

From: [J Lighthill](#)
To: [Regional Transportation Commission](#)
Subject: Item 19 - Five year programs
Date: Wednesday, November 5, 2025 8:32:14 AM

Dear Commissioners,

Please postpone your vote on whether to add \$2.4M to rail preservation until after the commission evaluates the ZEPRT concept report next month and determines next steps.

Currently, Measure D Active Transportation/Trail category funds pay for corridor maintenance including vegetation control, drainage, and ditch repairs. Allocating money to any track preservation north of Watsonville seems premature.

Thanks for your consideration.

Johanna Lighthill

From: [Brian Peoples](#)
To: [Regional Transportation Commission](#)
Subject: Item 19: Measure D — Five-Year Program of Projects
Date: Saturday, November 1, 2025 7:29:01 AM
Attachments: [image.png](#)

Trail Now strongly supports continued investment in **safe, accessible, and cost-effective** active transportation projects and urges the RTC to **prioritize the Interim Coastal Trail** for Segments 8–11.

Key Points:

- The Interim Trail, built directly on the railbed, is **environmentally cleared under CEQA** and avoids redundant spending.
- Provides immediate community benefit, enhances transportation equity, and supports future Active Transportation Program grants.
- The ZEPRT rail project lacks funding and faces significant regulatory barriers.

Trail Now Recommendations:

1. Adopt the Measure D Five-Year Plan with a clear directive to **advance the Interim Trail configuration**.
2. Defer or deny Measure D funding for ZEPRT until feasibility, permitting, and funding are fully demonstrated.

Brian Peoples



From: [Tom Kellogg](#)
To: [Regional Transportation Commission](#)
Cc: [Brian Peoples](#); greenway@sccgreenway.org
Subject: Measure D Comment for Nov. 6 Public Hearing
Date: Tuesday, November 4, 2025 7:49:28 PM

RTC,

It's way past time to stop wasting time and money on the passenger train dream. Railbank and build a world class trail within budget without increasing taxes from Watsonville to Davenport. Bicycling and all forms of human powered transportation are beneficial in countless ways:

- Health
- Environmental protection
- Social connections while on trail
- Economical
- Bicycle is over a hundred times more energy efficient than cars
- The trail foundation is already built
- RR grade has no steep hills by design

I am in full agreement with <https://www.railstotrails.org/> , Trail Now and Santa Cruz County Greenway:

Motivated by the prospect of a scenic, safe, and functional 32-mile bicycle and pedestrian path winding from Davenport to Watsonville, community members formed the Great Santa Cruz Trail Group. We are now Santa Cruz County Greenway.

Our Greenway will save mature trees and existing foliage and include innovative native landscaping along a state-of-the-art active transportation route. Greenway users will enjoy healthy exercise, fresh air, and open spaces as they travel safely from neighborhood to neighborhood. We hope to see Greenway evolve as the backbone of a countywide protected bicycle network that connects to a modern, efficient bus system.

We are a grassroots community organization with over 10,000 residents who support Greenway and have said we can use their name as endorsers.

The Great Santa Cruz Trail Group hired [Nelson Nygaard to study a trail-only option](#) in 2016. Based on the study, trail-only construction is estimated to cost about \$70M. Now that Measure D has allocated \$85M for a trail in the corridor, we can pay back \$11M in Prop 116 funds to the State of California, build the Greenway for a fraction of the cost of the RTC's current rail-with-trail plan, and reallocate the remaining Measure D trail and track maintenance funds for other transit improvements including additional safe bicycle and pedestrian routes. We believe this is the wisest plan for Santa Cruz County.

Tom Kellogg
Aptos

From: [jennifer harris-anderson](#)
To: [Regional Transportation Commission](#)
Subject: Measure D Public Hearing Comments
Date: Tuesday, November 4, 2025 5:03:15 PM

Staff and Commission,

Regarding the expenditures of measure D funds. Please do not allocate any money for future train studies, nor fund any EIR studies. The train idea should be put to rest. To keep funding this venture at the expense of other worthy transportation needs is a dereliction of public trust. Never will a huge sales tax increase pass. State and Federal funding will not happen. By continually planning for a train the county will get only pieces of the promised trail.

Sincerely,

Jennifer Harris-Anderson

Santa Cruz

Item 19: Measure D – Five Year Program of Projects

Please prioritize the Interim Coastal Trail for segments 8-11. Please adopt the Measure D Five Year Plan with a clear directive to advance the Interim Trail configuration.

I am a full time resident of Santa Cruz County. I have lived in Aptos for 25 years. I look forward to seeing my recommendations being incorporated into your decisions.

Sincerely,

Ellen Martinez

Item 19: Measure D – Five Year Program of Projects

Please prioritize the Interim Coastal Trail for segments 8-11. Please adopt the Measure D Five Year Plan with a clear directive to advance the Interim Trail configuration.

I am a full time resident of Santa Cruz County. I have lived in Aptos for 25 years. I look forward to seeing my recommendations being incorporated into your decisions.

Sincerely,

Joe Martinez

Item 19: Measure D — Five-Year Program of Projects

I want to see Measure D money invested wisely in transportation projects that will actually get built and serve our community. That's why I'm asking the RTC to prioritize the Interim Coastal Trail for Segments 8–11.

This project has already cleared environmental review, so we won't be paying for duplicative studies or facing unnecessary delays. We can move forward now.

More importantly, this trail would provide real benefits right away—better access, safer routes for bikes and pedestrians, and improved equity in our transportation system. These are the kinds of practical improvements that Measure D was meant to fund.

The ZEPRT rail concept, while potentially interesting for the future, doesn't have funding secured and faces major regulatory questions. I don't think Measure D money should go toward something so uncertain when we have a shovel-ready alternative.

My request is simple: approve the Measure D Five-Year Plan with a focus on building the Interim Trail. If ZEPRT eventually becomes viable with real funding and permits, it can be considered then. But let's not hold up community-serving projects while we wait for something that may never materialize.

Thank you for listening to community input on these important decisions.

Sincerely,

Anderson Shepard