

**From:** [REDACTED]  
**To:** [Regional Transportation Commission](#)  
**Subject:** 9am, Thursday April 4 RTC re: bridges  
**Date:** Sunday, March 31, 2024 9:40:55 AM

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Dear Commissioners,

The old railroad bridges in Santa Cruz County are in dilapidated condition requiring replacement for freight trains. We've been told that the rail corridor would variably be use for either bicycle/pedestrian path, electrified transit akin to Metro service, revived freight service.

Considering the cost to upgrade the bridges for freight service that currently is non-existent, it is in the best interest of the citizens and taxpayers to not build for freight service.

When the rail corridor was first purchased from Southern Pacific we were told that a trolley-like rail service could be used between Santa Cruz City and Capitola City along with a bike/ped path from Davenport to Watsonville. I urge you to finally minimize the expenditures for the rail corridor. Our county has many other neglected transportation issues that require more immediate remediation.

Thank you for your consideration,

Peter Stanger

[REDACTED] Watsonville, CA 95076

**From:** [Jack Brown](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Agenda Item 24: I am opposed to bridge replacements for an unfunded train  
**Date:** Tuesday, April 2, 2024 5:28:59 PM

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Dear RTC Commissioners,

I am simply writing to oppose Agenda Item #24. To replace so many historic bridges and trestles for an unfunded train that will do nothing to help Santa Cruz transportation issues it's absolutely ridiculous. Most of these structures, including the iconic San Lorenzo River Bridge should be preserved with a trail.

Please reject this ridiculous project.

Jack Brown  
Aptos, CA

**From:** [Elizabeth](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Build a trail now! Only build a train when fully funded!  
**Date:** Tuesday, April 2, 2024 5:43:41 PM

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Hello,

I was alarmed to find out that there was a push to move ahead with developing further segments of the rail and trail plan without having it fully funded. Not accounting for millions of dollars of funding appears to be the ultimate plan for this project and County residents will have to foot the bill. Each segment so far has gone millions over budget and the tracks aren't even updated yet. Even more alarming is how individuals and politicians have used threats of losing the current grants as an adequate reason to push these plans through. These grants only partially fund small portions of the line and the shortfall will clearly leave the poorest neighborhoods in our county last in line. Losing the grants because of poor planning is probably the worst reason possible to ram an ill-conceived project through whose bill rises by the millions with each iteration.

In order for a train to even remotely work for this county it should not cost County residents a single dime in increased taxes to either get it built or maintain its existence. Further, a feasibility study should show what it will do to our rush hour commute. Amongst many factors this should take into account train speed, stops, cost per ride to locals, what the train crossings will do to neighborhood traffic/pedestrians/bikers, and how many folks actually both live and work next to the tracks in order to make this feasible. But ultimately the question is how many cars will be off the highway during rush hour due to the train. I could care less about whether it's fun to ride or what it does to tourism. If the train won't definitively decrease rush hour traffic on highway one then it is clearly not worth it. As of yet, not a single study has proved that.

We could have had a bike trail many years ago and with the popularity of e-bikes rising we need wider and wider trails to make them safe and effective. I know many folks who would utilize safe paths to ride their e-bikes to work in our county. It's cheap, our environment is perfect for it, doesn't require logistics of getting to and from certain stops at certain times, and they go as fast if not faster than the proposed electric train. I have yet to meet one person who would use the train to commute, which is why the study needs to be thorough in this assessment.

Build a train only when it makes sense. None of what has been proposed has made an ounce of sense. It will ultimately cost billions to build and even more to maintain over the years. It will ruin our county financially, destroy any possibility of safe wide bike paths that could be used for e-bikes, and never be finished in our lifetimes. Be responsible about this and don't allow these plans to be rammed through without full funding and proper research. Be pragmatic and sensible about these decisions so we don't further dig our future generations into a deeper hole.

Thanks,  
Elizabeth Latui  
Watsonville resident for 44 years

**From:** [Brian Peoples](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Comments to Agenda #24: Zero Emission Passenger Rail and Trail Project Update and Railroad Bridge Loading Assumptions  
**Date:** Wednesday, April 3, 2024 5:49:52 AM  
**Attachments:** [image.png](#)

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RTC,

As part of the train study, the rail consultant has completed a preliminary analysis of the existing rail trestles to determine if they are suitable for passenger rail service. The analysis has determined that most of the existing rail trestles will need to be replaced to accommodate a new passenger rail system along the Santa Cruz Coastal Corridor. In addition to the requirement to replace most of the existing rail trestles, according to the rail consultant report, there will likely need to be vertical and horizontal realignments to the railway and Ultimate Trail configuration to accommodate railroad setback standards. In other words, the current location of the proposed Ultimate Trail will likely need to be relocated to accommodate any future passenger rail.

This report shows that the existing rail infrastructure cannot be used for a future train and the future configuration of the railway will likely require the Ultimate Trail to be relocated in some sections. We oppose any plans to destroy the historic trestles along the Santa Cruz Coastal Corridor.

Having said that, we recommend moving forward with the Optional Interim Coastal Trail on the existing railroad infrastructure because building the Ultimate Trail is not guaranteed to be the final location of the trail and the existing rail infrastructure will work for a trail NOW.

Best regards,

Brian Peoples



**From:** [J Lighthill](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Consider ZEPRT Report  
**Date:** Wednesday, April 3, 2024 8:58:56 AM

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Dear Commissioners,

What if the Ultimate trail needs to be rebuilt to accommodate a train?

Before beginning the Rail Concept Report, HDR Engineering informed the Commission in December 2022 that there could be problems having both rail and trail in the corridor: additional right-of-way may be needed; parts of the trail may need to be redesigned or even reconstructed.\*

Now, in this week's ZEPRT update: "Revisions may include minor shifts to the vertical and horizontal alignment of both facilities." And the project team is developing design criteria "that minimizes potential throw-away costs as much as practicable."

This sounds like critical information.

It's the Commission's fiduciary duty to manage Measure D funds responsibly. The Commission has committed \$7.7-9 million toward the Rail Concept Report. This report's purpose is to evaluate the Rail and Trail Project together, and to help the Commission make informed decisions about how to move forward with projects in the rail corridor.

Thanks for your consideration.

Johanna Lighthill

\* HDR's Rail and Trail Project Proposed Scope of Services, November, 2022: "A brief review of these plans and concepts suggests that, in some areas, there may be geometric or constructability issues with the proposed location of the trail."

"Based on HDR's rail and trail design effort, at locations on the SCBRL corridor for which the existing right-of-way is of insufficient width to accommodate the rail line and trail will be noted. In these locations, SCCRTC will need to identify whether additional right-of-way would be acquired, or whether trail/rail standards would be compromised, or where existing trail segments could be reconstructed, in order to accommodate both modes in the existing right-of-way."

From Dec 1, 2022 RTC agenda, attachment 2, p. 27. [https://sccrtc.org/wp-content/uploads/2022/11/Rail-TransitTrailContractAward\\_SR-COMBINED.pdf](https://sccrtc.org/wp-content/uploads/2022/11/Rail-TransitTrailContractAward_SR-COMBINED.pdf)

**From:** [REDACTED] on behalf of [Jim Klos](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** I Do Not Want You to Support Passenger Rail Alongside the Trail  
**Date:** Sunday, March 31, 2024 4:42:12 PM

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Dear RTC Commissioner,

My name is Jim Klos, and I want you to support moving forward with electric passenger rail.

Do not build this elite so called trail project. It is more asphalt for people who will use it for electric scooters, bikes and motorized skateboards. Their misconception that service workers will have the time to enjoy is false. This is not the way to spend public money.

Please encourage the RTC staff to continue applying for all possible grant funding for the passenger rail project.

Thank you for your work on the RTC to improve transportation in Santa Cruz County.

Sincerely,  
Jim Klos

[REDACTED] Santa Cruz, CA 95060

**From:** [Lori Castro](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** I protest to this idea.  
**Date:** Tuesday, April 2, 2024 10:54:18 PM

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Subject: CALL TO ACTION: San Lorenzo Trestle Slated for Demolition.

If the RTC plans will destroy the history of Santa Cruz!!!!!!

This is a part of our history in our legacy. Do not destroy Santa Cruz one piece at a time, just let it be.

We have to reserve Santa Cruz as much as possible. If there's any safety concerns them, fix them, don't destroy !!!!!!!

*Loriann Castro*



**From:** [Lisa Burdick](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Keep the historical trestle  
**Date:** Tuesday, April 2, 2024 11:00:16 PM

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Dear RTC,

I am writing to express my deep concern over the proposed removal of the San Lorenzo historical trestle in Santa Cruz. As a life long 3rd generation resident of this beautiful city, I have always appreciated the rich history and heritage that is evident in our surroundings.

The San Lorenzo historical trestle is a vital piece of our history, serving as a reminder of the past and an important landmark in our community. Its removal would not only erase an important piece of our history, but it would also diminish the character and charm of our city.

I urge you to reconsider the decision to remove the trestle and instead explore alternative options to preserve and protect this significant structure. By working together, we can find a way to ensure that the trestle remains standing for future generations to enjoy.

Thank you for your attention to this matter, and I hope that we can work together to protect the San Lorenzo historical trestle.

Sincerely,  
Lisa Burdick



[Sent from Yahoo Mail for iPhone](#)



**From:** [Deanna Murphy](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Please don't destroy our trestle  
**Date:** Tuesday, April 2, 2024 6:39:36 PM

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Hello, I'm writing to share my view that the demolition of the historic trestle will hurt Santa Cruz. It's a waste of tax payer dollar to destroy a beautiful piece of our town.

**From:** [Tom McGlashen](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Please save the historic tressel!  
**Date:** Tuesday, April 2, 2024 9:30:54 PM

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**From:** [Elisabeth Bertrand Russell](#)  
**To:** [Regional Transportation Commission](#); [REDACTED]; [REDACTED]; [REDACTED]  
[Elisabeth Bertrand Russell](#)  
**Subject:** Preserve Capitola Trestle for bicycle and walking  
**Date:** Sunday, March 31, 2024 11:32:35 AM

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Hello,

I am a Capitola resident and I served on our environmental committee. I also served as the Director of the AMBAG Energy Watch program and worked with all 21 of our AMBAG jurisdictions to prepare each of their greenhouse gas inventories and to assist them in climate planning.

I worked in Capitola to promote Measure L, which passed with a majority vote. This measure's intent is to preserve the trestle bridge for bicycle and foot traffic use and directs all City of Capitola departments to take all action possible to achieve this goal.

It is very clear- THE CITIZENS OF CAPITOLA WANT THE TRESTLE BRIDGE TO BE USED FOR BiKES AND WALKING PEOPLE.

Please respect the vote of the citizens.

As a professional climate planner, I believe this train plan is very wrong and will negatively impact the overall climate planning targets.

As an MBA who always ran 100% financially effective regional government programs, I can see that this train program will devastate not only our environment, but will become the biggest and permanent major negative impact on our county's limited financial resources.

I respectfully ask our leadership to not approve financing to replace the Capitola trestle bridge.

Sincerely,

Elisabeth Bertrand,  
Sent from my iPhone

**From:** [Alex Fischer](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Public comment on agenda item 24  
**Date:** Wednesday, April 3, 2024 12:04:39 AM

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Dear RTC Commissioners,

My name is Alexandra Fischer. I'm writing to voice my support of the staff recommendations to build the rail line to its fullest capacity per agenda item 24. I also hope that the Board of Supervisors accepts all of the staff recommendations at its next meeting. At the last Board of Supervisors meeting I voiced my support for the Ultimate Trail Project. I hope that the Board of Supervisors looks at the progress being made to reduce the costs of the Ultimate Trail and supports the staff recommendations that were made at the most recent meeting.

I'm a young voter who has lived most of my life in Santa Cruz. Our lack of public transportation options means that I have to be dependent upon a car, which is both expensive financially and environmentally. As a young person, I will live to see the impacts of climate change on Santa Cruz. Cars and car infrastructure will not get us out of this mess. Trains are the only solution to the congestion and the pollution. Support the rail trail.

From: Kevin Maguire
To: Shannon Munz
Cc: Regional Transportation Commission
Subject: Re: Zero Emission Passenger Rail & Trail Project
Date: Tuesday, April 2, 2024 10:53:19 PM
Attachments: image002.png, image003.png, image004.png, image005.png, image.png

It seems from what people have sent to me and research, since the setback is 8-10' from the center line of the track, the ZEPRT might not travel at speeds greater than 25 MPH?

Please view the links below for the Sonoma Smart train and others.

If our Rail and Trail is not being built to these standards right now, this train will just be a fun tourist toy that will be a nice slow stroll through the county...

( https://www.trainnow.org/rail-with-trail-setbacks & https://static1.squarespace.com/static/560714ade4b08871a48dc2c4/t/569e7d2369492e3966496f82/1453227300772/RWT+Setback+Examples.pdf)

SMART TRAIN IN SONOMA/MARIN HAS CALIFORNIA APPROVED SETBACKS (SEPARATING TRAIN AND TRAIL) OF 15 FT FOR TRAIN SPEEDS BELOW 25 MPH AND 25 FT FOR SPEEDS UP TO 50 MPH.

EXAMPLES OF MINIMUM SETBACK REQUIRMENTS FOR PASSENGER RAIL

1) SMART

5.1 Railroad Setbacks

The NCRA and SMART both require that the pathway be located to comply with the railroad setbacks listed in the table below. The intent of the setback is to protect pathway users from hazards associated with train operations, including dragging or loose equipment and wind-borne debris. Preferred setback distances vary between 15 and 40 feet, based on train speed. In no case may the railroad setback be less than 15 feet and then only if there is a solid barrier or fence between the pathway and the track. Most of the pathway will be located between 15 and 25 feet from the track because most of the NWP right-of-way through the City is 40 feet or less. Given that trains will travel through the City at speeds exceeding 25 mph, much of the pathway will have to be developed with an adjoining solid barrier to protect the users from train hazards. Solid barriers can a six-foot high wire fence with climbing vines as well as six-foot high wood and masonry walls.

Table with 5 columns: Train Speed, Preferred Design (Minimum setback, Barrier type), State-Mandated Standard (Minimum setback, Barrier type). Rows include 50-80 mph, 25-50 mph, and <25 mph.

2) Metrolink

4.3.3 The recommended minimum Setbacks are 45 feet of any main line track where the train speeds exceed 90 mph; 40 feet where main line speed is between 90 mph and 79 mph; 35 feet where main line speed is between 79 mph and 60 mph; 30 feet where main line speed is between 59 mph and 40 mph; and 25 feet where mainline speed is below 40 mph.

On Tue, Apr 2, 2024 at 1:59 PM Shannon Munz <[redacted]> wrote:

Hi Kevin,

The ZEPRT project will be working on cost estimates, preliminary engineering, and final design. As we are in the very early stages of the project, we don't have answers to your questions yet. These are all things that would be determined throughout the different project stages. On the project webpage, you can find the project schedule where you will be able to see the timeline for the different project stages and milestones. We will be going out to the community regularly with project updates and engagement opportunities as we reach each milestones, so be sure and sign up for the project email list so that you can provide your input during those times. Please let me know if you have any additional questions.

Best,

Shannon



Shannon Munz, Communications Specialist
Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Suite 250 | Santa Cruz, CA 95060



Main Office 831.460.3200 | Direct 831.460.3210
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**From:** Kevin Maguire <[REDACTED]>  
**Sent:** Monday, March 18, 2024 1:34 PM  
**To:** Rail Study <[zeprt@scrtc.org](mailto:zeprt@scrtc.org)>; Regional Transportation Commission <[info@scrtc.org](mailto:info@scrtc.org)>  
**Subject:** Zero Emission Passenger Rail & Trail Project

A few questions about the Zeprt.

1. How fast does it go?
2. what is round trip time from Watsonville to Santa Cruz?
3. What will the cost to ride it be?
4. What is the setback for a live Rail, to the path / trail next to the Train?
5. If paths/trails are not the minimum 25'? will the existing new Trail be destroyed? Eliminated for the Train?
6. Does the Capitola Trestle need to be replaced before this can operate?
7. Some areas dont have enough room for a Trail and a Rail, what will happen in those areas?

Thank you

**From:** [Lori Hennings](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** San Lorenzo River Trestle  
**Date:** Tuesday, April 2, 2024 7:10:38 PM

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We need to keep our local history and this trestle is part of that. Do not destroy it, especially for a rail option that may never happen. Let's go with the trail option.

Lori Hennings

**From:** [Richard Nicholson](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** San Lorenzo Trestle  
**Date:** Wednesday, April 3, 2024 12:45:57 AM

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To the RTC,

I'm writing to object to the potential destruction of the San Lorenzo trestle.

Whilst I understand nothing lasts forever, this is a valuable piece of local culture and without question should not be removed without a complete, approved and funded plan for passenger rail.

I would prefer to see the trestle used as a bike/pedestrian path if it is unsuitable for rail use.

Thank you,

Richard Nicholson, Aptos.



**From:** [Mary](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Save the San Lorenzo Trestle!  
**Date:** Wednesday, April 3, 2024 12:04:31 AM

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Please do not take away part of our beautiful and beloved Santa Cruz history! Save the San Lorenzo Trestle!  
Mary Masters

Sent from my iPhone

**From:** [dls s](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** The Santa Cruz boardwalk trestle demo and rebuild  
**Date:** Tuesday, April 2, 2024 6:49:44 PM

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Really ??? Trying to sneak that in when it's not wanted, not needed, no one wants it. and taxpayer pay for it.

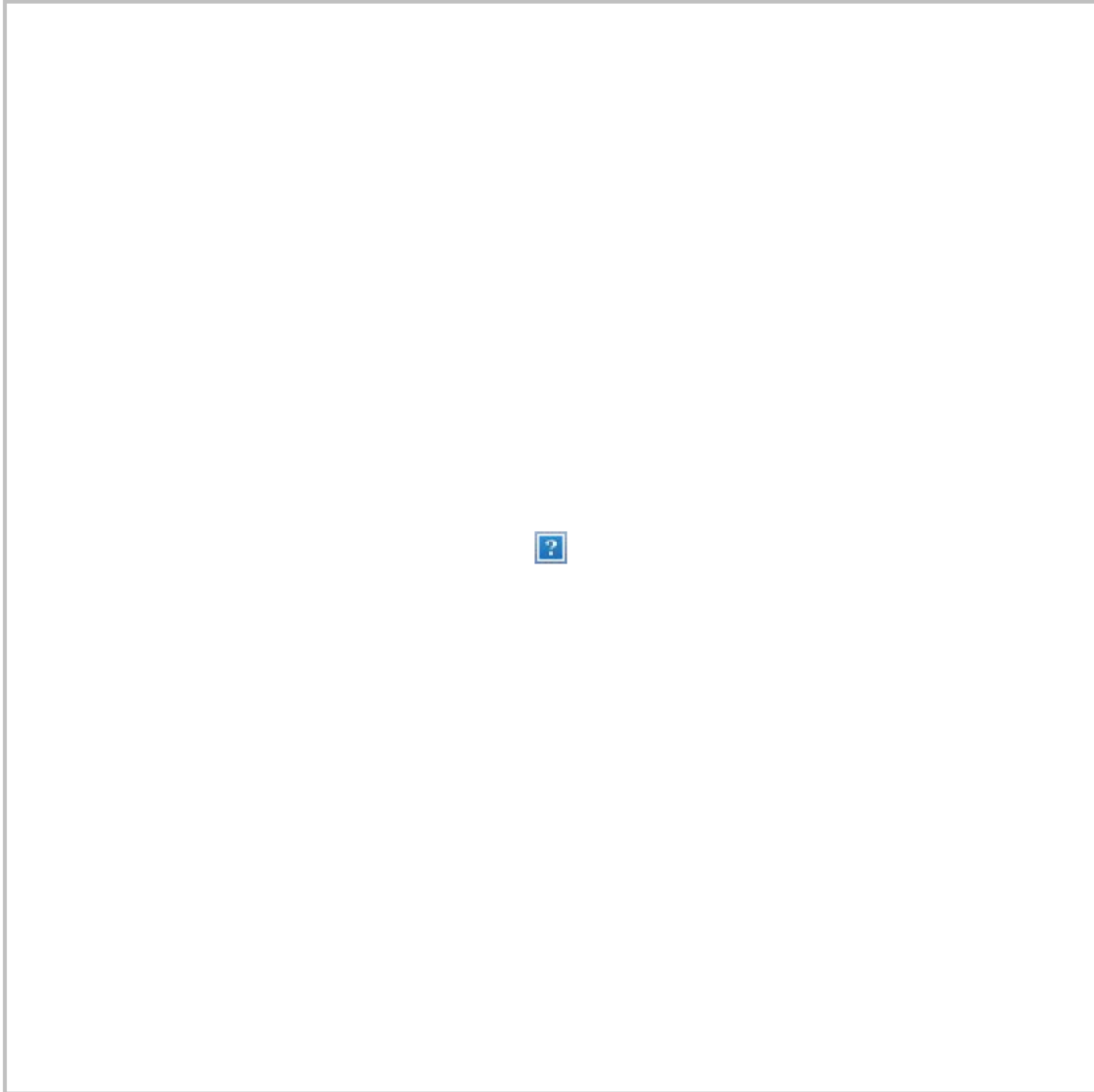
Truly, your entire organization sucks and does nothing community or people that pay for it ALL.

your self serving, power mongers, probably getting kickbacks (like nobody seems it.... fools)

Dale Swanson

**From:** [Trail Now](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Trail Now Newsletter / Interim Coastal Trail  
**Date:** Tuesday, April 2, 2024 5:36:04 AM

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**RTC Meeting Thursday, April 4<sup>th</sup> at 9 am**

County Board of Supervisors Chambers, 701 Ocean St. Rm. 525, Santa Cruz, CA  
95060

Remote Participation: <https://us02web.zoom.us/j/89597173447>, Dial-in: +1 312 626  
6799, Webinar ID: 895 9717 3447

Here is the agenda package for the RTC meeting: [sccrtc.org/wp-content/uploads/2024/03/2024-04-04-RTC-agenda-packet.pdf](https://sccrtc.org/wp-content/uploads/2024/03/2024-04-04-RTC-agenda-packet.pdf)

Public comments should be submitted to [info@scrtc.org](mailto:info@scrtc.org) by noon on Wednesday, April 3<sup>rd</sup>.

The following are agenda items that will be addressed at the RTC meeting and comments by Trail Now:

**Agenda #24: Zero Emission Passenger Rail and Trail Project Update and Railroad Bridge Loading Assumptions**

As part of the train study, the rail consultant has completed an analysis of the existing rail bridges to determine if they are suitable for passenger rail service. The analysis has determined that most of the existing rail bridges will need to be replaced to accommodate a new passenger rail system along the Santa Cruz Coastal Corridor. In addition to the requirement to replace most of the existing rail bridges, according to the rail consultant report, there will likely need to be vertical and horizontal realignments to the railway and Ultimate Trail configuration to accommodate railroad setback standards. In other words, the current location of the proposed Ultimate Trail will likely need to be relocated to accommodate the future passenger rail.

We are requesting that Agenda #24 be moved ahead of Agenda #23 (Coastal Rail Trail Segments 10 and 11) since this report shows that the existing rail infrastructure can not be used for a future train and the future configuration of the railway will likely require the Ultimate Trail to be relocated in some sections. Note that the existing railroad infrastructure can support a trail NOW and recommend moving forward with the Optional Interim Coastal Trail on the existing railroad infrastructure.

**Agenda #23: Coastal Rail Trail Segments 10 and 11 Environmental Review and Project**

The proposed Ultimate Trail for Segments 10 and 11 is \$28M over the current budget and there is not enough local funds to build this section of the trail or allow for

future trail construction to Watsonville. We are asking the RTC Commission to approve the Optional Interim Trail at a fraction of the cost.

**HELP SUPPORT TRAIL NOW**

We continue to press RTC leadership to build the Coastal Trail from Watsonville to Davenport in a timely, cost-effective, and eco-friendly manner. Please consider donating at <https://www.trailnow.org/donate>.

This email was sent to [info@sccrtc.org](mailto:info@sccrtc.org)

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Trail Now · [REDACTED] · Aptos, CA 95003 · USA



**From:** [Dawn DeWitt](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Trestle  
**Date:** Wednesday, April 3, 2024 1:55:29 AM

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The trestle is part of history and shouldn't be changed or demolished. Just as the downtown is being destroyed by the ridiculous highrise buildings that changed the landscape of our little beach town!

Dawn  
Sent from my iPhone

**From:** [k w](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** the trestle  
**Date:** Wednesday, April 3, 2024 8:37:54 AM

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please don't erase this piece of our history and hearts.  
if it is no longer fit for use by people, if another must be built,  
build another, near the old, alongside, and let time and the birds take her.  
we need the reminders, each time we pass the trestle it's a gut hitting familiarity, a flood of  
memories spanning decades, of being younger, of being older.  
there is always another way to meet the needs.  
sincerely,  
sc resident kristen w.