

From: [Steven Plumb](#)
To: [Regional Transportation Commission](#)
Subject: 2050 RTP Suggestions
Date: Monday, December 22, 2025 12:30:03 PM

Thank you for asking my opinion about the future of transportation in Santa Cruz County. I have lived here since 1972 and considered these issues for years. The RTC needs to prioritize and optimize non single occupant vehicle transit.

Public Transit

- Make busses affordable-subsidize fare
- Make busses predictable-publish expected arrival times on electronic signboards at bus stops
- Make busses faster than cars-bus only lanes to bypass traffic
- Make busses more frequent- shorten waits at bus stops. Make the trip take less time than driving your car

Non motorized pathways

- build and emphasize bike, scooter walking paths between the most important residential and commercial destinations
- separate these paths from autos, motorcycles and busses

Develop the railway right of way

- keep it beautiful to attract
- commuters
- out of town visitors
- recreation

Study other communities of our size who have successfully built a not automobile based transportation system.

Don't spend any more money studying or promoting a train. It makes no sense for a small widely spread out community.

Thank you for your attention.

Steven Plumb, MD

From: [Steven Plumb](#)
To: [Regional Transportation Commission](#)
Cc: [REDACTED]
Subject: 25 year plan for Regional Transportation Commission
Date: Monday, January 12, 2026 11:44:33 AM

Dear RTC,

Thank you for inviting comment about our transit future.

Here are my suggestions

1. Speed transit in the county by:

A. Reducing single person vehicular traffic by:

1. Providing more appealing alternatives to driving your car by:

a. Building safe and beautiful cycling, scootering and walking trails by:

1. Building the Interim Trail as quickly as possible!
2. Creating physically separated and brightly colored bike lanes on our roads
3. Prioritizing bike lane pavement repair
4. Directly connecting neighborhoods with workplaces

b. Creating efficient and convenient rapid transit by:

1. Increasing the frequency of Santa Cruz METRO trips
2. Increasing the number of routes of Santa Cruz METRO
3. Having real-time arrival times posted at every METRO stop
4. Providing high speed wifi on Santa Cruz METRO busses and bus stops
5. Making Santa Cruz METRO bus stops safe, dry, warm and attractive
6. Making frequent METRO trips between neighborhoods and workplaces during rush hour
7. Having more bus only lanes (let drivers see the busses whiz by)
8. Making the METRO free
9. Compensating business transit shuttles

c. Reducing school traffic by:

1. Bringing back school busses
2. Compensating neighborhood car pools
3. Rewarding cycling or e-biking to school
4. Creating school drop off points at the avenues. (at Soquel Drive for Soquel and Harbor High Schools)

d. Encouraging and optimize safety of electric bike and scooter transit throughout the county

2. Reduce our dependence on transportation by:

A. Building housing near major workplaces

B. Encouraging development of mixed use neighborhoods, so people can run errands without a car.

C. Anticipating and being ready to implement technological improvements in transit. Opportunities will appear over the next 25 years

3. Be careful stewards of our limited resources, fewer studies, more projects.

4. Track the metrics to quantify the benefits of your upgrades

5. Publicize enthusiastically every improvement and the metric improvements as well..

Thank you for your attention

Steven Plumb, MD

From: [Matt Farrell](#)
To: [Regional Transportation Commission](#)
Subject: Fwd: Comment Letter on Item 19. Draft 2050 Regional Transportation Plan
Date: Wednesday, January 14, 2026 9:27:22 AM
Attachments: [12152026 Agenda Item 19 . Draft 2050 Regional Transportation Plan.pdf](#)

This email address was inadvertently omitted from the distribution list. Thanks, Matt Farrell

----- Forwarded message -----

From: **Matt Farrell** [REDACTED]
Date: Wed, Jan 14, 2026 at 8:18 AM
Subject: [Comment Letter on Item 19. Draft 2050 Regional Transportation Plan](#)
To: <[REDACTED]>

[REDACTED]

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[REDACTED]

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[REDACTED]

[REDACTED]

Chair Montesino, Commissioners and Executive Director Christiansen,

Friends of the Rail and Trail's preliminary comments on the Draft 2050 Regional Transportation Plan are included in the attached letter. We will submit our complete and final comments by the end of this month.

We are concerned that the draft plan removes discussion of the Santa Cruz Branch Line from important sections of the draft plan: areas where it was included in the 2045 Regional Transportation Plan. Highlights of these omissions follow:

- Omission of the Zero Emission Passenger Rail and Trail Concept Study estimates for reduced travel times between Watsonville and Santa Cruz; and potential ridership that would exceed Sonoma Marin Rail Transit ridership
- Inclusion of rail transit as an effective strategy to address the demographic shift in Santa Cruz County's population (14% increase in residents 65 and older through 2035)
- Omission of rail transit from discussions under Systems Maintenance, Goods and Freight Mobility,
- Omission of the Santa Cruz Branch Rail Line's inclusion in the Corridor ID program and the work that will be done in Step 2 of this program: the Service Development Program.

Thanks to RTC staff for their work on this important planning document and for the opportunity to comment on it. We will submit our complete comments by the end of this month.

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



January 12, 2026

TO: Chair Eduardo Montesino, Commissioners and Executive Director Christiansen

RE: Agenda Item 19. Draft 2050 Regional Transportation Plan

Chair Mendocino, Commissioners and Executive Director Christiansen:

Santa Cruz County Friends of the Rail and Trail (FORT) thanks Executive Director Christiansen and the Commission for the opportunity to comment on the Draft 2050 Regional Transportation Plan (RTP). Given the holiday break and other competing priorities, we have not had the opportunity to fully complete our review of the plan and its supporting environmental document. We will be submitting our final comments by January 30.

In general, we are disappointed that the current draft includes very limited discussion of the opportunity provided by rail transit to reduce peak hour and average travel times between Watsonville and Santa Cruz for commuters and dedicated transit users. This is especially concerning given the recent growth in rail transit patronage on the Sonoma Marin Area Rail Transit (SMART) over the last year. Projections developed in the Zero Emission Passenger Rail and Trail Concept Study showed that ridership in Santa Cruz could exceed SMART levels. This is driven, in part, by the population density along our corridor and expected future infill.

In addition the draft report states, "... there is a pronounced change expected in the medium term wherein the number of people age 65 and older should grow by 14% through 2035 (Figure 1.5). This demographic shift will impact both the economy and the local transportation needs of our community." (page 16) With features such as level boarding and improved disabled access when compared to buses, rail transit will be critical in meeting this demographic shift. Rail should be cited for the benefits it offers in addressing this change in our community. Currently it is not included in this conversation.

In discussion of Measure D funding (page 140), there is no discussion of the percentage of Measure D revenue (8%) dedicated to rail study and maintenance. Although the accompanying figure (Figure 5.1) shows the percentage of Measure D Revenue allocated to rail, it should also be included in the discussion.

In the System Maintenance section (page 154), there is no discussion of the need for rail corridor maintenance and the current rail maintenance program. This work should be included in the discussion.

In the Goods and Freight Mobility section (page 157), there is no discussion of existing rail freight service. It should be included and noted in this section.

Handout for item 19

RTC January 15, 2026

The Draft Regional Transportation Plan also does not include a discussion of the Santa Cruz Branch Rail Line's inclusion in the Corridor ID program; and the next phase of that process, which is creating a Service Development Plan. The Service Development Plan will build on the work done in the Zero Emission Passenger Rail and Trail Concept Study. Doing this work has made the Santa Cruz Branch Rail Line more competitive in moving forward in the Corridor ID program. This information should be included in this document.

We thank RTC staff for their work on the Draft 2050 Regional Transportation Plan and the opportunity to comment on it.

Matt Farrell
Board Chair
Santa Cruz County Friends of the Rail and Trail

From: [chris amsden](#)
To: [Regional Transportation Commission](#)
Subject: RTC Transportation Plan
Date: Tuesday, December 16, 2025 7:42:39 AM

Dear RTC,

PLEASE stop this train madness! After over a decade of studies and repeated attempts to make the numbers work, we now realize a train is simply too expensive for the second smallest County in the State. Santa Cruz County would need to pass a massive sales tax just for the matching local contribution for this train, and that's assuming ridership would even justify the billions in grants we would need to apply for.

This was a noble effort, but we now know this simply not a project this County needs or can afford.

Sincerely,

Chris Amsden

Phone: [REDACTED]

From: [Lola Ross](#)
To: [Regional Transportation Commission](#)
Subject: RTP
Date: Tuesday, December 23, 2025 10:06:02 PM

To whom it may concern:

As a resident of Santa Cruz since 2004, my priority for the RTC would be to focus on the rail/trail project, with the rail being a primary component. I commute from the Westside to Watsonville daily, and I see the huge number of vehicles coming the other way every day. Weekend traffic is bad both ways. Widening highway 1 is not likely to solve the problem, but a railway might.

Thank you for taking the time to read my input.

Sincerely,
Lola Ross

Santa Cruz, CA 95060

From: [Dennis](#)
To: [Regional Transportation Commission](#)
Subject: RTP
Date: Monday, December 22, 2025 9:29:15 AM

What we need in this community are methods to increase the volume of traffic that will be generated by our growing population. More bike paths are not the answer.

In particular, we lack adequate road volume to handle traffic between Santa Cruz and Capitola/Aptos.

Individual vehicles will continue to dominate local transportation. They may be electric, they may be driverless, they may be shared, small vehicles, but they will be the dominant form of transportation.

We also need to move Highway 1 traffic off of Mission Street.

Years ago, the idea of connecting Broadway and Brommer was killed and was a loss of a great opportunity. Also, the proposal to connect Highway 1 at the fishhook to Highway 1 north of the Santa Cruz City via a highway loop by UCSC was killed. A very poor decision. As UC continues to grow, it would have been great to get Highway 1 and UCSC traffic off of Mission.

So let's look at how to increase the volume of vehicles that will be on our roads in the future. The next generation will thank us.

From: [Peter Cook](#)
To: [Regional Transportation Commission](#)
Subject: RTP
Date: Monday, December 22, 2025 6:41:28 AM

Finish the coastal trail and put a bike lane on Graham Hill road please!!
Maintain existing roads. Remove invasive weeds from the rail corridor. Thank you.
Peter Cook
Santa Cruz

Sent from my iPhone

From: [Tom Kellogg](#)
To: [Regional Transportation Commission](#)
Subject: RTP
Date: Monday, January 12, 2026 7:52:43 PM

2050 Regional Transportation Planning needs to keep the following at top priority:

1. Environmental protection
2. Active transportation. When active transport paths are opened then people will discover the many benefits of active transportation. I am 72 years old and I often travel faster on my bicycle than the traffic clogged roads in our county. I choose to take a risk of riding my bicycle on streets for cars. We need to complete the active transport path from Watsonville to Davenport and keep adding more active transport routes where motor vehicles are not allowed.

Kind Regards,
Tom Kellogg
Aptos

From: [Juanita Usher](#)
To: [Regional Transportation Commission](#)
Subject: Regional Transportation Plan
Date: Monday, December 15, 2025 8:00:01 PM

For making transit options more efficient, I would propose that some bus routes be revised. I think it would be smart to do a bus that goes directly to Watsonville from downtown Santa Cruz — No stops — highway all the way — hopefully timed to rush hour needs (ie. more in a.m. from Watsonville-SC, more in pm from SC to Watsonville) More and more people are moving to Watsonville, but work in SC. Same with downtown to Cabrillo, with no stops. The other day, I looked up how long transit would take me to Watsonville as opposed to driving. 15-20 minutes to drive and over an hour to take the bus. I drove, unfortunately.

That is not to say that the local busses be eliminated — they are needed as well — But I do believe, with the widening of the highway and its dedicated bus lanes, the options are doable and may increase ridership immensely.

Thank you

From: [ANDY DASHWOOD](#)
To: [Regional Transportation Commission](#)
Subject: Regional Transportation Plan.
Date: Tuesday, January 13, 2026 7:57:20 AM

I very much appreciate receiving the updates from the Regional Transportation Commission, but I am rarely able to learn what I am most interested to learn from your reports. I also very much appreciate how much time, effort, resources and funding are behind all your efforts, but I wonder if there isn't a way for you to better distill what you can report and/or ask what you most wish to learn from us citizens of Santa Cruz County. Does anyone try to read through all the information you provide with your planning updates? As if a citizen like me? It is a daunting task, and I have many decades of experience doing similar work in the private business sector. In the same spirit, I will attempt to make this email as brief and to the point as possible.

RECOMMENDATION: Provide a questionnaire that allows us to answer simple questions in a simple manner. What do you want to know, specifically? Provide easy to choose answers for us citizens to pick from. "Yes or no?" "Very much agree to very much do not agree." Perhaps simply list your top 20 questions that do not require us citizens to read through your very comprehensive, lengthy but all-too-general reports. A good start is your list of "KEY PROJECTS AND PLANNING COMPLETED." Easy to read and understand, but what is lacking are the quick reference details and/or results. As follows:

- Highway 1 41st Ave to Soquel Dr improvements -- I have been observing the results of this project, and I have yet to see how the significant traffic problems though this corridor have been improved. Or how they will be improved looking forward. How do you measure the success of this project? Forgive me if there is more detail about this in your report, but it would be great if short mention of the results were included here in your executive summary. How are you/we doing?
- Coastal Rail Trail Segment 7 Phase II -- I feel very lucky to live very close to this first section of the trail which me, my wife and dog enjoy on a regular basis. It seems a good many other walkers and bikers are taking advantage of this trail too, but not all that many far as we can tell. Again what are the results? Is there any measure or reporting as to whether the safety goals are being met or improved? "Mobility of non-motorized users?" We certainly look forward to the completion of the entire trail, and here too it would be appreciated if you simply made clear what the anticipated completion dates per segment are estimated to be.
- North Coast Rail Trail (nearing completion) -- Same sort of thing. What specific questions related to any segment of the trail would you like to ask? Is it possible to provide trash cans along the way? For the many of us who walk the trail(s) with dogs?
- Climate Adaptation Vulnerability Assessment -- I know this is a complicated subject, but some quick specific detail would help here. Again what primary questions do you have? There are repairs to the cliff along Cliff Drive that remain in need of attention after too many years now. To whom/how might a suggestion be made to at least improve the look of the barriers where the cliffs

are apparently still in wait for repair? If barriers, (plastic covering, fencing, etc.) are going to be put up and stay up for years, how about at least trying to make them less of an eye sore? The walk along the cliffs is one of the most loved attractions in Santa Cruz as you well know! How can the significant eye sores remain after so long? Why so ugly in the first place?

- Rural Highway Safety Plan -- Same sort of thoughts, requests, suggestions, apply to this subject and the rest that follow. A bit more in the way of quick reference specific details and questions would help. And/or a quick link that redirects your readers to the topic at hand. Where we can be easily directed to the detail and questions you most want answered by us locals. Please distill all you are reporting into into something more workable for all concerned. As most reports and questionnaires are better designed to do.
- Transportation Equity Action Plan
- GO BIKE! Bike Incentive Program
- County of Santa Cruz Active Transportation Plan
- Reimagine METRO Phases 1 and 2
- Santa Cruz County Climate Action and Adaptation Plan
- City of Santa Cruz Climate Action Plan 2030
- Capitola Climate Action Plan
- Scotts Valley Climate Action Plan
- Watsonville 2030 Climate Action Plan

I will be glad to elaborate or help in whatever way I can along these lines, because while I fully appreciate how complicated and all-encompassing the reports and ongoing updates must be, I believe there are a few ways you can get better results/input from the citizens you wish to reach and hear from. Unfortunately, I cannot make the public hearing meeting on January 15, so this is the best I can do instead.

Thank you,
Andy Dashwood
[REDACTED] Street
Santa Cruz
[REDACTED]

From: [Evin Knight](#)
To: [Regional Transportation Commission](#)
Subject: Regional Transportation Plan
Date: Tuesday, December 16, 2025 11:17:05 AM
Attachments: [Unsafe intersection in Santa Cruz.png](#)
[B40 bike route map.png](#)

Hello Tommy Travers,

I am writing to bring attention to what I believe is one of the most dangerous traffic intersections in Santa Cruz and to urge that it be addressed through the Regional Transportation Planning process. The intersection where Water Street, Soquel Avenue, and Poplar Avenue converge (map link: <https://maps.app.goo.gl/JzLSxpkp8Ga5shXQ6>) presents serious safety concerns for all users.

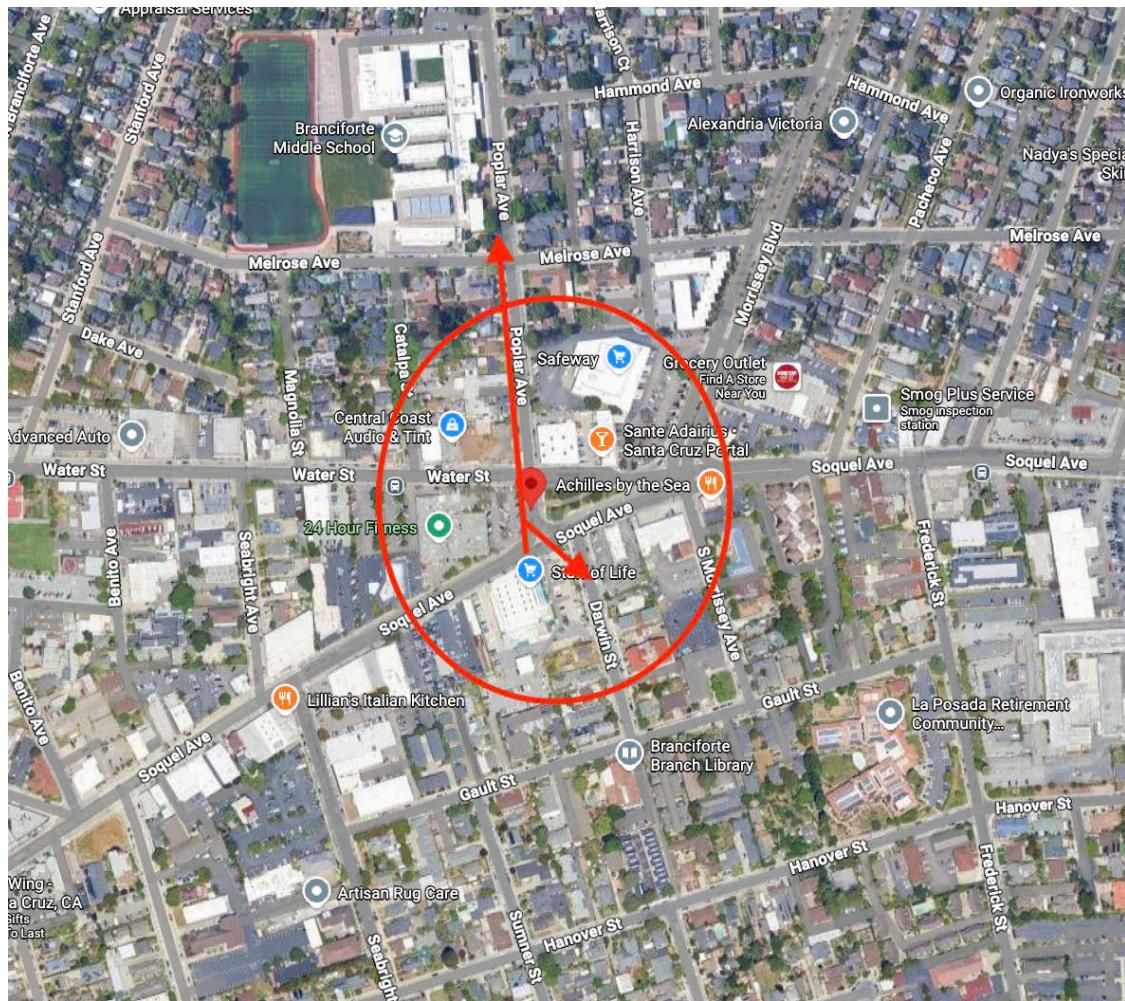
This intersection is particularly hazardous for eastbound traffic on Water Street, and it poses an even greater risk to pedestrians and cyclists.

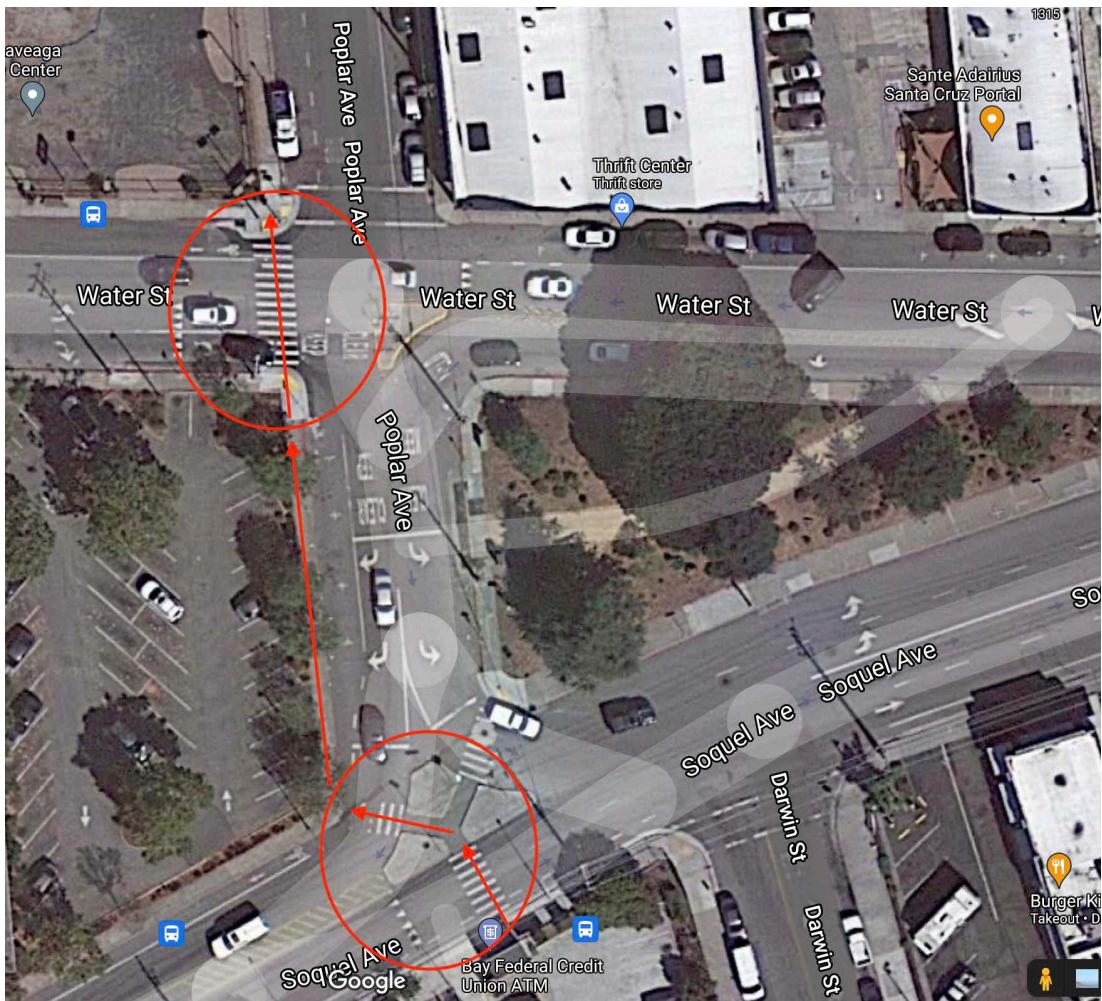
Many students must cross this intersection daily while walking or biking to Branciforte Middle School. As a parent living in the Seabright neighborhood, I do not feel it is safe to allow my children to walk or bike to school because of the dangers at this location. That reality is deeply troubling—our children should be able to travel to school safely without risking serious injury.

If a full redesign of this intersection is not feasible, I respectfully ask that interim safety improvements be considered. These could include replacing yield signs with stop signs, installing additional flashing pedestrian crossing signals on both Water Street and Soquel Avenue, and coordinating with the school district to provide crossing guards during peak morning and afternoon hours.

Thank you for your time and for your commitment to improving transportation safety in our community. I appreciate your consideration of these concerns and hope this intersection can be prioritized for meaningful safety improvements and Safe Routes to School.

Thank you,
Evin Knight
City of Santa Cruz Resident and Parent





From: [Paula Bradley](#)
To: [Regional Transportation Commission](#)
Cc: [Paula Bradley](#)
Subject: SCCRTC Meeting 1/15/26 Public Comment Item # 19 Draft Regional Transportation Plan
Date: Tuesday, January 13, 2026 7:41:33 PM
Attachments: [RTC Mtg public comment letter RTP 1-15-26.pdf](#)

Please see attached public comments letter
Please confirm receipt, thank you

Paula Bradley (she/her)
[REDACTED] Capitola CA 95010

SCCRTC Meeting 1/15/26 Public Comment Item # 19 Draft Regional Transportation Plan

Dear Commissioners,

Given the great news about our rail project is proceeding in Corridor ID, it is critical that the 2050 Draft Regional Transportation Plan (RTP) include rail explicitly in this planning document. We want rail within the next 10 years, and we expect it to be included in all relevant planning documents including the RTP. It is distressing that quite a bit of rail planning text was removed compared to the 2045 RTP. Projects and goals in the RTP are the focus of future investments. Projects not in the RTP will probably not qualify for future funding and we could lose our strong position. Please ask staff why rail information has been reduced in the RTP.

Please support the Corridor ID program and the Ultimate Trail for the future benefit of the County and as a destination for visitors. The Coastal Rail and Trail project benefits the entire county and beyond including the economy, the environment by reducing greenhouse gases as we are mandated to do and benefits the health of residents. I am an avid cyclist and would like a great recreational trail but not at the expense of losing the rail corridor for public transportation. Our Coastal rail trail project has consistent voter and widespread support in Santa Cruz County.

Thank you,

Paula Bradley

From: [fred_geiger](#)
To: [Regional Transportation Commission](#)
Subject: Transpo plan
Date: Tuesday, December 16, 2025 8:16:48 AM

Please support looking into personal rapid transit (PRT) especially now that the rail is being taken off the table indefinitely - due to financial realities.

PRT is much more affordable and accessible as well as being simple quick to put in place.
Fred J.Geiger

[Yahoo Mail: Search, Organize, Conquer](#)