

**Santa Cruz County**  
**MetroLink**  
a proposal

August 2015

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# MetroLink

MetroLink is the working title of a proposed Santa Cruz County public transit system based on the Union Pacific rail corridor, consisting of electric trolley cars running at frequent intervals on the track with electric-powered shuttle buses running at frequent intervals along principal arteries of the population centers, acting as feeder lines to bring passengers from the neighborhoods to the streetcar line.

This proposal is being presented at this particular time in the hope of demonstrating a viable alternative mode of passenger rail service for Santa Cruz County.

Nothing in this proposal is new. There is nothing that has not been done before except, possibly, the electric powered shuttles. The trolley car is 200-year-old technology, and the financial methods are in a daily use throughout the financial world.



# Organization

MetroLink is founded upon three critical public/ private partnerships (the "partners"):

## **PG&E**

Installs, maintains, and owns the power line and charging stations

## **Railroad Company (to be selected)**

Maintains the track itself in top condition on a contract basis

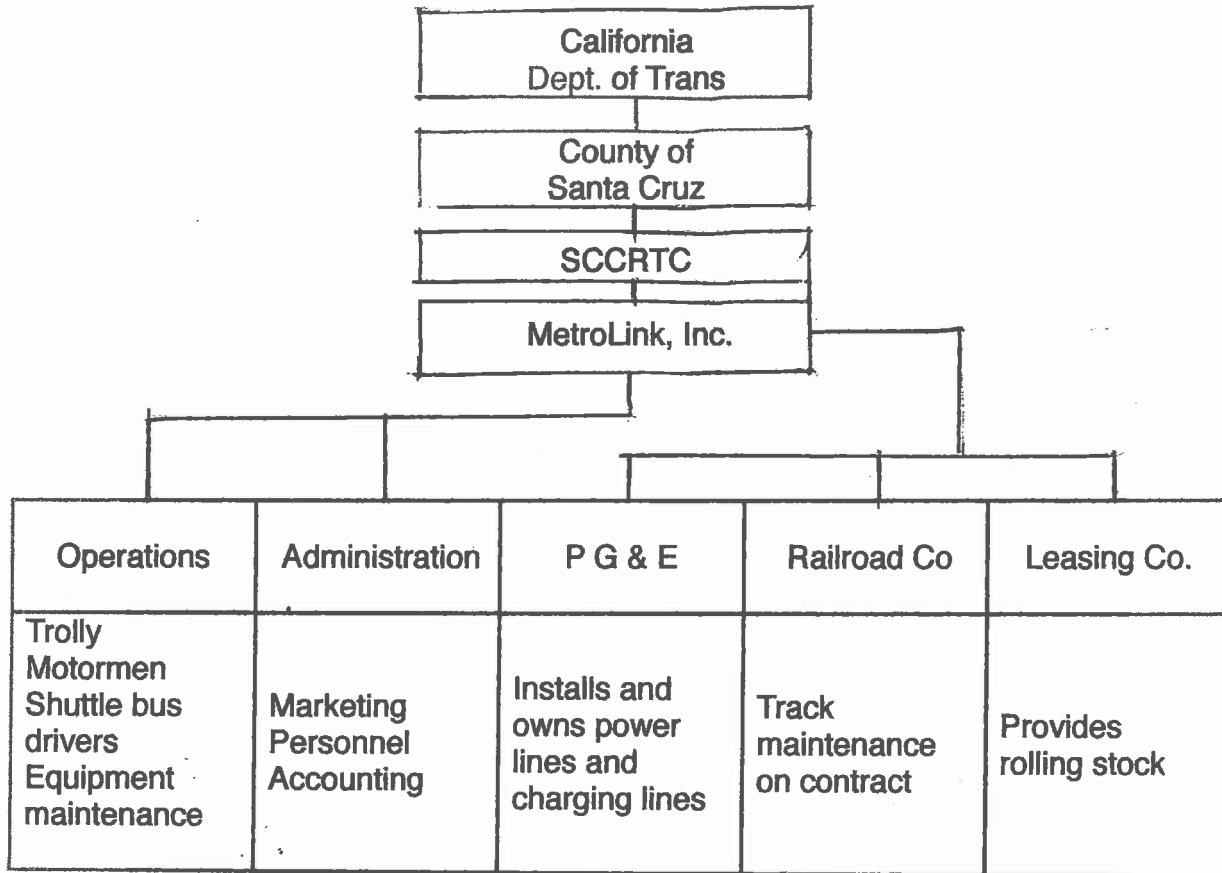
## **Leasing Company ( to be selected)**

Provides rolling stock (trolley cars and shuttle buses) on a long term lease basis

## **MetroLink Inc.**

Manages all relations with the "partners" and all administrative and operations functions of the Corporation

**MetroLink  
Organization Chart  
( proposed )**



# Process

If the SCCRTC does indeed select MetroLink, they should pass a resolution declaring it to be the chosen mode for the rail/ trail, and the intention to establish the MetroLink system **without the use of any public money.**

The next step would be to recruit an organizing committee of persons of means and influence who would form the basis for a Board of Directors of MetroLink, Inc., supply seed money to complete the incorporation, and prepare for a public stock offering.

In the meantime, the TRAIL could be developed at its own pace without concern for any potential conflict with the RAIL since pedestrians, bicycles, and trolleys are fully compatible, using the same rights- of-way all over the world.

# Notes

## **Public stock offering (IPO)**

Purchasers of substantial blocks of stock, say \$10,000, should be given lifetime passes. Purchasers of smaller blocks, say \$1000, would earn a one-year pass; \$100 a one-month pass, etc.

A robust marketing campaign for the IPO would create a strong stimulus for initial ridership. Everything from a steady stream of progress reports in the local media to doorknob hangers, "free ride days", etc. could be exploited with heavy reliance on volunteers.

Bear in mind that few people in this county know, or even care, much about mass transit. Santa Cruz County, as in so much of America, is a community designed for the automobile. In fact, much of the negative op-eds and letters have focused on the potential diversion of road and highway money. Actually, MetroLink is a totally self-funding operation utilizing no public money and presents no conflict with road and highway planning or operation.

Thousands of potential riders will get their first inkling of the MetroLink potential from the IPO promotion activities.

## **Added services**

All trolleys would be configured to carry bicycles. Special trolleys could be configured to accommodate surfboards in order to run surfing specials to Davenport from the Boardwalk.

Whale watching and surfing specials could be run between the AM and PM rush hours to maximize utilization of the track. Every other trolley from Watsonville in the AM, and from the Boardwalk in the PM, could be an express car with limited stops.

Regular shuttle service on the "UCSC loop" could stop at the Bay Street gate, while every other shuttle bus on that line would make the entire circle around the campus.

# All aboard: Rail and trail is the best use for corridor

By Bruce Sawhill  
*Special to the Sentinel*

There is a large groundswell for rail service in Santa Cruz County, judging from almost 4,000 responses received by the Regional Transportation Commission in relation to their recent Rail Feasibility Study. This letter paints a picture of what rail service could be, loosely inspired by the RTC's Rail Feasibility Study. Technical issues were addressed in a previous editorial.

Imagine being on the Westside of Santa Cruz and deciding to meet friends in Capitola after work for a celebratory dinner at a nice restaurant. It's rush hour on a weekday and you almost nix the idea, dreading the traffic grind.

Instead, you walk six blocks to board a tram from a simple platform on the Westside of Santa Cruz and step off in Capitola 20 minutes later for dinner, not having to find parking in the village or having to forego drinks with dinner be-

cause you have to drive afterward. Riding home, you enjoy the moonlit ocean from the Capitola trestle.

Imagine you are a Cabrillo College student living in Seabright with friends. You roll your bicycle aboard the tram in Seabright and get off at a station that accesses Cabrillo College via a pedestrian/bike overpass over Highway 1, arriving on time for class because you always know how long the trip will take and you don't have to worry about the vagaries of finding parking or negotiating Highway 1.

After class, you ride your bike on the rail trail to Aptos Village to join friends for a bike loop in the Forest of Nisene Marks State Park and then decide to take the tram home because you're tired and didn't plan on night riding.

We at Friends of the Rail and Trail believe that the highest and best use of the rail corridor is for both rail and trail. Any plan that involves ripping out the tracks is shortsighted and

**We at Friends of the Rail and Trail believe that the highest and best use of the rail corridor is for both rail and trail. Any plan that involves ripping out the tracks is shortsighted and limited because all of the transportation modes outlined above augment each other.**

limited because all of the transportation modes outlined above augment each other. Eventually the 32-mile paved trail will go all the way from Watsonville/Pajaro to Davenport. Frequent streetcar-type rail service would cover a shorter distance than the trail, serving the congested portions of the county.

Utilizing the corridor for both rail and trail covers trips of many different lengths. Typically, walking is for trips up to two miles, cycling up to five miles, and rail for even longer trips. Since most car trips are less than five miles, a multi-use corridor could eliminate many car trips. It is especially beneficial for the elderly and the

young who can't or don't want to drive, as well as those who want a time efficient, affordable and more sustainable option to driving.

An initial rail service could be made very simple to minimize expense and to serve as a proof of concept for the possibility of more extensive rail service in the future. Imagine two lightweight, efficient, electric or diesel/electric streetcar type vehicles running back and forth from the Westside of Santa Cruz to the Cabrillo College area, providing service every 30 minutes in each direction and passing each other at a passing siding in the middle of the route. An example of

a suitable vehicle is the Alstom Citadis Dualis. These vehicles have low floors to allow seamless access for bicycles and wheelchairs. Stations would be very basic, a platform with a shed roof and bike lockers.

Providing improved access to Cabrillo and UC Santa Cruz is critical, as the two institutions are used by almost a fifth of the adult population in the county. The rail vehicles could coordinate with Metro buses at Bay Street and have a pedestrian/bike over- or underpass across Highway 1 to the Cabrillo campus. Tickets, passes, and schedules would be coordinated and unified.

It is time to build a transportation future for our county that is sustainable, social, and egalitarian. "All aboard!" for a rail with trail system that will serve our community well into the next century.

*Bruce Sawhill lives in Santa Cruz. He is chair of the Santa Cruz County Friends of the Rail and Trail.*

**How to have your say:** The Sentinel welcomes your letters to the editor. Letters should be no more than 150 words. Letter writers should include their full name as well as a street address and telephone number for verification purposes. We're not interested in letters attacking anyone else or in letters that aren't factual. Submit online at [SANTACRUZSENTINEL.COM/SUBMITLETTERS](http://SANTACRUZSENTINEL.COM/SUBMITLETTERS).

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**From:** Bud Colligan  
**Sent:** Tuesday, August 04, 2015 7:51 AM  
**Subject:** Request for additional study of Rail Trail options

Dear Regional Transportation Commissioners,

Over the last several months, there has been an active and healthy public debate about passenger rail vs. a trail only option for the Santa Cruz Rail Trail Corridor. A group of us have spent a large amount of time studying all the documents and plans provided by the RTC as well as researching rail and trail projects in other U.S. and international localities. We believe the weight of the factual evidence both in Santa Cruz County and from projects elsewhere points strongly to the benefits of a trail only option, coupled with innovative strategies for other transportation modalities in the county. A growing group of citizens, when presented with all the facts, agrees with us. Attached to this email is a presentation we have been sharing with concerned citizens that documents our point of view.

Please weigh alternatives and seek additional information before committing us to a passenger rail plan for which there are few funds today, and that will saddle future generations with large operating and maintenance subsidies. A wide multi-modal transportation corridor that takes advantage of recent advances in transportation technology could result in ridership numbers equivalent to what is being proposed for passenger rail at a fraction of the cost and provide a pollution free, low noise, safer alternative. There is a revolution going on in transportation with electric bikes, new battery technology, solar powered bike paths, digitized smart buses, bus rapid transit, electronic carpooling, and electric and clean gas driverless cars, and Santa Cruz could continue to be seen as an innovative environmental leader by embracing these ideas.

Specifically, we would like to request the RTC provide the public with the following information:

1. Origin and destination data for Highway 1 commuters so we can truly come up with a game plan for reducing Hwy 1 congestion. Hwy 1 is the single biggest transportation pain point in the county, but we are starting with solutions, rather than understanding the problem.
2. A credible Feasibility Study on a Trail only option that considers usage forecasts for such a corridor, integration possibilities with existing transportation options, and how a wide, smooth, flat, contiguous, bi-directional, multi-modal trail, separated from automobile traffic, could improve mobility options while also advancing health, economic, environmental, and equity issues across our county.
3. A thorough and respectful exploration of the flexibility and options of existing rail-related agreements with the California Transportation Commission and other Federal and State agencies.
4. Analysis of the current freight usage of the railway: what materials are being transported, tonnage, where (from-to) and how often.

We all want the publicly-owned rail corridor to be put to its highest and best use to serve our community's transportation needs, and many of us are not convinced passenger rail is the answer. Until we have answers to the questions above, we will not be able to make the best, most informed decisions regarding transportation solutions for this County.

One last point: The current MBSST trail implementation plan calls for various jurisdictions to build their segments of the trail. Please support inclusion, per the county's "dig once" policy, of publicly-owned conduit or high-speed fiber in any rail or trail plan. Ownership of broadband fiber is a revenue generator for the county and municipalities and is an essential element of modern 21st Century infrastructure.

Thank you,

Bud Colligan

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**From:** Kimberly DeLucia  
**Sent:** Wednesday, August 05, 2015 2:55 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** light rail project

Hello,

I am very excited to see the rail project come to life! Why didn't the survey offer more options? Please don't forget the South County!

I've been a resident in La Selva Beach for 20 years and have seen Hwy 1 traffic progressively worsen particularly northbound from San Andreas / Larkin Valley to State Park Drive. This summer has been the worst on record. I urge you to seriously consider including Watsonville, or at a minimum, Seascapes as a regular all season stop. There are many families and individuals in South County who would take full advantage of the rail service to reduce highway congestion and travel time to Cabrillo, Capitola and northward.

I would love to be able to hop on the train and go to Capitola to do my shopping at Trader Joes and Whole Foods. I'd also love to take advantage of rail service when we go out in the evening to the summer Capitola beach concerts, Santa Cruz festivals, as well as dining out all year.

ENDING / BEGINNING THE LINE AT SEACLIFF COMPLETELY IGNORES THE WORST PORTION OF HWY 1 CONGESTION AND DENIES THE CITIZENS OF SOUTH COUNTY THEIR EQUAL SHARE, ESPECIALLY IF WE ARE ALSO PAYING FOR IT WITH OUR TAX DOLLARS.

Sincerely,

Kimberly DeLucia  
La Selva Beach area resident

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**From:** Carey Pico  
**Sent:** Wednesday, August 05, 2015 4:57 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** RTC meeting request

Dear RTC Board Members

I urge you to ask RTC to work in a balanced manner in how it carries out its duties related to the rail-trail. Regardless of the issue, RTC is empowered to be the information vehicle. Unfortunately, it is demonstrating partisanship in this. While I can task the financial numbers, etc., here are two innocuous examples that demonstrate it is not playing even handed. These are questions from its most recent public survey regarding commuter rail:

Agree/Disagree - "Because of the historical role of rail in the formation, development, uniqueness and charm of cities and towns along the coast, passenger rail service should be provided."

What appears to be a Public Relations ploy communicating the RTC is working first and foremost on the trail (which is not part of the rail study beyond accommodation), but is total disconnected from a Rail survey:

"The Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan shows that a 32-mile bicycle and walking multiuse "rail-with-trail" can be built next to the railroad tracks. 25% of the rail-with-trail (in miles) has already been funded and will be constructed as soon as final design engineering is completed. How often do you plan to walk or bike on this trail and for what purposes?"

Outside of it not relevant to the Rail Feasibility study, here's the my problem with it: It states twenty-five percent (25%) of 32 miles, which is 8 miles, is funded. Yet, only 3 miles have been funded: 1) 600 feet in Live Oak between 5th and 7th Ave, 2) Santa Cruz to Natural Bridges (this makes sense), and 3) 4000 feet in Watsonville between Lee Rd. and the Watsonville Slough where a trail already exists to Lee Rd. Three miles of 32 miles is 10%. How does 10% in length of a trail suddenly become 25%?

Also, just to make sure you understand the importance of why the second question focuses on length instead of cost - because had money been used, it would amount to only 4% (less than 1/20) of \$125M the trail requires according to the RTC. Not impressive at all.

These types of sugar coating, seen over and over, as well as financial numbers that contradict comparable projects as well as its own earlier 1998 study on light rail lend credence that RTC is doing all it can to get commuter rail.

I am not advocating for or against here. The community and our civic leaders require a full set of information to have a complete discussion on the pros and cons of light rail.

Please remind RTC strongly that they've misplaced their role on this topic.

Carey Pico, Ph.D.

ps - If you would like a list of issues with facts and figures where I see the analysis out-of-normal, I'd be willing to share them.

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**From:** Regional Transportation Commission  
**Sent:** Thursday, August 13, 2015 8:12 AM  
**To:** Cory Caletti  
**Subject:** FW: RTC: Coastal Rail Trail to Receive Multi-Million Dollar Grants

**From:** Myrna Sherman  
**Sent:** Thursday, August 13, 2015 4:10 AM  
**To:** Regional Transportation Commission  
**Subject:** Re: RTC: Coastal Rail Trail to Receive Multi-Million Dollar Grants

A big congratulations for the money but why do we need to wait 3 years to start the project?

Thanks,

Myrna Sherman  
League Cycling Instructor #4610  
League of American Cyclists  
Education Director  
Santa Cruz County Cycling Club  
831-419-1174

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**From:** Beth Ahrens  
**Sent:** Thursday, August 27, 2015 9:38 AM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** a better future for sure

Dear RTC,

I definitely support future passenger rail service along the Santa Cruz County Coastal Rail Corridor because we need more sustainable transportation options; there is absolutely no question because even today we see a clogged highway many times during the day. This rail line must be targeted to commuters, tourists, and locals who just want to do something different without getting into the car.

HOWEVER it is vital to gain community support. This should be accomplished by advocating input as much as possible by the community. My suggestion is that attempting to maintain the 'green factor' would be a goal and investigate an electric train which would be quiet and possibly be run by solar panels built on the top of the train. Even if this doesn't happen, mention the possibility, so that the community can become even more creative and involved and send you even more ideas. The cost of a ride can be subsidized by creative advertising such as artwork on the side of the cars.

Mention the word CREATIVE, and COOL FACTOR. The cars should be 'cool' and 'modern', mention how landscaping can make the trainride even more enjoyable. If it is electric, there will be no fumes. This cool modern trolley could be eventually a tourist selling point. "RIDE THE TRAIN TO THE STEINBECK HOUSE !" Parking must be addressed. A modern several story park house?

Many people still have the tradition notions of chugging trains which belch smoke and make a huge noise. This old-fashioned notion should not become a reality, because your support will wither away fast. Set up a web site where the community can contribute ideas, as well as financial contributions, to a better future in SC.

The graphics should be supercool on this website.

Beth Ahrens

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-----Original Message-----

From: Brian Corser

Sent: Thursday, August 27, 2015 10:19 AM

To: [info@sccrtc.org](mailto:info@sccrtc.org)

Subject: Keep the Coastal Rail Corridor

Dear RTC,

I support future passenger rail service along the Santa Cruz County Coastal Rail Corridor because we need more sustainable transportation options. I believe that as this rail corridor is developed more alternative transportation opportunities will present themselves. I especially embrace the possibility of connecting with Cal Train and the High Speed Rail network.

Keep up the good work!

Brian Corser

Santa Cruz, CA 95060

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**From:** Josh

**Sent:** Thursday, August 27, 2015 10:51 AM

**To:** [info@sccrtc.org](mailto:info@sccrtc.org)

**Subject:** rail service along SCCCRC

Dear RTC,

I support future passenger rail service along the Santa Cruz County Coastal Rail Corridor because we need more sustainable transportation options. It would be great to have the option to ride/bike to work, school and home. Thank you!

josh salesin

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**From:** Marie Brook

**Sent:** Thursday, August 27, 2015 11:06 AM

**To:** [info@sccrtc.org](mailto:info@sccrtc.org)

**Subject:** support for rail trail

Dear RTC,

I support future passenger rail service along the Santa Cruz County Coastal Rail Corridor because we need more sustainable transportation options. It is an ideal setup in our county because we need alternatives to auto traffic and our population will certainly use it!

Thank you,  
Marie Brook

Santa Cruz, CA 95061

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**From:** Robin Shaw  
**Sent:** Thursday, August 27, 2015 12:17 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Support for SC County Coastal Rail Trail

Dear RTC,

I support future passenger rail service along the Santa Cruz County Coastal Rail Corridor because we need more sustainable transportation options and for all of the reasons Friends of the Rail & Trail (FORT) has voiced:

- Potential for linking bike and train trips to reach a variety of destinations along the coast. Combining bike and transit allows you to go far (on a train) and go door-to-door (on a bike or by foot).
- Santa Cruz needs more viable sustainable transportation options as our highways and local roads are congested, 50% of greenhouse gases are emitted by vehicles, and car collisions are one of the top causes of un-natural death and injuries.
- Regional and state rail service is expanding and a Santa Cruz rail line could connect to this growing network. Keeping our options open for expanding green transportation makes sense.
- Nationally, there are some 240 rails with trails with bike/pedestrian paths next to trains.

Regards,

Robin Shaw  
a Live Oak area resident

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-----Original Message-----

**From:** roger kern  
**Sent:** Thursday, August 27, 2015 8:07 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Westside Rail Trail

Regional Transportation Commission

My request is for the construction of the bike & walking path in the coastal rail corridor on the West side of Santa Cruz. The timely completion of this portion of the rail trail brings so many benefits to the citizens of the city. Besides its benefit for the added recreation of everyone that lives nearby it could reduce the transportation(traffic) pressures on Mission Street and improve the safety there. It could provide a great alternative corridor to downtown workers, city school students and college students who could access it for cycling and walking. Its completion and utilization level would provide a good early test and preview of the concept of the full trail and could provide proof of concept to attract more funding and supporters.....roger kern

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**From:** Peoples, Brian C  
**Sent:** Friday, August 28, 2015 7:12 AM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** FW: Aptos Rail-Trail update / Sept 17 meeting

**Aptos Rail-Trail Friends,**

Aptos Rail-Trail goal is to build bike / pedestrian trail from **Harkins Slough (Watsonville) to Wilder Ranch (Santa Cruz)**. Like us on FACEBOOK (<https://www.facebook.com/aptos.railtrail>).

**September 17<sup>TH</sup> APTOS RAIL-TRAIL MEETING** (*tell your friends*)

Neighborhood meeting on September 17th from 6 pm to 8:30 pm at the Rio Sands banquet room in Aptos. The purpose of the meeting is to connect Santa Cruz County residents who oppose the train and support building trail. Presentations will be given on the Feasibility Study, other alternatives to a train and provide a recommended path-forward for using corridor now. Public needs to realize that there is a major debate going on related to long term plans for transportation within Santa Cruz County and it is important to be aware of the plans for a 2016

Transportation Tax Measure. The meeting is not intended to be a debate between train and no train, but to build support for removal of tracks and building trail asap.

### **PASSENGER TRAIN FEASIBILITY SURVEY COMPLETE**

RTC Staff will be reviewing the results of the survey at the September 3<sup>rd</sup> RTC meeting. Aptos Rail-Trail believes the survey was biased towards promoting rail and RTC staff was playing an advocacy role during the development of the Passenger Rail Feasibility Study. Most important, we believe that transportation plans should take public opinion into consideration, but system designs must use actual engineering analysis and designs for a cost effective transportation system.

### **TRAIL & SURFACE-STREET IMPROVEMENT PLAN**

A group of RTC Commissioners have sent letters to the California Transportation Commission (CTC) and Surface Transportation Board (STB) to get guidance on the conditions if it is determined that rail line is not economically or socially viable or that it is not the best use of the corridor to improve mobility. The intent is to understand what steps would be necessary if Santa Cruz County decided to remove tracks and use corridor for alternative transportation solutions. Response from CTC and STB is expected by October/November timeline which will help understand the best use of the corridor for improving mobility.

### **NOT WIDE ENOUGH FOR TRAIL AND TRAIN**

The majority of the corridor from Santa Cruz Boardwalk to Manresa Beach is not physically wide enough to support a train and trail. The physical sections of Manresa, La Selva, Rio Del Mar, Aptos Village, New Brighton State Beach, Capitola, Harbor Bridge and Boardwalk Trestle will not allow a train and trail to co-exist. In the details of the Monterey Bay Sanctuary Scenic Trail (MBSST) report, "surface-street" alternative routes are common, in fact, the majority of the corridor from Manresa to Boardwalk will not allow for a bike / pedestrian trail alongside the existing train tracks. More importantly, these sections are the key areas that greatly enhance individual transit and mobility.



### **SOLUTIONS TO DROUGHT**

Being located adjacent to Santa Cruz Water Treatment facility, the rail corridor is well positioned to support a future Soquel Creek Water District recycled water pipeline for groundwater replenishment. Groundwater replenishment with recycled water involves using purified recycled water to replenish the groundwater basin and protect against seawater intrusion. The treated water would mix with existing groundwater and eventually become part of the groundwater supply is delivered to customers. With the new CA regulations of 2014, this recycle option has become a viable alternative to evaluate and is now part of a study by Soquel Creek Water District.

Aptos Rail-Trail will be proposing to use corridor for water recycling and groundwater replenishment. The railroad tracks would need to be removed for installation of the water pipeline.

**Recycled Water for Groundwater Replenishment** TM #2

- Advanced treatment, blending and environmental barrier required
- Highly treated water would be injected into GW Basin away from the coast
- Supplemental supply water is then withdrawn from current wells



**Potential Groundwater Recharge Locations:**

- Groundwater Units
  - Formation AA and TU
  - 500-ft separation distance
    - Travel time of 6 months to 1 year
- Proposed Sites
  - Anna Jean Cummings Park
  - Sesqui High School courts Field
  - Monterey Street Well

*new regulations permit 2 to 6-month separation distance from neighboring wells.*

## TRAIN VERSUS HIGHWAY 1 WIDENING

The debate is “how should Santa Cruz Taxpayers spend \$550M for transportation:

- Trail & train, that will have 60 trains a day moving 2,500 people per direction – and waiting decades for your train and trail
- Trail & widening Highway 1, that increases highway capacity by 37,000 (6 am to 9 pm comparison) – and trail can be complete within years rather than decades.”

Big vehicles (train cars, trucks, cars) should not be operating next to our homes and neighborhoods, it is better to have them away from populations – along the highway corridor.

## 97% TIME EMPTY & NOT USED

Currently, the railline is not being used to improve mobility across County. If a train is one day used along the corridor, the property will actually only be used less 3% of the time while train travels along corridor. Fixed rail system is not the most effective use of the property for improving mobility.



## RTC BOARD & NEXT MEETING

The next RTC meeting is Thursday, September 3<sup>rd</sup>, from 9 am to 11 am at Santa Cruz Supervisor Chambers (701 Ocean Street). You can submit comments to [info@sccrtc.org](mailto:info@sccrtc.org).

RTC Commissioners:

The SC Regional Transportation Board (RTC) is comprised of elected officials from the County and City governments.

- John Leopold, County of Santa Cruz, 1st District
- Don Lane, City of Santa Cruz
- Zach Friend, County of Santa Cruz, 2nd District;
- Ryan Coonerty, County of Santa Cruz, 3rd District;
- Greg Caput, County of Santa Cruz, 4th District
- Bruce McPherson, County of Santa Cruz, 5th District
- Jimmy Dutra, City of Watsonville

- Randy Johnson, City of Scotts Valley
- Dennis Norton, Capitola City Council
- Cynthia Chase, City of Santa Cruz
- Karina Cervantez, City of Watsonville
- Michael Termini, City of Capitola

Thanks,

Brian Peoples  
Aptos Rail-Trail

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**From:** Ann Simonton  
**Sent:** Friday, August 28, 2015 9:33 AM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** RAIL first Trail Second

I am in favor of building a railway that connects north and south county and hope it eventually will go to Watsonville as well. We need this infrastructure first then a trail where bikes and walkers can go. There are alternatives for trails and bikers but not for this lifeline that connects our community. It should be affordable and cater to those who need to use it for work, medical, and connections to bus lines rather than for recreational, fun, dining sorts of things.

Thank you for considering this project, Ann Simonton  
Media Watch:

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& violence in the media  
through education & action!  
Santa Cruz, CA 95061-0618  
<http://www.mediawatch.com>

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**From:** Vickie Winkler  
**Sent:** Sunday, August 30, 2015 8:38 AM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Rail service

[Santa Cruz County Regional Transportation Commission](#) (RTC) :

I wanted to let you know that I support train service within the Santa Cruz County coastal rail corridor to better meet our sustainable transportation needs.  
I hope you are able to make a passenger rail service next to the rail trail.

Thanks,

Vickie Winkler

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**From:** Nicholas Littlejohn  
**Sent:** Monday, August 31, 2015 1:09 PM  
**To:** Regional Transportation Commission  
**Subject:** Re: RTC: Rail Study eNews

It would be great for both the community and economy to offer quiet, electric rail alternatives to congestion.

Thank you,  
Nicholas

Thank you for all that you do for our world



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**From:** robert burick  
**Sent:** Monday, August 31, 2015 3:33 PM  
**To:** Regional Transportation Commission; Interested Parties  
**Subject:** Re: RTC: Rail Study eNews

I'll wager the outcome will be EXACTLY what RTC directed and paid for. Any takers?

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**From:** Dean Cutter  
**Sent:** Monday, August 31, 2015 8:29 PM  
**To:** Regional Transportation Commission  
**Cc:** Interested Parties  
**Subject:** Re: RTC: Rail Study eNews

Thanks but no thanks for your leading questions supporting rail. You really turned me off to your deal.

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**From:** Jessica Hansen  
**Sent:** Monday, August 31, 2015 10:10 PM  
**To:** Regional Transportation Commission  
**Subject:** Re: RTC: Rail Study eNews

Thank you for keeping those of us who are invested appraised. I do have to make note of a preliminary bias in this initial letter. You note, "strong support" (the evidence of which reflects larger organizations or focus groups inclined toward projects of this kind to benefit commercial and political ends. Your characterization of "some opposition" colors contrary stances as secondary. While there are some large, informed voices against this project, I well imagine the voices behind "some opposition" are the community members who actually live along the rail corridor, who cherish the natural coastline and the walks, rides, local community gathering, the natural undeveloped coastline provides. Please do not marginalize those of us who live in these impacted areas.

Thank you for including this letter in the general consideration of the coastline development project.

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-----Original Message-----

From: Dennis Brand  
Sent: Tuesday, September 01, 2015 9:10 AM  
To: [info@scrtc.org](mailto:info@scrtc.org)  
Subject: I support passenger rail service along the SC rail corridor

Dear RTC,

I support future passenger rail service along the Santa Cruz County Coastal Rail Corridor because we need more sustainable transportation options. My commute is always slow and frustrating, and I know all these cars aren't doing the earth any favors. I would much prefer taking the train and getting out of traffic.

Thank you,

Dennis Brand  
Santa Cruz, CA 95062

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**From:** melanie dominguez  
**Sent:** Tuesday, September 01, 2015 4:02 PM  
**To:** [info@scrtc.org](mailto:info@scrtc.org)  
**Subject:** Rail to Trail

Having a Rail to Trail system would not only be smart and safe it would put Santa Cruz up to date with other "Bicycly Friendly" cities. It is sad we do not already have this established. The use of the trail would also be wonderful for local travel and cut down on driving traffic greatly. I hope one day to ride safely to work without

the constant threat of being possibly hit by a car. Please do all you can to get this together!!!! I fully support the Rail to Trail system!  
Melanie Dominguez

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