

**From:** [Michael Parisi](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** 4.3 billion? Not one more dime on studies!!  
**Date:** Sunday, June 8, 2025 6:56:43 PM

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This is waaaaaay out of control even considering such a project. Railbank and reset.

Thank you,  
Michael Parisi

Sent from my iPhone

**From:** [Richard James](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Comment on June 12, 2025 Agenda Item 31  
**Date:** Tuesday, June 10, 2025 9:19:31 PM  
**Attachments:** [image.png](#)

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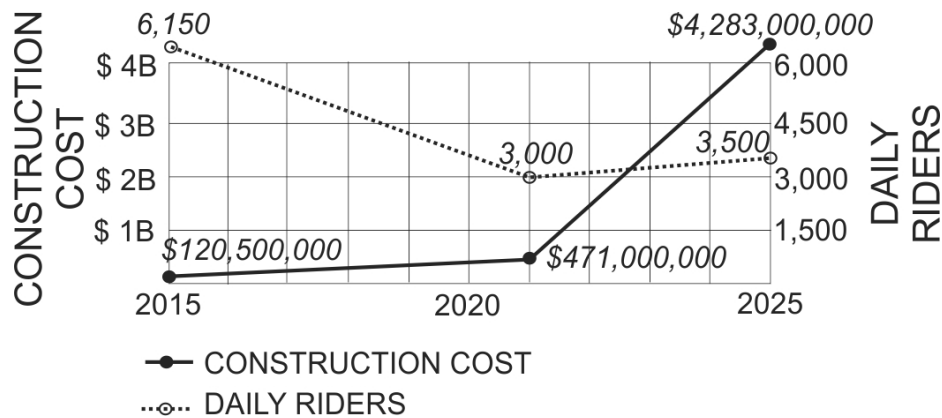
June 10, 2025

Re: June 12, 2025 Agenda Item 31

Regional Transportation Commissioners:

It is clear from the passenger rail Project Concept executive summary that the rail project will have exceptionally high capital and operational costs with only modest ridership numbers. Santa Cruz County can't afford such an expensive project with so little return. The Commissioners should acknowledge this and end pursuit of rail transit for Santa Cruz County.

The RTC has prepared three sets of cost and ridership estimates since 2015. As can be seen in the graph below, costs have hugely escalated, and ridership projections are substantially lower than originally forecast. Actual experience on most major rail projects shows that costs will be even higher than projected, and that forecast ridership will not materialize.



I have ridden trains and buses locally and elsewhere, on more than 30 different transit systems, and I am a proponent of public transit. However, for the enormous sum of money now required we would get an inferior train system that yields minuscule returns on investment. Shortcomings of the proposed train system are discussed in the following paragraphs.

Most proposed train stations are not near destinations, meaning that connections will be required for many important destinations. Anyone who has ridden transit knows the delay and inconvenience involved in transfers. Here are some example distances from proposed stations to major destinations: Watsonville station (one mile plus to Main Street shopping centers, two and a half miles to Watsonville Hospital); Cabrillo College station (two miles to the campus core by streets, and still half a mile with a 250-foot long tunnel under Highway 1); 17<sup>th</sup> Avenue station (one and a half miles to Capitola Mall, two miles to Dominican Hospital and medical offices); Downtown Santa Cruz station (half mile to downtown core and the Metro bus station, one mile to the County Building). The stations that would have best served UCSC and major shopping centers on 41<sup>st</sup> Avenue have both been eliminated.

A single track system with passing lanes means that if one train falls off schedule, every train in the system will be delayed because perfect timing is required for trains to pass each other at sidings. It is not an ideal world, and it is likely that the train will frequently fail to achieve the advertised travel times. In the best case, the Watsonville to Santa Cruz travel time of 45 minutes is disingenuous: add in time to get from your house to the station, waiting for the train to depart, then getting from the station to your destination: the trip is certain to take an hour, and could be much longer.

Ridership estimates are very questionable. Relatively few people live near the proposed stations, and many station locations don't appear to be able to provide parking, both disincentives for using the proposed train. The Project Concept shows the per-capita train ridership at three times that of Sonoma Marin Area Rapid Transit. SMART has stations in the center of sizable cities and connects to San Francisco, yet it is well below projected ridership even with much reduced fares (daily ridership projection for 2025 was 4,266; actual FY 2025 through May is 3,546). To estimate our system's ridership, we should take SMART numbers and cut them in half to reflect the smaller Santa Cruz population, and then cut them more because our stations are not near housing and employment centers. With that methodology, ridership projections would drop significantly ( $3,546 / 2 = 1,773$ , and actual ridership would likely be even less). Even with the inflated ridership numbers, the train is not expected to have any significant effect on Highway 1 traffic. The level of public benefit is low; a much smaller investment in Metro could yield much better returns.

RTC will need to find significant local matching funds to build the train system and a local funding source for operations. If for some reason the Commissioners are still intent on pursuing rail, the next step, before any more money is spent on reports and studies, must be to place the necessary parcel tax and/or sales tax measures on the ballot, to see if local voters will support the cost of local matches and operating funds. Both of these special taxes would require a two-thirds voter approval. Based on my concerns outlined above, I'd be voting "no."

In 2012 RTC had a potentially good transportation idea to evaluate. That evaluation has made clear that passenger rail is far too expensive for a small county like ours and the proposed train system has far too many shortcomings. It is time to make the determination that passenger rail is not a viable choice for Santa Cruz County.

Richard James, AICP

Aptos, California

Member, American Institute of Certified Planners

**From:** [REDACTED]  
**To:** [Regional Transportation Commission](#)  
**Subject:** Comments on Item 31 of June 12th 2025 RTC meeting  
**Date:** Tuesday, June 10, 2025 9:02:09 PM

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Paul T. Roberts' comments on ZEPRT Executive Summary dated June 6, 2025:

As background I live in Rio Del Mar. I have attended all of the virtual and most of the in-person meetings and information sessions for ZEPRT in the last 18 months.

I read the ZEPRT Executive Summary dated June 6, 2025 with care and much interest. Overall, I think the transportation systems in the County, including roads, freeways, bus services, pedestrian and bike infrastructure need to improve. A high-capacity and environmentally zero-emissions rails service that is efficient, reliable, and quiet could contribute to a better overall system in the County, if affordable.

However, I found a number of errors, misleading statements, and missing components in the Executive Summary which significantly concern me regarding the feasibility and costs of the proposed rail service; summarized below. Please have these addressed in the final report and final executive summary in the upcoming months.

**Errors in the Executive Summary:**

- The title and introduction indicates that this report is for the ZEPRT Project, which includes the rail service and the trail; however, there is nothing substantial in the Executive Summary regarding the trail (except the trail route is shown in one figure and a comment in Section 7.5 regarding separate trail bridges). If that is going to be the case, then please title this report as being for the rail portion only!
- In the discussion of the comments received (Section 3.0, pages 3-4), the first bullet regarding "...preference for efficient, reliable, and quiet passenger rail service" is repeated in the fifth bullet with only the phrase "multiple unit" added. Delete this second version, since the added phrase is not a needed characteristic (the units could just be larger, for example, rather than multiple units).
- In the first paragraph under 4.1 on page 4, it is mentioned that the SCC Model "...considered projected land uses as well as (*projected*) travel characteristics within the County." However, on page 5 in the third bullet of 4.2, it is stated that growth in the city of Santa Cruz's Downtown plan Expansion and the City of Watsonville's 2050 General Plan Update, not yet adopted, are not included in these baseline ridership projections. So, which is it? Included or not included? Fix the language to be consistent with what was done. However, it would obviously be better to include them now, considering so much else that is estimated or projected in this report.
- In Section 7.3, page 10, the features of the proposed trainset included (third bullet at the bottom of page 10) "Multiple propulsion options (i.e., battery, hydrogen, diesel, and hybrid)." The last two, diesel and hybrid, should not be mentioned, since this is to be a zero-emissions trainset!
- The first words on page 13, "adjacent to" should be "through", since the SCBRL passes through the listed lands. This will be critical when the environmental analysis is performed and thus should be corrected.

**Misleading statements:**

- Among the benefits of the ZEPRT Project, listed on page 2, Section 2., the fifth bullet mentions "...SCBRL passes within one mile of approximately half of SCC's

population”: this statistic is very misleading when applied to the train. Someone could live within a mile of the tracks, but be significantly further from a station, which is the operative location for use of the train. In addition, the distance of the actual route from someone’s home to the nearest station is the operative distance, possibly along roads, footpaths, or the trail, not the distance as the crow flies. For example, I live 0.6 miles from the proposed Aptos station, but via roads it is 1.2 miles.

- The last bullet in the list of benefits on page 2 indicates that vehicle miles traveled, congestion, and greenhouse gas emissions will be reduced. However, all information distributed by the RTC and previous reports indicate that traffic on CA-1 will be reduced by at most 1%. The models used for this report should document what that amount is. If only 1%, then this is a very negligible benefit and should be dropped from this list. Also, the model must show that there will be increased congestion at rail/road crossings and thus should the report should address how that increased congestion will be mitigated, and include the costs of those mitigations.
- The projected ridership table by Station was shown on June 9 but is not in the Executive Summary. It is extremely misleading to project 200-400 riders per weekday at the Cabrillo station when the nearby population is minimal and the infrastructure to reach New Brighton Beach and Cabrillo College do not exist (and are not included in the cost estimates), nor are the costs for a parking lot included at this Station.

#### Missing Components:

- In the second paragraph of Section 6, page 8 (and again in the first paragraph of 7.1 on page 9), it is mentioned that the rail design was to “...reduce end-to-end travel time...”. Obviously, the multi-modal models used would be able to predict end-to-end travel times for the train (presumably 40-45 minutes [by the way, which is it?]) and the end-to-end travel times for other modes of transportation (bus, express bus, car, etc.) and then compare the two. All travel times should include time for the first and last mile travel. This is a major objective to be achieved and thus it must be demonstrated that it is met!
- A number of components are missing from Table 1 on page 14, Preliminary Capital Cost and should be included at this point in the ZEPRT Project, for reasons listed below:
  - Either the ridership at the Cabrillo Station should be significant reduced or the costs included for local infrastructure, such as parking, transportation to New Brighton Beach, and an overpass to Cabrillo College. The overpass alone could be a significant cost, similar to the costs of the Chanticleer overcrossing (which the RTC knows), and would thus use a significant portion of the listed Contingency.
  - Many comments from the public have included the need for quiet zones at all rail/road crossings and a stated goal of ZEPRT is quiet operation; thus, the costs for quiet zones should be included. As there are many such crossings, these costs could use a significant portion of the listed Contingency.
  - It was mentioned that the infrastructure costs for the situation at the Beach Street Station were not included. Yes, this is a difficult problem with the ZEPRT train passing through and on the Natural Bridges Drive, the arrival and departure of the SCBG seasonal Roaring Camp train, Beach Street being the only route for cars to reach the Boardwalk parking lots, and pedestrian access to the Boardwalk itself from the parking lots, etc. Thus, significant costs will be associated with either the elevated ZEPRT track, as mentioned, or infrastructure to separate the trains from cars and allow pedestrian access at

likely multiple over-track walkways, not to mention the additional costs for the trail within all this. Again, these costs would thus use a significant portion of the listed Contingency.

- Note that if a significant portion of the Contingency is used by the above needed components, then there would not be enough Contingency remaining to serve the purpose of the Contingency during environmental review and final design.
- And then there is a concern for significant overruns, which we have all observed with portions of the trail construction. There must remain significant contingency to cover potential overruns!
- As mentioned in the first section of my comments, costs for the trail have been ignored in this ZEPRT Project report. However, significant costs for the trail, such as separate bridges, off-right-of-way trail costs, etc. are being generated by the decisions being made for the rail portion. These cost impacts of the rail design need to be addressed at the same time as the rail design proceeds, otherwise the true ZEPRT Project costs are not going to be fully understood when the RTC makes decisions about the ZEPRT Project.

**From:** [Matt Farrell](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Comments on ZPERT Executive Summary and Community Session  
**Date:** Tuesday, June 10, 2025 10:04:47 PM

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Chair Montesino and Commissioners,

Santa Cruz County Friends of the Rail and Trail (FORT) appreciates the work that RTC and its team have done to help us understand how rail transit could work and what it will take to make it a reality. This, like other major projects, is a long process, with years of work to be done. Establishing service will take a major investment, with about 90% of costs expected to be funded by federal and state grants.

Drivers are badly in need of a commute alternative to sitting on Highway 1. And we need to do more to cut greenhouse gases. Given the 40-45 minute travel time and reduced emissions, our community will clearly benefit. We're in this for the long haul and we know we're years away from the community having to make funding decisions.

We did have questions about what data was included in the current ridership projections. For instance, the executive summary stated that

"Growth specifically attributable to development consistent with the City of Santa Cruz's Downtown Plan Expansion and the City of Watsonville's Watsonville 2050 General Plan Update, both of which are not yet adopted, was not included in the baseline ridership projections, but could be incorporated into future ridership forecast revisions." Executive Summary, Page 5

Given the amount of housing and the Warriors Arena proposed in the Downtown Expansion Plan, and that the Santa Cruz City Council has adopted this plan, and the state's requirements for additional housing, these factors should be incorporated into ridership projections. The City of Watsonville 2050 General Plan Update elements, which have also been adopted, should also be incorporated into ridership projections.

It would be very helpful if the rest of the draft report supporting the executive summary could be released as soon as possible.

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

**From:** [Brett Garrett](#)  
**To:** [Regional Transportation Commission](#); [Rail Study](#)  
**Subject:** Item 31 (ZEPRT): Personal Rapid Transit is a low-cost superior alternative  
**Date:** Tuesday, June 10, 2025 10:15:19 AM  
**Attachments:** [whoosh-irvine.png](#)

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Dear RTC Commissioners and Staff,

I urge you to strongly consider implementing Personal Rapid Transit (PRT) as a superior alternative to the proposed train service – or, at the very least, as a necessary supplement to the train.

PRT can provide better service than a train, with potential 24/7 operation and dozens of boarding locations throughout the region, including direct service to downtown Santa Cruz, UCSC, Cabrillo College, emergency rooms, and throughout Watsonville.

PRT nearly eliminates “waiting for the train,” by providing on-demand service similar to Waymo – but using dedicated guideways, never stuck in traffic.

PRT minimizes environmental impact and avoids conflicts with Roaring Camp.

PRT uses regular batteries, avoiding the inefficiency and uncertainty of hydrogen as a power source.

PRT allows social distancing, enabling continued service even during a pandemic.


The RTC’s past decision to pursue conventional train service instead of PRT was based on faulty and/or outdated information, especially regarding cost. The TCAA anticipated a passenger rail service with 11 to 15 stations for under half a billion dollars. The latest ZEPRT Executive Summary has increased that cost by nearly a factor of ten! The proposed train is becoming more expensive every day.

PRT, on the other hand, is rapidly becoming more viable and less expensive. The Swyft Cities / “Whoosh” system, using inexpensive cables as shown below, is expected to be up and running within two years in Irvine, California. It’s a full-fledged PRT system that looks like a gondola. This system could provide outstanding service for Santa Cruz County, whisking passengers from the Boardwalk to UCSC within ten minutes.

Please take a closer look at innovative technology such as PRT (and Whoosh in particular), before spending \$4.28 billion on an inflexible train system. See: <https://swyftcities.com>

Sincerely,

Brett Garrett

  
Santa Cruz, CA 95060



**From:** [Jack Brown](#)  
**To:** [Regional Transportation Commission](#)  
**Cc:** [REDACTED]  
**Subject:** It's Time to Reevaluate ZEPRT: Costs Too High, Benefits Too Low  
**Date:** Friday, June 6, 2025 9:08:57 PM

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I have reviewed the Executive Summary of the ZEPRT (Zero Emission Passenger Rail and Trail) Project and remain deeply concerned about the feasibility, cost, and projected benefit of this proposal.

Despite years of advocacy for this project, the data now presented in the summary underscores what many of us have long feared: the cost-to-benefit ratio is simply untenable. The ridership numbers and capital cost estimates do not justify continued pursuit of this project. We have done our due diligence—and the conclusion is clear: commuter rail along this corridor is prohibitively expensive and unlikely to deliver the promised outcomes.

The analysis released now should have been foundational at the project’s outset. I raised many of these concerns in my December editorial in the *Pajaronian* ([link here](#)). Yet here we are, years in, with staggering cost estimates and modest ridership projections that fall short of justifying a multibillion-dollar investment.

### ZEPRT Forecast: A Quick Recap

- Projected daily ridership by 2045: 3,500–6,000 trips (1,750–3,000 unique riders/day)
- Capital cost estimate: \$4.283 billion (2025 dollars)
- Cost per projected rider: \$1.43M–\$2.45M

### National Context: A Pattern of Overpromising

As documented in multiple national case studies, commuter rail ridership forecasts are routinely inflated:

Project	Year	Forecast vs. Actual Ridership
SMART (Sonoma-Marín, CA)	2017	Forecast: ~5,000/day; Actual: ~2,500/day
SunRail (Orlando, FL)	2014	Forecast: ~4,300/day; Actual: ~2,200/day
RTD FasTracks (Denver, CO)	Phased	Underperformed by 25–50%
Sounder (Seattle, WA)	2000	Missed initial targets; slow long-term growth
Tri-Rail (South Florida)	1989	Took decades to reach forecasted ridership

These trends are not anomalies—they are systemic. Studies by the FTA and academic researchers such as Bent Flyvbjerg consistently show that rail forecasts overestimate actual ridership by 60% to over 100%.

### ZEPRT Implications

- High cost, low utilization: With a \$4.3B price tag, the project equates to one of the highest per-rider costs in the nation.
- Fiscal risk: ZEPRT poses a serious threat to the County's ability to fund more practical, near-term transportation needs.
- Redundant service: Bus-on-shoulder improvements underway promise broader reach, flexibility, and far better cost-effectiveness.
- Equity impacts: The rail proposal does not adequately serve the transportation needs of working residents or underserved communities in a timely, cost-efficient way.

## Conclusion

Ridership forecasting for commuter rail is notoriously unreliable, and ZEPRT's projections must be treated with extreme caution. The benefit to our community is minimal compared to the immense financial burden the project represents. It is time to move on.

We should conclude the ZEPRT reporting phase, pursue railbanking the corridor, and focus on cost-effective, scalable solutions that can actually address the region's transportation challenges—starting with completing the trail network and investing in expanded bus service.

Jack Brown  
District 2 Representative  
SCCRTC Bicycle Advisory Committee  
Aptos, CA

**From:** [Alberta James](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Letter Regarding the ZEPRT Project  
**Date:** Sunday, June 8, 2025 9:24:53 PM

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Dear RTC:

I have reviewed the Executive Summary of the ZEPRT (Zero Emission Passenger Rail and Trail) Project and remain deeply concerned about the feasibility, cost, and projected benefit of this proposal.

This analysis should have been foundational at the project's outset; the planning on this project has seemed haphazard and costly. If the RTC continues to pursue this pipedream, voters should have the opportunity to vote on the costs. Is the community really behind increased sales and property taxes to build and operate this system? It is time to railbank this train line and focus on building a rail trail for the community.

The data presented in the summary highlights the astronomical cost to build the train (and does not explore the elevated costs to build the rail trail alongside the train); the cost-to-benefit ratio is simply untenable. The ridership numbers and capital cost estimates do not justify continued pursuit of this project. Santa Cruz is a small county and does not have the population to justify these costs for such a low ridership count. It is time to admit that the commuter rail along this corridor is prohibitively expensive and unlikely to deliver the promised outcomes.

Has anyone ever considered that the real motivation for this exceedingly expensive train project is the green light for high-rise "transit oriented" development along our coastline where the rail tracks run? Certainly this train project isn't really about transportation since the ridership numbers are so low and it's been acknowledged that the train will do nothing to ease traffic on Highway One. Who is driving this expensive train project? Developers?

In summary, we should wrap-up the ZEPRT reporting phase, pursue railbanking the corridor, and focus on cost-effective solutions that can actually address the region's transportation challenges—starting with completing the trail network and investing in expanded bus service that actually connects people to where they need to go like jobs, colleges, medical facilities, and businesses.

Best,

Alberta James



Aptos, CA 95003

**From:** [CATHERINE O' KELLY](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Light rail ONLY!  
**Date:** Wednesday, June 11, 2025 8:54:31 AM

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The photo of the billion-dollar rail system in San Bernardino County has nothing to do with Santa Cruz County! What we had envisioned was a system similar to the Light Rail system in Santa Clara County! An all-electric rail system with very quiet small passenger coaches! There would never be a need for a system anywhere near what has been projected! That is a scare tactic to discourage ANY discussion of passenger rail service!

Why do you think we have insisted on keeping the rails? It is for the many employees who live in the Watsonville area (and also in Davenport) who work in northwestern Santa Cruz County in the hotels and restaurants and in the fields, too. It is for people who live in Aptos to be able to shop in Capitola and Santa Cruz, and many of us elders need public transportation. Buses on the freeway are no help! This is why we have demanded that the rails stay in tact! We have to think of the future, which is coming up faster than anticipated. For me, it is so disappointing to see the multi-story buildings being built along the path of the San Lorenzo River, and near the town clock and along the main corridor on Mission Street. Santa Cruz's charm is that it is primarily a BEACH TOWN! I have wonderful memories of taking the Suntan Special from Pajaro, coming from San Carlos to San Jose on Southern Pacific rail lines.

Please try to keep Santa Cruz a place where tourists want to visit--we are NOT San Jose and we do NOT want to be a Big City. Please remember this!

J. Catherine O'Kelly

[REDACTED]

(A former resident of 50 wonderful years in Santa Cruz County, now having to live in a less expensive northern community, but who cares deeply about the beautiful city I worked and lived in.)

**From:** [Woutje Swets](#)  
**To:** [Regional Transportation Commission](#)  
**Date:** Monday, June 9, 2025 10:50:16 PM

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Dear Commissioners,

Please stop wasting money on a train through Santa Cruz County. It isn't going to work.

Even the current \$4.3 billion price tag is too much, so let's not waste another dime on the ZEPRT study.

A beautiful trail would cost way less money and would benefit many more people, young and old.

Thank you,  
Woutje Swets

**From:** [J Lighthill](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Please address potential long-term impacts on mobile homeowners  
**Date:** Wednesday, June 11, 2025 8:56:58 AM

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Dear Commissioners,

Staff has confirmed that both **passenger rail and trail won't fit** together in the corridor. Boundary maps show severe constraints between 30th and 47th Aves. But Staff says they are not recommending any trail diversions.

If you build the Ultimate Trail next to the tracks as planned, then in order build passenger rail (ZEPRT) later, one of two things must happen:

- 1) **the trail must be removed**, OR
- 2) RTC must **widen the corridor by acquiring additional right-of-way** from adjacent homeowners, most likely those living on the south side of the corridor.

The mobile homeowners who live along Segment 10 who are facing **encroachment** issues today could be **forced to move again** and/or face **eminent domain** issues later. **Castle Mobile Estates** homeowners appear to be particularly vulnerable.

Although the commission has not yet identified a long-term solution, County and RTC staff have **advanced the trail project to final design**.

Please address this immediately and inform the community of potential impacts: trail removal or right-of-way acquisition/eminent domain. Also please consider whether **railbanking could eliminate the challenges** associated with existing trail designs.

Thanks for your consideration.

Johanna Lighthill

**From:** [Buzz Anderson](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Public Input  
**Date:** Monday, June 9, 2025 6:08:09 PM

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Esteemed Commissioners,

It's time for ALL RTC commissioners to question the feasibility of a \$4,300,000,000.00 Billion dollar train with \$40,000,000,00 annual operating expenses. This is in 2025 dollars, not 2045 dollars! The per resident cost to build and maintain this dream of a train is unacceptable. A needed 1.5% sales tax increase will never pass. It's time to face reality. The cost to each resident in our county for such a train would be the highest in the nation. And it won't serve that many people or help with traffic congestion. And those that would ride a train would be higher-income earners (See SMART TRAIN figures.)

All of you are aware of the facts of the ZPERT Study, but still, you should have tough questions to ask the Executive Director, Sarah Christiansen. I think good question to ask would be her honest opinion about the feasibility of a train. Ask—Sarah, if roles were reversed and you were an RTC commissioner, how would you vote going forward?

Sincerely,

Buzz (Frank) Anderson  
[REDACTED] SC 95062

**From:** [Leslie Howland](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** RAILBANK THE TRACKS  
**Date:** Tuesday, June 10, 2025 9:36:16 PM

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We are writing to voice our opposition to the ongoing waste of time and money that continues to be spent on endless studies about the feasibility of a commuter train in Santa Cruz.

As tax payers in this county since 1972 we have supported schools, libraries and sales tax increases not to mention rising property taxes.

We will NOT support a tax to support this 'pie in the sky' fantasy train.

We joined the national organization RAILS to TRAILS CONSERVANCY 15 years ago after we learned of it while riding the Route of the Hiawatha Trail in Idaho.

Since then we have ridden RAIL TRAILS across the United States, from CA to Maine.

RAILBANKING has proven to be successful. These RAIL TRAILS in ID, UT, WA, OR, MT, WY, SD, IA, KS, AZ, NM, OH, NE, CT and MA are proof it works and their communities have benefited greatly from the tourism they bring.

RAIL TRAILS reflect the commitment and health of communities, they benefit walkers, runners and bikers young and old and in between.

It's time for Santa Cruz to RAILBANK the tracks!!

Leslie & Tom Howland  
Corralitos, CA

Sent from my iPhone

**From:** [Regional Transportation Commission](#)  
**To:** [REDACTED]  
**Cc:** [Riley Gerbrandt](#)  
**Subject:** RE: Support Rail & Trail  
**Date:** Friday, June 6, 2025 4:45:00 PM

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Hi Eliece,

Thank you for your interest in RTC projects. Your comments have been recorded.

Regards,  
Krista

Krista Corwin [she/her] Administrative Assistant II  
Santa Cruz County Regional Transportation Commission  
1101 Pacific Avenue, Suite 250 | Santa Cruz, CA 95060  
Main Office 831.460.3200 | Website [www.sccrtc.org](http://www.sccrtc.org)

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

From: Eliece Horton <[REDACTED]>  
Sent: Friday, June 6, 2025 2:16 PM  
To: Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
Subject: Support Rail & Trail

I hate traffic and would love to be able to take my bike on high capacity commuter rail with dedicated bike cars connecting integrated bike ways and the California State Rail Plan.

R E C Y C L E: Ride your Bike again Today!  
Eliece Horton

**From:** [Regional Transportation Commission](#)  
**To:** [Bob F](#)  
**Cc:** [Amin AbuAmara](#)  
**Subject:** RE: Watsonville to/from Santa Cruz in less than 20 minutes during rush hours!  
**Date:** Wednesday, June 4, 2025 4:21:00 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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Hi Bob,

Thank you for your interest in RTC projects. Your comments have been recorded.

Regards,  
Krista



**Krista Corwin** [she/her] Administrative Assistant II  
**[Santa Cruz County Regional Transportation Commission](#)**

1101 Pacific Avenue, Suite 250 | Santa Cruz, CA 95060  
Main Office 831.460.3200 | Website [www.sccrtc.org](http://www.sccrtc.org)



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**From:** Bob F [REDACTED]  
**Sent:** Wednesday, June 4, 2025 9:58 AM  
**To:** Regional Transportation Commission <[info@sccrtc.org](mailto:info@sccrtc.org)>  
**Cc:** [REDACTED]

[REDACTED]

**Subject:** Watsonville to/from Santa Cruz in less than 20 minutes during rush hours!

Even the inherently safe two-track BART system relies upon existing buses to bail them out in emergencies when all else fails!

In our county, existing buses can safely accommodate both the EXPRESS and LOCAL functions on the same bus outing! This would satisfy many impatient commuters who seek better transportation than their "Car Convenience Factor". (For starters see Santa Cruz Sentinel 11/6/24 while appropriately appending on the Santa Cruz Good Times 1/8/25 and the Watsonville Pajaronian 3/14/25.)

The most favorable mass transportation means for so many during rush hours in our county involves satisfying the following equation:

$$60 \text{ minutes / per hour} \times \text{per hour / 60 miles} \times <20 \text{ miles} = <20 \text{ minutes}$$

This simple applicable equation proves existing buses traveling unimpeded at 60 MPH could travel the distance on Highway 1 between Watsonville and Santa Cruz in less than 20 minutes! (Highway 1 is where higher speeds belong rather than requiring impatient commuters having to tolerate frequent stop-and-go traffic where one can jog faster! Since the shortest distance between two points is a straight line, accommodating such an EXPRESS aspect within Highway 1 also makes for a 1-mile shorter distance than that needed within a presently mostly unused corridor that would be better utilized as a <30 MPH "People Corridor". )

Such an EXPRESS function can be combined with the LOCAL function on the same bus outing to allow passengers to be transported from where they are to where they want to be without even having to change seats! (This is unlike a single-track train system on a non-circular system which would be challenged even making a safe return loop no matter how many "magical sidings" are implemented! What would BART be if it were downgraded to only a single track? How long before the next 57 passengers lose their lives? Let's not get railroaded into irresponsibly becoming the next "unsinkable" Titanic!)

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By having a dedicated lane of professional bus drivers who know where they are and where they need to go, there are infinite possibilities to allow both effective EXPRESS and LOCAL functions. For starters:

<> a string of 5 buses B1-B5 (and following B1'-B5' as needed) in a train configuration depart every 15 minutes during morning rush hours from Watsonville. (The intersection near Highway 1 and Beach Street would allow potential for favorable access to the Highway 1 median without having to "bridge" across any active traffic in the fast lane. This locale would also be favorable for a major bus depot with massive parking while allowing Big Creek Lumber to have favorable access to the rest of the country's freight railroad system.)

B1 & B2 travel non-stop within the median of Highway 1 to Santa Cruz. (Note that this would take less than 20 minutes! Also, if B1 is a higher powered HWY17 bus, after dropping off/picking up passengers at one spot on Highway 1 in Santa Cruz it could continue onto Highway 17 into Santa Clara County without even requiring passengers coming from Watsonville to have to change seats! B2, after properly accommodating passengers, continues onto UCSC, the Boardwalk and nearby locale much more efficiently than the best possible passenger train system that would still require a patchwork of transfers!)

B3 & B4 travel non-stop to the halfway point to accommodate Cabrillo College and activity along 41st Avenue including the Home Depot / Best Buy area as well as the Capitola Hub and actually down into Capitola Village in the other direction. (Also, rather than having to tunnel under Highway 1 to accommodate needs on both sides as proposed by desperate railroad promoters, a bus could make use of less than half of that project or other more reasonable means at far less taxpayer expense.)

B5 can complete accommodating remaining LOCAL services. (Note that unlike a single-track train constantly risking head-on train collisions on return loops while always trying to trust "magical sidings", any bus could divert off the less congested direction on Highway 1 during safe return loops to accommodate any passenger which might even make B5 unnecessary.)

For the evening commute, this process is essentially reversed.

(Note that unlike commuters who desire to traverse across our county at the speed of light, tourists prefer to travel across our county at their own leisurely pace. By having a viable safe and passenger affordable <20-minute core commute between Santa Cruz and Watsonville upon Highway 1 during rush hours, the "People Corridor" that has been mostly unused for years and at the mercy of for-profits for many more years to be reserved for a supposed commuter train, is now freed up to safely accommodate a variety of local activities that appreciate being kept to <30 MPH. This is what most call the "Interim Trail". The intent of the "Interim Trail" on the People Corridor is to benefit many people with what is best available until a means is found to safely transport people from where they are to where they want to be at whatever speed they prefer which might be what we can provide today.)

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Why is what will benefit the most and cost the least being delayed year after year after year??? We are the sum of our experiences. At the University of California at Berkeley in 1972, I wrote a term paper on "The Decline of Passenger Trains Throughout the United States" and wrote a traffic simulation program that exposed interesting traffic interaction as well as confirmed the common sense aspect that one lane moving vehicles at a steady 60 MPH can move more traffic than six lanes of traffic that never exceeds 10 MPH. After seeing our county get saturated with misleading propoganda from greedy train opportunists, I wrote "Freight Train To Nowhere" (the Watsonville Pajaronian abbreviated my lengthy letter and circulated it on 11/16/18) and have followed that up year after year with more truths).

While I have a patent for an All-Express Passenger Train System conceived while riding both EXPRESS and LOCAL trains throughout Europe in 1982 (hyped in the San Jose Mercury News many years later on 8/17/18), I acknowledge that a combined EXPRESS/LOCAL Bus System can be implemented within Highway 1 to better accommodate our unique traffic situation and implemented for less than the billion++ required to resuscitate an already defunct train. As an engineer with over 50 years of experience in our real world (now retired with nothing to gain financially no matter what gets implemented), I am 100% certain that continuing with endless attempts to implement a commuter train requiring safely accommodating more than one train going in both directions on the same single track at the same time in Santa Cruz County is a mistake!

A VERY concern resident of Santa Cruz County,

Bob Fifield

Aptos

**From:** [BETSY SMITH](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** RTC Train Study  
**Date:** Tuesday, June 10, 2025 8:45:42 AM

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To Whom it may concern on the RTC,  
The more we learn from the Train Study shows us that Santa Cruz County cannot afford or even support a \$4.3 Billion dollar train.  
Santa Cruz County is not a metropolitan area that can support a venture like this and for those who support the train it is time to come to the realization that this is not fiscally responsible. As a tax payer, I do not nor do I want my children to be burden with paying more taxes to support the train. We need to create a bus system that people want to ride.

Thank you,  
David M. Smith

  
Santa Cruz, CA 95062

**From:** [ROBERT STEPHENS](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Rail Bank  
**Date:** Sunday, June 8, 2025 7:41:41 PM

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Dear RTC Commissioners:

Now that we are finally learning that rail will serve very few of our citizens and cost over 4 Billion dollars, we should stop the studies and rail bank the corridor.

Now is the time for action. We have wasted so many years and so much money on the idea that a train will work in our small county.

Please quit trying to get a square peg into a round hole, it just won't work. What other information do you need? Rail bank the corridor.

Sincerely

Robert Stephens  
Aptos

**From:** [Anne Marie Sorcenelli](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Rail Trail Fiasco  
**Date:** Monday, June 9, 2025 4:17:17 PM

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Enough is enough!!!! \$4.3+ Billion price tag is way too much!!! It's time to STOP!!!  
Another boondoggle study??? ZEPRT???

Please, can't you see how shameful spending another hard earned dime on yet another study  
really is????

You CAN STOP THIS and gain our respect once again!!!

Carpe diem,  
Anne Marie  
<http://www.sorcenelli.com/>

**From:** [ruth.segal](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Rail bank for a trail now!  
**Date:** Saturday, June 7, 2025 10:09:33 PM

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I am a Santa Cruz resident for over 45 years. I understand the SCRTC will vote on rail banking the corridor in lieu of useless and costly track repair for a fantasy train nobody can afford, and no one would use. Many of us were duped into voting against our best interests because we were manipulated by disinformation saying we would never have a trail without the train. We know now this is BS and want a wide multi use trail now for safe bicycling and pedestrians.

Please enlighten the public that rail banking would preserve the corridor for future train use if/when it ever became a viable enterprise. Santa Cruz does not need another entertainment train that would only worsen traffic through the neighborhoods and have zero impact on reducing highway traffic. We've lived without the freight train for many years. All of your studies have proven that passenger use would be unaffordable and impractical, considering the corridor goes nowhere near most commuters home/work destinations.

Please vote to rail bank the corridor and build a safe wide multi use trail now!

Thank you,  
Ruth Segal  
pleasure point

**From:** [Katrina Rogers](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Rail bank now (please)  
**Date:** Monday, June 9, 2025 11:13:02 AM

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Greetings

Please stop the train nonsense and let's not waste another dime on the ZEPRT studies or other assessments for building a train.

Rail bank and build a practical and sensible trail.

We don't need walls or fences dividing our communities and causing crossing issues for humans and animals alike. We also don't need loud RR crossings destroying neighborhood's serenity and plummeting home values.

Let's take the example from countless cities and counties across the nation and build a robust, healthy, and well planned trail.

All the plans of diverting trails to city streets is disingenuous. I would challenge each board member to hop on a bike a ride from Aptos to the Wilder. It's dangerous.

McGregor was dangerous before the construction and now it is even worse. Bicyclists face terrible physical road conditions, over grown bike lanes, aggressive and often clueless drivers, signals that don't sense bicycles and circuitous routes that aren't efficient.

If you don't have a bike you're welcome to borrow mine. I really feel you have to walk (or ride) a mile (or 10) to understand the real issues.

I've lived in Aptos along the tracks for 24 years. I have since raised two kids who could have used a path out our back gate to easily commute to New Brighton Middle (instead of risking it McGregor), rode their bikes to the Boardwalk during the summer or had an easy route to their friends and summer camps on the west side of town. Instead I drove them. Another car on the road crossing town multiple times a day to schlep kids through summer or morning traffic. A train would not have alleviated this issue. A safe bike path would have.

I urge you to see that financially the train is not viable. It wasn't viable 10 years ago and it's even less viable now. Home owners are taxed out. As you know Santa Cruz county is one of the most expensive places to live in the country. The cost of living has risen dramatically just in the last 5 years. Local salaries have not though. Budgets are squeezed. We cannot afford any more taxes or money to be diverted from our roads (and a sensible trail) to this train.

As in my household, we are having to prioritize our spending. We would encourage you to do the same. Please focus on our roads and a safe and sensible trail.

Katrina Rogers  
Aptos



████████████████████  
Capitola, CA 95010  
831-278-1007

Santa Cruz County Regional Transportation Commission  
1101 Pacific Avenue, Suite 250  
Santa Cruz, CA 95060  
June 11, 2025

**Re:** Agenda Item #31: Zero Emission Passenger Rail and Trail Project Update

Dear Commissioners, Commissioner Alternates, and Staff:


Equity Transit appreciates the hard work the SCC-RTC staff and team have put into moving the ZEPRT process move forward. With the ZEPRT meeting this past Monday June 9<sup>th</sup>, the ridership numbers look promising even as we see these to be a highly conservative estimate. This project is critically important to future generations who already understand the importance of robust environmentally clean equitable public transportation. The commitment to build a zero-emission rail transit system which connects our community to the greater state rail network and cities beyond our county, including Monterey, San Jose, and San Francisco, is critically important to our future. In light of conversations with TAMC, we want to impress upon the RTC Commissioners that Monterey is moving full steam ahead with their development of a rail system which will initially connect Pajaro to Gilroy and onto the greater Bay Area as well as their next goal of connecting Pajaro to Monterey. We imagine an important future when people in our community will be able to avoid the 1-2 hour drive to Monterey from Santa Cruz by simply hopping on the train locally and connecting to Pajaro Station. Similarly, our rail system will allow community members to travel to work or leisure without the hassle of long commutes by car. This future will be a critical advancement for our local and greater communities.

Equity Transit would like to point out that investing in quality transportation infrastructure is expensive, regardless of whether the project be a trail, a highway or a rail system. It has been disappointing to see emphasis that some staff and commissioners place on approving costly budget overruns for the addition of auxiliary lanes, which the reports have indicated would not demonstrably improve traffic or drive times, but have opposed the costs which go into a rail system which will be functional for another 100 years! It is critically important to note that the proposed high price tag of \$4.2B for the Capital costs to implement rail is 1-highly padded with numerous contingencies and 2-would be funded by in large by grants from the federal and state government, to the tune of 80-90%! Therefore, given that the vast majority of the costs of implementing rail would not fall on the pocket books of local tax payers, the investment we make is a wise investment in the future. Rail has and always will be the cleanest most energy efficient form of transporting masses of people distances. Funding for the RAIL comes from completely separate grants than that of the TRAIL, so there is no competition in the development of the trail as we move ahead with rail.

The CAPTI (Climate Action Plan for Transportation Infrastructure) clearly identifies rail and a future integrated state rail network as a priority of the state. Our Santa Cruz Coastal Rail Branchline can be found in the California Transportation Commission/ DOT's plans to be a functioning passenger rail within 10 years and is considered to be an important part of the State Rail Network. We support the SCCRTC in aligning with environmentally wise transportation policies and actions and well as respecting the voting majority in this county and the State of California in prioritizing ZE passenger rail for our community.

Thank you for your consideration.

Sincerely,

  
Lani Faulkner, Director

**From:** [Keith Redfield](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Stop the train!  
**Date:** Monday, June 9, 2025 6:03:30 AM

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The price is too high, the benefits too low. Railbank now!

-Keith Redfield  
Aptos

**From:** [Eliece Horton](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Support Rail & Trail  
**Date:** Friday, June 6, 2025 2:15:37 PM

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I hate traffic and would love to be able to take my bike on high capacity commuter rail with dedicated bike cars connecting integrated bike ways and the California State Rail Plan.

R E C Y C L E: Ride your Bike again Today!  
Eliece Horton

**From:** [Matthew Milukas](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** TRAIL, not RAIL  
**Date:** Monday, June 9, 2025 5:32:11 PM

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I am one of the many people locally who think the idea of a commuter rail from Watsonville to Santa Cruz is an expensive folly. It is time to stop wasting money on this nonsense and put in a trail that can be used by hikers, bikers, and potentially electric buses (at a fraction of the cost of a train).

Thanks,

[Matthew Milukas](#)  
[REDACTED] [Aptos 95003](#)

**From:** [Ellen Martinez](#)  
**To:** [Regional Transportation Commission; Rail Study;](#) [REDACTED]  
**Subject:** The Zero Emission Passenger Rail and Trail Project: Executive Summary Input  
**Date:** Saturday, June 7, 2025 5:19:43 PM

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I've just finished reviewing the Executive Summary of ZEPRT Project. The staggering \$4.28 billion cost, coupled with the annual operating expense range of \$34 million to \$41 million, is completely absurd. I have been involved in the Rail/Trail discussions for over 10 years. These outrageous cost projections should have been presented at the project's outset. Instead, in 2025, we are presented with these mind-blowing numbers.

Please realize that the benefit this project offers to Santa Cruz County is minimal compared to the immense financial burden the project presents.

It is time to move on. It is time to railbank the corridor. It is time to complete a continuous trail NOW in the rail corridor. And it is time to expand our bus service and make the bus service free of charge for everyone.

Please stop wasting your time and our taxpayer dollars.

Thank you.

Ellen Martinez  
[REDACTED]

**From:** [Joe Martinez](#)  
**To:** [Regional Transportation Commission; Rail Study](#)  
**Subject:** The Zero Emission Passenger Rail and Trail Project: Executive Summary Input  
**Date:** Sunday, June 8, 2025 12:51:10 PM

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RTC Commissioner,

I've just finished reviewing the Executive Summary of ZEPRT Project. The staggering \$4.28 billion cost, coupled with the annual operating expense range of \$34 million to \$41 million, is completely absurd. Also missing from the project cost estimate is the building of the raised tracks in front of the boardwalk on Beach Street. How much will this cost to build and maintain?

These outrageous cost projections should have been presented at the project's outset. Instead, in 2025, we are presented with these mind-blowing numbers.

Please realize that the benefit this project offers to Santa Cruz County is minimal compared to the immense financial burden the project presents.

It is time to move on. It is time to railbank the corridor. It is time to complete a continuous trail NOW in the rail corridor. And it is time to expand our bus service and make the bus service free of charge for everyone.

Please stop wasting your time and our taxpayer dollars.

Thank you.

Joe Martinez

**From:** [Tom Ginsburg](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Time for Railbanking - We Can't Afford a \$4 Billion + Rail System  
**Date:** Monday, June 9, 2025 11:17:06 AM

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Dear SCCRTC Commissioners,

Now that the ZEPRT study has officially been released, and given the current funding environment, cost overruns for segments completed so far, and the impracticality of a commuter train system in our County, I strongly advise you to consider the option of railbanking the system and allowing a trail to go forward on the rest of the segments not yet developed.

We all know that the \$4.3 billion price tag is likely on the low side, given the fact that this system won't be completed for many years to come as proposed. While I for one have been a supporter of the idea of rail and trail until recently, with all the cost overruns and delays on the few segments completed so far, it's become clear to me that we should be developing the trail on the existing rails NOW instead of this piecemeal approach that is not only environmentally unfriendly, but won't work in numerous areas due to the narrow rail corridor.

With railbanking, we will still maintain the corridor in case technological advances and population growth down the road would allow for a practical, cost-effective rail solution to be considered at that point.

Paying back the \$15 million or so that was originally granted to buy the rail line is but a drop in the bucket to the cost to develop a rail system. I'm hopeful now that the initial price tag has been revealed, that commissioners will do the right thing to railbank and allow the grants received for new trail segments to go forward with developing the Interim trail option instead of the Ultimate option.

Thanks,  
Tom Ginsburg  
  
Santa Cruz, CA 95062

**From:** [ANDREA RATTO](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Train not now  
**Date:** Tuesday, June 10, 2025 1:04:25 PM

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I live in South County currently and worked for the county and as of yet have not met anyone who said they would take the train on a regular basis to Aptos, Capitola or Santa Cruz. I'm sure there are a few people out there who would benefit from this service but at the cost of building plus subsidizing ridership ad infinitum it would be less expensive to send them Uber vouchers. We suffer out here almost anytime between 7 am and 7 pm if we need to use highway 1 to travel north or south to get home and would welcome a cost and time efficient alternative to highway gridlock. Having grown up in the Bay Area I didn't own a car and always used public transportation as it was efficient and affordable. Unfortunately the "bus on shoulders" scenario seems half baked. Really? An intermittent bus only lane only to merge into the regular gridlock. This county is unique and unfortunately has become built out with multiple dwellings and no infrastructure to support them. What kind of city planning is that? Roads, water, sewer, decent paying jobs?

I guess you get my drift, we will not support any future tax or bond measure for the tourist train  
Sent from my iPad

**From:** [David Hoyle](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** Train study  
**Date:** Sunday, June 8, 2025 9:29:34 AM

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Please do not spend anymore money on anything to do with you train dream. The cost estimates along shoulder kill this thing!

Enough is enough!

Sincerely,

David Hoyle  


**From:** [Poole, Reid](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** ZEPRT - Please do the appropriate action and STOP burning money on a train that will only cost us more and more for less and less!  
**Date:** Monday, June 9, 2025 2:49:59 PM

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I have lived in Aptos going on 9 years. I have studied and spoken with as many people as I can find to try and understand the pros and cons from both sides of the train issue.

I have not once been given any perspective that justified the ongoing financial hardship of funding a train, on a 1 way track, that will require substantial financial support every single day and not deliver ANY tangible benefit to 99.8% of us.

The many millions for studies to come to the easy conclusion that this area does not have the people and the stops that would come close to being useful.

The switch from train to ZEPRT to now the proponents are claiming that freight will be a huge asset. All of it is nonsense and I cannot get an answer on why the people who support FORT think the many, many billions are justifiable. Not 1 logical and data backed reason(s).

Please stop making this area more and more unaffordable.

Please stop burning our money.

Reid M Poole  
Aptos, CA

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**From:** [REDACTED]  
**To:** [Regional Transportation Commission](#)  
**Subject:** ZEPRT Draft Executive Summary  
**Date:** Tuesday, June 10, 2025 5:23:34 PM

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Commissioners,

I would like to thank Riley Gerbrandt, the RTC staff, and the consultants for releasing the ZEPRT draft executive summary. The report is by far the most comprehensive, professional, and detailed of all the passenger rail studies presented to the RTC over the years.

That said, the report confirms what many in the county have long believed: passenger rail in Santa Cruz County is prohibitively expensive and benefits at best roughly 1% of the county population.

In fact, the \$4.3 billion price tag is much higher. The latest estimate from RTC staff as to when construction would start is 2032, 7 years from now so inflation at 2.5% will take the cost to over \$5 billion before any other cost overruns are encountered.

You all know that successful grant applications require local matching funds to raise the likelihood of success, that there are no Measure D funds available for construction of passenger rail, and that a local tax ballot measure requiring a two thirds majority will be necessary. In the ZEPRT presentation, it was noted that it could require as much as 20% local matching funds, or \$1 billion dollars. There is zero probability that county voters would pass such a measure.

In addition to matching grant funds, another tax will be necessary to cover the difference between fare box revenues and the \$41 million operating expenses at a 30 minute headway. Since the executive study does not include any fare information, it's impossible to know what that shortfall will be but real world examples of similar rail services suggest it will be a large portion of it.

On top of all that, the RTC has blindly proceeded with the so-called Ultimate trail alignment based on a supposition that there will be passenger rail in the county. This alone has cost taxpayers tens of millions of dollars more than the the best trail alignment, the interim trail, and those costs must be added to the passenger rail costs.

On the ridership front, the summary indicated that passenger rail in the county would attract a 3x higher percentage of the population than SMART, in spite of the fact that SMART draws from a population about 2.5 times higher than our county. I understand that trying to forecast ridership.

To the commissioners who would support passenger rail no matter how high the costs or how low the ridership, there is no point in me trying to change your minds.

To the commissioners who have long believed that passenger rail is not viable but have voted in favor of studies over the years in order to obtain the official confirmation, thanks you for your support and you now have the proof.

To those commissioners who have not yet made up their mind on the issue, I hope you will consider the high costs, small ridership, and unlikely passage of ballot measures to raise taxes

carefully before casting any further votes

Sincerely.

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Peter Haworth  
Soquel

**From:** [REDACTED]  
**To:** [Regional Transportation Commission](#)  
**Subject:** ZEPRT Study  
**Date:** Tuesday, June 10, 2025 6:50:22 PM

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Dear RTC Commissioners and Alternates:

I write to add my voice to the Santa Cruz community's dismay at the recently study showing a \$4.2B price tag to the proposed, and over studied, rail project.

Simply put, we cannot afford this expenditure which will benefit at most 1.5% of the entire population.

Please stop waiting and railbank this corridor so everyone can use it.

Thank you!

Patrice Boyle

PS., Just by comparison, around 23% of Santa Cruz County used mental health services in the year 2022, and the county is looking to cut those funds which might add up to 2% of the train cost.  
Let's get our priorities straight.

**From:** [Scott Miller](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** ZEPRT Study  
**Date:** Sunday, June 8, 2025 11:10:16 PM

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Let's not waste anymore time or resources for the train study. Move forward with rail banking so families that choose alternative transportation can move safely throughout our city.

Scott Miller  
Santa Cruz, CA