail part of the transportation plan would be tantamount to stealing the votes from the majority to promote a minorities desire to exclude rail county wide as a viable and, for most of us, welcome alternative to Hwy 1.

From: Robert Elledge
Sent: Wednesday, December 19, 2018 12:09 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail with Trail

In today's Sentinel article about Greenway, Watsonville resident Silvia Morales laments the 3 hours per day it takes to drive her kids to PCS school on the Santa Cruz west side and implies that a bike trail would alleviate the situation. Google Maps shows the distance from Watsonville to PCS as 24 miles with a bike taking 2 hours and 23 minutes each way. So approximately 5 hours round trip.

Certainly a committed child might occasionally do this. But in the winter rains it would be nice for her children to get on a light rail that would literally drop them across the street from the school in about 40 minutes. They could even do some homework on the trip.

I agree with Silvia that a bike trail will be nice, but without the train option the building of the trail will be further delayed by the need to repay \$11 million to the state and numerous lawsuits for compensation by land owners next to the rail line.

From: Della Davis
Sent: Wednesday, December 19, 2018 8:16 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: No Rail on Trail

The projections by Progressive do not justify the millions of dollars Santa Cruz will commit to spending to bring the railroad tracks up to Class 1. That kind of diesel or diesel hybrid engine is from another era. They are not efficient people movers. New technology offers many solutions. But the best, most beneficial use of the trail would be for active transportation. This would benefit our communities, our local businesses and environment. Please, keep the freight lines in Watsonville, where they may be needed, but get rid of this antiquated concept and embrace a fully paved trail. I certainly do not want to bike next to a huge diesel pulled train full of nobody.

The SCCRTC received the following letter sent by the individuals listed below:

SAFER STREETS & RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study. Please decide quickly, we are ready for the Rail & Trail.

December 18, 2018			
Richard McDavid	Lucy Stafford	Peter Bechmann	Wendy Coats
Kay Wood	Oliver Whitcroft	Marie Moore	Thomara Fernando
Burt Levitsky	Chris Miroyan	Todd Carpenter	Gave Mobito
Debbie Bulger	Sisi Xue	Gail Magid	Jose Antonino
Jim Rolens	Genevieve A.A.	Roseanne Magid	David Shackleton
Richard Stover	James Stewart	Kris Woolf	Carolyn Butera
David Benhen	Michael McGehee	Amanda Ramirez	Shane Hacsle
Tina Andreatia	Jessica Mitzen		

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- Please make our streets safer for bikes and pedestrians.

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December 17, 2018			
Lninnen Hannaleck	Rose Marie Jacobs	Alice Keys	N. Greenfield
Mason Hannaleck	David Rocha	Robert Ankeney	Sam Nazzal
Holly Sadoff	Catharina Lindley	Elizabeth Flynn	Valerie Kindell
Andreu Trombatore	Tim Miller	Dyanne Hartwig	Susan Coffman
Isaic N	Madeline Thompson	Dave DeGrasse	Jeanine Olsen
Anita Reahn	Foster Andersen	D. Wilder	Janet McKenzie
Melissa Stewart	Janis McAbee		

From: Adam Hall
Sent: Friday, December 14, 2018 3:51 PM
To: ucs@sccrtc.org
Subject: Scenario B

Dear Metro Commissioners,

Time and again, the acquisition of a right of way has proven to be the most difficult, expensive, and time-consuming part of building a railroad. We've seen the inability to procure a right of way prevent many projects from moving forward, potentially kill California High Speed Rail, and cost the taxpayers millions where new rail is constructed. Santa Cruz has the ability to sidestep this entire issue. There is a perfectly good, usable right of way that is already yours. To remove the tracks would be to squander what is an amazing resource that does not often appear.

No, the project isn't perfect. Many people have opposed it on the grounds that it may not decrease much, but the railroad will stem the increase, which is in and of itself highly valuable. Santa Cruz is a growing county, with more and more cars being added all the time. If a railroad keeps 2035 congestion at 2018 levels, that's a major accomplishment. A railroad is also an opportunity. With a strong backbone of existing passenger service, acquisition of new rights of way for extended services becomes easier. Santa Cruz needs this. Right now, traffic bottlenecks are massive. To get in and out of the area, there is Highway 1, Highway 17, and nothing else. Congestion will be apocalyptic unless more alternatives are implemented. With the Gilroy-Salinas rail extension that this railroad can connect into, a vital outside connection can be established.

I do have a couple suggestions. Diesel trains take a lot of fuel to run, and over time costs add up. Electrification may be more expensive upfront, but it is a substantial cost saver in the long run. Electric trains are also quieter, more comfortable, and faster to accelerate, meaning they are more

attractive to ride and able to complete trips faster. Do not go with a less desirable method of propulsion for short term gains. Learn from Caltrain, don't repeat that long, drawn out process once you decide you do want to electrify, and implement electric rail from the very beginning. Also, do not widen any highways. It has been proven, over and over again, that it just does not work. Stop wasting money on failed autocentric planning, and spend it on electric rail infrastructure.

Recreational trails are a good thing, and if both rail and trail can be accommodated at once, do so. Scenario B seems the best option.

Thank you,

Adam Hall

The SCCRTC received the following email sent by the individuals listed below:

Sent: Tuesday, December 13, 2018

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Please Support Scenario "R"ealistic

Dear Commissioners,

Please join me in supporting a realistic, effective and affordable set of projects from the Unified Corridors Study called Scenario R. Scenario R provides congestion relief and public transit options on Hwy 1, Soquel/Freedom and the Coastal Corridor for \$423M less capital (\$1,154M vs \$731M) and about half the annual operating expense (\$30M vs. \$16M). Using Measure D, Self-Help funds and conservative assumptions on federal and state grants, Scenario R can be implemented sooner, more flexibly and realistically with the resources under the RTC's control or reasonably available.

Thank you,

December 13, 2018

Beverly Grova

The SCCRTC received the following letter sent by the individuals listed below:

SAFER STREETS & RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
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- Please use the rail line for dependable passenger train service for workers, students and everyone.

- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study. Please decide quickly, we are ready for the Rail & Trail.

December 12, 2018
Sally Suzanna Young
Sarah C. Clark

From: Peter Goodman
Sent: Wednesday, December 12, 2018 5:43 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please Support Scenario "R"ealistic

Dear Commissioners,

I love this idea. It will get us going a lot quicker and less cost than a train. Please consider this solution. Mini-bus goes north in the morning on the coastal corridor, south on the freeway. Reverse in the evening. No busses on the weekend. Good compromise and don't need a wall or to have the path go off the corridor to the street.

Please join me in supporting a realistic, effective and affordable set of projects from the Unified Corridors Study called Scenario R. Scenario R provides congestion relief and public transit options on Hwy 1, Soquel/Freedom and the Coastal Corridor for \$423M less capital (\$1,154M vs \$731M) and about half the annual operating expense (\$30M vs. \$16M). Using Measure D, Self-Help funds and conservative assumptions on federal and state grants, Scenario R can be implemented sooner, more flexibly and realistically with the resources under the RTC's control or reasonably available.

Thank you,
Peter Goodman

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Sent: Tuesday, December 12, 2018
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please Support Scenario "R"ealistic

Dear Commissioners,

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sooner, more flexibly and realistically with the resources under the RTC's control or reasonably available.

Thank you,

December 12, 2018
B. Stanger
Don Willet
Tanya Bennett

The SCCRTC received the following letter sent by the individuals listed below:

SAFER STREETS & RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study. Please decide quickly, we are ready for the Rail & Trail.

December 11, 2018
Mike & Sue Sampon
Raleigh Young

From: Keith Otto

Sent: Tuesday, December 11, 2018

To: UCS <UCS@sccrtc.org>

Subject: SCC RTC - Significance Of Jan 17 2019 Vote - Phase II ?

SCC RTC -

Hello!

What is the significance of the Jan 17 2019 vote by the Commission on the RTC staff 'Preferred Scenario' (modified Scenario B)?

And one additional specific question: If a 'yes' vote carries, does that mean that the rail contract then enters in to Phase II?

Thank you.

Regards,
Keith

The SCCRTC received the following email sent by the individuals listed below:

Sent: Tuesday, December 11, 2018 8:54 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please Support Scenario "R"ealistic

Dear Commissioners,

Please join me in supporting a realistic, effective and affordable set of projects from the Unified Corridors Study called Scenario R. Scenario R provides congestion relief and public transit options on Hwy 1, Soquel/Freedom and the Coastal Corridor for \$423M less capital (\$1,154M vs \$731M) and about half the annual operating expense (\$30M vs. \$16M). Using Measure D, Self-Help funds and conservative assumptions on federal and state grants, Scenario R can be implemented sooner, more flexibly and realistically with the resources under the RTC's control or reasonably available.

Thank you,

December 11, 2018		
Wendy	Laura Livingston	Yazmin Juarez
Elizabeth Wood	R. Shedden	Mike Ransom
Terry Tiedeman	Nadene Thorne	Christopher A. Lucas
Linda Montalvo	Mike Lelieur	
Alice Schmidt	William Phillips	
Phillip Rupp	Grant Hueth	

From: Johanna Lighthill
Sent: Sunday, December 09, 2018 3:41 PM
To: Regional Transportation Commission <info@sccrtc.org>; UCS <UCS@sccrtc.org>
Subject: MBSST

Hello,
The UCS table A-14 (Scope) describes rerouting the trail onto Nova, etc. in Capitola. The MBSST "opportunities and constraints" pages show the trail diverted in Seacliff (onto Poplar) and in Rio Del

Mar (onto Sumner twice), yet there's no mention of these. Does this mean these diversions are not planned, and trail will remain next to the rail line, or were they just excluded from description?
Thank you for your feedback.
Johanna Lighthill

From: Nadene Thorne
Sent: Sunday, December 09, 2018 10:50 AM
To: Ryan Coonerty <ryan.coonerty@santacruzcounty.us>; Regional Transportation Commission <info@sccrtc.org>
Subject: Posted on Westside Nextdoor

Commissioners:

How about considering an expert weighing in before making expensive decisions?

Nadene Thorne

[Still trying to comprehend the RTC's Rail with Trail numbers..](#)

A friend of mine just notified me that he is reading a fascinating book about prospect theory and decision making by Daniel Kahneman — winner of the Nobel Prize in economics for his work in this area. Kahneman discusses “The Planning Fallacy” which describes forecasts that are unrealistically close to best-case scenarios and could be improved by consulting the statistics of similar cases. It's telling he chose a study of rails to articulate his point and includes the following passage: “A 2005 study examined rail projects undertaken worldwide between 1969 and 1998. In more than 90% of the cases, the number of passengers projected to use the system was overestimated. Even though these passenger shortfalls were widely publicized, forecasts did not improve over those thirty years; on average, planners overestimated how many people would use the new rail projects by 106%, and the average cost overrun was 45%. As more evidence accumulated, the experts did not become more reliant on it.” A quick review of the RTC Rail with Trail plan looks like it is a best case scenario. If this is the case, we should reduce the estimated ridership by 106% and increase the cost by 45%. Trust the RTC and their consultants, or a Nobel Prize winner?

From: Stanley Sokolow
Sent: Thursday, December 06, 2018 6:05 PM
To: Regional Transportation Commission <info@sccrtc.org>; George Dondero <gdondero@sccrtc.org>; Guy Preston <gpreston@sccrtc.org>; Ginger Dykaar <gdykaar@sccrtc.org>
Cc: sensibletransportation@googlegroups.com; Alex Clifford <aclifford@scmtd.com>; Barrow Emerson <bemerson@scmtd.com>; Jacques Bertrand <jbertrand@ci.capitola.ca.us>
Subject: Ownership of the railroad corridor parcels with clouded title

TO: George Dondero and Guy Preston, Executive Directors; Ginger Dykaar, Sr. Transportation Planner; and members of the Regional Transportation Commission

FOR consideration now and inclusion in the public comment file on the Unified Corridors Study.

In public comment at today's meeting (Dec. 6, 2018) of the RTC, I expressed my concern that the UCS report says that titles to 20 to 50 parcels of the railroad corridor are still clouded with uncertainty and that 10% of the other 120 parcels are easements which could be lost if railroad operation is abandoned. I said that I was baffled why the RTC has not tried to quiet the title to these parcels by legal actions. I admit that I and the public may not be aware of legal strategies that the RTC has received in closed session from qualified counsel. Perhaps you have dealt with the risk of "removing the rails" from those parcels by decided to remain silent and defend the RTC's rights if an owner of these parcels challenges those rights at some time in the future. However, I feel that you should consider the following information.

I preface this by stating that I am not an attorney, never have attended law school classes, but I can find and read precedent-setting legal case decisions. To be clear, I'm not threatening any legal action. Far from it. Rather, I'm concerned that the RTC makes a rational decision on the best use of the rail corridor knowing the risks and possible mitigations.

As RTC staff have explained, some of the right of way is owned in easement, not fee simple. If those easements were for railroad purposes only, and the RTC removes the railroad infrastructure without following the procedure for railbanking, then it could be held liable for damages by the owners of the underlying land. Under railbanking, if approved by the government agencies, the RTC would be immune from claims that the rails were replaced with a trail or busway. Setting that aside, there still may be a legal basis for defending against such claims if they ever arise.

California law recognizes "adverse possession" and "prescriptive easement" as ways to acquire either fee simple title or an easement without the consent of the land owner. A case in the First District Court of Appeal arising in Humboldt County is instructive. *Connolly v. Trabue* A131984 (4/10/12) (Petition for review or depublication was denied by Supreme Court.) Here's one place where it can be found: <https://law.justia.com/cases/california/court-of-appeal/2012/a131984.html>.

In that case, Connolly (for reasons not relevant here) fenced off a portion of neighbor Trabue's land and used it continuously for 15 years for his cattle. When Trabue wanted Connolly to cease the use of the land which Trabue thought he owned, Connolly asserted that he made an agreement with the prior owner for such use and that the fenced portion of Trabue's land had become Connolly's by prescriptive easement. Connolly filed suit seeking to have the court declare that he had acquired an easement according California law. The trial court denied Connolly, but the appellate court overturned and declared that Connolly had acquired the easement because of the failure of the land owner Trabue (or predecessor owner) to object within 5 years after the use began and because the use met the statutory requirements. The court said that Connolly was not required to file any legal

action to declare the prescriptive easement or to claim title by adverse possession. Title transfers the moment that the statutory requirements were met.

This quote from an attorney explains:

To establish a prescriptive easement, a claimant must prove use of the property, for the statutory period of five years, which has been: (1) open and notorious; (2) continuous and uninterrupted; (3) hostile to the true owner; and (4) under a claim of right. (Main Street Plaza v. Cartwright & Main (2011) 194 Cal.App.4th 1044, 1054.) Generally, the claimant has the burden of proof of proving each of the elements necessary to establish that the easement has been created by prescription. (Code Civ. Proc. § 321.) Whether the easement satisfies the above requirements is considered a question of fact. (Warsaw v. Chicago Metallic Ceilings, Inc. (1984) 35 Cal.3d 564, 571.) Accordingly, a claimant is usually entitled to a jury trial on these factual issues. (Arciero Ranches v. Meza (1993) 17 Cal.App.4th 114, 125-126.)

In addition to the above requirements, the claimant also must show that their prescriptive easement is not exclusive. What this means is that a claimant generally cannot establish a prescriptive easement for a physical encroachment. (See Mehdizadeh v. Mincer (1996) 46 Cal.App.4th 1296)

[Source: <https://schorr-law.com/obtaining-a-prescriptive-easement/>]

A prescriptive easement allows use of the land but not ownership of it. However, adverse possession can create actual ownership (fee simple). A trespasser is entitled to legal ownership of property if his occupation of the property is hostile, actual, open and notorious, exclusive and continuous for a period of years set by state statute (5 years in California). Moreover, when the trespassing is done by the public, a public right to use property can be created. It is often called an "implied dedication" instead of a prescriptive easement. These terms and criteria are explained in this paper by Caltrans: http://www.dot.ca.gov/hq/row/landsurveys/Study_material/California-Adverse-Possession.pdf

Since the RTC continues to report that removal of the railroad could result in loss of use of the parcels whose title documents can't be found, some members of the Commission and public seem to think that the railroad use is unavoidable if we want to maintain a continuous right-of-way for the trail and/or transit. From my reading of the above information, it seems that you can put that fear to rest. The RTC has owned and used the railroad right-of-way for more than the minimum 5 years, so a prescriptive easement has been established. Perhaps actual fee simple title has been obtained by adverse possession.

For the parcels with known easements that expressly are for railroad purposes only, removal of the railroad could be trouble if the railroad use is abandoned without or before railbanking, leading to costly settlement with the land owners or in the worst case an action to acquire the parcel or easement by eminent domain with just compensation to the owner. How much might that compensation be?

The notorious case in King County, Washington, which I cited in a prior email on today's agenda item #23, said: "The average payout per homeowner along Lake Washington is an eye-watering \$415,000. The payouts range from \$10,000 to more than \$1 million, just to change a rail bed to a trail bed."

An appraiser could estimate the fair market value of the RTC's 12 easements (10% of 120 parcels) which could require compensation to the owner if the tracks are removed. If King County's example is applied, the cost could be \$120,000 to \$12 million for all 12 easements. Add to that the cost of legal action for eminent domain if the owners refuse to settle.

This cost estimate has not been included in the capital costs listed in the scenarios. It should be. The risk if the train is removed is not that we may not have a continuous right of way, but rather that it will cost extra to plug the holes.

I urge you to get a legal opinion on these title risks, put a price tag on the likely cost range for those easements, disclose it in the capital cost spreadsheets, and then move forward with the detailed study to decide upon the best form of transit on the rail corridor (passenger train vs. BRT vs. anything else), as requested by the Metro Board.

Sincerely,

Stanley M. Sokolow

From: Michael Schmidt

Sent: Thursday, December 06, 2018 10:13 AM

To: Regional Transportation Commission <info@scrtc.org>; Michael Schmidt

Subject: Rail to Trail Project - Input for the UCS

Commissioners of the Santa Cruz County Regional Transportation Commission.

Between 1999 and 2004 I was the CEO of the Santa Cruz Area Chamber of Commerce. During that time many of us were working on the purchase of the rail line with the dream of having a coastal trail running the length of the county.

I am pleased the RTC purchased the line and are now in the decision phase of the project. Thought I love the idea of rail running on this line in the cold light of 21st century thinking I can no longer support rail for this project. I believe "Bus Rapid Transit" is a much smarter, less costly and more flexible solution to meeting our transportation needs along the corridor. Let rail bank the tracks and in the future rail service may be a more viable alternative, but not now.

I add my voice to those saying let's have a safe bike and pedestrian trail with bus rapid transit.

Thank you for the opportunity to express my feelings.

Take care,
Mike

Mike Schmidt

From:

Sent: Wednesday, December 05, 2018 9:05 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Support Metro's Alternatives Analysis, Don't Vote Till It's Done!

Dear RTC,

Our METRO system moves 5.2 million people every year. Please conduct the Alternatives Analysis requested by METRO to understand how bus service could be improved and expanded onto the Coastal Corridor. This level of analysis is required by Measure D. Do not vote on a transportation scenario until this Alternatives Analysis is complete!

Thank You

December 5, 2018		
Steve Barber	Gary Sultana	Emily Clark

From: Anderson Shepard

Sent: Wednesday, December 05, 2018 3:09 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: UCS and Metro

Dear Chairman Leopold and RTC,

We are making great progress on the UCS, but Metro raises a great point that further analysis of usership, funding, and the other specific breakdowns between bus vs rail transit is needed. Please heed their request for such an analysis and hold-off on voting on any of the UCS scenarios until this Alternatives Analysis is complete.

Thank You,
Anderson Shepard
Live Oak

From: Robert Stephens
Sent: Wednesday, December 05, 2018 2:48 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Slow Down on the UCIS

Dear Commissioners:

I am writing you to ask that you don't proceed with approving Scenario B of the UCIS and start the trigger to sign a 10 year contract with Progressive Rail.

First and foremost, this is a very important issue for our community that will have very long-term effects on our community. The commission needs to spend some time figuring this out. It is much more important to get this right than rush to some conclusion. Due to the recent elections there will be new players who will need to get up to speed on this issue.

There is absolutely no reason to rush this, as it will take about close to a year to fix the blowout on the rail line north of Watsonville. So there will be no trains north of Watsonville for a while. Why is there a rush to sign up Progressive Rail? Not only will a contract with Progressive, give up local control of the corridor for ten years, it will do nothing for traffic relief and It will only close out valuable options.

MERTO has asked for an Alternative Analysis, which seems like a very good idea. Make this happen and learn for the results. Also there are some very basic questions about Prop 116 funds that should be answered first.

It also seems very prudent to give the new RTC ED some time to weight in on this issue, as he will have to live with it and implement it.

I don't need to tell you that the UCIS has not brought our community together, it has divided it even more. So please spend a little time and see if there is some common ground and room for compromise on this issue. It might take time and work, but it will really pay off in the long run.

Sincerely,

Robert Stephens
Aptos

From: Dean Morrow
Sent: Wednesday, December 05, 2018 1:27 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Support Metro's Alternatives Analysis, don't vote till it's done

Dear RTC Staff and Board,

Our METRO system moves 5.2 million people every year. Please conduct the Alternatives Analysis requested by METRO to understand how bus service could be improved and expanded onto the Coastal Corridor. This level of analysis is required by Measure D. I urge your Board to NOT vote on a transportation scenario until this Alternatives Analysis is complete.

Thank You,

Dean Morrow
Capitola

From: Stanley Sokolow
Sent: Wednesday, December 05, 2018 10:35 AM
To: Regional Transportation Commission <info@sccrtc.org>
Cc: sensibletransportation@googlegroups.com
Subject: Unified Corridors study's omission of bus improvements on Soquel Ave/Dr.

Commissioners,

You should watch this short video which was published yesterday about Boston's pilot project to test and demonstrate a simple way to enhance their bus service along major streets.

[Boston Area Bus Pilots Move Region Closer to BRT](https://www.youtube.com/watch?v=oDDPbbw_cag) (https://www.youtube.com/watch?v=oDDPbbw_cag)

They temporarily have placed time-of-day no-parking signs to allow only buses and right-turns to use the rightmost lane during commute hours. You could implement a similar test along Soquel Ave/Drive to let buses bypass the congested traffic. It need not be permanent nor expensive until the changes are tested, measured for performance, and approved for permanence.

I urge you to make a pilot project to test this partial BRT-lite improvement.

Sincerely,

Stanley Sokolow

From: Carey Pico
Sent: Tuesday, December 04, 2018 9:52 PM
To: Regional Transportation Commission <info@sccrtc.org>
Cc: Ginger Dykaar <gdykaar@sccrtc.org>; Grace Blakeslee <gblakeslee@sccrtc.org>
Subject: right-of-way is easements

On p.23-3 of the RTC agenda Dykaar and Blakelee address the issue of potential consequences if the rail corridor is not used for rail passenger service. They state a number of parcels exist lacking historical record as to ascertain whether or not a rail easement ever existed that would have reverted to fee-simple ownership under the 1982 California Marketable Record Title Act if the easement was not renewed. Adding to the mix, they mention the lack of identifiable property lines in some parcels.

The implication of their address is that the RTC would potentially lose railroad easements in these parcels if the tracks were ever removed. With trail being in the background of the discussion, railbanking was mentioned as well with the suggestion railbanking (i.e. trail-only) could lead to future legal issues for the County.

Lacking in their discussion is a) unidentified property easement titled properties are already at risk for private ownership claim, **regardless of rail service or not**, b) building a trail **with or without** accompanying rail service carries the same risk of easement loss. This is because trails are not, in general, critical to railroad operations and fall outside the easement grants (see US Supreme Court cases addressing utilities such as telephone wires versus non-utility uses such as loading docks), and c)

railbanking protects the RTC/County from any damages related to citizen demands for compensation for the "taking of property" because the rail easement would be under Federal stewardship. While the authors of p.23-3 allude lawsuits and that the landowners of the easement lands won compensation for unlawful taking of land, they failed to mention the local municipalities who controlled the rail corridors/easements were not harmed .

What I want to make clear, building the MBSST as planned would violate the railroad easements on record. With the large number of parcels lacking proper easement title, it is highly probable a landowner will challenge ownership and use, especially with the issue being discussed publicly. This is potential problem that should not be ignored.

From a straight risk analysis point of view, railbanking is the least risk-averse strategy if a trail is ever to be built.

Carey Pico, attorney-at-large

From: Shinshu Roberts
Sent: Tuesday, December 04, 2018 9:36 AM
To: info@sccrtc.org
Subject: Support Metro's Alternatives Analysis, Don't Vote Till It's Done!

Dear RTC,

Please stop blocking the desires of many Santa Cruz residents to do rail banking. I am appending this paragraph to the statement below. Capitola's Measure L is a clear indication that you are going in the wrong direction. At the very least the rail corridor should be brought to a community vote and not be a decision made by a few people.

Our METRO system moves 5.2 million people every year. Please conduct the Alternatives Analysis requested by METRO to understand how bus service could be improved and expanded onto the Coastal Corridor. This level of analysis is required by Measure D. Do not vote on a transportation scenario until this Alternatives Analysis is complete!

Thank You, Lani Roberts, Capitola, CA

The SCCRTC received the following email sent by the individuals listed below:

Subject: Support Metro's Alternatives Analysis, Don't Vote Till It's Done!

Dear RTC,

Our METRO system moves 5.2 million people every year. Please conduct the Alternatives Analysis requested by METRO to understand how bus service could be improved and expanded onto the Coastal Corridor. This level of analysis is required by Measure D. Do not vote on a transportation scenario until this Alternatives Analysis is complete!

Thank You

December 4, 2018

Christy Tall Christopher Lucas
Bill Gray DeAnna Lopez
Janet Perry Scott Roseman
Phillip Rupp
Enda Brennan
Nadeau Thorne
Michael Hollister
K.C.

From: Stanley Sokolow

Sent: Monday, December 03, 2018 11:21 AM

To: info@scrtc.org

Cc: Campaign for Sustainable Transportation <rick@sustainabletransportationsc.org>;
sensibletransportation@googlegroups.com

Subject: Agenda item #23 for the Dec 6 2018 meeting of the RTC

Dear RTC,

Please accept the attached letter as public comment on item #23 about the Unified Corridors update.

Stanley M. Sokolow

The SCCRTC received the following letter sent by the individuals listed below:

SAFER STREETS AND RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study

December 3, 2018

Annie Boheler

From: Mountain andSurf

Sent: Monday, December 03, 2018 9:43 PM

To: john.leopold@co.santa-cruz.ca.us; ebottorff167@yahoo.com; zach.friend@santacruzcounty.us; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; cchase@cityofsantacruz.com; openup@cats.ucsc.edu; tim_gubbins@dot.ca.gov; Regional Transportation Commission <info@sccrtc.org>

Subject: No Rail Trail, No Longterm Train Contracts Until Comprehensive Plan. Prioritize Active Transport - Trail Only, Trail Now

Today I received the Ecology Action newsletter urging me to “Support the Westside Rail Trail Phase II Development on December 6th”, but the details contained within the newsletter have encouraged me to do exactly the opposite.

The Ecology Action newsletter begins with a discussion of Segment 7 – what was initially thought to be one of the more straightforward sections of the corridor to begin constructing rail/trail – however, bids for this particular section are way over initial estimates, have strained relations with local businesses, and by Ecology Action’s own admission will require “expensive retaining walls and the removal of trees that will displace native habitat”.

Ecology Action’s newsletter goes on to celebrate that plans are in the works to expand the pedestrian crossing of the San Lorenzo River Trestle, picturing the current 4ft wide path juxtaposed with the neighboring but long idle train tracks. I do not disagree that this area is a particular bottleneck and a wider path is desirable, but it seems foolhardy and needlessly expensive to modify a portion of the river crossing when the whole trestle could be put to better use supporting active pedestrian transit.

Our rail corridor represents a tremendous opportunity. I am frustrated that significant time and expense have been dedicated to prioritizing a train system that won’t improve traffic congestion but will be extremely expensive. Capitola’s passage of Measure L, the RTC’s hiring of a new executive director,

and the findings of the Rail Trail Feasibility Study and Unified Corridor Investment Study suggest that the time is right to reconsider the train. While I eagerly await a world-class pedestrian trail, I do not support construction of any piece of a path until a comprehensive plan is established.

Sincerely,
Ryan Hoffman, RN, MBA
Live Oak, Santa Cruz

From: Schwartz Susan
Sent: Monday, December 03, 2018 5:19 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Build the trail now - forget the rail

It just can't be any simpler. Santa Cruz needs a bicycle and walking corridor that passes through our various neighborhoods and is safe. The issues with adding a train to the picture put plans for the trail off indefinitely. Build the trail now. So so many people want it!

Sincerely,
Susan Schwartz

From: Family Gmail
Sent: Monday, December 03, 2018 8:36 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Stop the rail trail

Please stop the rail trail, make it trail only. For the health of our community and allow safe access for children to schools. Please vote no on the rail trail, make it trail only!

Thanks,

Brett

From: David Kunis
Sent: Monday, December 03, 2018 7:30 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Rail Corridor

Stop this nonsense with a commuter train because it's a stupid idea, lacks public support and you aren't going to believe the outrage directed your way if it ever does come to pass. Trains will be required to blast their horns at every unprotected crossing and the many people impacted will be calling for your resignation or worse. Public funding will be harder and harder to get and taxpayers will revolt. Give it up!!!

David Kunis

From: Kathy Helmer

Sent: Monday, December 03, 2018 12:48 AM

To: ucs@sccrtc.org

Cc: Bruce McPherson <bruce.mcpherson@santacruzcounty.us>; Johnson, Gine <Gine.Johnson@santacruzcounty.us>

Subject: Comments on UCS for Commissioners' Consideration

Below are my comments pertaining to Highway 1 ramp metering/auxiliary lane timelines

Ramp Metering and Auxiliary Lane timelines

A comprehensive ramp metering system is long overdue on the Highway 1 Corridor. For example, traffic volumes and speeds on the two SB 41st Avenue on-ramps often exceed mainline Highway 1 volumes and speeds during afternoon peak periods. Slowing and increasing gaps in the flow of on-ramp traffic and maximizing ramp storage capacity is one of the most cost effective ways to begin reducing mainline congestion. For that reason, I do not support the scenario on page 154 stating that ramp metering should be added after 2035 when auxiliary lanes are completed to San Andreas Road. I recommend amending the preferred scenario to:

- The first phase of a Highway 1 ramp metering system should be installed along with interchange modifications and ramp widening at Morrissey Blvd., Soquel Drive, 41st Av. and Bay/Porter interchanges during the next 6 to 8 years in conjunction with the Phase 1 Auxiliary Lane projects. The second phase of the Highway 1 ramp metering system should be installed in conjunction with auxiliary lane projects to San Andreas Road.

The Transportation Commission should adopt the following policy positions:

- Installation and operation of ramp metering systems are of regional importance and maximum benefit to Highway 1 will occur if each City and county support their installation as a system. Local street and traffic signal improvements and increased ramp storage must be an integral part of any ramp metering system.
- Current interchange designs should be redesigned as needed to maximize traffic flows and safety on both the mainline and local streets for all users.
- Ramp meters should be activated as mainline traffic conditions warrant and not be seen as only operational during "traditional" peak congestion periods.

My comments are based upon review of the draft study, my observations and my experience of 32 years serving as head of municipal transportation in the Cities of Santa Cruz and San Jose and one of the founding members of the Safe on 17 Task Force formed after the 1989 Loma Prieta Earthquake.

James Helmer, P.E., T.E.

From: Mike Pisano
Sent: Sunday, December 02, 2018 5:46 PM
To: ucs@sccrtc.org
Subject: UCS

Hello UCS,

I agree with the New Preferred Scenario with adding;

BRT lite (faster boarding, transit signal priority and queue jumps), and Increased frequency of transit with express services. Less emphasis on ramp metering, but more emphasis on auxillary lanes.

Also add & expand bike share & scooter share to the County.

Thank you
Michael Pisano

From: Mike Pisano
Sent: Sunday, December 02, 2018 3:23 PM
To: ucs@sccrtc.org
Subject: UCS

Hi UCS study,

I reside in Live Oak.

Please include frontage roads on Hwy 1 & Hwy 17 to allow those locales ease of access to their local areas with not hopping on the highway.

One example;
Connect Auto Plaza Drive to Bay Ave.

We also need a safe pedestrian & bike path between Santa Cruz & Scotts Valley.

From;
Ocean St Extension - along the edge of Henry Cowell.
Graham Hill Road
Glen Canyon Road

If Brookwood Drive could add a two-way bike lane.

Thank you
Michael Pisano

From: Bill Gray
Sent: Sunday, December 02, 2018 8:21 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please support the North Coast Plan, and...

Stop the rail folly, NOW.

Bill Gray
Capitola

From: Brian Peoples
Sent: Sunday, December 02, 2018 6:41 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Support TrailNow / Farmer's North Coast Rail Trail Plan

RTC,

One of the key goals of the Unified Corridor Study (UCS) was to provide guidance for the North Coast Rail Trail to meet the Federal Grant deadline of 2020. Now that Metro and other key organizations are against the results of the UCS and requesting that more studies for the rail corridor be performed, we are concerned that this could delay moving forward with the North Coast Rail Trail and jeopardize Federal Grant funds.

With an estimated cost of over \$15M to refurbish the railroad tracks for excursion trains to Davenport, we believe it can be concluded that our community will not make this type of investment. We believe the results of the UCS can provide enough guidance that the old railroad tracks from Wilder Ranch to Davenport are no longer required. Making this determination will allow RTC staff to begin working directly with the Farmers and Property-owners on a collaborative win-win solution to build a world-class rail-trail along the North Coast. The North Coast Rail Trail EIR report shows that our plan has the least environmental impact and can meet the 2020 deadline to use the Federal Grant funds.

We ask that you please support the recommendation that the old railroad tracks from Wilder Ranch to Davenport are no longer required and RTC Staff can proceed with developing the Farmers' Alternative Rail Trail plan along the North Coast.

Best regards,

Brian Peoples
Executive Director
Trail Now

From: Michael Pisano
Sent: Friday, November 30, 2018 2:09 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: 12/6/18 SCCRTC Meeting

Hi SCCRTC board,

I am a resident of Live Oak.

I highly recommend Scenario B on the rail trail study.

I highly recommend a full METRO ITS, and AVL with route information on solar powered visual & voice signage notifications systems at several key points (such as Ocean & Water, and all Transit Stations).

Common Acronyms:

ITS=Intelligent Transportation Systems - AVL=Automated Vehicle Locator

AVA=Automated Vehicle Announcement - APC=Automatic Passenger Counters

Our County voted overwhelmingly for Measure D & again has shown support with the defeat of Measure 6. Our METRO has done a tremendous job in cutting \$6 million dollars from its budget to give us a just adequate local mass transit system. We need options in our County. I have joined a few other locals to be car-less by choice since March of this year – I can tell you sustainable transportation in this County is very difficult. We need Options like a rail with trail, bike share, scooter share, carpools, and vanpools access. More walkable areas – bring back the five & dime stores with pharmacies, a diner/cafe (with milkshakes), grocery & retail. I hope that the recent Bird Scooter dropping In Santa Cruz has not discouraged our County from Scooter share. It is my opinion that this is what sustainable transportation looks like for the first & last mile solutions.

For example;

I took the METRO 66 to Capitola Mall, after work, from Pacific Station to gain some good value from Sears (before the notice of Sears closing). I finished shopping waiting for a return 66 back to Santa Cruz and hopped off at Coles BBQ for a rib dinner. Then had to wait in the cold for an hour for the next 66 going to the Mall then to return to Soquel Ave to transfer to the 71 to go home in Live Oak. Please have more transportation options in Live Oak.

My ex-wife worked at, as temporary help, at West Marine in Watsonville during a transition for them, and the closest bus stop arrived at 5pm. The next bus was at 6pm (she was able to get a ride to Watsonville, but not back home). I had the brilliant idea to use Uber to get her to the Watsonville Metro Station to catch whatever bus was going back to Santa Cruz. I would then either wait at 41st & Soquel to pick her up or at the bus stop at Soquel & Thurber. This quickly became better for me to be dropped off at Pasatiempo to catch the 35A into Scotts Valley, and for her to continue to Watsonville for when we shared our one car. Please have more transportation options in the Watsonville Square Area.

Rideshare;

I have tried Zimride a UC Santa Cruz TAPS supported rideshare program. I have been on the Zimride site for over four years now and have failed to find adequate, timely rideshare. Enterprise Car Rental Company had recently purchase Zimride & Rideshare vanpool. I did reach out to & met with Rideshare, but I have not successfully gained a ride to work & back. I have tried WazeCarpool with only three rides

in the last seven months. I have tried scoop & duet to no avail. I can use some of the ride share apps, but the convenience is lost either I have to get up an hour early or work with my supervisor to come in later (my supervisor is very supportive of my endeavor). My time is just as valuable as anyone else's, and if it is too much an inconvenience for me - I might as well buy a car. I currently use either Uber or Lyft to get to work in a timely manner at \$16 to \$20 a trip and take the METRO home with a UCSC staff buss pass (\$16 a month).

We have a free Lyft rides back and forth to Campus, but only students can use this for commute purposes. I found out recently that TAPS has not gathered enough data to justify other options between campus, downtown and the UC Scotts Valley Center. We have been at the Enterprise Technology Center (ETC) in Scotts Valley since January of 2017. UCSC TAPS only supports Zimride as an alternative to a TAPS vanpool as affiliates feel safer with other affiliates (less the non-affiliated Lyft free rides for staff & students).

Maybe help UberPool & LyftPool with accessibility in our county, and other viable less expensive ride share options?

FYI;

It is about 25 minutes back and forth from Campus to Scotts Valley on Lyft (this does not include wait times).

Uber & Lyft are smartphone app based ride hailing services.

UberPool, Lyftpool, Wazecarpool, Scoop & Duet are smart phone app based car-pool options – you have to walk to a convenient pick-up spot (up to ten minutes – another reason for scooter share).

Wazecarpool, Scoop & Duet are encouraged by Cruz511 (\$4 a trip).

Kaiser Changing Service

I just learned from my Kaiser Doctor that Kaiser is ending therapy for adults at the Santa Cruz Kaiser location, but they are expanding Watsonville & Scotts Valley locations (Santa Cruz Kaiser will still have child therapy).

How will those in need of service & campus students get to Watsonville & Scotts Valley Kaiser in a timely manner?

Can the SCCRTC, the METRO, Kaiser, Cabrillo, the Enterprise Technology Center (ETC) & U.C. TAPS work together to find an equitable transportation solution?

Maybe there is grant money available from Kaiser?

Maybe ETC can move from free Lyft service to a shuttle service or help enhanced METRO service to ETC & Kaiser?

Maybe METRO can loop from Santa Cruz to Scotts Valley stopping at the ETC & Kaiser (both ways on Scotts Valley Drive)?

Maybe METRO can go from half-hour intervals to 20 minutes intervals on Metro routes 35/35A?

Safety

I have been pretty amenable to going car-less, but as of late, safety has been on my mind. Our Highways are designed to trickle people in, but it also trickles people out. As for safety, this is very disadvantageous. We need to have three lanes on at least Hwy1 to safely help get people out of our County in an emergency. We also need to attain some evacuation help for those that are car-less.

Please note for future thoughts:

I wonder if autonomous vehicles would help get people out, or would those companies that own the autonomous vehicles keep them out of harm's way & have them not enter evacuation areas?
Will future autonomous vehicles insurance companies allow their property to help evacuate car-less citizens?

Our County needs more options.

Thank you for your time and consideration

From: GARY PLOMP

Sent: Thursday, November 29, 2018 9:42 AM

To: Undisclosed recipients:

Subject: RE: Repair of the Santa Cruz Branchline

To all:

The storms of 2017, damaged and undermined the Santa Cruz Branch rail line just North of Watsonville at Mile Post 5 rendering it unusable. The Army Corps of Engineers are not scheduled to repair it until late next year. Of course, the anti-rail groups in North Santa Cruz County have impeded this process too. This is ridiculous!

I respectfully ask that you **LOBBY or contact** the CTC (California Transportation Commission) and your Local, State and Federal representatives to fast track (no pun) the repairs of this important transportation entity. Thank you for your attention.

Gary V. Plomp
Rail Advocate

The SCCRTC received the following letter sent by the individuals listed below:

SAFER STREETS AND RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study

November 28, 2018

Francis Nimmo Golden Love

From: Kirill Petrov
Sent: Tuesday, November 27, 2018 12:15 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: I support Greenway

Dear Commissioners,

I support Santa Cruz County Greenway's plan for the rail corridor and their healthy, forward-thinking vision for our overall county transportation outlook.

Please help to ensure Greenway's alternative plan is given fair consideration in the Unified Corridor Study. Our county needs realistic, affordable alternatives to gridlock not a fantasy train with invisible riders.

Thank you,

Kirill Petrov

From: Craig Chatterton
Sent: Monday, November 26, 2018 11:44 AM
To: tim_gubbins@dot.ca.gov; jbertrand@ci.capitola.ca.us; sbrown@cityofsantacruz.com; rlj12@comcast.net; trina.coffman@cityofwatsonville.org; john.leopold@co.santa-cruz.ca.us; zach.friend@santacruzcounty.us; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; bruce.mcpherson@co.santa-cruz.ca.us; cchase@cityofsantacruz.com; ebottorff167@yahoo.com; openup@cats.ucsc.edu; David.reid@santacruzcounty.ca.us; patrick.mulhearn@santacruzcounty.us; aschiff@ucsc.edu; Ginger Dykaar <gdykaar@sccrtc.org>; Regional Transportation Commission <info@sccrtc.org>

Subject: draft Unified Corridor Investment Study Document

To: RTC commission and UCS team members,

As a resident of the 2nd district in Santa Cruz County, I have significant concerns about the draft Unified Corridor Investment Study document (UCS). Like many residents, my life is significantly impacted by the transportation issues and decisions facing the county. Attached are some comments on the draft UCS.

Thank you for time and consideration.

Craig Chatterton
Resident, 2nd District

From: Robert Esposito
Sent: Saturday, November 24, 2018 9:18 AM
To: info@sccrtc.org
Subject: UCS

Dear RTC members,

I am sure much time has been spent discussing the engineering feat of the UCS. As a licensed contractor in the building industry for over 20yrs, I feel the expense doesn't justify the current planned options. Typically 2 tracks are required for safe and efficient commuter rail service. The corridor currently seems only wide enough for single (1) tracking which usually is only used for branch lines. How can you have a commuter rail service with only one track?

Sincerely,

Robert Esposito
Resident of Rio Del Mar

From: John Speyer
Sent: Tuesday, November 20, 2018 1:09 PM
To: ucs@sccrtc.org
Subject: Comments on Unified Corridor Investment Study

Dear SCCRTC:

As a resident of Watsonville for more than 20 years, I urge you to support Preferred Scenario B, which include Rail + Trail route between south & north county.

Destroying the rail line would be disastrous for our county, eliminating one of the best options for North-South commutes. Don't listen to the Greenway folks: most county residents will not be commuting north & south on bikes! The rail offers an excellent option to move folks, assuming the price is not out of the range of service/hospitality/factory workers.

It's been proven time and again that widening lanes will NOT help solve the problem in the long run, as HWY 1 will simply turn into a rush hour parking lot after a few years of its widening. Drivers need to be encouraged to carpool or take alternative forms of transportation.

Final thought: how about encouraging private or public smaller vehicles - mini-vans that hold a dozen or so, and run every 15 min or less - to get folks to and from work at the train hubs, "the last mile" scenario. This would be essential for getting folks from Watsonville to Pajaro train station, and from the Santa Cruz station to the industrial Westside & River St/Hwy 9 areas.

Sincerely,
John Speyer
Watsonville CA

From: margherita zavatta
Sent: Monday, November 19, 2018 4:48 PM
To: UCS <UCS@sccrtc.org>
Subject: Public Comment

I urge Commissioners to support the Preferred Scenario (B) of the Unified Investment Corridor Study. Using the rail corridor for both rail and trail is definitely the best option when considering public safety, reducing carbon emissions, improving social equity, increasing use of public transit and benefiting the local economy.

Thanks,

Margherita Zavatta

From: Bob F
Sent: Monday, November 19, 2018 12:07 PM
To: UCS <UCS@sccrtc.org>
Subject: Improving Quality of Life in Santa Cruz County by easing HWY1 traffic during Commute Times

Apparently the RTC is still undecided between the "Rail-Trail" and "Trail-only". I feel the very distant "promise" of one mixed with all the realities of the other, may be best and to offer it now! With the RTC delaying a decision, I'd like to encourage a "Bus-Trail Corridor" alternative that allows a very viable means for transporting people safely and comfortably across Santa Cruz County that can essentially be guaranteed to be a fraction of the time that it now takes during commute times. This should appeal to those who can only dream of one day taking a safe passenger train. It also should appeal to those who want the opportunity to freely travel along this corridor via a variety of human-powered means.

I just sent the following to the newspapers, please support this alternative that I feel will most likely further improve Quality of Life in Santa Cruz County.

Bob Fifield
Aptos, Ca. 95003

From: Dianne
Sent: Monday, November 19, 2018 11:34 AM
To: UCS <UCS@sccrtc.org>
Subject: Keep the Rail!

Regional Transportation Commission:

I urge Commissioners to support the Preferred Scenario (B) of the Unified Investment Corridor Study. Using the rail corridor for both rail and trail is definitely the best option when considering public safety, reducing carbon emissions, improving social equity, increasing use of public transit and benefiting the local economy.

Public safety - fewer traffic collisions, injuries and deaths.

Significant reduction in VMT (vehicle miles traveled) - critical for reducing carbon emissions and traffic congestion.

Economic benefits - the increase in visitor related tax revenue will be as much as 60% higher than the other scenarios.

Funding availability - Santa Cruz County voters overwhelmingly approved Measure D, which includes ongoing funding for the rail and trail. Most importantly, the recently adopted California State Rail Plan specifically allocates \$1.5 billion for the Central Coast to "Implement Regional Rail Connecting Monterey and Santa Cruz to the Statewide Rail Network".

Equitable - Rail with trail will serve many modes of travel for many differing abilities.

Keep the rail and build the trail - Scenario B is the best option to address the climate crisis, provide equitable transportation access for everyone, improve local economic vitality and develop a truly sustainable transportation system that will serve Santa Cruz County now and well into the future.

Dianne Dryer
Santa Cruz County resident

From: Martha Macambridge
Sent: Monday, November 19, 2018 9:11 AM
To: UCS <UCS@sccrtc.org>
Subject: Keep the rail and build the trail

I urge Commissioners to support the Preferred Scenario (B) of the Unified Investment Corridor Study. Using the rail corridor for both rail and trail is definitely the best option when considering public safety, reducing carbon emissions, improving social equity, increasing use of public transit and benefiting the local economy.

Public safety - fewer traffic collisions, injuries and deaths.

Significant reduction in VMT (vehicle miles traveled) - critical for reducing carbon emissions and traffic congestion.

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Equitable - Rail with trail will serve many modes of travel for many differing abilities.

Keep the rail and build the trail - Scenario B is the best option to address the climate crisis, provide equitable transportation access for everyone, improve local economic vitality and develop a truly sustainable transportation system that will serve Santa Cruz County now and well into the future.

Thank you,

Martha Macambridge

From: Nadene Thorne
Sent: Sunday, November 18, 2018 8:22 PM
To: Ryan Coonerty <ryan.coonerty@santacruzcounty.us>
Cc: Regional Transportation Commission <info@sccrtc.org>
Subject: Way Forward in Light of the UC Study

Commissioner Coonerty,

As your district constituent, I was highly disappointed by your vote in June to approve the Progressive Rail contract. Most of the commissioners who voted for it with you expressed the same justification: "We HAVE to do something for the businesses in Watsonville who depend on freight."

My question to you, and to these other commissioners, is why you didn't direct the RTC staff to write and negotiate a contract that would have done only what we all agreed was immediately needed: provide rail service for Watsonville businesses and to the south, rather than a 10-year contract (potentially) committing the county to make substantial – and expensive – repairs to the rail line whose value we are far from a consensus on. None of the commissioners, to my knowledge, has answered that question.

Now we have the results of the highly touted UCI Study, one that, for all its advertised community input and presumed foundation on verified fact, nevertheless seems to offer a mishmash of partial proposals, and further postpones substantive solutions until 2035! It appears as though the commission staff would rather study the transportation problems, rather than actually recommend doing anything about them any time soon.

Doesn't it make sense at this critical juncture, before further obligating the county to whatever uncertainty is proposed in Progressive Rail's contract, to at least step back and consider the implications of some of the significant circumstances that have changed since the UCI Study was authorized:

- 1) The Measure L vote in Capitola,
- 2) The Progressive Rail contract,
- 3) The sudden and perhaps unexpected popularity of e-bikes in Santa Cruz as a viable transportation option rather than as simply recreation,

4) The inability to date of the City of Santa Cruz to fund the astonishingly expensive Segment 7 phases of even a narrow trail aside the railroad tracks,

5) The substantial number of community speakers and letter writers who have lobbied you all to pursue bus and trail only (as opposed to the ambiguous dot-and-vote system of several of the presentations), and to oppose the Progressive Rail contract as written,

6) The less-than-enthusiastic local responses to the north coast EIR proposal and presentations,

7) The comments and recommendations of several transportation speakers which you, the RTC, sponsored,

8) And there are probably innumerable other changes to the transportation landscape which only you all may be aware, and through which you commissioners must negotiate.

In short, accepting the staff recommendation of Scenario B will undermine the explicit goals the study: to ascertain transportation solutions which offer economy, meet environmental goals, and enhance social equity. The study itself makes it clear that no rail option will be equitable, or will effectively reduce traffic on Highway 1, or will be affordable for the long term, or achievable in the near term.

Before simply rubber-stamping this flawed scenario recommendation of the RTC staff, who, it should be noted, were not elected as representatives of us citizens but rather function only at the behest of you commissioners, I would hope that you would use this opportunity to re-evaluate “the plan of record” in light of the present and near future and create a scenario that genuinely offers viable and affordable transportation improvements for both north and south county residents.

I would be happy to meet with you to discuss these options further.

Nadene Thorne

From: Joel Isaacson
Sent: Sunday, November 18, 2018 6:50 PM
To: ucs@scrtc.org
Subject: Rail trail

Keep the rails for the future. Build the trail now.

Joel Isaacson

From: Nancy
Sent: Sunday, November 18, 2018 10:15 AM
To: ucs@scrtc.org
Subject: Rail + Trails

I urge Commissioners to support the Preferred Scenario (B) of the Unified Investment Corridor Study. Using the rail corridor for both rail and trail is definitely the best option when considering public safety, reducing carbon emissions, improving social equity, increasing use of public transit and benefiting the local economy.

Some of the reasons cited in the recent Unified Corridor Study:

- Public safety - fewer traffic collisions, injuries and deaths.
- Economic benefits - the increase in visitor related tax revenue will be as much as 60% higher than the other scenarios.
- Funding availability - Santa Cruz County voters overwhelmingly approved Measure D, which includes ongoing funding for the rail and trail. Most importantly, the recently adopted California State Rail Plan specifically allocates \$1.5 billion for the Central Coast to "Implement Regional Rail Connecting Monterey and Santa Cruz to the Statewide Rail Network".
- Equitable - Rail with trail will serve many modes of travel for many differing abilities.
- Climate - Significant reduction in VMT (vehicle miles traveled) - critical for reducing carbon emissions
- Traffic - Significant reduction in traffic

Keep the rail and build the trail - Scenario B is the best option to address the climate crisis, provide equitable transportation access for everyone, improve local economic vitality and develop a truly sustainable transportation system that will serve Santa Cruz County now and well into the future.

Thank you,
Nancy Willard
Aptos resident

From: Chuck Johnson
Sent: Sunday, November 18, 2018 8:37 AM
To: ucs@sccrtc.org
Subject: Save the rails for the future of transport

From: Eva Brunner
Sent: Saturday, November 17, 2018 10:52 PM
To: ucs@sccrtc.org
Subject: Rail Trail

Commissioners -

Keep the rail and build the trail - Scenario B is the best option to address the climate crisis, provide equitable transportation access for everyone, improve local economic vitality and develop a

truly sustainable transportation system that will serve Santa Cruz County now and well into the future.

Eva Brunner

From: Tom Rath

Sent: Saturday, November 17, 2018 1:51 PM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: RAIL TRAIL CORRIDOR

I live in Capitola and have been a member of the national Rails To Trails Conservancy since 2005. I receive their quarterly magazine and am amazed at how much has been accomplished nationwide in either converting rails to trails or establishing trails alongside rails. It dismays me to see that we are stuck with advancing our rail/trail with opposition primarily from Trail Now and Greenway. I am a firm proponent of rails WITH trails for our corridor.

I only get the weekend subscription to the SC Sentinel and every week there is a letter to the editor on this topic either pro or con. I have subscribed to emails from Trail Now to read about their positions as well. I have read your studies provided by consultants and completed your surveys when asked upon to do so. I am a voter and checked elections results this morning because they are still counting mail in ballots. Measure L here in Capitola now trailing by 127 votes.

I think a lot of negativity regarding rail comes from prior years when Union Pacific ran the rock train from Aromas to CEMEX once or twice per week. It was extremely heavy, loud, spewed lots of diesel exhaust, not energy efficient and basically obnoxious. I don't think the trains to Christmas Town helped improve the image of rail much for some of the same reasons. It amazes me that we ran that heavy rock train over all of our 100 plus year old bridges without incident but now cannot run "light" rail passenger service over those same bridges. This reeks of litigation issues even with scheduled structural inspections and retrofits if deemed necessary.

I have researched Siemens in Sacramento and they have some really modernized, low floor, light weight, low emissions and quiet light rail vehicles. Although they do have many electric only applications they also have Tier 4 diesel/electric and brand new hydrogen/electric power options for their engines. Tier 4 is the lowest emissions level for diesel powered vehicles in use currently. They provide their various products now on a world wide basis and are considered a leader in the industry.

I believe I read where SMART in Marin/Sonoma offered free demo rides for a limited period of time. This offered proponents, opponents, stakeholders and general public an opportunity to experience the service prior to full implementation. Some of our stakeholders have gone up to ride SMART to experience for themselves light rail transit. I think a similar demo here having the RTC, Progressive the local cities and the County develop a proposal for submission to Siemens for this purpose. Many of our County residents are basing their opinion either pro or con without ever having experienced what a light rail service could provide. A former coworker of mine who lives just South of Watsonville and works at the main County building on Ocean told me his morning commute is now 1.5 hours minimum and his evening commute is now 2 hours notwithstanding any traffic incidents. He would love to drive in to Watsonville, hop on a light rail, ride to the Boardwalk area and then take a SC Metro shuttle up Pacific and over to Ocean.

Next phase of widening HWY 1 from Soquel Ave to 41st Ave not to begin until 2021. That's no more than one mile. HWY 1 commute traffic now spilling onto surface streets in attempt to evade the congestion. Tourism is our number one industry and agriculture is number two. We have an opportunity to increase our eco tourism economy by providing light rail service. Imagine many of the tourists entering our County from the East, the North and the South, parking their cars, hopping on light rail with a day pass and enjoying our County's many attractions without having to navigate the traffic. Rails To Trails Conservancy has reported that many businesses within 1/2 mile of the rail/trail corridors report a 20% to 25% increase in sales revenues. I just don't see many other options for us to consider bound in with the ocean on one side and the mountains on the other. I wish to thank you sincerely for your efforts on behalf of the residents of Santa Cruz County!!

From: GARY PLOMP
Sent: Saturday, November 17, 2018 7:17 AM
To: UCS <UCS@sccrtc.org>
Cc: Regional Transportation Commission <info@sccrtc.org>
Subject: RE: Support for "B"

To whom it may concern:

I once again write this letter to voice my support for Measure "B" in regard to Rail with Trail.

It is paramount that the Santa Cruz Branch Rail Line be preserved for future use! It is a historic transportation asset that will factor big time into the future of transit in Santa Cruz County in the years ahead.

Keep in mind, other than the Greyhound bus, there is NO DECENT INTERCITY connections in or out of Santa Cruz County at this time. Also, the Santa Cruz Branch rail line will not only provide a link to future Amtrak service at Watsonville Junction in Pajaro but providing a needed transportation option for COMMUTERS as well.

Hopefully, freight service will be increased in the Santa Cruz and North County area in the future and preserving the rail line is essential for the economy of the county.

In addition the trail aspect will appease those who desire a walking and bike path as well. It is a win-win for all.

Thank you for your attention.

Gary V. Plomp
Rail Advocate

From: Dan
Sent: Friday, November 16, 2018 7:51 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Viable traffic solutions

We are retired and walk the area near Newbrighten elementary. If we are serious about traffic solutions we should talk a hard look at returning to school bus program. It would be far more effective in removing surface and highway traffic in the area. Also by studies estimates 3500 daily commuters would use new rail most of which would most likely be taken from existing bus passengers. By the way that is almost the same number I came up with several years ago when this all came up. I based it on existing public bus ridership. But to my point 3500 daily compared to 100,000 on highway is only 3.5% think about that number and the money that will have to be spend and continued to be spent to subsidize 3500 riders on 60 trains daily. Lastly freight on rail in our area is a fantasy. Maybe a few decades ago but not in today's world. Perhaps from Watsonville or Salinas eastward but not our area. Good to hear that meeting has been rescheduled . Thank you for all your efforts.

The SCCRTC received the following letter sent by the individuals listed below:

SAFER STREETS AND RELIEF FROM TRAFFIC

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study

November 15, 2018

Monica Alvarez	Nayerli Ortiz	Anna Castillo
Yahir Alvarez	Freddy Garcia	Fidelina Mendoza
Noe Fernandez-Duarte	Ivan Salvador	Sarah Aquilina
F. Perez	Edgar Rocha	Monica Gracizo
Domonique R.	Miguel H.	Leon Pacheco
Bianca Castamedas	Carolyn Candia	Rolando Munoz
Sergio Hernandez	Shane Soares	Ariana Gonzalez
Jesus Mores	Abram Rincon	Richard Walsh

The SCCRTC received the following letter sent by the individuals listed below:

CALLES MÁS SEGURAS Y ALIVIO DE TRÁFICO

Estimada Agencia Regional de Transportación de Santa Cruz:

- Necesitamos tránsito público rápido y confinable y calles más seguras para ciclistas y peatones.
- Necesitamos alternativas para aliviar la congestión del tráfico en el autopista.
- Favor de utilizar la vía de tren para servicios de pasajero confinable para trabajadores, estudiantes y todo el público.
- Favor de hacer nuestras calles más seguras para bicicletas y peatones.

Yo vivo en el condado de Santa Cruz y apoyo las mejoras en el Escenario B del Estudio "Unified Corridor Investment Study".

November 15, 2018

Mark Poza	Gabino E. Torres S.	Carlos Plasceria	Lexio Valeria
Daniel Oviedo	Adriana Cruz	Eduardo Jiménez	
Jeremi	Gerardo Cruz	Mariah	
Angel Barrientos	Romero Roberto	Guadalupe Grande	
Jorge Hernandez	Maria Pocel	Yaneli	
Adriana Zacarias	Joaquin Lane	Rodrigo Hernandez	
Ian M.	Ana Martinez	Xitlali Suarez	
Eric B.	Joel Garcia	Alejandro Martinez	

From: kaki rusmore

Sent: Thursday, November 15, 2018 10:47 PM

To: ucs@sccrtc.org

Subject: Unified Corridor Study

Dear RTC staff,

I have reviewed information on the UCS and want to encourage you to recommend keeping the rails for future possible use, while developing the trail alongside them now: scenario B.

This option helps move our county towards sustainable transportation, supports healthy lifestyles, and offers a long-term affordable solution to north-south transportation. We need to move away from supporting cars as our main form of transportation. We need to take action towards an equitable, affordable solution to our transportation challenges. This option will help that happen.

I also want to take this opportunity to comment on Measure L in Capitola. I do not think you can take its passing as a measure of support for abandoning the rail option. The Yes on L publicity was extremely misleading, talking about "saving the trestle", providing bike paths (as though that is not already in the plans) and never mentioned the way it would inhibit the development of rail transit. I walked neighborhoods for No on L with my daughter who lives there, and at least 90% of the people we talked

to had no idea that L would make it more difficult to develop rail transit. They thought getting rid of the tracks and effectively eliminating the possibility of developing modern rail transit in the future was a very bad idea. As you are probably aware, L passed by only 90 votes. I am sure that if Capitola voters all had clear information about the implications of L on future rail transit, it would have been defeated by a wide margin.

Thank you for your hard work on this contentious issue. I hope that Santa Cruz Co. takes this opportunity to stand behind its rhetoric of loving the natural environment and caring about other human beings and puts a plan in place that demonstrates both those values.

Warmly,
Catherine Rusmore

From: T & G Schuttish
Sent: Thursday, November 15, 2018 4:57 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Safer streets and relief from traffic

Dear Santa Cruz County Regional Transportation Commission,

- We need fast reliable public transit and safer streets for cyclists and pedestrians.
- We need alternatives to being stuck in highway traffic congestion.
- Please use the rail line for dependable passenger train service for workers, students and everyone.
- Please make our streets safer for bikes and pedestrians.

I live in Santa Cruz County and I support the improvements in Scenario B of the Unified Corridor Investment Study. Please decide quickly, we are ready for the Rail & Trail.

From: Robert Stephens
Sent: Thursday, November 15, 2018 10:20 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: My Comments for the Commissioners

Dear RTC Commissioners:

It looks like the majority of voters in Capitola are not interested in a train in their community and prefer a safe useable trail. Watsonville wants to widen the freeway like north county has done (look how nice the fish hook works after the improvements were made), San Lorenzo Valley and Scotts Valley residents will never use a train or want to pay for one , no one working in ag in Watsonville will ever use a train (but they will pay for it), METRO is concerned about their funding being cannibalized by the train, and Jump bikes are moving a lot of people at no cost to tax payers. All the while the RTC staff is

recommending: "stay the course": don't widen the freeway, keep the rusty rails, and are causing the trail to not be built anytime soon due to and extremely high cost (look at segment 7.1 costs).

The UCIS is nothing but an exercise in "continue with the plan" from the RTC staff. There is now a big push to wrap this up by the end of the year. What is the rush? Is this good government, or more a political push? There will not be any trains going past Watsonville for six months or more. The RTC has a new ED, who should have time to weigh in on all this, as he will have to deal with this in the end. You are also facing a CEQA lawsuit that is not resolved. Let's see if the UCIS can stand up to a peer review. You will also have some new commissioners, who will want to weight in on this issue. I am sure the staff will tell you a lot of reasons for a rush to get this done, but they are all just set up by staff to "push this through". You and I all know this.

Let's spend a little time and effort to get this right, as it is very important to our community. Use some common sense and don't rush into this and make another mistake. Remember the last rail operator the staff recommended, how much did that improve traffic in our community or help anything.

Rail banking leaves all doors open: rail, wheeled vehicles , trail and any combination of the above (yes it can be iron clad to allow for future trains), while going with Progressive closes the door for ten years, except for spending a lot of money on a trail and losing local control of the corridor.

Stop, listen to your community and try and make transportation improvements we can afford and implement in a timely fashion that works for everyone.

Sincerely,

Robert Stephens
Aptos

From: Keresha J Durham
Sent: Wednesday, November 14, 2018 11:56 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Support for Scenario B

Dear Chair Leopold and Commissioners,

After close review of the Unified Corridor Investment Study, myself and many local environmental and transportation activists feel that Scenario B best meets our local environmental and social equity goals.

As you may know the October 8, 2018 report issued by the Intergovernmental Panel on Climate Change (IPCC) stated that time to act to limit global warming to 1.5°C is "rapidly closing." Due to this fact, we urge you to make a decision by your December 6 meeting.

Scenario B is the best for our regional environment for the following reasons:

- 1) has the fewest vehicle miles traveled (VMT) of any option.
- 2) emits the lowest level of pollutants of any option.

- 3) has the greatest CO2e emission reductions.
- 4) is the most equitable choice. It is responsive to needs of all people as it serves the highest number of County transit users.
- 5) includes a rail option which according to national Sierra Club Transportation Policy, is “most effective in stimulating compact development patterns, increasing public transit patronage and reducing motor vehicle use.” (policy from September 2018)
- 6) results in the highest mode share for bicycle use.
- 7) has the second lowest mode share for driving alone.
- 8) results in the highest mode share for transit use.

Scenario B is not perfect; special attention must be paid to the avoidance and mitigation of environmental impacts during the design phase of transportation projects. It can do a better job of implementing modern transportation design that protects the environment, sensitive habitat and wildlife, by including:

- Continued use of the rail line for transport of goods by freight must be included. Every freight rail car removes three to four trucks from the highway improving safety for road users and reducing greenhouse gases.
- Mission Street intersection improvements must be designed for increased safety for bicyclists and pedestrians, not just to improve automobile traffic flow.
- We urge future upgrade of public transit modes to all electric as soon as possible. This conversion coupled with the County’s participation in Monterey Bay Community Power will further reduce greenhouse gas emissions.

Transportation is the highest source of CO2 emissions in the United States. As the national Sierra Club Transportation Policy states, transportation strategies must “protect natural systems and open space, reduce vehicle miles traveled, and promote environmental and economic justice and access for all, including low-income communities and those most impacted by pollution.” Also national Sierra Club policy opposes the building or widening of limited access highways and states that HOV lanes should come from converting existing highway lanes rather than constructing new lanes.

Please move forward with Scenario B and providing transit options for our County!

Keresha J Durham
Environmentalist, former Chair of the City of Santa Cruz Transportation Commission
37 year resident of Santa Cruz, lifetime member of the Sierra Club

From: Bill Rutherford
Sent: Wednesday, November 14, 2018 10:47 PM
To: Regional Transportation Commission <info@scrtc.org>
Subject: Rail

I just can't believe you will move forward with rail. The cost benefit ratio is glaringly ridiculous. This project is a boondoggle. Stop it! You are moving on this way too fast. There is no crisis that will be fixed by going forward with commuter rail now. Your ideas and plans today will be obsolete before they can be implemented. Please wake up before its too late. Since I have not had the chance to have my opinion counted in at the poles, this is my NO vote on a rail option at this time.

From: Ed Porter
Sent: Wednesday, November 14, 2018 10:22 PM
To: Regional Transportation Commission <info@sccrtc.org>
Cc: Sandy Brown
Subject: Report on PRT in Santa Cruz County for the UCS

To: George Dondero

Dear Mr. Dondero,

I'm attaching the report from a study of the potential of Automated Transportation Networks in Santa Cruz (ATNs, aka PRT). This study was commissioned by Santa Cruz PRT Inc. member Brett Garrett with a supplemental stipend FROM Santa Cruz PRT Inc., and is intended to support and inform the Unified Corridor Investment Study.

The consultant performing this study is Peter Muller from PRT Consulting, Inc. (<http://prtconsulting.com/>) This is the same consultant who performed the recently published study for the Greenville-Pickens Area Transportation Study (GPATS) Long-Range Transportation Plan (LRTP) process.*

In my opinion, Santa Cruz RTC is fortunate to have this consultant draw upon his recent work experience and prepare this study for Santa Cruz.

I am attaching the PDF file of the Santa Cruz study for your use and for any distribution you may wish to make.

I'm writing to make a specific request. That is, we would like to present this study to the Commission with the hope that there would be a motion from a Commission member to accept the study. Our thinking is that this could happen at the meeting 2 weeks from now.

You will notice that I have cc'd Commissioner Sandy Brown so that she will be informed of my request.

I'd also like to comment at this time that we think ATN/PRT should be considered within the broad category of "Rail Transit" since there are a wide variety of rail possibilities in size of vehicle and other specifications.

Best Regards,

Ed Porter

*GPATS is the MPO, for the Greenville, South Carolina Urbanized Area. Here is a link to that working group:

<http://www.gpats.org/about-gpats/gpats-101>

From: Janie Soito
Sent: Wednesday, November 14, 2018 9:49 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Support Profession staff recommendation of Scenario B

I'm a Watsonville native and am writing to let you know that I support the professional staff's recommendation for Scenario B with modifications. My biggest concern now is that quick action is needed to approve the plan and start moving forward with more trail construction and starting excursion service as soon as possible. I'm tired of the delay tactics of those who think they can circumvent the process. Now is the time to put the washout repairs on a fast track so that the rail line can be put back into use. With the rail line north of Watsonville out of service since February 2017, it gives some groups the false impression that the rail line is surplus and not needed. Watsonville needs the rail line for rail transit to jobs and recreation on the north side of the county. Santa Cruz needs that rail line for access to Pájaro and the rail transit opportunities that are coming. A trail only plan is insulting to the people of Watsonville. Seize the moment and let's get the rail rolling!

Sincerely,
Janie Soito

From: Dan Denevan
Sent: Wednesday, November 14, 2018 5:57 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: ucs study

How did the UCS study arrive at their train ridership estimate of 7400 per day? The SMART train ridership is closer to 2000 per day for a population 3 times as large as Santa Cruz. Denton, TX and Beaverton, OR are both larger than Santa Cruz and have ridership under 2000 per day. It appears the UCS estimates are off by a factor of ten.

From: Carey Pico
Sent: Wednesday, November 14, 2018 2:46 PM
To: Regional Transportation Commission <info@sccrtc.org>; Patrick Mulhearn <patrick.mulhearn@santacruzcounty.us>; Andy Schiffrin <andy.schiffirin@co.santa-cruz.ca.us>; Ed Bottorff <ebottorff167@yahoo.com>; bruce.mcpherson@co.santa-cruz.ca.us; Gine Johnson <gine.johnson@santacruzcounty.us>; trina.coffman@cityofwatsonville.org; Jacques Bertrand <jbertrand@ci.capitola.ca.us>; Supervisor: Ryan Coonerty <ryan.coonerty@santacruzcounty.us>; Randy Johnson <rlj12@comcast.net>; Cynthia Chase <cchase@cityofsantacruz.com>; Michael Rotkin <openup@ucsc.edu>
Subject: Costs to taxpayers for UCIS topics - HOV: \$0.38/trip; Train: \$9.76/trip; BRT: \$3.73; (Metro: \$5.34)

Please note the operating costs of programs stated in the UCIS:
These are the "**county cost**"/trip (i.e., operating cost - fares).

Cost per Trip (based on UCIS numbers except METRO)

METRO: **\$5.34**/trip (average fare of \$1.52/trip, total cost: \$6.86/trip) - included for comparison
Train: **\$9.76**/trip (accounts for \$2.50 fare/trip, total cost is \$12.26/trip)
HOV: **\$0.38**/trip (using Caltrans flow/speed data suggesting ~30% of trips are affected by congestion)
Trail: **\$0.07**/trip
BRT+Lite: **\$3.73**/trip (note: this value seems too low; calculated as \$24.3M/(Scen.C users-baseline))

From: Tom Fredericks
Sent: Wednesday, November 14, 2018 2:24 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: In Support of Rail Corridor

My name is Tom Fredericks. I live in Felton and I will be attending the RTC Meeting November 15 in Watsonville. I support keeping the rails for future transit. I use Metro (including the 91X to Watsonville) and Jump Bike and hope I can include rail in my mix of transportation options in the years ahead.

From: Molly Ording
Sent: Wednesday, November 14, 2018 12:13 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Our Support for the RTC's "Preferred Scenario!"

Good Day Very Valued and Appreciated RTC Members!

I wish to state my husband's and my long time support for all of your research and work and dedication of time and talents! We are long time Capitola residents and have been interested in your studies for quite some time!

We unequivocally support your selection of Scenario B, with agreed upon modifications. We feel this is a regional issue and we all need to take a regional approach that will benefit the most in our area as a whole. I might add that the "social equity" portion of the plan has long been of importance to me, as well as the future development of some sort of transportation mode along the rail corridor and an adjacent walking and bike trail! Being retired, we try to stay off Hwy 1 whenever possible...for so many reasons... time, pollution, frustration, etc. etc!

Thanks to each of you, most sincerely, for your very hard and long work and study of the many options! We will look forward to hearing the results of your meeting and very much look forward to some tangible improvements for all of us throughout our coastal region!

Most sincerely,

Molly & Mickey Ording