



County of Santa Cruz

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June 25, 2025

Tab 20

Sent via email: ctc@catc.ca.gov
Chair Darnell Grisby
California Transportation Commission
1120 N. Street, MS-52
Sacramento, CA 95814

RE: Support for the Adoption of Watsonville-Santa Cruz Multimodal Corridor Program, SB1-Cycle 4 Agenda Tabs 20 and 22

Dear Chair Grisby and CTC Commissioners,

As the Santa Cruz County Supervisor for District 2, I write to express my full support for the Watsonville–Santa Cruz Multimodal Corridor Program (WSC-MCP) Cycle 4 Project and urge adoption of the staff recommendation to fund this transformative initiative.

This project brings long-overdue investments to the heart of Santa Cruz County, where residents chiefly in the unincorporated areas have lived with chronic congestion, disconnected infrastructure, and limited access to reliable transit for far too long. These challenges have disproportionately impacted working families, students, and seniors, many of whom rely on Highway 1 and Soquel Drive as daily lifelines to schools, medical care, and essential services.

What sets this project apart is how deeply and directly it addresses decades of transportation inequity in this part of Santa Cruz County:

- Safe bike and pedestrian access will finally reconnect neighborhoods divided by Highway 1 through new Class I Coastal Rail Trail segments and four overcrossings.
- New sidewalks and bike lines (where there are currently none) planned through the transit corridor reflect the ongoing commitment to safety for both pedestrians and bikers, encouraging and fostering healthier lifestyles.

- Transit bus improvements on Soquel Drive, including in-lane boarding platforms, real-time displays, and bus stop upgrades, will modernize service for METRO riders — especially those accessing Cabrillo College, local schools, and regional job centers.
- Bus-on-shoulder and auxiliary lane enhancements on Highway 1 will relieve a long-standing chokepoint and allow clean, zero-emission express buses to operate more reliably, improving air quality and reducing travel times for everyone.

For the first time, this corridor program brings a truly multimodal, equity-driven approach to Mid Santa Cruz County — aligning local mobility with regional climate action, public health, and economic opportunity goals.

As a representative of a district that includes both coastal communities and underserved rural, unincorporated area neighborhoods, I am particularly proud to support a project that puts safety, accessibility, and sustainability at the center of its design.

I thank our staff at the Regional Transportation Commission for supporting and applying for this once in a lifetime opportunity to make improvements to our community.

I fully support this request for funding of the WSC-MCP Cycle 4 Project and thank you for your partnership.

Sincerely,



Kimberly De Serpa
Supervisor, Second District
Santa Cruz County Board of Supervisors
(831) 454-2200
kimberly.deserpa@santacruzcountyca.gov

From: [Brian Yanity](#)
To: [California Transportation Commission@CATC](mailto:California.Transportation.Commission@CATC)
Subject: Please support funding Link US, and no on funding SR71 freeway widening.
Date: Tuesday, June 24, 2025 9:49:16 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear California Transportation Commissioners,

RailPAC appreciates and strongly supports the funding of OCTA's Coastal Rail Resiliency and other rail and transit projects. However, I am very disappointed that the Link Union Station did not get recommended for the \$105 million requested from SCCP, as this is a vital project for the entire Southern California region. I urge you to reconsider CTC staff's recommendation, and fund the Link Union Station grant request at this week's (6/26/2025) meeting.

RailPAC also supports funding the Santa Ana Blvd. Grade Separation project.

I am also writing to oppose CTC's plan to fund the SR-71 freeway widening project in Pomona (State Route 71 Gap Closure Project – Phase 2) this Thursday. This is yet another wasteful freeway expansion that will only make traffic worse, destroy communities, and worsen air quality in Southern California — especially for low-income residents already dealing with the health impacts of pollution. Widening freeways doesn't solve traffic — it invites more of it. Look no further than the 405 expansion. After spending over a billion dollars, traffic got worse. Such a freeway-widening project ignores CTC's own climate goals, and California's Climate Action Plan for Transportation Infrastructure. We don't need wider freeways.

Thank you for your consideration,

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Best Regards,

Brian Yanity
Vice President-South and Board Member
Rail Passenger Association of California (RailPAC)
www.railpac.org
Fullerton, CA