



PLANNING AND CONSERVATION LEAGUE

March 25, 2004

Jan Beautz
Chair
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Chair Beautz:

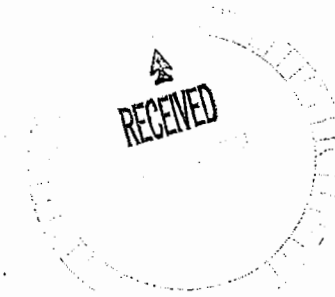
The Planning and Conservation League strongly supports implementation of a trolley from Capitola to Aptos Village, which would allow Santa Cruz County to access Proposition 116 funds to purchase the rail right-of-way.

Limited train service and purchase of the rail corridor will give the County two new, significant transportation options – a bike/pedestrian trail and future expanded train service. Expanded train service could lessen traffic along the Boardwalk, which attracts 3 million visitors annually, and could eventually coordinate with passenger rail service in Monterey County, providing an attractive transportation option along a significant portion of the coast. Accessing Proposition 116 funds will get more residents biking and walking as well as using the train in the future.

Once again we strongly urge the Regional Transportation Commission to move forward with the EIR for this project.

Sincerely

Eddy Moore
Transportation Director



20-1

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Tamalpais Conservation Club

EXECUTIVE DIRECTOR

Fred Keeley



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

From: Andrew Horne [mailto:andrew@pricehorne.com]

Sent: Wednesday, March 31, 2004 7:06 PM

To: ellen.pirie@co.santa-cruz.ca.us; tony.campos@co.santa-cruz.ca.us;
mark.stone@co.santa-cruz.ca.us; keoghs1@pacbell.net; paspence@charter.net;
ranndo@aol.com; rdelapaz@ci.watsonville.ca.us; info@sccrtc.org; jan.beautz@co.santa-cruz.ca.us

Cc: info@sccrtc.org; Tom Honig; Heather Boerner; McLaughlin, Ken;
governor@governor.ca.gov

Subject: 2004 Santa Cruz Regional Transportation Improvement Program

I am a resident in Aptos and am very concerned about the financial situation regarding transportation in this county. I am a certified public accountant by training with 10 years experience working for PriceWaterhouseCoopers (largest professional services firm in the world www.pwcglobal.com) before starting my own financial consulting firm PriceHorne, LLC www.pricehorne.com . I have experience working with the Metropolitan Transportation Authority of New York, one of the largest transportation authorities in this country. I also have a bachelors' degree from Harvard University and an MBA degree in Finance & Accounting from New York University's Leonard N. Stern School of Business, regularly ranked as one of the top 5 MBA programs for finance. I do not mention my background to promote myself. Rather, I mention it so you will take my comments seriously.

Tomorrow, you will consider the Regional Transportation Improvement Program. Santa Cruz transportation funds have been seriously impacted by the State fiscal crisis. The proposed recreational rail project represents a large portion of the STIP funds available. I would appreciate it if you consider the following in evaluating the staff's proposal.

Supporters of the plan by the Santa Cruz County Regional Transportation Commission (RTC) to operate diesel tourist train service between Aptos and Capitola say it would open an \$11 million Proposition 116 "**Treasure Chest**" of state rail funds giving the county the cash it needs to buy the right of way (ROW) from Union Pacific Rail Road thereby creating a 31-mile bike path. Such assertions mislead the public about the cost and feasibility of this project.

Constructing A Bike Path Will Be Expensive

The cost of purchasing the ROW and establishing diesel service between Aptos and Capitola is \$21 million. This includes \$11 million in Proposition 116 funds + \$10 million in State Transportation Improvement Program Funds. In 1999, the RTC estimated it would cost up to \$25 million to construct the bike trail next to the ROW. See <http://sccrtc.org/pdf/railtrailfax.pdf> More recent cost estimates exceed \$30 million. These construction cost estimates do **NOT** include the cost to purchase the ROW.

Now, let's do the math. \$30 million + \$21 million = \$51 million total costs to buy the ROW, start train service and build a bike path. This is a lot of money. The total STIP funds you are considering today are \$66.5 million. Consider how many roads could be re-

paved throughout the County with this money. Consider what this much money could do secure the financial stability of the Metro. Consider how this much money could be used for paratransit.

Recreational Rail Itself Meets No Transportation Need

The Metro Bus Service is the principal means of public transportation in Santa Cruz County. Buses on Metro Routes 54/55 serve Aptos and Capitola running on roads adjacent to the Rail Corridor. The proposed platform locations of the tourist rail service are located in places where Metro 54/55 bus stops already exist. See http://www.sccarred.org/Bus_Service.html Metro Routes 54/55 operate at less than half of seating capacity. All the tourist rail passengers forecast by the RTC could ride on the existing Route 54/55 bus service without requiring any expansion of current bus service levels. Construction of a duplicative and unnecessary rail service to serve tourists is an absurd waste of \$21 million of our scarce funds.

There Is No “Treasure Chest”

On February 4, the RTC issued a press release “State Budget Proposals May Delay **All** Local Transportation Projects.” <http://sccrtc.org/pdf/BudgetCrisis2-04.pdf> . The press release states that funding for the ROW purchase is “likely to be delayed for several years.”

The \$11 million Proposition 116 “**Treasure Chest**” will cover only 20% of the \$51 million total cost required to build the bike trail. The additional \$40 million cost of constructing the bike trail is either “delayed” or has never even been budgeted. This means no bike trail will be built for the foreseeable future even if the ROW is somehow purchased.

Say no to AB 3090 funding strategy

Staff is proposing to borrow against future STIP allocations programmed for the ROW in order to buy it now. AB 3090 (Statutes of 1992, Chapter 1243) allows a local jurisdiction to advance a project included in the State Transportation Improvement Program (STIP) prior to approval of STIP allocation by proceeding with the project using local funds, with cash reimbursement from the STIP in a future year or to reprogram the funds to a replacement project in a future funding year. **A project approved for an AB 3090 cash reimbursement becomes the highest priority in the region for programming in a given year.**

This means that if we borrow money for ROW purchase under AB 3090, operating a tourist train service between Aptos & Capitola in the Summer will become the County’s highest transportation priority. This is absurd. What about Highway 1? Isn't that the highest priority? I specifically request that you do not approve staff's proposal to borrow funds for the ROW purchase under AB 3090. Proposition 116 funds are available under 2010. There is no need to rush to purchase the ROW now.

ROW purchase damages the Metro

At the April 1 meeting, the RTC is reviewing the 2004 Regional Transportation Improvement Plan. See: <http://sccrtc.org/packet/2004/0404/0404-29a.pdf> The plan considers \$66.5 million in expenditures through 2008-2009. Of this amount, \$10 million (15%) is being allocated to the ROW acquisition. This is a huge percentage of our limited transportation dollars.

To see how ROW purchase squeezes the Metro's budget, please closely examine the scenario described by Staff as "Last Choice for Shifting Projects Currently Programmed for STIP Funds and Programming New Funds" <http://sccrtc.org/packet/2004/0404/0404-29f.pdf> . In fact, this is the most realistic scenario. **Please note that \$7.8 million in funding to build the Metro's consolidated bus operations facility (Metrobase) is eliminated while the \$10 million in funding to buy the ROW is maintained.**

This makes it transparently obvious that if the ROW is to be purchased, money will be taken from funds allocated to other projects: building and maintaining roads, supporting the Metro bus system, and providing transportation services for seniors and the disabled. The public deserves an open and honest debate by the RTC to ensure vital transportation needs are funded ahead of pet projects. Claims about free money and treasure chests are below the dignity of the RTC and should be rejected.

Recreational Rail Service Will Fail

Passenger fares cover only 23% of the cost of running the Metro. The rest is covered by public subsidy. Common sense says that rail service between Aptos and Capitola (at \$9 per round trip) competing with the Metro (at \$1.50 each way) will not be successful. In fact, the RTC's own business plan shows it losing money. See <http://www.sccrtc.org/pdf/RecRailAnalysis.pdf> Furthermore, Santa Cruz Big Trees & Pacific Rail Road, the only proposed operator which actually has experience running recreational rail service in the County, stated to the RTC on February 5 that the plan for Recreational Rail was "Doomed to Failure."

When the tourist rail service fails, there are only two options. Rail will have to be subsidized from the Metro's budget. Or, the \$11 million Proposition 116 "**Treasure Chest**" will have to be repaid to the State by taking money from other transportation projects. Neither of these options is fair to county residents. However, the bicycle enthusiasts promoting the plan don't care because they oppose cars, highways and roads in principle.

We Can Quickly Build A Safe Bike Trail

In November, there will be a sales tax initiative on the ballot to fund improvements to our transportation infrastructure. This initiative will be primarily aimed at widening Highway 1. However, it will also include money for other transportation projects. Should the

public desire, we can require that funds from the tax initiative be used to purchase the ROW and construct a bike trail. If we do so, there will be no need to dodge 18 diesel trains a day while riding on the bike trail. This is the only fiscally responsible way for the County to come together to build a bike trail on the ROW.

Conclusion

The tourist rail proposal is a ruse which is only being promoted to access the so-called Proposition 116 "Treasure Chest." But, the "Treasure Chest" is booby trapped. It will force us to use another \$40 million in STIP funds. This is 60% of the STIP budget for the 2004 - 2009 period. Not only will we get a diesel tourist rail service we don't want or need but we will also have to steal resources from residents to do so.

Andrew Horne
442 Sumner Avenue
Aptos, CA, 95003

From: "Karena Pushnik" <kpushnik@scrtc.org>
Date: Thu, 1 Apr 2004 14:04:10 -0800
To: "Sylvia Previtali" <sylvia@ix.netcom.com>
Subject: RE: Three-county "Metropolitan Transportation Plan."FW: Question
Recreational Rail project

Hello Sylvia

Per federal and state funding requirements, there are regional transportation planning agencies or RTPAs (ours covers only Santa Cruz County, the Bay Area's covers 9 counties) and metropolitan transportation planning agencies or MPOs. For our region, the Association of Monterey Bay Area Governments or AMBAG is the designated MPO. Some funding sources are secured by the MPO who then passes the funds to their various RTPAs. Each RTPA is required to develop a Regional Transportation Plan (RTP). Our last one was completed in 2001 and we are in the process of updating it. The RTPs for the Metropolitan Planning Area (our area consists of three counties: Santa Cruz, Monterey and San Benito) are then combined in a Metropolitan Transportation Plan or MTP. Different funding sources require that projects be included in the RTP and/or MTP. The Transportation Agency for Monterey County (TAMC) is also a RTPA. Hope this helps. I know it's complicated.

- Karena Pushnik
Senior Transportation Planner
Santa Cruz Co. Regional Transportation Commission
831/460-3210 (fax 460-3215)

Please note new e-mail address: kpushnik@scrtc.org

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

From: Sylvia Previtali [mailto:sylvia@ix.netcom.com]
Sent: Wednesday, March 31, 2004 5:45 PM
To: Karena Pushnik
Subject: Three-county "Metropolitan Transportation Plan."FW:
QuestionRecreational Rail project

March 31, 2004

Hi, Karena--

Thanks for your prompt reply.

Regarding my mention of the "Metropolitan" group, I am referring to the

following Aug 27, 2003 Agenda from TAMC files, where the "three county Metropolitan Transportation Plan (MTP)" is mentioned several times. I have put the reference in bold and larger typeface. What is the history of the development of the MTP?

Thank you.

Sylvia Previtali

- >
- > 8. **CMAQ Exchange for Pacific Grove Trail Repair** Kao **Pages 20 - 29**
- > **1. APPROVE** programming \$250,000 of unprogrammed Congestion
- > Mitigation Air Quality (CMAQ) funds to Monterey-Salinas
- > Transit's Lighthouse Avenue Signal Pre-emption project; and
- > **2. APPROVE** reprogramming \$250,000 of competitive Regional
- > Surface Transportation Program (RSTP) funds from Monterey-Salinas
- > Transit's Lighthouse Avenue Signal Pre-emption project to
- > the City of Pacific Grove's Recreational Trail Repair project; and
- > **3. REQUEST that the Association of Monterey Bay Area**
- > **Governments (AMBAG) to amend the Metropolitan Transportation**
- > **Improvement Program (MTIP) to reflect the programming of**
- > **CMAQ funds to MST.**
- > *TAMC Agenda for Wednesday, August 27, 2003 Page 3 of 12*
- > *The recreation trail in the City of Pacific Grove has been badly*
- > *damaged from previous winter storms. The City needs additional funds*
- > *to repair the damage at a total project cost of \$600,000 and \$1 million.*
- > *The City requested \$250,000 in Congestion Mitigation Air Quality*
- > *(CMAQ) funds to fund the environmental and design work on the*
- > *project; however, since this project is not eligible for CMAQ funding,*
- > *staff recommends pursuing an RSTP/CMAQ exchange with Monterey-*
- > *Salinas*
- > *Transit.*
- > 9. **RECEIVE** Bike Week 2003 Annual Report and other informational
- > materials. Watson **Pages 30 - 55**
- > *Bike Week 2003 took place May 11-17, 2003. There were nine events,*
- > *eleven Bike-To-Work breakfast sites, and six Bike-To-School breakfast*
- > *sites throughout Monterey County. TAMC staff is working with the*
- > *Bicycle and Pedestrian Committee to replicate and improve upon the*
- > *success of the events and breakfast sites for next year*
- > 10. **RECEIVE** report on Board priority project: Salinas Road Interchange at
- > Highway 1. Morgan; Rosales, Caltrans **Pages 56 - 58**
- > *The Salinas Road Interchange project addresses one of the heavily*
- > *traveled areas in the county. The planned project would construct a*
- > *new interchange at Salinas Road on Highway 1 just south of the*
- > *Monterey/Santa Cruz county lines. The project is currently in the*

> *environmental review phase.*
>
>
> PLANNING
> **3.3.1 APPROVE participation in shared environmental impact report for the**
> **three-county Metropolitan Transportation Plan and the TAMC Regional**
> **Transportation Plan updates. Hale Pages 127 - 128**
>
> *TAMC Agenda for Wednesday, August 27, 2003 Page 8 of 12*
> *As approved by the Board, TAMC is participating in a coordinated*
> *update of the Monterey County Regional Transportation Plan (RTP)*
> *and the Association of Monterey Bay Area Governments' three-county*
> *Metropolitan Transportation Plan (MTP). The purpose of the*
> *coordinated effort is to improve consistency of information throughout*
> *the region as well as to save staff time and consultant dollars.*

From: "Karena Pushnik" <kpushnik@sccrtc.org>
Date: Wed, 31 Mar 2004 15:56:14 -0800
To: <sylvia@ix.netcom.com>
Cc: "Linda Wilshusen" <lwilshusen@sccrtc.org>
Subject: FW: Question Recreational Rail project

Hi Sylvia

Your e-mails were received and will be forwarded to the SCCRTC for their consideration.

The Recreational Rail project has specified, for the purposes of analysis, the Budd Rail Car as the type of rail vehicle for the service. In the future there may be other applicable options. This vehicle weighs 49.5 tons and has a power rating of 275x2 horsepower. One car is projected to run regularly, but two cars could be linked for special events. The air quality effects of this car and proposed service will be available when the Draft EIR comes out in late May or early June.

Regarding the Around the Bay Rail Study, this analysis was completed in July 1998. It was a way to assess whether the passenger rail efforts linking the San Jose/San Francisco Bay Area with Santa Cruz and Monterey County could be combined. I'm not quite sure what you mean by ³Metropolitan² group.

Written responses to comments on the Draft EIR will be included in the Final EIR.

- Karena Pushnik

Senior Transportation Planner
Santa Cruz Co. Regional Transportation Commission
831/460-3210 (fax 460-3215)

Please note new e-mail address: kpashnik@scrtc.org

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

From: Sylvia Previtali [<mailto:sylvia@ix.netcom.com>]
Sent: Wednesday, March 31, 2004 1:46 PM
To: linda.wilshusen@co.santa-cruz.ca.us
Subject: Question Recreational Rail project

Mar 31, 2004

Hi, Linda:

I never received reply from you to this letter. Kindly reply.
Also, what is horsepower of units RTC is now looking at for "Cruzer?" And name of the cars? What is weight of the cars, dimensions? How many cars do you think will be run on the Rec Rail? What is the diesel exhaust expected from the cars?

Thank you. Sylvia

Feb 20, 2004

Dear Linda:

I would appreciate having a reply to these questions.

Is the Around the Bay project still being studied by the SCCRTC and the others who are part of the "Metropolitan" transit group? Can we expect this Around the Bay project to be proposed soon?

Thank you. Sylvia

Jan 12, 2003

Linda Wilshusen
Exec Director Santa Cruz County Regional Transportation Commission

Re: Questions Recreational Rail project

Dear Linda:

I would appreciate your reply to five questions I have regarding the Recreational Rail "trolley-car" units.

1. Does the following description of the "Self-Propelled DMU (Diesel Multiple Units)" also describe the rail units that the RTC is looking at for the Aptos-Capitola (Seascape) Recreational Rail project?

Self-Propelled (DMU) Rail

Characteristics:

- * **Existing systems: Germany (VT610), Europe, Australia**
- * **Max Operational Speed: 100 mph**
- * **Acceleration Rate: 1.3 mph/sec**
- * **Deceleration Rate: 2.0 mph/sec**
- * **Station Dwell Time: 40 sec**
- * **Station Spacing: typically no less than 5 miles**
- * **Passengers: 136 per 2 units**
- * **Each individual car powered by diesel multiple units (DMU)**
- * **Maximum Grade: 7 %**
- * **Typically operates within existing freight railroad ROW**
- * **Can connect up to 3 (2-unit) sets**
- * **Can share tracks with freight trains and other inter-city passengers**

2, Would the Recreation Rail rail cars or rail units travel on existing tracks or improved tracks or a combination of both existing and new in the Santa Cruz rail corridor?

3, I came across an informal reference to a Federal Railroad Administration (FRA) regulation regarding DMU units that "mandates construction of vehicles to be used on active freight lines or within a certain distance of freight trains to be built to very heavy safety standards?" If such a rule exists, doesn't the regulation heaviness of such rail units, which would be used on an active freight line, go against what Recreational Rail proponents are saying about how the "trolley-cars" will be very light and quiet? Here is the informal reference.

"FRA rules mandate construction of vehicles to be used on active freight lines or within a certain distance of freight trains to be built to very heavy safety standards. For a greater examination of how this plays out, visit www.coloradorailcar.com to read about FRA-compliant DMU trains. Most of the models sold in Europe cannot be used in the U.S. because of these safety issues.

4. Please comment or confirm that the "photo" of 3 railcars on the (<http://www.sccarred.org>) site is the DMU (Diesel Multiple Units) that the RTC is considering for the Recreational Rail. If these are not the rail units, what railcars is RTC proposing for the project?

5. Are the DMUs that RTC is considering for the Recreational Rail the same railcars described in the 1997-98 RTC study called "Around the Bay, Santa Cruz County to Monterey County Rail Service with Links to the San Francisco Bay Area?" Here is a reference to that study from the RTC website. The DMU is mentioned in paragraph 3 of the Overview.

> <http://www.sccrtc.org/atb-1pg.html>

"Analysis of Santa Cruz County to Monterey County Rail Service *with links to the San Francisco Bay Area*

Study Dates: September 1997 - October 1998

Purpose: This study undertaken by the Santa Cruz County Regional Transportation Commission (SCCRTC), the Transportation Agency for Monterey County (TAMC), and the Federal Transit Administration (FTA) was designed to evaluate the potential for coordinated passenger rail service between Santa Cruz and Monterey Counties, with links to the San Francisco Bay Area.

Need: Both counties have determined that there is existing and expected future demand for travel to and from the San Francisco Bay Area. Current travel patterns also indicate the potential need for transit services between the two counties, not only for tourist travel, but also for efficient commuter and student transportation between the many educational and research facilities around the Monterey Bay. This project proposed three scenarios for coordinated passenger rail service that would provide a framework for future economic development consistent with the goals of the region.

Results: Projected ridership for the weekend service between the San Francisco and Monterey Bay area (Santa Cruz and Monterey combined) was determined to be 2,125 passengers per day in the year 2015. Projected ridership on the daily Santa Cruz to Monterey/Seaside service is estimated to be 4,100 daily trips in 2015 with 12 daily round trips. In addition, self-propelled diesel multiple unit (DMU) technology would be viable in this corridor due to the technology's high degree of flexibility and lower operating cost.

Thank you, Linda.

Sincerely,

Sylvia Previtali

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

From: Lee Otter [mailto:lotter@coastal.ca.gov]

Sent: Thursday, April 01, 2004 4:51 PM

To: 'Sylvia Previtali'

Cc: jan.beautz@co.santa-cruz.ca.us; paspence@charter.net; keoghs1@pacbell.net; rdelapaz@ci.watsonville.ca.us; mark.stone@co.santa-cruz.ca.us; ellen.pirie@co.santa-cruz.ca.us; tony.campos@co.santa-cruz.ca.us; info@scrtc.org; ranndo@aol.com; Karen@TAMCMonterey.org; Rail@scbot.net; dnortondesigns@msn.com; Dan Carl; Tami Grove; 'Kyrria Sevco'; Alec Arago (E-mail); Walt Allen (E-mail); 'Bill Reichmuth'
Subject: RE: Is Castroville-Monterey UPRR branch a "rail-and-trail?"

Hello, Sylvia, as you surmised, the "rail" and the "trail" are two entirely different projects.

Here's how I see it: the purpose of TAMC's rail corridor acquisition is the revival of passenger rail service to the Monterey Peninsula. As it happens, a segment of that rail corridor looks like a good place to align the Monterey Bay Sanctuary Scenic Trail. But, as far as I know, that is not the funding justification behind the decision to acquire the corridor. Therefore, your message makes me realize that--even though what we may wind up with *is* going to be a trail within part of a rail corridor--I should *not* have said that it was *acquired* for rail *and* trail purposes. Thank you for noticing the distinction. I apologize for that failed nuance.

Here are some more details & clarifications: At present, the regional recreational trail/bikeway extending north from Pacific Grove ends at a point north of Marina. There is a gap between there and the southern end of the bikeway extending south from Castroville. The UPRR branch line right of way recently acquired by TAMC will provide a strip of public land between these two "loose ends." We anticipate that TAMC will permit the use of their rail corridor lands for trail purposes. If so, we will be able to bridge the existing gap, and contribute to the continuity of the around-the-Bay trail.

In bridging the above-described gap, the rail corridor appears to be an attractive alignment for the Sanctuary Scenic Trail (north & south of the Salinas River) because it meets the following criteria:

1. Location strictly on public lands or rights of way;
2. Good connectivity between places where people actually want to go;
3. Maximum feasible proximity to the sea, consistent with protection of coastal resources (including views from Highway 1, sensitive wetlands and productive agricultural lands);
4. Promotion of traveler safety, through separation from motor traffic and future passenger rail cars (there is enough room for vertical & horizontal separation, and barriers or fencing if such measures are determined to be needed);
5. Respect for adjoining land uses, by not cutting through any developed private property or productive artichoke fields (special fencing, drainage containment berms and other measures may be needed to insure compatibility of agriculture and visitor use);
6. Feasibility of achieving timely results.

Are there other applicable criteria that we are overlooking? I would be interested in your perspective. Thank you for this opportunity to clarify,
Lee Otter

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

From: Sylvia Previtali [mailto:sylvia@ix.netcom.com]

Sent: Thursday, April 01, 2004 8:36 AM

To: lotter@coastal.ca.gov

Cc: jan.beautz@co.santa-cruz.ca.us; paspence@charter.net; keoghs1@pacbell.net; rdelapaz@ci.watsonville.ca.us; mark.stone@co.santa-cruz.ca.us; ellen.pirie@co.santa-cruz.ca.us; tony.campos@co.santa-cruz.ca.us; info@sccrtc.org; ranndo@aol.com;

Karen@TAMCMonterey.org; Rail@scbot.net; dnortondesigns@msn.com

Subject: Is Castroville-Monterey UPRR branch a "rail-and-trail?"

March 31, 2004

Lee Otter, District Chief Planner,
Planner, Coast Highway Management Plan
California Coastal Commission, Santa Cruz Office
Santa Cruz, CA 95060

Dear Mr. Otter:

I have a question regarding a statement you made in your Mar 4, 2004, letter on behalf of the CA Coastal Commission to the SCCRTC in support of continuing funding for the EIR for UPRR branch line acquisition Davenport to Watsonville. You stated the following:

"As a partner in the MBSST [Monterey Bay Sanctuary Scenic Trail] project, the Transportation Agency of Monterey County [TAMC] earlier this year did its part by acquiring the Castroville-Monterey UPRR branch for a rail-and-trail corridor. The Moss Landing Harbor District is now proceeding with its segment of the round-the-Bay trail, and an existing route will connect through Zmudowski Beach to the Pajaro River.

Therefore, while many short gaps still have to be addressed, the remaining large-scale missing link is the Watsonville-Davenport UPRR branch line.

"Therefore, I am asking that the SCCRTC step up to the plate and authorize the completion of the EIR work concerning the UPRR branch line acquisition. ..."

You write of a "rail-and-trail corridor" along this abandoned rail line in Monterey County. But based on a letter I received on Feb 23, 2004 from Karen Clysdale of TAMC, there is no "trail" planned. Ms. Clysdale states that "The Monterey Branch line is going to be a purely passenger service from San Francisco to Monterey."

I would appreciate an explanation.

Sincerely,

Sylvia Previtali
611 Cliff Dr
Aptos Ca 95003

cc: Karen Clysdale, TAMC, SCCRTC, L Wilshusen

> From: "Karen Clysdale" <Karen@TAMCMonterey.org>
> Reply-To: <Karen@TAMCMonterey.org>
> Date: Mon, 23 Feb 2004 15:24:28 -0800
> To: "Sylvia Previtali" <sylvia@ix.netcom.com>
> Cc: "Bill Reichmuth \ (E-mail)" <reichmuth@TAMCMonterey.org>, "Elouise
> Rodriguez \ (E-mail)" <elouise@TAMCMonterey.org>
> Subject: RE: Question contamination rail corridor Monterey
>
> We are in the process of getting it copied. Expect a few days for turn
> around I expect you should receive it early next week.
>
> In response to your questions. We have not gotten to the EIR stage of the
> project yet which is why you cannot find it in the local libraries. We are
> currently in the process of hiring a consultant to complete the
> environmental documents, those should be available in the next two years or
> so.
>
> The Monterey Branch line is going to be a purely passenger service from San
> Francisco to Monterey. Attached is a flyer about the proposed service and
> possible funding sources.
>
> TAMC paid approximately 9.4 million dollars for the branch line from
> Castroville to Contra Costa Blvd in Seaside. We used Proposition 116 rail
> bond money approved by California voters in 1990. This money can only be
> used for rail purposes, so we did not take money away from any highway
> projects.
>
> Again thank you for your interest in our project. If you have any further
> questions please feel free to email me or give me a call. I will be gone
> Thursday through Monday of this week. Any questions regarding receipt of the
> document or billing for the postage and copies can be directed to Elouise
> Rodriguez at elouise@tamcmonterey.org or 775-0903.
>
> Thanks
>
> Karen
> -----Original Message-----
> From: Sylvia Previtali [<mailto:sylvia@ix.netcom.com>]

> Sent: Monday, February 23, 2004 11:05 AM
> To: Karen@tamcmonterey.org
> Cc: Bill Reichmuth (E-mail); Elouise Rodriguez (E-mail)
> Subject: Re: Question contamination rail corridor Monterey
>
>
> Feb 23, 2004
>
> Dear Karen--
>
> Yes, kindly post it. Please let me know where to send the \$20.00.
>
> I have a few other questions.
>
> Was there an EIR on this project? Has your agency provided libraries in
> Monterey or Santa Counties with the EIR, or with any other information on
> the project such as the toxics studies you're mailing?
>
> Have any public comments been included in TAMC Minutes available online? If
> not, where can I read public comments on the project?
>
> Is there a plan for scheduled freight service and passenger service on the
> line? If not yet, what is envisioned?
>
> What was the total amount paid to Union Pacific by TAMC? Basically, what
> were the sources of funding for the project?
>
> Thanks for your assistance.
>
> Sylvia
>

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

From: RJonesPE@aol.com [mailto:RJonesPE@aol.com]

Sent: Friday, April 02, 2004 10:10 AM

To: ellen.pirie@co.santa-cruz.ca.us; jan.beautz@co.santa-cruz.ca.us;
tony.campos@co.santa-cruz.ca.us; mark.stone@co.santa-cruz.ca.us; ereilly@ci.santa-cruz.ca.us; tfitzmaurice@ci.santa-cruz.ca.us; keoghs1@pacbell.net;
paspence@charter.net; Ranndo@aol.com; rdelapaz@ci.watsonville.ca.us;
dnortondesigns@msn.com; mardi.wormhoudt@co.santa-cruz.ca.us; Linda Wilshusen

Cc: thonig@santacruzsentinel.com

Subject: Wilder Extension

Commissioners,

I have several observations from yesterday's RTC meeting I want to share.

First, I was disturbed by a discussion of the Wilder Extension Project. Friends of the Rail Trail (FORT) declared its opposition to the extension towards Davenport. Yet in the March 4th meeting there was an outcry from the bicycle community (including FORT) about how unsafe Hy 1 was between Santa Cruz and Davenport. I puzzled over this apparent contradiction until later in the discussion when there was a statement to the effect that serious cyclists did not like the Wilder Ranch Trail because it had too many kids, strollers, families, etc.

What an elitist position! The bicycle community touts the trail-trail as this general community benefit but when an *existing* trail is proposed for extension the same bike coalition opposes it because too many in the general public want to use it. Apparently the bicycle people want their own trail ... like some exclusive club. They want the general public to pay for it just not use it. I often run and ride that Wilder Trail and find it not overcrowded .. sharing the trail is not a hard thing to do.

I suspect that another reason FORT and others are opposed to the Wilder Extension is that it demonstrates that it is totally feasible to put in a recreational trail without acquiring the UP property and burdening the County with a useless tourist train. More of this alternative thinking should be done.

Next, in a clarifying e-mail letter copied to all of you Commissioners, Mr. Otter of the Coastal Commission enumerated several points with respect to the Monterey Bay Scenic Trail. All are important but one has direct application here in Santa Cruz.

4. Promotion of traveler safety, through separation from motor traffic and future passenger rail cars (there is enough room for vertical & horizontal separation, and barriers or fencing if such measures are determined to be needed);

Mr. Otter acknowledges that a great deal of study is needed to make a determination of separation requirements if a trail is to be in close proximity to an active rail line. Published guidelines by reputable organizations and companies in the rail-trail business show that 100-foot separation and substantial barriers are among other minimum

requirements to assure public safety.

FORT claims that they have studied the UP ROW and declared it suitable for a rail-trail but the fact is that there has been no study by experts in this field. Since the declared purpose of the UP ROW acquisition is the subsequent creation of a public cycling/walking trail, it is illogical to proceed with ROW purchase without having performed a detailed feasibility study.

Finally, also lacking logic is the application of limited County transportation funds to the tourist train (aka, rail-trail) while shortchanging the Metro bus system, an existing vital part of our community. The tearing up of the "Last Choice" budget in the attachments to yesterday's agenda is like killing the messenger but not the message. The message is that the Staff apparently does not regard Metro and Metrobase as all that important. The lack of appropriate prioritization on the Staff's part is appalling.

It is time to get real on the finances. Apply limited resources to real priorities, dismiss AB3090 ploys, and drop this obsession with UP right-of-way purchase.

Thank you for your consideration of these matters.

Robert Jones
Aptos

Robert Jones –

Your e-mail was received and will be forwarded to the Regional Transportation Commission for their consideration.

- Karena Pushnik

Santa Cruz County Regional Transportation Commission

831/460-3210

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

From: Marilyn O'Rourke [mailto:orourkegroup@sbcglobal.net]

Sent: Wednesday, April 07, 2004 2:37 PM

To: Ellen Pirie; Jan Beautz; tony.campos@co.santa-cruz.ca.us; mark.stone@co.santa-cruz.ca.us; Pat Spence; tfitzmaurice@ci.santa-cruz.ca.us; Emily Reilly; paspence@charter.net; Mike Keogh; Scott Kennedy; dnortondesigns@msn.com; mardi.wormhoudt@co.santa-cruz.ca.us; Linda Wilshusen

Cc: thonig@santacruzsentinel.com; Robert Jones

Subject: Fw: [rail] Vandalism

RTC Commissioners and staff:

I just received a copy of Robert Jones excellent letter to you all.

What continually strikes me is that the **only** support for doing **anything** along the UP right-of-way is for a bicycle trail. This has been evident from the first inkling anyone had about the RTC's proposed purchase of the ROW and the subsequent meetings and hearings sponsored by the RTC.

I have not observed any true support for the so-called tourist train at any of these public meetings.

It seems as though the bicycle community is the sole advocate for doing something (maybe for doing anything) along this right-of-way.

I don't believe that the RTC Commission or the staff has been consistently clear with the bicycle community that what is currently being proposed is **only a tourist (diesel) train, not a bicycle or pedestrian pathway along the railroad right-of-way**. When the bicycle community supporters were permitted -- one might even say encouraged -- to speak at the last public hearing regarding the tourist train, it further confused the issue in many people's minds. The hearing was called to address only the so-called tourist train, yet the vast majority of proponents speaking at that meeting supported a bicycle trail, which wasn't on the agenda.

For those of us who have followed this project closely and vehemently oppose the so-called tourist train, this process has been incredibly confusing and frustrating. One of the reasons it is so confusing is that your staff has improperly segmented the project which runs counter to CEQA regulations and counter to a reasonable evaluation of the entire scope and impact of the three segments.

Now what you as RTC Commissioners and staff need to contemplate is what the public reaction is going to be once these vocal and active supporters realize there is **not** going to be a bicycle path along the ROW unless and until an additional \$30 million can be found! (\$30 million + \$21 million = \$51 million total costs to buy the ROW, start train service and build a bike path.)

It's about time the RTC Commission and the county attorney give some serious thought to the county's future liability if this project continues. According to the morning Sentinel, *"a group of shovel-wielding bike activists plans to make a guerrilla trail for bicyclists and pedestrians along the rail corridor"* this weekend. The railroad representative is quoted as saying, *"It's a private line and a serious liability issue. We discourage bike paths next to the tracks because of the possibility someone could be on it when the train comes by."* This could be a nightmare to a financially strapped county if proponents are permitted to construct their own version of a trail now or later and some accident occurs.

It is critical that the Commission rethink what you have wrought, abandon this so-called tourist train project and start over again with a rational approach to a total project which will create what people apparently support, a trail for bicycles and people where it is most appropriate.

Marilyn O'Rourke

Marilyn O'Rourke –

Your e-mail was received and will be forwarded to the Regional Transportation Commission for their consideration.

- Karena Pushnik
Santa Cruz County Regional Transportation Commission

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

From: Susan Gautieri [mailto:gautieri@sbcglobal.net]

Sent: Monday, April 12, 2004 2:23 PM

To: info@sccrtc.org

Subject: Highway 1 widening concerns

Hello,

We live near the end of Moosehead Dr, which runs parallel to High. 1. We have 2 concerns about the project: 1. In the past when work is done on the Freeway it is done in the middle of the night. This has kept our family up and severely disrupted our lives. Will this be the case with the widening project? 2. A portion of our road (Moosehead Dr. which is privately owned by residence) comes within about 10 feet of Highway 1. How will this be dealt with? How will we have access to our property?

Thanks,

John and Susan Gautieri

351 Mooshead Dr

Aptos

John and Susan Gautieri -

Your questions about Highway 1 widening were received and will be forwarded to the Santa Cruz County Regional Transportation Commission.

At this point there is a Project Study Report with an initial engineering analysis of the project between Morrissey Boulevard and State Park There will be two public meetings later this month to review the project and the environmental process. In case you did not receive a notice, here is the link to a copy of the flyer on the SCCRTC web site: http://www.sccrtc.org/pdf/hwy1_mtgs_0404.pdf

The meeting in Aptos at the Seacliff Inn will be held Monday, April 26 beginning at 6:00 pm. There will be an opportunity for public comment at and after the meetings. This would be the appropriate forum for you to express your concerns about the hours of construction and impacts to Moosehead Drive.

- Karena Pushnik

Senior Transportation Planner

Santa Cruz Co. Regional Transportation Commission

831/460-3210 (fax 460-3215)

Please note new e-mail address: kpashnik@sccrtc.org