

## Gautho, Julia

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**From:** Alicia L. Amaro <aamaro@fentonkeller.com>  
**Sent:** Wednesday, February 12, 2025 11:18 AM  
**To:** City Council  
**Cc:** Clarke, Joe; Pedersen, Alexander; Gerry Jensen; Margaux Morgan; Melinda Orbach; Gautho, Julia; Herlihy, Katie (kherlihy@ci.capitola.ca.us); Goldstein, Jamie (jgoldstein@ci.capitola.ca.us); Kahn, Jessica; Mozumder, Kailash; Derric G. Oliver  
**Subject:** [PDF] Letter to Capitola City Council (2-12-25) Morrissey Public Comments on Agenda Item 9c (Measure L)  
**Attachments:** LTT Capitola City Council 2-12-25 Morrissey Public Comments on Agenda Item 9c (Measure L) (01697783).pdf

Good morning,

Please see the attached letter, providing public comments from Mike and Meghan Morrissey, on agenda item 9c of the City Council's meeting on February 13, 2025.

Thank you,

*Alicia L. Amaro*

**Alicia L. Amaro**  
**Administrative Assistant to**  
**Alex J. Lorca, Derric G. Oliver &**  
**Rebecca J. Saathoff**  
**FENTON & KELLER**  
Post Office Box 791  
Monterey, CA 93942-0791  
831-373-1241 x251  
831-373-7219 (fax)  
[aamaro@fentonkeller.com](mailto:aamaro@fentonkeller.com)  
[www.FentonKeller.com](http://www.FentonKeller.com)



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## ATTORNEYS AT LAW

2801 MONTEREY-SALINAS HIGHWAY

POST OFFICE BOX 791

MONTEREY, CALIFORNIA 93942-0791

TELEPHONE (831) 373-1241

FACSIMILE (831) 373-7219

[www.FentonKeller.com](http://www.FentonKeller.com)

LEWIS L. FENTON  
1925-2005

OF COUNSEL

CHARLES R. KELLER  
SARA B. BOYNS

CHRISTOPHER E. PANETTA  
BRIAN D. CALL  
TROY A. KINGSHAVEN  
JOHN E. KESECKER  
ELIZABETH R. LEITZINGER  
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DERRIC G. OLIVER  
MARCO A. LUCIDO  
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BRADLEY J. LEVANG  
CHRISTOPHER J. NANNINI  
TARA L. CLEMENS  
MATTHEW D. FERRY  
EMMANUEL PEREA JIMENEZ  
MARIA A. AIELLO  
REBECCA J. SAATHOFF  
ALYSSA CARBONEL MATSUHARA

DERRIC G. OLIVER

Doliver@fentonkeller.com  
ext. 207

February 12, 2025

**VIA EMAIL ONLY ([citycouncil@ci.capitola.ca.us](mailto:citycouncil@ci.capitola.ca.us))**

Capitola City Council  
Capitola City Hall  
420 Capitola Avenue  
Capitola, CA 95010

Re: Public comments on Agenda Item 9c (Measure L)  
Capitola City Council meeting 2-13-25  
Our File: 35278.34203

Dear Capitola City Councilmembers:

This law office represents Capitola property owners and residents, Michael and Meghan Morrissey, in connection with the above-referenced subject. This letter offers the Morrisseys' objections to City Staff's Agenda Report for Agenda Item 9c, advocating for a proposed relocation of Segments 10 and 11 of the Monterey Bay Sanctuary Scenic Trail (aka Coastal Rail Trail) ("Trail") off the Santa Cruz Line Branch Line Rail Corridor ("Corridor") in violation of Measure L, codified as Capitola Municipal Code ("CMC") Chapter 8.72, entitled "Greenway Capitola Corridor."

In the Staff Report, City Staff correctly acknowledges the validity and enforceability of Measure L, which was duly and overwhelmingly passed by City voters in 2018. However, City Staff misinterpret the plain and unambiguous language and express purpose of Measure L in several important respects:

1. In the Staff Report (page 5; agenda packet page 296), City Staff erroneously refer to the "goals" of Measure L. However, Measure L contains no "goals." Rather, Measure L expressly imposes limits on the Trail, including by providing that the "purpose" of Measure L is "keeping" the Trail exclusively on the Corridor. (CMC § 8.72.010.)

2. City Staff indicates, on page 6 of the Staff Report (agenda packet page 297), “There are no City funds being invested in the project.” This ignores that City funds have been, and are continuing to be, expended on paid City Staff time (and, presumably, other expenditures of “funds or resources,” such as on attorneys’ fees, consultants’ fees, office space, materials, etc.) to coordinate, consider, publicly support and advocate for (including in the Staff Report; i.e., “marketing”) a project (“detouring” or “shifting” a portion of the Trail outside the Corridor) that would violate Measure L if constructed. Such expenditures of City funds, in and of themselves, violate Measure L. (CMC § 8.72.040.) This proposed detour of the Trail off the Corridor would presumably require expenditure of additional City “funds or resources,” as prohibited by Measure L, in the form of City grants of City-owned land (e.g., easements, dedications) to facilitate the proposed detour of the Trail off the Corridor.

3. City Staff erroneously contends the proposed rerouting of the Trail onto non-Corridor land (i.e., Park Avenue) does not “implicate” Measure L because the relocation is not a “detour” as that term is defined in the dictionary. City Staff’s reliance on the dictionary definition of “detour” is a red herring and runs afoul of the first rule of statutory construction to look no further than, and give effect to, the plain meaning of a statute’s clear and unambiguous language. (*Lake Lindero Homeowners Assn., Inc. v. Barone* (2023) 89 Cal.App.5<sup>th</sup> 834, 848.) As such, based on the plain and unambiguous language of Measure L, any expenditure of City funds or resources relating to the proposed relocation of the Trail off the Corridor (e.g., onto a portion of Park Avenue) violates the express purpose of Measure L: “to improve safety and reduce traffic by keeping the [Trail] in the [Corridor].” (CMC § 8.72.040; emphases added.)

4. City Staff erroneously states that the relocation/detour (as proposed by Option A and Option B) “do not propose the construction of the Trail on Capitola’s streets or sidewalks,” as the proposed detour, post-construction, would be partially located on a portion of Park Avenue (i.e., a City street) proposed to be eliminated. This rear-view mirror argument is fundamentally flawed. Again, the fact that the proposed detour would result in the loss of a portion of Park Avenue conflicts with the express terms of Measure L.

5. City Staff’s reliance on the purported/perceived benefits of detouring the Trail off the Corridor, and/or the purported/perceived drawbacks of not doing so, provide no legal justification for violating Measure L. Indeed, Measure L contains no provisions allowing for consideration or balancing of any such benefits or drawbacks of complying with its plain terms.

In conclusion, the Morrisseys—consistent with the City’s citizens’ overwhelming approval of Measure L—demand and expect the City to fully comply with all limits set forth in Measure L, the express “purpose” of which is to “keep” the Trail “in” the Corridor “to improve safety and reduce traffic.” (CMC § 8.72.010.) Indeed, Measure L “shall not be amended or repealed except by vote of the people.” (CMC § 8.72.050.)

\* \* \* \* \*

Capitola City Council  
February 12, 2025  
Page 3

Thank you in advance for your review and consideration of the Morrisseys' public comments on this item of great importance to the safety, welfare, traffic, parking, and aesthetics of their great City.

Very truly yours,  
FENTON & KELLER  
A Professional Corporation



Derric G. Oliver

DGO:ala

cc: Clients

Joe Clarke, Mayor ([JClarke@ci.capitola.ca.us](mailto:JClarke@ci.capitola.ca.us))

Alexander Pedersen, Vice Mayor ([APedersen@ci.capitola.ca.us](mailto:APedersen@ci.capitola.ca.us))

Gerry Jensen, Council Member ([GJensen@ci.capitola.ca.us](mailto:GJensen@ci.capitola.ca.us))

Margaux Morgan, Council Member ([mmorgan@ci.capitola.ca.us](mailto:mmorgan@ci.capitola.ca.us))

Melinda Orbach, Council Member ([MOrbach@ci.capitola.ca.us](mailto:MOrbach@ci.capitola.ca.us))

Julia Gautho, City Clerk ([jgautho@ci.capitola.ca.us](mailto:jgautho@ci.capitola.ca.us))

Katie Herlihy, Community Development Director ([kherlihy@ci.capitola.ca.us](mailto:kherlihy@ci.capitola.ca.us))

Jamie Goldstein, City Manager ([jgoldstein@ci.capitola.ca.us](mailto:jgoldstein@ci.capitola.ca.us))

Jessica Kahn, Public Works Director ([jkahn@ci.capitola.ca.us](mailto:jkahn@ci.capitola.ca.us))

Kailash Mozumder, Public Works Project Manager ([kmozumder@ci.capitola.ca.us](mailto:kmozumder@ci.capitola.ca.us))

## Gautho, Julia

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**From:** painterph@gmail.com  
**Sent:** Wednesday, February 12, 2025 11:50 AM  
**To:** City Council  
**Subject:** I support the staff recommendations for the Rail Trail

Dear City Council and Mayor, I am so happy to see the Rail Trail moving forward. The new plans for an elevated buffered and protected trail between Park Avenue and the railroad tracks are great. I'm glad that the staff has developed options for the trail that protect Monarch habitat, that are realistic, and can be built with the existing funding. I can't wait to get on the trail!

I already walk along the rail corridor south (east) of the New Brighton campground and would love to be able to walk safely all the way to Capitola Village! Please choose either option A or B and let's get this DONE!

Thank you so much,

Virginia Hughes, Aptos Resident

**Gautho, Julia**

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**From:** Erik Elias <slperik@gmail.com>  
**Sent:** Wednesday, February 12, 2025 11:48 AM  
**To:** City Council  
**Subject:** I support the staff recommendations for the Rail Trail

Dear City Council and Mayor, I am so happy to see the Rail Trail moving forward. The new plans for an elevated buffered and protected trail between Park Avenue and the railroad tracks are great. I'm glad that the staff has developed options for the trail that protect Monarch habitat, that are realistic, and can be built with the existing funding. I can't wait to get on the trail!

Yes, PLEASE continue to support either of the raised trails currently proposed; it will be an excellent addition to the area in so many ways.

Erik Elias  
137 Toledo St, Unit A, Santa Cruz, CA 95060

**Gautho, Julia**

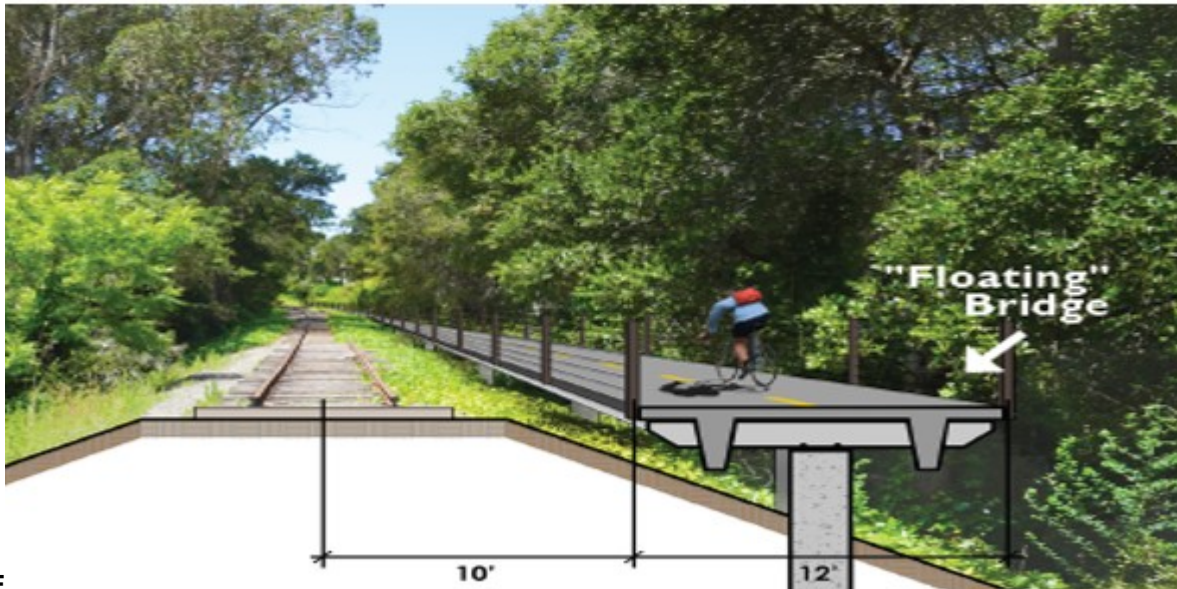
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**From:** Alfred carlson <alcarlton@aol.com>  
**Sent:** Wednesday, February 12, 2025 11:37 AM  
**To:** Alfred Carlson; City Council; Kahn, Jessica  
**Subject:** Re: RAIL / TRAIL

AL CARLSON. 5000 JEWEL ST.



**WE NEED TO DO THE SAME THING SANTA CRUZ DID AND PUT IT ON OUR RAIL**



**BRIDGE**  
**THE FLOATING BRIDGE NEXT RAIL WOULD ALSO WORK**



# Action Alert for Capitola Trail

Dear ALFRED,

It's a good news/bad news situation.

**The Good News:** The staff of the City of Capitola, Santa Cruz County, and the Regional Transportation Commission (RTC) have developed two great options for the trail between Capitola Village and New Brighton State Beach. They will be presenting these two alternatives at this Thursday's Capitola City Council Meeting. We're excited about these options. **They both put the trail on a new elevated path between the Park Avenue roadway and the railroad tracks.** Both options protect monarch butterfly habitat, provide users with ocean views, and provide easy access between the neighborhoods and the trail. Both are raised on a curb, similar to a sidewalk. Both include a 12-foot wide trail with a 5-foot buffer zone between the trail and the street. Most importantly, with the latest construction grant, either one of these options will be fully funded and ready to build. **We want to thank the planning staff who have developed these options.** We would be delighted to see either of them built.

**Now for the Bad News:** Rail opponents have been ramping up a disinformation campaign to attack this section of the trail. They have been writing negative letters to the Capitola City Council and are planning to come out to oppose the trail plans at the meeting on Thursday. They have been making wild claims about the trail being moved into the street, in an effort to drum up public opposition. This means, unfortunately, that there will be people at the meeting who don't understand the plans but will show up to oppose them. **This creates a lot of pressure on City Council Members.** Thursday's presentation is an information item, and the City Council won't be voting at the meeting. But what they hear from the public at this meeting will affect how they vote later.

## Take Action to Support the Trail!

### Now: Email the Capitola City Council

Send your comments of support right now to [citycouncil@ci.capitola.ca.us](mailto:citycouncil@ci.capitola.ca.us). Comments must be received before 5pm Wednesday.

### Thursday: Attend the Meeting, See the Presentation, and Speak to Support the Trail

**When:** The City Council meeting starts at 6 pm and the Rail Trail is item number 9c on the agenda.

**Where:** Capitola City Council Chambers, 420 Capitola Avenue, Capitola, California, 95010.

*Note: To speak at the meeting you must attend in person, Zoom attendees can only observe.*



**Things you might say in your comments:**

Thank you for proposing wide, safe trail options for our community

I want a trail sooner not later (or never) so please choose option A or B.

We have the grant money to build this so please choose option A or B.

I want easy access from the neighborhood so choose option A or B.

I want ocean views so please choose option A or B.

I would use this segment of trail in this way, or to get to this place, so choose option A or B.

I support option A or B and have additional design suggestions.

**Please send an email now, and come to the Capitola City Council this Thursday evening. I hope to see you there!**

-Matt Farrell, Board Chair, Santa Cruz County Friends of the Rail & Trail

## Gautho, Julia

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**From:** Kevin Maguire <kmaguire831@gmail.com>  
**Sent:** Wednesday, February 12, 2025 11:32 AM  
**To:** City Council; Goldstein, Jamie (jgoldstein@ci.capitola.ca.us); Gautho, Julia; Kahn, Jessica  
**Subject:** [PDF] 02.13.2025 Agenda 9 C. "DETOUR"!! FAQ from SCCRTC: Capitola Trestle on the Santa Cruz Branch Rail Line  
**Attachments:** FAQ\_Capitola-Trestle.pdf

Not sure who in Public Works wrote the message about the Dictionary definition of "Detour" This is a disingenuous attempt deviate from what we want and voted for! This will not fly! Do not insult us! You are on notice!

Yes, a **shift** and an **adjustment** can conceptually fall within the same realm as a **detour**, depending on the context and intent behind the change. Let's break it down:

### Definitions & Comparisons:

- **Shift:** A change in position or direction, often implying a movement away from an original course.
- **Adjustment:** A modification that can be small or large, but typically suggests fine-tuning rather than a fundamental change.
- **Detour:** A deviation from a planned or expected route, typically used when the original path is blocked or intentionally bypassed.

**" The RTC, in partnership with local jurisdictions, is pursuing development of a dedicated bicycle and pedestrian facility, referred to as the Coastal Rail Trail, within the rail right-of-way. "**

The City of Capitola appears to be reframing the discussion around potential adjustments to the Coastal Rail Trail by arguing that since a trail does not currently exist within the rail right-of-way, any modification to its planned route is not a "**detour**" but rather a shift in the project's implementation. This language minimizes the perception that they are changing or going against the voters' intent from Measure L, which called for the trail to remain within the rail corridor.

However, the Santa Cruz County Regional Transportation Commission (SCCRTC) has **consistently stated that its goal**, in partnership with local jurisdictions, is to develop a dedicated bicycle and pedestrian facility **within the rail right-of-way**, referring to it as the "**Coastal Rail Trail**." This aligns with Measure L's directive that the trail should remain within the rail corridor, ensuring that any adjustments or alternative routes should not move the trail away from its originally planned alignment.

Ultimately, the City of Capitola is using strategic wording to downplay their deviation from Measure L's intent, likely in an effort to justify a route that does not stay within the rail corridor. Meanwhile, SCCRTC has maintained its commitment to keeping the trail within the right-of-way, reinforcing the fact **that voters wanted the trail to follow the rail line—not city streets**.

[https://sccrtc.org/wp-content/uploads/2023/10/FAQ\\_Capitola-Trestle.pdf?utm\\_source=chatgpt.com](https://sccrtc.org/wp-content/uploads/2023/10/FAQ_Capitola-Trestle.pdf?utm_source=chatgpt.com)



# Capitola Trestle on the Santa Cruz Branch Rail

## Background

The Santa Cruz Regional Transportation Commission (RTC) owns the Santa Cruz Branch Rail Line, which is a freight rail line in need of structural repairs on several bridges, including the Capitola Trestle. In partnership with local jurisdictions, the RTC is pursuing development of a dedicated bicycle and pedestrian trail, referred to as the Coastal Rail Trail, within the rail right-of-way. The RTC is also pursuing development of a passenger rail within the rail right-of-way as part of the Zero Emission Passenger Rail and Trail Project. The Capitola Trestle complex is comprised of 5 individual, but connected, bridges, each made of concrete and steel materials. The Capitola Trestle provides an elevated rail crossing of Soquel Creek, Wharf Road, Avenue, and Capitola Avenue. Repairs to the Capitola Trestle complex are needed before the line can be used for freight or passenger service.

## FAQS

### Can a bicycle and pedestrian bridge be attached to the existing Capitola Trestle to provide bicycles and pedestrians access across Soquel Creek within the rail line right-of-way?

A bicycle and pedestrian bridge cannot be attached to the existing Capitola Trestle. The Capitola Trestle complex is made up of 5 bridges including two concrete spans, two multi-span open deck timber trestles, and an open deck wrought iron bridge that spans Soquel Creek. The wrought iron bridge and timber trestles do not have a location suitable to connect a cantilevered bicycle and pedestrian bridge and do not have adequate structural capacity to support the added weight. Therefore, a bicycle and pedestrian bridge, like the one cantilevered from the San Lorenzo River Trestle, is not feasible on the Capitola Trestle complex.

### Can a separate bicycle and pedestrian bridge be constructed across Soquel Creek within the rail line right-of-way?

A new Capitola Trestle complex. The Zero Emission Passenger Rail and Trail Project Conceptual Study will evaluate the feasibility and cost of a combined rail and trail bridge to replace the Capitola Trestle complex. To date, no cost estimate has been developed for a new combined rail and trail bridge to replace the current Capitola Trestle complex.

### Can the Capitola Trestle be repurposed into a bicycle and pedestrian trail bridge?

The 2021 Capitola Railroad Bridge Rehabilitation Conceptual Study analyzed the feasibility of converting the Capitola Trestle from a freight rail bridge to a bicycle and pedestrian trail bridge. The study determined that, from a constructability engineering standpoint, the Capitola Trestle can be repurposed into a bicycle and pedestrian trail bridge. However, required structural repairs are complete. The replacement of the wrought iron bridge, timber bracing, and 30-40% of the timber trestles structural repairs are completed, the decking, and ballast could be removed. A steel and fiber reinforced polymer (FRP) bridge deck would be installed over the remaining structure.

Here is the heart of Measure L:

## Key Points of Concern

### 1. Measure L's Intent and Requirements

Measure L was enacted to protect and utilize the Santa Cruz Branch Line Rail Corridor for active transportation and recreation. It explicitly directs the City to:

- "Take all steps necessary to preserve and utilize the Corridor and Trestle for active transportation and recreation."
- "Prohibit the expenditure of any City funds or resources for the construction, operation, or maintenance of a detour of the Trail onto Capitola streets or sidewalks." [41†source]

The measure's language clearly prioritizes keeping the Trail within the designated rail corridor.

### 2. City's Use of "Shifting" as a Loophole

The City Council's agenda report proposes moving the trail from the rail corridor to Park Avenue, describing this as "shifting" the alignment rather than a "detour" [40†source].

This semantic distinction is troubling because:

- A shift implies a permanent relocation, not a mere temporary adjustment.

- Despite claiming otherwise, this shift fundamentally removes the Trail from its intended rail corridor alignment, placing it adjacent to and physically separated from Park Avenue.

By framing this as a cost-saving strategy, the City attempts to argue that the Trail has no "direct course" and thus cannot have a "detour." This interpretation is contrary to the spirit and clear intent of Measure L.

### 3. Measure L's Definition of a Detour

The City argues that since the Trail does not yet exist, there is no "direct course" to be detoured from [40†source] . However, the measure's intention is clear: to prevent moving the Trail off the rail corridor and onto city streets or sidewalks. The proposed Park Avenue alignment effectively functions as a detour by diverting the Trail from its original planned path within the rail corridor

maintenance, financing, marketing, or signage for a detour of the Trail onto Capitola streets or sidewalks.

RTC's proposal to construct the Trail within the City's Park Avenue right-of-way is consistent with Measure L for several reasons.

First, Measure L directs the City to take "all steps necessary to preserve and utilize the Corridor for active transportation and recreation" (CMC § 8.72.040(A)). The City does not own the Corridor, so the Coastal Rail Trail Segment 11 Project is the only foreseeable opportunity the City has to advance Measure L's goals. The Coastal Rail Trail Segment 11 project advances Measure L's goal of preserving and utilizing the Corridor for active transportation and recreation because it provides a path to construct the Trail on portions of the Corridor. If the City does not approve Option A or Option B, the City understands that the County may be unable to construct the segment of the Coastal Rail Trail Segment 11 project that runs through Capitola at all. Interpreting Measure L to preclude the City from approving Option A or Option B would thus undermine, rather than advance, Measure L's goals. Indeed, if the City does not approve the project, the capitola segment of the Corridor will not be utilized for active transportation and recreation at all.

Second, the section of Measure L that prohibits the expenditure of resources on a "detour of the Trail onto Capitola streets or sidewalks" is not implicated by Option A or Option B (CMC 8.72.040(C)). The dictionary defines a "detour" as a "departure from a direct course" or a "roundabout way for replacing the regular route." Designing and construction of Coastal Rail Trail Segment 11 as proposed in Option A and/or Option B is not a "detour" because the Trail does not exist and has no "direct course" in the City. Moreover, Option A and/or Option B are consistent with Measure L because the



## For Council Consideration- Park Avenue Transportation Improvements

The City Council will consider design options for Park Avenue from Monterey Avenue to Coronado Street at its February 13 meeting, beginning at 6 PM

At this meeting, City staff, the Regional Transportation Commission (RTC), and the County of Santa Cruz will present background information and the current alternatives under consideration, which include pedestrian and bicycle improvements including potential adjustments to the Coastal Rail Trail alignment along this section of Park Avenue. This discussion follows previous public outreach efforts focused on traffic calming measures in the area.

The meeting agenda and staff report can be found at: [cityofcapitola.org](http://cityofcapitola.org)

[capitoladpw@ci.capitola.ca.us](mailto:capitoladpw@ci.capitola.ca.us)

Sincerely,  
Kailash Mozumder  
City of Capitola Public Works Project Manager

**Gautho, Julia**

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**From:** John Gallagher <4eyrshmen@gmail.com>  
**Sent:** Wednesday, February 12, 2025 11:32 AM  
**To:** City Council  
**Subject:** I support the staff recommendations for the Rail Trail

Dear City Council and Mayor, I am so happy to see the Rail Trail moving forward. The new plans for an elevated buffered and protected trail between Park Avenue and the railroad tracks are great. I'm glad that the staff has developed options for the trail that protect Monarch habitat, that are realistic, and can be built with the existing funding. I can't wait to get on the trail!

John Gallagher

Sent from my iPad

**Gautho, Julia**

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**From:** Rattlebrain <jamiet@rattlebrain.com>  
**Sent:** Wednesday, February 12, 2025 11:32 AM  
**To:** City Council  
**Subject:** I support the staff recommendations for the Rail Trail

**Gautho, Julia**

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**From:** Jennifer Young <millsyoung@cruzio.com>  
**Sent:** Wednesday, February 12, 2025 11:28 AM  
**To:** City Council  
**Subject:** I support the staff recommendations for the Rail Trail

Dear City Council and Mayor,

I am delighted to see the Rail Trail moving forward. The new plans for an elevated, wide, safe, buffered and protected trail between Park Avenue and the railroad tracks are great. I'm glad that the staff has developed options for the trail that protect Monarch habitat, that are realistic, and can be built with the existing funding. So exciting that grant funds are already available for this.

I fully support both options A and B. I hope that you will vote to move forward with one of them.

Looking forward to using the trail!

*Jennifer Young*  
Ben Lomond



## Gautho, Julia

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**From:** Delphine Foo-Matkin <delphinef@gmail.com>  
**Sent:** Wednesday, February 12, 2025 11:25 AM  
**To:** City Council  
**Subject:** I support the staff recommendations for the Rail Trail

Dear City Council and Mayor,

I fully support the Rail Trail, including the portion along Park Avenue between Capitola Village and New Brighton State Beach.

I am so happy to see the Rail Trail moving forward. The new plans for an elevated buffered and protected trail between Park Avenue and the railroad tracks are great. I'm glad that the staff has developed options for the trail that protect Monarch habitat, that are realistic, and can be built with the existing funding. I can't wait to get on the trail!

I want the Rail Trail now and not later.

I know many folks who support the Rail Trail but didn't know that it was still in danger due to opposition — due to news and the Rail Trail being voted through on the ballots, they thought it was settled. So please consider that for every single letter of support you receive, there are probably 5 to 10 people who do support it who don't realize that they need to keep being very actively vocal about their support!

Thank you very much,

Delphine Foo-Matkin

## Gautho, Julia

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**From:** Bob F <bobfif@hotmail.com>  
**Sent:** Wednesday, February 12, 2025 11:22 AM  
**To:** City Council  
**Cc:** Pedersen, Alexander; felipe.hernandez@santacruzcountycalifornia.gov; info@sccrtc.org; Kimberly De Serpa; Manu Koenig; fkeeley@santacruzcalifornia.gov; sclark@scottsvally.gov; Monica Martinez; eduardo.montesino@watsonville.gov; Corey Aldridge  
**Subject:** Quality of Life 101

For years for-profit groups have been trying to deceive our county that by setting aside a multitude of millions of tax dollars (and pushing aside a means for families including tourists to FINALLY get safely across much of Santa Cruz County at their chosen pace) that in a distant future, a single-track train "could" alleviate congestion upon our Highway 1. Please contemplate the many commonsense responses to that and follow through on, "What would BART be if it were downgraded to only a single track? How long before the next 57 passengers find themselves in the wrong place at the wrong time and lose their lives?"

Not everyone is being fooled by greedy opportunists who are seeking to divert funds from the naive into their own pockets. (Billionaires through deception Bernie Madoff and Theranos founders come to mind who were put in prison for their outrageous greediness at the expense of others.)

There has always been only room for one track upon the limited "Rail **AND TRAIL** Corridor". This puts those who had depended upon FINALLY having a safe means to ride a bicycle across much of Santa Cruz County at peril. If it is decided that "a promise" of a single-track "commuter" train in some distant future is more important and the "TRAIL" gets fragmented, I probably will avoid making use of what could have been a GEM for pleasantly getting across much of Santa Cruz County. (In my 74 years I have already been hit by an **at fault car** twice and I don't want to make the next one my last moment in this world.)

The other aspect is that many already realize that the single track will (at best in reality) default to its original intention of over 100 years ago (before it went default) but now at taxpayer expense. This was a slow-moving freight and tourist train that will now only benefit Roaring Camp & Co. (as well as B.S. & Co. with his "wannabe bus" that even if it could go faster than 10 MPH will be forever tethered to a RR track). The likelihood of a safe viable expeditious commuter train system is nonexistent upon the corridor.

**implementing the Santa Cruz County version of Trail PLUS Rail would be a mistake!**

**On the other hand, road space has been gained over on Highway 1 for a promising alternative if the meridian can accommodate just one bus lane. This would allow strategic non-stop mass transportation between Watsonville and Santa Cruz in under 20 minutes 24/7.**

Please note my latest Letters to the Sentinel on 11/6/24 and the Good Times on 1/8/25. The latter one concludes with:

**"Implementing a strategic bus system would better alleviate congestion on Highway 1 (and at far less cost) as well as free up a Peoples Corridor to FINALLY safely accommodate local traffic of families of bicyclists and those on foot.**

**Perhaps such real-world "Interim" solutions will prove worthy until a means is found to transport people from where they are to where they want to be at the speed of light 24/7 for no cost."**

With flexibility and strategic efficiency, a promising mass transportation system can be implemented at low cost with buses that already exist in our community. Riding upon non-stop buses could be indistinguishable from the best of train travel when improvements that rival the plushness of passenger train cars could also be phased in (with appropriate fares attached).

A VERY concerned resident of Santa Cruz County,  
Bob Fifield

**Gautho, Julia**

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**From:** Rattlebrain <jamiet@rattlebrain.com>  
**Sent:** Wednesday, February 12, 2025 11:21 AM  
**To:** City Council  
**Subject:** I support the staff recommendations for the Rail Trail

Dear City Council and Mayor, I am so happy to see the Rail Trail moving forward. The new plans for an elevated buffered and protected trail between Park Avenue and the railroad tracks are great. I'm glad that the staff has developed options for the trail that protect Monarch habitat, that are realistic, and can be built with the existing funding. I can't wait to get on the trail!

Sent from my iPhone

**Gautho, Julia**

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**From:** Rich Mick <rikibana@yahoo.com>  
**Sent:** Wednesday, February 12, 2025 11:19 AM  
**To:** City Council  
**Subject:** I support the staff recommendations for the Rail Trail

Dear City Council and Mayor,

The Rail Trail is moving forward. The new plans for an elevated buffered and protected trail between Park Avenue and the railroad tracks are great. The staff has developed options for the trail that protect Monarch habitat, that are realistic, and can be built with the existing funding.

We have the funding ready and I wish to see Plan A or B implemented in Capitola.

Thank you,  
Richard Mick

**Gautho, Julia**

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**From:** Karl Forest <karlforest1@gmail.com>  
**Sent:** Wednesday, February 12, 2025 11:17 AM  
**To:** City Council  
**Subject:** Support for Plans A & B for Trail Between Capitola Village & New Brighton Beach

Hello,

My name is Karl Forest and I live at 516 Oak Dr, Capitola. Amie, my partner, and I hike around Capitola all the time, including between Capitola Village and New Brighton State Beach.

I would like to support both plans A and B for the elevated path between Park Avenue and the existing tracks recommended by city staff and the RTC. The funds are ready and all that is needed is your approval.

I ask that you carefully examine claims by both sides of this issue, especially those opposed to any rail/trail development at any cost. Their claims need to be carefully vetted for accuracy for you to be able to make the most informed decision. I think city staff have done a marvelous job presenting you with two viable plans.

Thank you for taking time to consider this important issue to our community.

Respectfully,

Karl Forest

## Gautho, Julia

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**From:** Michael Matkin <mgfmatkin@gmail.com>  
**Sent:** Wednesday, February 12, 2025 11:17 AM  
**To:** City Council  
**Subject:** I strongly support the staff recommendations for the Rail Trail

Dear City Council and Mayor,

I'm thrilled to see the Rail Trail moving forward. However, I'm concerned that a recent disinformation plan falsely stating the trail will be moved into the street will cause bad actors along with mis- and uninformed community members to sway opinion against this important community project.

The new plans for an elevated buffered and protected trail between Park Avenue and the railroad tracks are great. I'm glad that the staff has developed options for the trail that protect Monarch habitat, that are realistic, and can be built with the existing funding. So, please recognize the threat of dis- and misinformation in your considerations and support one of the excellent options to get the rail trail built soon. I can't wait to get on the trail!

Very Best,

Michael Matkin  
755 14th Ave, #103, Santa Cruz, CA 95062