

From: [Krista Corwin](#)
To: [Thomas Travers](#)
Subject: Comments on Pajaro Bridge agenda item
Date: Monday, January 31, 2022 10:37:00 AM

Hi Tommy,

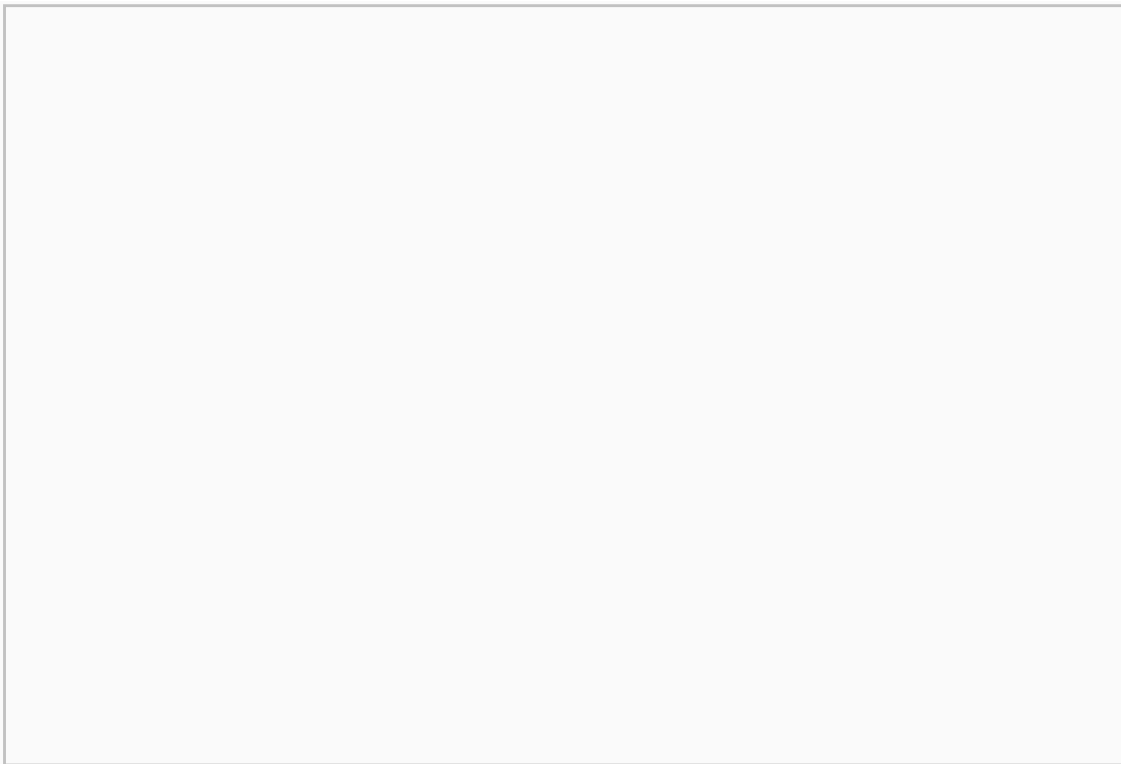
See below for comments on your agenda item. Let me know if you would like these comments posted as a handout on the website prior to the meeting.

Thanks,
Krista

From: Brian Peoples [REDACTED]
Sent: Monday, January 31, 2022 6:57 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Fw: Trail Now Newsletter

Comments to Feb 3 meeting.

From: Trail Now [REDACTED]
Sent: Monday, January 31, 2022 5:32 AM
To: Brian Peoples [REDACTED]
Subject: Trail Now Newsletter

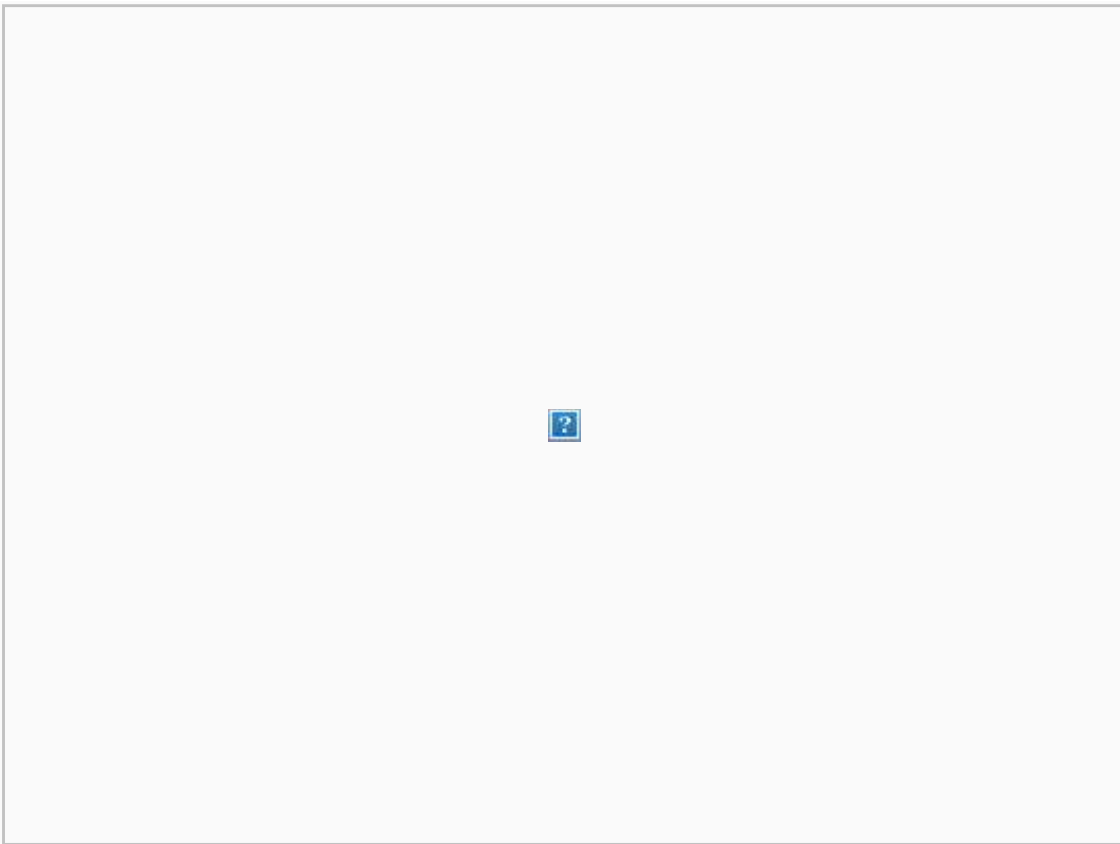


Item #8: Pajaro River Train Bridge Rehabilitation Project

The railroad bridge over Pajaro River requires repair to maintain the freight operations. The estimated repair cost is \$570,000. It should be noted that the low volume of freight traffic in Watsonville DOES NOT support a viable freight rail operator business, based on communications by Progressive Rail who is looking to abandon the entire rail line. Not only will local Santa Cruz taxpayers be required to fund maintaining the freight line infrastructure, we can expect local taxpayers will also have to pay a freight operator to support the limited number of customers in Watsonville. For example, SMART train in Sonoma recently hired a freight operator for a 3-month period at a cost of \$395,000 to maintain freight for the limited number of freight customers.

https://www.northbaybusinessjournal.com/article/news/smart-hires-operator-to-run-freight-operations-for-three-months-at-cost-of/?fbclid=IwAR2mxcGy4kNO_h0aBr5gjS86bCUFrNiXYsPqUMcZRFnHUk-8y9v2g41ERZQ

We recommend RTC look at railbanking the entire Santa Cruz Branchline to the Union Pacific (UP) railyard and establish truck services to the limited number of freight customers in Watsonville. The UP railyard is less than a mile from the Watsonville customers and converting the Pajaro River trestle into an “access road” will better serve the Watsonville community. The Pajaro River trestle is adjacent to neighborhoods and businesses that could benefit with opening the trestle to pedestrian, bike and emergency vehicle traffic.



Item #22. Preservation of the Santa Cruz Branch Rail Line by Railbanking

The Santa Cruz Coastal Corridor is one of three transportation corridors (Highway 1, Soquel Drive, Coastal) that are critical for our community. All three corridors need to be opened to allow for effective transportation across the county. Opening the Coastal Corridor for active transportation has been shown to be the most effective use of the corridor to improve mobility across the county. In order to protect and preserve this public resource for transportation, the federal railbanking process must be applied.

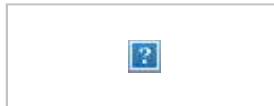
The federal railbanking process has been applied 100s of times throughout America to preserve transportation corridors for future public transit. To protect this publicly owned resource, RTC Executive Director must be authorized to apply the federal railbanking process. Authorizing RTC Executive Director to negotiate with the private companies is needed to protect this valuable publicly owned transportation corridor. We ask the RTC Board support RTC Executive Director's recommendation to apply the federal railbanking process to the Santa Cruz Coastal Corridor.

Ms. Clark (owner of Roaring Camp) has been dishonest to Caltrans in order to operate an amusement park train ride across State Highways 1 & 9. Claiming to be operating freight trains to Felton has allowed Ms. Clark the right to drive over State Highways. We have asked Ms. Clark to end the trickery and work with public officials on a win-win solution for

all stakeholders. Let's move forward with a plan that improves transportation to Felton (E-Trolley, Metro, Trail), improves local Beach Street traffic and establishes Roaring Camp Boardwalk Park.



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From: [Krista Corwin](#)
To: [Thomas Travers](#)
Subject: FW: SCCRTC Consent Agenda Item #8 for February 3, 2022
Date: Monday, January 31, 2022 10:47:00 AM

Hi Tommy,

Here is another comment for item #8. Please let me know if you would like this posted as a handout.

Thanks,
Krista

From: [REDACTED]
Sent: Thursday, January 27, 2022 11:45 AM
To: greg.caput@co.santa-cruz.ca.us; Manu Koenig <manu.koenig@santacruzcounty.us>; Zach Friend <zach.friend@santacruzcounty.us>; Bruce McPherson <bruce.mcpherson@santacruzcounty.us>; Regional Transportation Commission <info@sccrtc.org>
Cc: Guy Preston <gpreston@sccrtc.org>
Subject: SCCRTC Consent Agenda Item #8 for February 3, 2022

Dear Supervisors,

Some of us were upset when we saw the RTC build a new trestle in La Selva Beach WITHOUT the addition of a bicycle and pedestrian trail element.

In looking at the 2-3-22 RTC Agenda, I see that the RTC is entering a contract to Rehabilitate the Pajaro River Rail Bridge that spans from the end of Walker Street in Watsonville into Pajaro near Brooklyn Street and a Monterey County Community Park. The rehabilitation project is expected to upgrade the bridge to last another twenty five years. Tommy Travers in the Transportation Planner and the item is 8-1 if I got that right.

It bothers me that this bridge, identified as being on Segment 20, is not being rehabilitated to include bicycle and pedestrian transportation needs that have been clearly defined in the past. 1) The Main Street/Riverside intersection is a heavily used corridor and has NO BICYCLE accommodations. 2) The MBSST recognizes the Pajaro River Rail bridge as part of Segment 20 which WOULD include bicycle and pedestrian trail accommodation. 3) All parties engaged in the Santa Cruz County Rail Corridor debate, i.e. Greenway, Trail Now, FORT, RTC, have stated that a trail would be built along the rail corridor in Segment 20 and all parties have agreed that from the Pajaro Station to Mile Post 3 the rail corridor will remain active in the foreseeable future.

The MBSST Master Plan succinctly states: "This segment is a short connection that includes a new preengineered bridge crossing at the Pajaro River. This connection will occur on the inland side of the river rail trestle crossing and will provide regional

connection to the existing and proposed Pajaro River levee-top trail in Watsonville. The proposed rail trail alignment will continue along the inland side of the tracks connection adjacent neighborhoods and schools and ending at the Salinas Road right-of-way." (MBSST Master Plan page 4-109.)

Therefore the omission of a bicycle and pedestrian trail in the Rehabilitation of the Pajaro River Rail bridge is inconsistent as presented in the plans set forth in the agenda packet. This is truly a safety issue. The Main Street/Riverside intersection and bridge crossing has extremely heavy motor vehicle and semi-truck traffic. The Rehabilitation of the Pajaro River Rail bridge provides a golden opportunity for the SCCRTC to improve pedestrian and bicycle safety for citizens of south Santa Cruz County by simultaneously constructing a bike/pedestrian trail with the rehabilitation project.

Thank you for your consideration,

Peter Stanger, [REDACTED] Watsonville, CA 95076

From: [REDACTED]
To: [Regional Transportation Commission](#); [Greg Caputi](#); [Eduardo Montesino](#); [Randy Johnson](#); [Ryan Coonerty](#); [Michael Rotkin](#)
Subject: Feb. 3 Agenda, Item #8
Date: Tuesday, February 1, 2022 9:38:14 AM

Dear Commissioners,

The 2-3-22 RTC Agenda Item #8, proposes that the RTC is enter a contract to Rehabilitate the Pajaro River Rail Bridge that spans from the end of Walker Street in Watsonville into Pajaro near Brooklyn Street and a Monterey County Community Park. The rehabilitation project is expected to upgrade the bridge to last another twenty five years. Tommy Travers in the Transportation Planner.

This bridge, identified as being on Segment 20, **should** be rehabilitated to include bicycle and pedestrian transportation needs that have been clearly defined in the past.

- 1) The Main Street/Riverside intersection is a heavily used corridor and has NO BICYCLE accommodations.
- 2) The MBSST recognizes the Pajaro River Rail bridge as part of Segment 20 which WOULD include bicycle and pedestrian trail accommodation.
- 3) All parties engaged in the Santa Cruz County Rail Corridor debate, i.e. Greenway, Trail Now, FORT, have stated that a trail would be built along the rail corridor.
- 4) All parties engaged in the Santa Cruz County Rail Corridor debate have agreed in that from the Pajaro Station to Mile Post 3 the rail corridor will remain active in the foreseeable future.
- 5) The RTC recently rehabilitated the San Lorenzo River bridge for pedestrian/bicycle accommodations, therefore the Pajaro River bridge pedestrian/bicycle accommodations should be given equal treatment as a manifestation on the RTC's commitment to social equity.

The MBSST Master Plan succinctly states: "This segment is a short connection that includes a new preengineered bridge crossing at the Pajaro River. This connection will occur on the inland side of the river rail trestle crossing and will provide regional connection to the existing and proposed Pajaro River levee-top trail in Watsonville. The proposed rail trail alignment will continue along the inland side of the tracks connection adjacent neighborhoods and schools and ending at the Salinas Road right-of-way." (MBSST Master Plan page 4-109.)

The omission of a bicycle and pedestrian trail in the Rehabilitation of the Pajaro River Rail bridge is inconsistent as presented in the plans set forth in the agenda packet. This is truly a safety issue. The Main Street/Riverside intersection and bridge crossing has extremely heavy motor vehicle and semi-truck traffic. The Rehabilitation of the Pajaro River Rail bridge provides a golden opportunity for the SCCRTC to improve pedestrian and bicycle safety for citizens of south Santa Cruz County by

simultaneously constructing a bike/pedestrian trail with the rehabilitation project.

I ask that the SCCRTC commissioners pull Item #8 off the Consent Agenda of the February 3, 2022 to make a amendment to include a Pedestrian and Bicycle Trail during the rehabilitation of Pajaro River rail bridge.

Respectfully,
Peter Stanger, [REDACTED] Watsonville, CA 95076