

STATE CAPITOL  
SACRAMENTO, CA 95814  
(916) 445-5843  
(916) 445-8081 FAX



## California State Senate

ABEL MALDONADO  
FIFTEENTH SENATE DISTRICT

December 1, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Dear Mr. Bosco:

I wish to voice my support for the Santa Cruz County Regional Transportation Commission (SCCRTC) request for a Coastal Conservancy Reimbursable Grant, in the amount of \$10 million, for acquisition of the Santa Cruz Branch Rail Line. The SCCRTC is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path and as a segment of the California Coastal Trail.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Thank you for your consideration.

Sincerely,

ABEL MALDONADO  
Senator, 15<sup>th</sup> District

cc: Pat Dellin, Acting Executive Director, SCCRTC

AM/rg

COMMITTEES  
CHAIR, BUDGET  
JUDICIARY  
LABOR & EMPLOYMENT  
NATURAL RESOURCES

Assembly  
California Legislature

JOHN LAIRD  
ASSEMBLY MEMBER, TWENTY-SEVENTH DISTRICT

STATE CAPITOL  
P.O. BOX 942648  
SACRAMENTO, CA 94249-0027  
(916) 319-2027  
FAX (916) 319-2127  
DISTRICT OFFICES  
SANTA CRUZ COUNTY  
701 OCEAN STREET, SUITE 318B  
SANTA CRUZ, CA 95060  
(831) 425-1503  
FAX: (831) 425-2570  
MONTEREY AND SANTA CLARA COUNTIES  
99 PACIFIC STREET, SUITE 555-D  
MONTEREY, CA 93940  
(831) 649-2832  
(408) 782-0847  
FAX: (831) 649-2935

November 15, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

Re: Support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

As you know, the Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. I am writing to urge your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32-mile corridor for future transportation services and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line (known as a "rail trail"). The coastal rail line is beautifully forested, with breathtaking views of the Monterey Bay, and offers a very accessible, flat place to walk or cycle. The trail will connect homes, schools, businesses, shopping centers and recreational facilities. Such a path will attract both recreational/tourist and commuter use, and is a project that has broad community support. A rail trail will improve the quality of life in Santa Cruz County while providing alternative transportation solutions for the future.

Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central Coast region's efforts to provide multi-modal solutions for its significant transportation challenges. This right-of-way will help ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

I hope you will give the SCCRTC's request every consideration.

Sincerely,



JOHN LAIRD  
Assemblymember, 27<sup>th</sup> District

JL:ae

cc: SCCRTC

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0028  
(916) 319-2028  
FAX: (916) 319-2128

DISTRICT OFFICE  
100 WEST ALISAL ST., SUITE 134  
SALINAS, CA 93901  
(831) 759-8676  
FAX: (831) 759-2961



CHAIR  
LOCAL GOVERNMENT  
COMMITTEES  
AGRICULTURE  
HEALTH  
HOUSING & COMMUNITY  
DEVELOPMENT  
TRANSPORTATION  
VETERANS AFFAIRS  
SELECT COMMITTEE  
ON RURAL ECONOMIC  
DEVELOPMENT (Chair)

November 15, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA94612

RE: Support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. I encourage your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Thank you for your consideration of this request. If you wish to discuss this matter further, please feel free to call me at my District Office, (831) 759-8676.

Sincerely,

Simón Salinas  
Assemblymember, 28<sup>th</sup> District

cc: SCCRTC





## PUBLIC WORKS DEPARTMENT

809 Center Street, Room 201, Santa Cruz, CA 95060 • 831 420-5160 • Fax: 831 420-5161 • citypw@ci.santa-cruz.ca.us

November 15, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Re: City of Santa Cruz Support for the Santa Cruz County Regional Transportation Commission's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. The City of Santa Cruz encourages your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The acquisition of the Santa Cruz Branch rail line and development of a bicycle and pedestrian pathway adjacent to the rail line were identified as Key Regional Projects in the City of Santa Cruz Master Transportation Study adopted by City Council on December 9, 2003. In addition, Council reiterated their support for purchase of the rail corridor and building a rail-trail project with an operational rail segment in one of more of the neighborhood cities at their meeting on June 2, 2004.

The Santa Cruz City Council clearly endorses this project. We urge your support of this request for funds.

Sincerely,

Mark Dettle  
Director of Public Works

cc: Santa Cruz County Regional Transportation Commission



420 CAPITOLA AVENUE  
CAPITOLA, CALIFORNIA 95010  
TELEPHONE (831) 475-7300  
FAX (831) 479-8879

November 7, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Re: City of Capitola support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. The City of Capitola encourages your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant an important next step in the acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations. Finally and equally important the Acquisition will place the control of a significant piece of Santa Cruz County real estate under local jurisdiction. This means that graffiti abatement, tree trimming, fire hazard abatement and other matters and concerns originating from the now owned Union Pacific right of way will receive immediate and appropriate attention.

Thank you for your consideration.

Sincerely,

Bruce Arthur  
Mayor  
cc: SCCRTC

# CITY OF WATSONVILLE

"Opportunity through diversity; unity through cooperation"



**ADMINISTRATION BUILDING**  
215 Union Street  
Second Floor  
Fax 831.761.0736

**MAYOR & CITY COUNCIL**  
215 Union Street  
831.768.3008  
**CITY MANAGER**  
831.768.3010  
**CITY ATTORNEY**  
831.768.3030  
**CITY CLERK**  
831.768.3040  
**PERSONNEL**  
831.768.3020

**CITY HALL OFFICES**  
250 Main Street

**COMMUNITY DEVELOPMENT**  
831.768.3050  
Fax 831.728.6173  
**FINANCE**  
831.768.3450  
Fax 831.763.4066  
**PUBLIC WORKS & UTILITIES**  
831.768.3100  
Fax 831.763.4065  
**PURCHASING**  
831.768.3461  
Fax 831.763.4066

**REDEVELOPMENT & HOUSING**  
831.768.3080  
Fax 831.763.4114

**AIRPORT**  
100 Aviation Way  
831.768.3480  
Fax 831.763.4058

**FIRE**  
115 Second Street  
831.768.3200  
Fax 831.763.4054

**LIBRARY**  
310 Union Street  
831.768.3400  
Fax 831.763.4015

**PARKS & COMMUNITY SERVICES**  
30 Maple Avenue  
831.768.3240  
Fax 831.763.4078

November 9, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Re: City of Watsonville's support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. The City of Watsonville encourages your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Sincerely,

Ana Ventura Phares  
Mayor

cc: SCCRTC

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**NOV 15 2005**

**COASTAL CONSERVANCY  
OAKLAND, CALIF.**

Joan

UNIVERSITY OF CALIFORNIA. SANTA CRUZ

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SANTA BARRARA • SANTA CRUZ

TRANSPORTATION & PARKING SERVICES

SANTA CRUZ, CALIFORNIA 95064

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

November 15, 2005

Re: Santa Cruz County Regional Transportation Commission's Request for a Coastal Conservancy Reimbursable Grant for the Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. UCSC Feels that this is an extremely important link in our community's future transportation network. We strongly encourage your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Sincerely,

Wes Scott  
Director of Transportation and Parking Services

cc: SCCRTC

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**NOV 15 2005**

**COASTAL CONSERVANCY  
OAKLAND, CALIF.**



11/11/2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Re: Santa Cruz Area Transportation Management Association's (TMA)  
support for SCCRTC's Request for a Coastal Conservancy Reimbursable  
Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. The Santa Cruz Area TMA strongly encourages your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

The Santa Cruz Area TMA provides and promotes alternative transportation services in Santa Cruz County. We believe the rail corridor acquisition will significantly increase bike and pedestrian travel in our county. Thank you for helping to transfer this valuable asset to public agency control so it can be used and enjoyed by the general public.

Sincerely,

Piet Canin  
Deputy Director

cc: SCCRTC

**Marc Adato**  
Network Mortgage

**Pat Dellin**  
Santa Cruz County  
Regional Transportation  
Commission

**Jo Anne Dlott**  
Santa Cruz Seaside Co.

**Mark Dorfman**  
Santa Cruz Metropolitan  
Transit District

**Matt Ferrell**  
City of Santa Cruz

**Virginia Johnson**  
Ecology Action

**Berri Michel**  
Bicycle Trip

**Manuel Osorio**  
Cabrillo College

**Larry Pageler**  
U.C.S.C

**David Pais**  
Seagate Technology

P.O. Box 8425  
Santa Cruz, CA 95061-8425

831.423.6231  
831.423.3895 FAX

tma@cruzio.com  
www.santacruzma.org

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NOV 14 2005

COASTAL CONSERVANCY  
OAKLAND, CALIF.

# The Campaign for Sensible Transportation

P.O. Box 604, Santa Cruz, CA 95061 — 831 · 425 · 0665 — [www.sensibletransportation.org](http://www.sensibletransportation.org)

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November 15, 2005

Douglas Bosco, Chairman  
California Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Re: Support for acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is currently negotiating with Union Pacific to purchase the Santa Cruz Branch Line right-of-way for future transportation purposes, including a bicycle and pedestrian path. This rail right-of-way forms an essential transportation link that runs for 32 miles between Watsonville and Davenport along our coastline. It runs through the most heavily populated portions of our county.

**It currently is used three or four times per week by Union Pacific freight trains that mainly serve the Davenport cement plant, but not for any other purpose.**

The Campaign for Sensible Transportation is strongly supportive of the efforts by the SCCRTC to acquire the Union Pacific right-of-way. We understand that a request has been made to the Coastal Conservancy by the SCCRTC for a Reimbursable Grant to aid in the acquisition process. **We urge that such a grant be awarded.**

One of the goals of the Campaign for Sensible Transportation is to support multiple means of transportation, including bus, rail, bicycle, pedestrian and car, so as to provide a balanced, workable system that serves all county residents and reduces our dependence on the automobile.

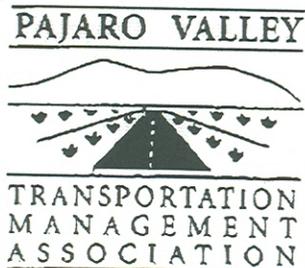
Now is clearly the right time to accomplish the acquisition of the Santa Cruz Branch Line corridor. We hope you agree.

Sincerely,



Peter Scott, for  
The Campaign for Sensible Transportation

cc: SCCRTC



November 5, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

Re: Pajaro Valley Transportation Management Association's support for SCCRTC's  
Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa  
Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. The Pajaro Valley Transportation Management Association encourages your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Sincerely,

  
Sandra Coley  
PVTMA

cc: Santa Cruz County Regional Transportation Commission

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NOV 15 2005

COASTAL CONSERVANCY  
OAKLAND, CALIF.



**friends of the rail trail**

224 Walnut Ave., Suite C, CA 95060  
831-425-0665 831-234-7034

11/14/05

November 7, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Re: Santa Cruz County Friends of the Rail Trail (FORT) support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

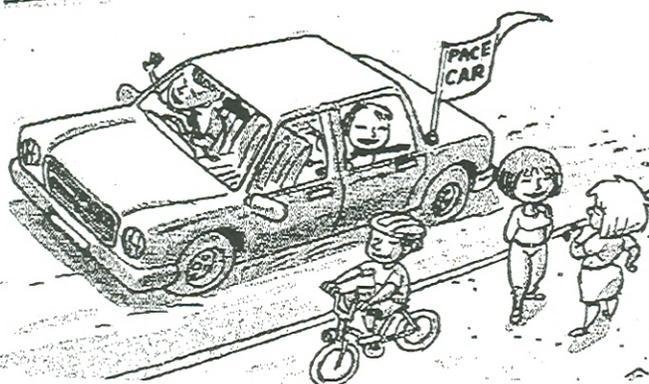
Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. We/I(or organization name) encourage(s) your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Sincerely,

David Wright  
Chairperson  
FORT  
cc: SCCRTC



**Traffic Busters in Schools**

a non-profit project of SEE  
(Social and Environmental Entrepreneurs)

Barbara Graves, Coordinator  
P.O. Box 1682  
Capitola, CA 95010  
462-4303  
Barbara@TrafficBusters.org

November 15, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

Re: Traffic Busters support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

Traffic Busters in Schools promotes walking and biking among school children and their parents. Alternative transportation is particularly important for young children who bear the greatest health consequences from air pollution. Unfortunately, there are few options available to our county residents, even in the urban areas, until we can purchase the Santa Cruz Branch Rail Line right-of-way.

Traffic Busters supports the application of The Santa Cruz County Regional Transportation Commission (SCCRTC) for a Coastal Conservancy Reimbursement Grant to aid in purchasing the right-of-way for future transportation purposes including a bicycle and pedestrian path. The location of the rail line will make it useful as a multi-modal transportation corridor for commuters to/from school.

Sincerely,

Barbara Graves  
Traffic Busters Coordinator



**SIERRA RAILROAD**  
220 South Sierra Avenue  
Oakdale, CA 95361

Tel: 209-848-2100  
Fax: 209-848-8595

November 11, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

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**NOV 14 2005**

**COASTAL CONSERVANCY  
OAKLAND, CALIF.**

Dear Mr. Bosco:

The Sierra Railroad encourages your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The Sierra Railroad is committed to safe public access of railroad corridors. To this end the Sierra Railroad has offered to donate a strip of its right-of-way for the purpose of developing a trail, which would allow the public to safely access a significant cross-section of California. The Rails-to-Trails Conservancy has completed a Preliminary Report on the feasibility of a rail-with-trail project along this highly scenic, 49-mile right-of-way in the Sierra foothills.

[http://www.railtrails.org/field/california/documents/projects/sierra\\_rwt.pdf](http://www.railtrails.org/field/california/documents/projects/sierra_rwt.pdf)

The SCCRTC's right-of-way acquisition will preserve the 32-mile Santa Cruz Rail Corridor for future transportation services, and helps ensure the construction of bicycle and pedestrian facilities adjacent to the Santa Cruz Rail Line. Acquisition of the Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations. The Sierra Railroad supports this project and encourages your approval of the Reimbursable Grant for this once-in-a-lifetime opportunity.

Sincerely,

Cliff Walters,  
Government Relations

cc: SCCRTC



**SIERRA  
CLUB**  
FOUNDED 1892

Santa Cruz County Group of the Ventana Chapter

P.O. Box 604, Santa Cruz, California 95061 phone: (831) 426-4453

FAX (831) 426-5323 web: [www.ventana.org](http://www.ventana.org) e-mail: [scscrg@cruzio.com](mailto:scscrg@cruzio.com)

November 15, 2005

Mr. Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
SENT BY FAX TO: (510) 286-0470

Re: Sierra Club support for Purchase of the Union Pacific Rail Corridor

Dear Mr. Bosco,

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. The Santa Cruz Group of the Sierra Club, Ventana Chapter, encourages your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

I would also like to add that the acquisition enjoys tremendous public support. Many citizens of Santa Cruz are looking forward with anticipation to the time when we have a safe, convenient east-west corridor for bicycles and pedestrians.

Sincerely,

  
JAMES DANAHER  
Transportation Chair

**RECEIVED**

NOV 15 2005

COASTAL CONSERVANCY  
OAKLAND, CALIF.

*"...to explore, enjoy and protect the wild places of the earth."*



T H E  
**HOLCOMB**  
C O R P O R A T I O N

DEVELOPERS • BUILDERS • REALTORS

19 SEASCAPE VILLAGE, APTOS, CALIFORNIA 95003, (831) 688-6807, FAX (831) 688-8568

November 15, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Re: Santa Cruz Branch Rail Line Purchase

Dear Doug,

As the employer of over 500 in Santa Cruz County, I am in support of the purchase of the Santa Cruz Rail Line. This purchase is vital for transportation for locals as well as tourists, and would greatly enhance recreational access for the coast. Due to current shortfalls in state transportation funding some of the funds that the state has committed to the project will not be available for a few years. In order to minimize further delays the Santa Cruz County Regional Transportation District has requested a 10 million dollar loan from the Coastal Conservancy to cover the state funding not immediately available. I urge you to support this loan at the December 8, 2005 hearing.

Thank you for your consideration. The rail line will be a great asset for Santa Cruz as well as all Californians.

Sincerely yours,

Mark Holcomb  
President/Managing General Partner  
Seascape Resort LTD.

c. Pat Dellin, SCCRTC

MH/sh  
Coastal Conservancy

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NOV 16 2005

COASTAL CONSERVANCY  
OAKLAND, CALIF.

November 15, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

Re: Scotts Valley Bike 2 Lunch support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. Scotts Valley Bike 2 Lunch urges to approve SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

Scotts Valley Bike 2 Lunch is an informal group that meets weekly to promote bicycle commuting.

The right-of-way acquisition will set the stage for a safer way to work and play for all of us. It is the first step to providing a major alternative to automobiles.

Sincerely,

cc: SCCRTC



**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
 1523 PACIFIC AVENUE, SANTA CRUZ, CALIFORNIA 95060-3911 • 831/460-3200 • FAX 831/460-3215

November 15, 2005

Post-it® Fax Note	7671	Date	11/15/05	# of pages	▶ 1
To	Doug Bosco	From	Cory Caletti		
Co./Dept.		Co.	SCCRTC		
Phone #		Phone #	4603260		
Fax #	5102860470	Fax #	4603215		

Doug Bosco, Chair  
 Coastal Conservancy  
 1330 Broadway, Suite 1100  
 Oakland, CA 94612  
 Fax: 510-286-0470

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (SAFE)

RAIL/TRAIL AUTHORITY

COMMUTE SOLUTIONS

TRANSPORTATION POLICY WORKSHOP

BUDGET & ADMINISTRATION PERSONNEL COMMITTEE

INTERAGENCY TECHNICAL ADVISORY COMMITTEE

BICYCLE COMMITTEE

ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE

RE: SCCRTC Bicycle Committee's support for the SCCRTC Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

I am writing on behalf of the Bicycle Committee of the Santa Cruz County Regional Transportation Commission to urge you to approve the SCCRTC's request for a \$10 million reimbursable grant to cover current funding shortfalls for the purchase of the Santa Cruz Branch Rail Line.

The Bicycle Committee of the Santa Cruz County Regional Transportation Commission supports acquisition of the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Thank you for your consideration of this request.

Sincerely,

*Cory Caletti*  
 Daniel Kostelec  
 Chair, SCCRTC Bicycle Committee

cc: SCCRTC

\\Rtserv1\Shared\Bike\Committee\CORR\2005\Coastal Conservancy Support ltr.doc

WWW.SCCRTC.ORG  
 EMAIL:INFO@SCCRTC.ORG

Exhibit 4: Letters of Support and Opposition

FROM : SANTA CRUZ AREA TMA

FAX NO. : 831 423 6231

Nov. 16 2005 10:55AM P1



SANTA CRUZ  
BICYCLE INDUSTRY COALITION

*"Use the prestige and economic power of the local bicycling industry to increase and enhance bicycle use in Santa Cruz County."*

---

11/16/05

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Re: Santa Cruz Bicycle Industry Coalition's (SCBIC) support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. The Santa Cruz Bicycle Industry Coalition strongly encourages your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The Santa Cruz Bicycle Industry Coalition's number one priority is to advocate and support the construction of the 32-mile Coastal Rail Trail along the rail corridor. This facility would do more than any other project to increase and encourage bicycling and walking in Santa Cruz County.

The Santa Cruz Bicycle Industry Coalition is made up of 30 bike related businesses who generate \$130 million in annual sales and employ some 500 workers. We are dedicated to improving cycling in Santa Cruz county. Thank you for helping to make this valuable public land purchase possible.

Sincerely,

J. B.

John Brown  
President

cc: SCCRTC

---

PRESIDENT: John Brown, Family Cycling Center  
SECRETARY/TREASURER: David Gittleman, Another Bike Shop

STAFF: Piet Carlin (piet@ecoact.org)

831.423.9569 ext. 127

www.scbic.org

# COMMUNITY TRAFFIC SAFETY COALITION



Saskia Lucas, Co-chair

Tony Grant, Co-chair

November 9, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Re: Community Traffic Safety Coalition support for SCCRTC's request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. The Community Traffic Safety Coalition encourages your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line, which would provide a safe place to travel away from motor vehicle traffic. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Sincerely,

*Tony Grant* <sup>CH</sup>

Tony Grant  
Co-chair of the Community Traffic Safety Coalition

cc: SCCRTC

RECEIVED

NOV 14 2005

COASTAL CONSERVANCY  
OAKLAND, CALIF.

- Bicycle Trip*
- Bike-to-Work*
- Bike Smart! Youth Bicycle Safety Program*
- California Highway Patrol*
- Caltrans District 5*
- Capitola Police Department*
- City of Watsonville*
- Department of Motor Vehicles*
- Health Services Agency:*
  - Child Health & Disability Program*
  - Emergency Medical Services*
  - Health Education Unit*
- Mission Pedestrian*
- Pajaro Valley Transportation Management Association*
- Santa Cruz Area Transportation Management Association*
- Santa Cruz City Public Works*
- Santa Cruz County Parks*
- Santa Cruz County Public Works*
- Santa Cruz County Regional Transportation Commission*
- Santa Cruz County Sheriff's Office*
- Santa Cruz Fire Department*
- Santa Cruz Metropolitan Transit District*
- Scotts Valley Police Department*
- The Spokesman Bicycles*
- University of California Santa Cruz*
- Watsonville Police Department*

JOA

# PEOPLE POWER!

SENSIBLE TRANSPORTATION FOR SANTA CRUZ COUNTY

P.O. Box 285  
Santa Cruz, CA 95061  
www.peoplepowersc.org  
(831) 425-0665

November 7, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Re: People Power's Support for Purchase of the UP Railroad Corridor in Santa Cruz

Dear Mr. Bosco:

As you know, the Santa Cruz County Regional Transportation Commission (RTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. We know that you are considering giving a bridge loan to the RTC to make that happen. We fully support the efforts of the RTC to acquire the corridor and would very much appreciate your help in making it happen. Acquiring the railroad corridor is the first step in building a Coastal Rail Trail alongside the tracks and in initiating passenger rail transportation.

Automobile infrastructure in coastal California is full to the breaking point. Many of these trips could be done by foot or bicycle. (Two thirds of all car trips, according to the US Census, are under 5 miles, while a third are under 3 miles.) The most important deterrent to people walking or riding bicycles on these short trips is the perceived danger and unpleasantness of sharing the roads with cars. A thirty two mile long rail trail would connect many of our county's most important coastal destinations and run within a mile of some 60,000 residencies. Nothing will encourage bicycling in Santa Cruz County as much as this trail.

Acquisition of the railroad corridor will also create a medium for dealing with longer trips. In the long term, train service for freight as well as passengers, in conjunction with pedestrian and bicycle traffic, will provide a far more sustainable, efficient and beautiful way to move people around than our current reliance on the automobile and the global system of neo-colonialism needed to support it.

To put in another way, your support of this project will help thousands of people enjoy our beautiful coast here in California while getting to where they need to go. Thank you for seriously considering it.

Sincerely,



Micah Posner  
People Power

cc: SCCRTC

**RECEIVED**  
**NOV 13 2005**  
**COASTAL CONSERVANCY**  
**OAKLAND, CALIF.**

November 15, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470



A program of Santa Cruz Area TMA

Re: Bike Smart's support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

I am writing to urge the Coastal Conservancy to approve the SCCRTC's application for a Reimbursable Grant to purchase the Santa Cruz Branch Rail Line right-of-way. This crucial acquisition would set the foundation for greatly improved multi-modal transportation infrastructure in our region benefiting generations to come.

I run Bike Smart! Youth Bicycle Safety Program, a local non-profit which conducts bicycle education and advocacy in Santa Cruz County schools. In addition to working with young people, I also speak to parents about bicycle safety issues. The number one reason I hear from mothers and fathers regarding why they will not allow their child to ride to school is that the congested streets are too dangerous and there are not safe alternatives. The purchase of the Santa Cruz Branch Rail Line is the first and essential step for the eventual construction of a multi-use path spanning our County. This "rail trail" will provide a much safer and more enjoyable option for bicyclists and pedestrians in our region and serve as an incentive for people to use alternative transportation.

I strongly urge the Coastal Conservancy to assist the SCCRTC with the purchase of this right-of-way by approving the Reimbursable Grant. This purchase is the cornerstone of a comprehensive plan to reduce traffic congestion in Santa Cruz County and promote the future health of its environment and people.

Thank your for your consideration.

Kind regards,

  
Saskia Lucas  
Program Manager  
saskia@santacruzmta.org

cc: SCCRTC

RECEIVED  
NOV 16 2005  
COASTAL CONSERVANCY  
OAKLAND, CALIF.

PO Box 8425  
Santa Cruz, California 95061-8425

[www.bikesmart.org](http://www.bikesmart.org)

Ph 831.423.6231 x129  
Fax 831.423.3895

*Bicycle trip*  
1127 Soquel Ave  
Santa Cruz, Ca 95062  
831-425-2580

November 7, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

Re: SUPPORT for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

As Owner of The Bicycle trip (a bike Shop in Santa Cruz) and board member of the Santa Cruz Transportation Management Association [TMA] – I support The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. I encourage your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line. Bike paths and lanes help make commuter cycling feasible and safe.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Sincerely,

*Berri Michel 11/15/05*

Berri Michel  
And the bicycle trip

cc: SCCRTC



# Bike-to-Work

PO Box 8402 • Santa Cruz, CA 95061 • 423-9569

email: [piet@ecoact.org](mailto:piet@ecoact.org) • website: [www.bike2work.com](http://www.bike2work.com)

*Bicycle for a cleaner, healthier, & less congested Santa Cruz County*

---

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Re: Santa Cruz County Bike to Work Day program's support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. The Bike to Work Day program strongly encourages your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

Bike to Work Day is an 18 year old tradition in Santa Cruz county which provides education, incentives, and support to get more residents to bicycle to work and school. Over 3,000 commuters participate in our event and many more would if there was a 32-mile Coastal Rail Trail. A bicycle trail which travels through most of the urban areas of the county will be a great asset for bike commuters.

Thank you for your crucial role in helping the SCCRTC purchase the rail corridor.

Sincerely,

*Nicole Meeker*  
Nicole Meeker  
Program Coordinator

cc: SCCRTC

November 7, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

Re: Ibis Cycles, Inc. support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. Ibis Cycles, Inc encourages your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Sincerely,

  
Hans Heim

Owner

cc: SCCRTC



## *The Hub for Sustainable Transportation*

224 Walnut Avenue Suite C, Santa Cruz CA 95060

Front Desk: (831) 425-0665 Fax: 466-0485 Web: [www.santacruzhub.org](http://www.santacruzhub.org)

People Power!  
425-0665

The Bike Church  
425-2453

Pedalers Express  
426-2453

Doug Bosco, Chair of Coastal Conservancy;

I am very pleased to learn that your organization is considering helping Santa Cruz to acquire the local railroad right-of-way by offering a bridge loan to the county transportation commission. The acquisition of railway by the county is an extremely important step in the transportation commission's plans to create a much more sensible and sustainable transportation infrastructure for our county.

As you are surely aware, the automobile infrastructure on the coast of California is quite overloaded despite occupying an enormous percentage of our otherwise exceptionally beautiful coastline. The county's plan for a thirty-two mile bicycle and pedestrian trail would offer a very large number of residents and visitors a pleasant alternative to driving an automobile on short trips within their neighborhood as well as an alternative to driving out of their neighborhood for recreational hiking and cycling. Not only does the rail line run quite near many residences, but the present bicycle access to many east Santa Cruz neighborhoods, such as the De Laveaga Elementary School area I live in, is so frightfully poor that many people would happily travel a couple of miles south to access a safe and pleasant bicycle path.

In addition to providing an important short-term opportunity for bicycle and pedestrian infrastructure, public ownership of the railway is a clear step toward rail passenger service. Acquiring the railway at this time facilitates a shift toward more sensible residential planning which will make the best use of the public pathway in the short term and of both the path and eventual train service in the future.

Your support for the railway acquisition will be a great help to a plan which enables more people to enjoy the beautiful Santa Cruz coast while minimizing their impact on the natural beauty which draws people to this area to begin with.

Thank you for your work on this important matter;

Jesse Frey, Santa Cruz Hub for Sustainable Transportation, Treasurer



# EcologyAction

Innovation • Partnership • Community

November 15, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Re: Ecology Action's support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

On behalf of Ecology Action, I would like to encourage your approval of the Santa Cruz County Regional Transportation Commission's (SCCRTC) request for a Coastal Conservancy Reimbursable Grant. This grant money would ensure SCCRTC's acquisition of the Santa Cruz Branch Rail Line from Union Pacific. As a leader in the environmental community in Santa Cruz County for 35 years, Ecology Action is dedicated to maximizing environmental quality and community well being. SCCRTC's purchase of the Santa Cruz Branch Rail Line would help to achieve this goal and therefore, I am in strong support of it.

The right-of-way acquisition will preserve the 32-mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a critical element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to decrease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Sincerely,

Virginia Johnson  
Executive Director  
Ecology Action

cc: SCCRTC

MARGUERITE MEYER  Design & Production

431 LOGAN STREET

SANTA CRUZ, CA 95062

(831) 459-0875

November 15, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

Re: Marguerite Meyer's support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. As a bicycle commuter I strongly encourage your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Sincerely,



cc: SCCRTC

**RECEIVED**

NOV 15 2005

COASTAL CONSERVANCY  
OAKLAND, CALIF.

November 7, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

Re: Support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for  
Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. I encourage your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Sincerely,

Sheila Borgman  
Capitola, CA

cc: SCCRTC

Peter Beckmann  
104 Bronson Street #6  
Santa Cruz, CA 95062

November 15, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

Re: My support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. We/I(or organization name) encourage(s) your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Sincerely,

Peter Beckmann

cc: SCCRTC

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

Karen Kefauver  
908-A King St.  
Santa Cruz, CA 95060  
(831) 459-7633

November 14, 2005

Re: Support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

I have lived in Santa Cruz since 1993 and love the close-knit community here. I particularly appreciate this city's attention to its increasing traffic problems and its willingness to work to improve traffic flow by designing innovative commuting solutions. I believe it is of urgent importance to acquire the Santa Cruz Branch Rail Line and that is why I am writing to you: to seek your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path.

The right-of-way acquisition will preserve the 32-mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor. What that means to me, and to those of us who live in this wonderful area, is that we, may continue to access our treasured beaches, redwoods and, yes, jobs, by commuting on our bicycles or by walking in order to enjoy exercise and prevent further traffic entanglements which are beginning to deteriorate the quality of life that we cherish here.

Sincerely,

Karen Kefauver

cc: SCCRTC

From: John Borgman [john@tdrdata.com]  
Sent: Tuesday, November 15, 2005 12:51 PM  
To: jcard@scc.ca.gov  
Cc: ccaletti@sccrtc.org  
Subject: Letter to Coastal Conservancy

November 7, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

I support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant  
for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. I encourage your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Sincerely,

John Borgman  
107 Washburn Avenue  
Capitola, CA 95010

cc: SCCRTC

From: Barbara Duron [mambo@ucsc.edu]  
Sent: Wednesday, November 16, 2005 11:59 AM  
To: jcard@scc.ca.gov  
Subject: Santa Cruz Branch Rail Line

Mr. Doug Bosco, Chair, Coastal Conservancy

RE: my support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. I strongly encourage your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations. I am an avid cyclist and a member of the Santa Cruz County Cycling Club. Thank you for your serious consideration.

Sincerely,

Barbara J. Duron  
117 Alta Avenue  
Santa Cruz, CA 95060

cc: SCCRTC

**From:** Herb Greenfield [hngreenfield@msn.com]  
**Sent:** Wednesday, November 16, 2005 11:43 AM  
**To:** jcard@scc.ca.gov  
**Cc:** ccaeltti@scrtc.org  
**Subject:** Reimbursable Loan To Purchase Santa Cruz County Rail Trail  
November 16, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Re: My Support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

As you know the Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with the Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. I encourage your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

The Line will ease my bicycle travels to Santa Cruz from Aptos and thus avoid competing with automobiles. Tourism will, also, be enhanced with other activities for the area visitors.

Sincerely,

Herb Greenfield

cc: SCCTRC

**From:** John Caletti [johnc@skyhighway.com]  
**Sent:** Tuesday, November 15, 2005 6:39 PM  
**To:** jcard@scc.ca.gov  
**Cc:** 1 Cory-work  
**Subject:** in support of SCCRTC's grant request

**November 15, 2005**

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

Re: Support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

Please approve the SCCRTC's reimbursable grant request to ensure the acquisition of the rail line in Santa Cruz. I, and many people in our community here in Santa Cruz are very excited about having low cost, practical, community-building, low impact, multi-modal transportation options here in Santa Cruz along the rail corridor.

Thank You,

John Caletti

cc: SCCRTC

**From:** Jim Langley [jim@jimlangley.net]  
**Sent:** Wednesday, November 16, 2005 9:01 AM  
**To:** jcard@scc.ca.gov  
**Cc:** 'Cory Caletti'  
**Subject:** I support SCCRTC's efforts to acquire the SC Branch Rail line

Dear Coastal Conservancy,  
As a longtime resident of Santa Cruz, and a bicyclist and member of the Santa Cruz Community Traffic Safety Coalition and the Santa Cruz Bike Committee, I am writing to ask you to approve the SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

I am dreaming about a day when my family and friends can ride safely across the county on our bicycles and acquiring this right-of-way is an excellent first step for people like us, and everyone else who would like to experience fun, health and beautiful scenery as they travel under their own power around Santa Cruz county. Offering an attractive alternative route like this will have the side effect of reducing traffic on our overtaxed road systems, so drivers will benefit, too.

Thanks very much,  
Jim Langley

Jim Langley  
239 Sheldon Ave.  
Santa Cruz, CA 95060  
USA  
831.420.1075  
[jim@jimlangley.net](mailto:jim@jimlangley.net)  
[www.jimlangley.net](http://www.jimlangley.net)

**From:** LEO MOLL [leomoll@sbcglobal.net]  
**Sent:** Tuesday, November 15, 2005 11:06 PM  
**To:** jcard@scc.ca.gov  
**Subject:** Acquisition of the Santa Cruz Branch Rail Line  
November 15, 2005

Doug Bosco, Chair  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Dear Mr. Bosco:

I am in support of SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

I am an active cyclist and have seen many rail/trails and Rails to Trails all over the world during the past 35 years. I can vouch that every one enhanced the community or area in which it was located. Likewise all the research and technical studies I have seen bears out this observation. In the case of the Santa Cruz County Rail Acquisition, the enhancement has the long-term possibilities of significantly adding to the major benefits from rail, bicycling, and pedestrian commuting and recreation.

Santa Cruz County has a narrow plain paralleling the coast, backed by steep wooded mountains and ravines. Competition and resultant conflicts for transport solutions along this coastal plain have created problems that the rail acquisition could substantially mitigate. In addition to the broad benefits of the rail/trail feature some other specific items are:

- Provides a vital emergency vehicle path in case of a disaster that would choke off Highway 1
- Improve access to various beaches with adjacent parking diluted over many miles
- Solution to pedestrian/bike corridor which has been approached piecemeal with attendant high costs, time, and local/regional conflicts
- Improved route for the California Centennial Trail
- Provide routes off city streets for an increasing number of local and national events (triathlons, marathons, century bike rides, wheelchair events, etc.)
- Provides cooperative asset sharing with another nascent development, The Monterey Bay Scenic Trail
- Improves real estate values well beyond the corridor

I am convinced the rail acquisition is the single most important action that local government can take to both preserve and improve the quality of life in Santa Cruz County.

Sincerely,

Leo R. Moll

509 Humes Ave.

Aptos, CA 95003

(831) 662-9413

leomoll@sbcglobal.net

**From:** Charles Fisher [cfisher@umich.edu]

**Sent:** Tuesday, November 15, 2005 7:13 PM

**To:** jcard@scc.ca.gov

**Subject:** Support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line  
November 15, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. I encourage your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will preserve the 32 mile corridor for future transportation services, and help ensure the construction of bicycle and pedestrian facilities adjacent to the rail line. Acquisition of the Santa Cruz Branch Rail Line is a vital element of the Central California Coast region's efforts to provide multi-modal solutions to its significant transportation problems. This right-of-way will be used to ease congestion on Santa Cruz County's most heavily traveled corridor and improve access to many popular coastal destinations.

Sincerely,

Charles Fisher  
Treasurer,  
Santa Cruz Cycling Club

cc: SCCRTC

From: dcasterson@comcast.net  
Sent: Tuesday, November 15, 2005 7:35 PM  
To: jcard@scc.ca.gov  
Cc: Cory Caletti  
Subject: support for SCCRTC's Request

November 15, 2005

Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
Fax: 510-286-0470

Re: Soquel High School Bicycle Committee support for SCCRTC's Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the Santa Cruz Branch Rail Line

Dear Mr. Bosco:

The Santa Cruz County Regional Transportation Commission (SCCRTC) is negotiating with Union Pacific to purchase the Santa Cruz Branch Rail Line right-of-way for future transportation purposes including a bicycle and pedestrian path. We encourage your approval of SCCRTC's request for a Coastal Conservancy Reimbursable Grant to ensure acquisition of the Santa Cruz Branch Rail Line.

The right-of-way acquisition will provide Santa Cruz County residents (including the students and parents I am actively involved with) increasingly viable transportation alternatives to the automobile choked streets and freeway drivers and future drivers are and will forever be encountering as they travel to and from school, work and within our community. In addition, it will enrich the life experiences of all who travel upon the 32 miles of Rail Trail, be they local residents or tourists. It will inspire them and lead them to believe that solutions can be found to the air pollution and related transportation problems in the world. Given the great beauty of the route, and its proximity to the coast, I have no doubt that the size of this acquisition will spawn similar movements through out our state and beyond..

Sincerely,

David Casterson  
Soquel High School  
401 Old San Jose Road  
Soquel, CA 95073  
dcasterson@comcast.net

cc: SCCRTC

November 22, 2005

**Corrected Version**

Mr. Doug Bosco, Chair  
Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

Re: Support for the Santa Cruz County Regional Transportation Commission's  
Request for a Coastal Conservancy Reimbursable Grant for Acquisition of the  
Santa Cruz Branch Rail Line

Dear Mr. Bosco and Members of the Coastal Conservancy Board:

I am writing in strong support of the Santa Cruz County Regional Transportation Commission's (SCCRTC) request for a Coastal Conservancy reimbursable grant to ensure acquisition of the Santa Cruz Branch Rail Line.

As former Executive Director of the SCCRTC who worked consistently over thirteen years on behalf of this acquisition, I believe that there is nothing more important to the future of transportation and environmental enhancement in Santa Cruz County than this project.

This existing and underutilized rail corridor traverses downtown and employment centers within the cities of Santa Cruz, Capitola, and Watsonville, and is within ½ mile of approximately 60,000 households; it also provides access to many popular coastal destinations, including numerous state beaches, public and private recreational destinations, and the Monterey Bay National Marine Sanctuary. The purchase of this unbelievably scenic and well-located transportation corridor will preserve it for a range of future transportation uses, including early construction of a bicycle and pedestrian trail adjacent to the rail line. I currently use the rail line frequently as a pedestrian and can personally attest to its high value as a non-motorized Coastal Access corridor.

Thank you very much for your consideration, and thank you as well to your staff for their efforts on behalf of this significant California Central Coast project.

Sincerely,

Linda Wilshusen  
1115 Live Oak Avenue  
Santa Cruz, CA 95062

cc: Congressman Sam Farr  
Assemblymember John Laird  
SCCRTC

Mr. Douglas Bosco, Chair  
California Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612

November 28, 2005

Dear Chairman Bosco,

At the December 8, 2005 Coastal Conservancy Board Meeting you will be discussing a reimbursable grant (loan) of \$10 million to the Santa Cruz County Regional Transportation Commission (SCCRTC) to enable the purchase of an aging, active Union Pacific rail service and assets. I represent the concerns of many individuals and homeowner groups both on and distant from the railroad line in my opposition to this Conservancy action. I applaud the Conservancy's charter and the fine work it does but in this instance it is misguided in the application of scarce public funds.

The acquisition of the so-called Santa Cruz Branch Line is the purchase of an active railroad operation on a right-of-way that is over 100 years old. Nothing in the Conservancy's charter even comes close to facilitating such a purchase. Although the loan will be paid back within 10 years, there is a real cost in the millions associated with tying up \$10 million for that time span by denying it to other deserving coastal and trail projects.

This railroad acquisition has been "sold" as a rail-trail but simply establishing a Rail-Trail Authority does not make it a reality. There is no trail in this project. The \$22.9 million in the total budget (including the Conservancy's \$10 million) contains nothing to even suggest a trail. Based on similar trails, the cost on the 32-mile rail corridor (with its 37 bridges and trestles) will run from \$30 to \$50 million if it is even feasible. No source of these funds or timeline has been identified.

Surprisingly, there has never been a feasibility study performed on this active rail corridor by a qualified trail engineering firm such as Alta Planning & Design of Portland, OR. A major transportation study commissioned by the SCCRTC and completed in 1998 included a cursory examination of a trail and concluded that a sizable fraction of the corridor was unsuitable based on safety considerations (i.e., insufficient width for both a railroad and a trail). Based on both USDOT document FTA-MA-26-0052-04-1 *Rails-with-Trails: Lessons Learned*, August 2002 and recently released corridor maps, the 1998 study conclusion on insufficient width seems valid. Until there is a *bona fide* cost and feasibility study of the active railroad corridor, the Conservancy should refrain from making a commitment for this reimbursable grant.

A companion study of alternatives to the Santa Cruz Branch Line is also recommended since there may be candidate non-rail routes that are feasible and more cost-effective. The southern portion of the corridor is far from the coast and the northern portion already has a trail system that parallels it from the City of Santa Cruz to beyond Wilder Ranch. Much more study is needed before the commitment of Conservancy funds.

Another consideration is that of future use of the corridor. Some have said that the trail has been included in discussions to obtain the support of the bicycle community and, if true, that ploy has worked. However, an examination of the records over the past decade shows that the SCCRTC and Staff have consistently discussed the use of the rail corridor for recreational rail and commuter traffic, both of which are in opposition to a scenic trail, particularly where set-back distances will be minimal. Rather than work towards railroad abandonment (and hence Rails-TO-

Trails), the SCCRTC appears to be actively considering more traffic. There is a basic incompatibility here with any trail plans.

Finally, the economics of the SCCRTC's railroad project (in SCCRTC documents) strongly suggest that potentially it will be a huge burden on the County. The line is being sold because the Union Pacific loses money on its operation and is faced with the cost of refurbishing a deteriorating infrastructure. The SCCRTC will be required to continue freight operations and maintenance of the right-of-way. Profits from operations are marginal to non-existent and there are huge liabilities. An example of the latter is the La Selva Beach Trestle which was given a rating of 2 on a scale of 1 to 9 where 1 is a "red tag" classification, meaning it is unsafe to use. The cost estimate for repair/replacement of this single structure is from \$2 to \$5 million, and this is not the only structural in trouble. The SCCRTC's rail economic model has no funds for any structures repair/replacement. What this means is that the SCCRTC will have to take funds from vital future County transportation projects to comply with Federal rules for railroad operations.

Let me suggest how the Coastal Conservancy might reasonably act on this grant request.

1. No funds should be considered until the SCCRTC completes a cost and feasibility study of the rail corridor for the co-location of a trail. This study should include the study of alternatives to the use of the Santa Cruz Branch Line. If this study shows that the corridor is too costly and/or has minimal potential as a truly scenic route then no further Conservancy action is needed.
2. If the study in 1. shows promise for a trail then the Conservancy can fund a portion of the trail project itself at the time the SCCRTC begins implementing that project. This could be in the form of a loan or an outright grant as is done with other Conservancy-participation projects. This will assure that Conservancy money will actually go for a trail, not a railroad.
3. If grant funds for a trail are to be made available, the Conservancy should have as one condition that the rail traffic be limited to the *status quo* (i.e., limited weekly freight traffic) to preserve the quality of the trail setting. No expansion of rail traffic.

I and those whose feelings I share are not anti-trail. However, in this time of economic hardship at all governmental levels, we feel that fiscal responsibility is paramount, and the purchase of a railroad when there is \$140 million of unfunded County infrastructure in need of repair is completely irresponsible. By granting the SCCRTC the \$10 million to purchase this railroad the Conservancy is effectively being an "enabler." Deficit spending has resulted in the current financial crisis and more of the same will only make things worse. Until there is a funding surplus, the pay-as-you-go philosophy should prevail for elective (i.e., non-essential) projects such as this railroad purchase.

Thank you for your consideration and I hope to have the opportunity to make a presentation to you at your meeting.

Robert Jones  
23615 Hutchinson Road  
Los Gatos, CA 95033  
(408) 353-3013

**From:** greghowe@att.net [mailto:greghowe@att.net]  
**Sent:** Sunday, December 04, 2005 1:21 PM  
**To:** sschuchat@scc.ca.gov  
**Cc:** greghowe@att.net; wilmahowe@charter.net  
**Subject:** December 8 meeting, Item #8

Dear Mr. Schuchat

I just received a copy of the agenda for the December 8, meeting, in Pacifica, CA, and I'm concerned about item #7 on the agenda -- Central Coast, consideration and possible Conservancy authorization to disburse up to \$10 million to the SCCRTC.

I would like to object to this authorization if there is any hidden or expressed agenda on the part of the SCCRTC that would allow them to further their attempts to turn part of the railroad right-of-way into either a commuter line or a "visitor" train.

If this money is to be used to turn the entire length of the rail way, from Seascaple to Davenport, into a bike/hiking trail, as in the "tracks to trails" initiatives that have been successfully elsewhere, I would be in favor of such a move.

Thank you  
Greg Howe  
3010 Comstock Drive  
Reno, NV 89512

Homeowner of:  
435 Townsend Drive  
Aptos, CA 95003

Exhibit 4: Letters of Support and Opposition

FROM :Reed Searle

FAX NO. :831 425 8721

Dec. 06 2005 08:54AM P1

H. Reed Searle  
114 Swift Street  
Santa Cruz, CA 95060  
Phone and Fax 831-425-8721  
5 December 2005

Mr. Douglas Bosco  
California Conservancy  
by fax to 510-286-0470

re: Item 7, Dec 8 meeting; Santa Cruz rail trail

Dear Sir,

I write to support the proposed contribution towards purchase of the Santa Cruz rail-trail right of way. I see this route as a major improvement for our community and one which will pay dividends a million times over in years to come.

There are not too many very positive things in the news these days. This purchase would be one of the very most positive.

Sincerely,

  
H Reed Searle

hrsearle@sbcglobal.net

Mr. Douglas Bosco, Chairman  
And Board Members  
California Coastal Conservancy

December 5, 2005

Dear Mr. Bosco and Members of the Board,

As a long-time supporter of the Coastal Conservancy, I typically applaud your efforts. During the years that I served as the Mayor of Benicia, I valued your cooperation in helping us to preserve the coastline, to provide additional public access to the coastal areas and to establish coastal trails.

Item #7 on your December 8<sup>th</sup> agenda is of great concern to me. I have followed the various iterations of this project since moving to Aptos 11 years ago. The Santa Cruz Regional Transportation Commission (RTC) seems determined to acquire the aging and dilapidated Santa Cruz Branch Line. They plan to continue to run freight on this line and hope to initiate additional rail traffic with a tourist train and possibly a commuter train. They have run into significant opposition regarding these plans from neighborhood groups, from fiscally concerned residents, and from those who live near the structurally compromised ancient trestles.

The RTC's July 28, 2005 structures study revealed that 66% of the 38 bridge structures along the rail line are in critical, fair or poor condition. Astonishingly, the RTC economic model for this plan shows no funds for repair or replacement of any structure along the rail line. While the economics of the plan may be considered a local issue, your contributing to this acquisition would encourage a likely disastrous investment by the RTC.

Of particular import regarding this item on your agenda: *The RTC has no existing plan for a public pedestrian and bicycle trail.* There has been no feasibility study for a pedestrian and bicycle trail. There has been no EIR initiated for a pedestrian and bicycle trail. There has been no cost estimate for developing a pedestrian and bicycle trail. This is an idea, a dream, a hope that has not been properly explored as to its financing, its viability, practicability, advisability or achievability.

A major objection of local residents is that this project has been segmented by the RTC. The acquisition, proposed increased use of the rail line, and the pedestrian and bicycle trail should all have been considered as one project with one EIR so that the total plan could be properly considered and evaluated. In fact, on-site inspection quickly reveals that much of the rail line property cannot safely accommodate both rail traffic and a usable pedestrian and bicycle trail.

If this were a Rails-to-Trails project, all of Santa Cruz County would immediately endorse it. But since it now stands as really an effort to continue and possibly increase rail traffic with no actual plan for a pedestrian and bicycle trail, it certainly does not seem to meet the guidelines for Coastal Conservancy support.

The Coastal Conservancy would serve the public well by denying this disbursement of funds and instead encouraging the RTC to apply for reconsideration once they have a real and viable pedestrian and bicycle trail plan – a feasible project that includes the requisite cost estimates, measurable increased access to coastal areas, an EIR, and a timeline for construction.

Thank you for considering my concerns,

Marilyn O'Rourke  
Aptos, CA

Bay Area

3. Consideration and possible Conservancy authorization to disburse up to \$200,000 to the Laguna de Santa Rosa Foundation to restore two miles of riparian corridor and 10 acres of upland oak savannah and to prepare site specific engineering plans and environmental documentation for the restoration of five acres of seasonal wetlands, all located within the Laguna de Santa Rosa in Sonoma County.

North Coast

4. Consideration and possible Conservancy authorization to disburse up to \$1,000,000 to the California Department of Forestry and Fire Protection to acquire a conservation easement on the Price Creek Ranch in Humboldt County.
5. Consideration and possible authorization to disburse up to \$275,000 to the Sonoma County Regional Parks Department for Phase II public access improvements at Windsor Riverfront Park on the Russian River.
6. Consideration and possible Conservancy authorization to disburse up to \$200,000 to the Sonoma County Regional Parks Department for public access improvements at Guerneville River Park on the Russian River. [Richard Retecki]

Central Coast

7. Consideration and possible Conservancy authorization to disburse up to \$10 million to the Santa Cruz County Regional Transportation Commission for the acquisition of approximately 32 miles of railroad right-of-way known as the Santa Cruz Branch Rail Line in order to preserve suitable portions of the right-of-way for future use as a public pedestrian and bicycle trail and as a segment of the California Coastal Trail.

Southern California

8. Consideration and possible Conservancy authorization to disburse up to \$150,000 to the United States Fish and Wildlife Service to conduct a species recovery and access management program for the Western Snowy Plover and California Least Tern on publicly owned beaches in Ventura County.
9. Consideration and possible Conservancy authorization to enter into a joint exercise of powers agreement with the City of Long Beach, City of Seal Beach, and the Los Angeles and San Gabriel Rivers and Mountains Conservancy, establishing the Los Cerritos Wetlands Authority for the purpose of acquiring and restoring the Los Cerritos Wetland Complex in Los Angeles and Orange Counties.

*in order to get funds, a future rail  
commute system must be  
developed.  
Thank you!*

RODERICK BISWELL, M.D.  
EYE MEDICAL CLINIC OF SANTA CLARA VALLEY  
220 MERIDIAN AVENUE SAN JOSE, CALIFORNIA 95126  
(408) 494-0500

OPHTHALMOLOGY, WITH SPECIAL INTEREST IN  
EXTERNAL DISEASE AND CORNEAL SURGERY

Coastal

Concensancy

11-30-05

Madames of Seis:

I would like to say that the purchase of the 32 miles of railroad right-of-way in Santa Cruz County is not only for "future use as a public pedestrian and bicycle trail and as a segment of the California Coastal Trail;" in order to obtain money to pay back loans, etc under Prop 16, freight trains will continue to use ~~the~~ rail line and future, unnecessary commuter trains are required. This is (408) 869-3404 not just a bike trail

Sincerely -

Jim Qin MD



Meeting Notice

Douglas Bosco (Public Member), Chairman  
Gary A. Hernandez (Public Member), Vice Chairman  
Jeremy M. Hallisey (Public Member)  
Ann Notthoff (Public Member)  
Mike Chrisman, Secretary for Resources; Karen Scarborough (Designated)  
Meg Caldwell, Coastal Commission Chair; Susan Hansch (Designated)  
Michael Genest, Acting Director, Department of Finance; Fred Klass (Designated)

Senate Representatives

Wesley Chesbro (District 2)  
Sheila Kuehl (District 23)  
Abel Maldonado (District 15)

Assembly Representatives

John Laird (District 27)  
Fran Pavley (District 41)  
Loni Hancock (District 14)

Sam Schuchat, Executive Officer  
Pat Peterson, Deputy Attorney General

AGENDA

Location: City Hall - Council Chambers  
2212 Beach Boulevard  
Pacifica, CA

DATE: Thursday, December 8, 2005  
TIME: 10:30 am

11/30/05

- 1. Roll Call
- 2. Approval of minutes

*Thank you for notice, but can't make meeting. Over for comment*

*Abel Mendez*

1330 Broadway, 11th Floor  
Oakland, California 94612-2530  
510-286-1015 Fax: 510-286-0470

Bay Area

- 3. Consideration and possible Conservancy authorization to disburse up to \$200,000 to the Laguna de Santa Rosa Foundation to restore two miles of riparian corridor and 10 acres of upland oak savannah and to prepare site specific engineering plans and environmental documentation for the restoration of five acres of seasonal wetlands, all located within the Laguna de Santa Rosa in Sonoma County.

North Coast

- 4. Consideration and possible Conservancy authorization to disburse up to \$1,000,000 to the California Department of Forestry and Fire Protection to acquire a conservation easement on the Price Creek Ranch in Humboldt County.
- 5. Consideration and possible authorization to disburse up to \$275,000 to the Sonoma County Regional Parks Department for Phase II public access improvements at Windsor Riverfront Park on the Russian River.
- 6. Consideration and possible Conservancy authorization to disburse up to \$200,000 to the Sonoma County Regional Parks Department for public access improvements at Guerneville River Park on the Russian River.

Central Coast

- 7. Consideration and possible Conservancy authorization to disburse up to \$10 million to the Santa Cruz County Regional Transportation Commission for the acquisition of approximately 32 miles of railroad right-of-way known as the Santa Cruz Branch Rail Line in order to preserve suitable portions of the right-of-way for future use as a public pedestrian and bicycle trail and as a segment of the California Coastal Trail. Recap/maintenance!
- No way! Very limited benefit to the general public and such would only be the start of funding required for cap-  
11/30/05*

Southern California

- 8. Consideration and possible Conservancy authorization to disburse up to \$150,000 to the United States Fish and Wildlife Service to conduct a species recovery and access management program for the Western Snowy Plover and California Least Tern on publicly owned beaches in Ventura County.
- 9. Consideration and possible Conservancy authorization to enter into a joint exercise of powers agreement with the City of Long Beach, City of Seal Beach, and the Los Angeles and San Gabriel Rivers and Mountains Conservancy, establishing the Los Cerritos Wetlands Authority for the purpose of acquiring and restoring the Los Cerritos Wetland Complex in Los Angeles and Orange Counties.

Law Offices of  
**Dennis J. Kehoe**  
Law Corporation  
311 Bonita Drive  
Aptos, California 95003  
(831) 662-8444 Fax (831) 662-0227

December 5, 2005

State Coastal Conservancy  
Attn: Douglas Bosco, Chair  
1330 Broadway, 11<sup>th</sup> floor  
Oakland, CA 94612

**Re: December 8, 2005, agenda item 7, proposed \$10 million loan to the Santa Cruz Regional Transportation Commission (herein referred to as RTC) for the acquisition of Union Pacific railroad right of way "for future use as a public pedestrian and bicycle trail and as a segment of the California Coastal Trail."**

Dear Mr. Bosco and Commissioners:

The undersigned represents Mr. and Mrs. Richard Crocker. My clients reside at 1490 Prospect Avenue, Capitola, CA 95010, Santa Cruz County Assessor's Parcel Number 034-064-10. The existing Union Pacific Railroad right-of-way is immediately adjacent to and on the ocean side of the Crocker residential property. Whatever occurs within the right-of-way will significantly and potentially adversely impact the environment including that which exists on and within the Crocker and other nearby residential properties in Capitola and elsewhere.

Please include my letter in the administrative record for this project. Further, please have the Commission secretary distribute copies of this letter to each Commissioner for the December 8, 2005, meeting.

**1. Requested Notice**

Pursuant to Public Resources Code §21092.2, please transmit to the undersigned and Mr. and Mrs. Crocker at their above residential address copies of all notices as required by Public Resources Code §21092.2. This shall include all Notices of Determination (NOD).

2. The Conservancy as the responsible agency must adopt an Environmental Impact Report (EIR) in compliance with CEQA and CEQA guidelines. all of which prohibit segmentation.

A. Concerning CEQA, Administrative Guidelines have been adopted as set forth in the California Code of Regulations (CCR, Title 14). CCR §15378 defines the word "Project," stating that it means "the whole of an action" which has a potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. In McQueen v. Board of Directors of the Mid-Peninsula Regional Open Space District (1988) 202 Cal.App.3d 1136, 1143, the Court of Appeal stated:

"An accurate description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity. (citations)... 'Project' is given a broad interpretation in order to maximize protection of the environment. (citations) A narrow view of a project could result in the fallacy of division (citation), that is, overlooking its cumulative impact by separately focusing on isolated parts of the whole. (citations)"

The Court of Appeal in City of Santee v. County of San Diego (1989) 214 Cal.App.3d 1438, 1452 also stated:

"Of particular importance here, CEQA mandates '...that environmental considerations do not become submerged by chopping a large project into many little ones - each with a ...potential impact on the environment - which cumulatively may have disastrous consequences.' (citation) CEQA attempts to avoid this result by defining the term 'project' broadly. (citation) 'Project means the whole of an action, which has potential for resulting in a physical change in the environment directly or ultimately..."

B. The California Coastal Conservancy (herein Conservancy) cannot legally approve the partial funding of this project. Among other laws, the Conservancy is required by the California Environmental Quality Act (CEQA) to consider potential environmental effects of project activities that the agency will approve since the project the Conservancy is funding is primarily for a Coastal Trail for pedestrians and bicyclists. 14 California Code of Regulations (CCR) §15096(d)

The PROJECT SUMMARY in your staff report repeatedly highlights the project under consideration by the Conservancy, namely a Coastal Trail for pedestrians and bikers. For example:

"Coastal Trail is a high priority for the Conservancy." (page 3)

"...acquisition of the right-of-way is essential to preserve the opportunity to construct a trail, or a series of trails, along much of the

right-of-way, which will expand public access to and along the coast, and ultimately form part of the Coastal Trail.” (page 3)

“The branch line right-of-way would provide access to many of the state and regional beaches, as well as provide a safe and direct bicycle and pedestrian route through the City of Santa Cruz, and villages of Capitola and Aptos.” (page 4)

“...it appears possible to accommodate safely both active rail uses and a public multi-use trail on a significant portion of the right-of-way.” (page 4)

“The branch rail line offers the potential for an extensive segment of the Coastal Trail that will provide access to a stretch of the California coast that draws visitors from the region, that state, and beyond.” (page 7)

“...the project will directly serve public coastal access needs through the potential for future development of a pedestrian and bicycle trail along the coast...” (page 8)

Additionally, as a basis for Conservancy approval of this “project”, your staff cites the Santa Cruz County’s and Monterey County’s LCP policies for “bikeway systems” and “hiking access.”

**“CONSISTENCY WITH LOCAL COASTAL PROGRAM POLICIES:**

This project is consistent with both the Santa Cruz County General Plan/Local Coastal Plan and the Monterey County Local Coastal Plan.

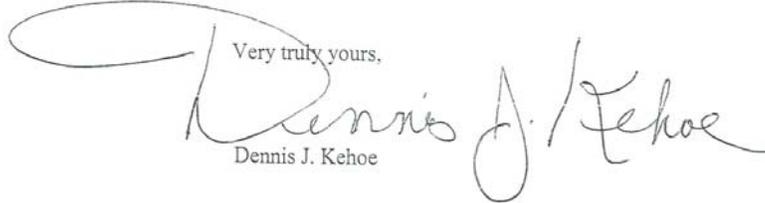
The circulation element of the Santa Cruz County General Plan includes Local Coastal Plan programs regarding Bikeway System Development and Recreation System Development. Recreation System Development policy 3.8.7 states that bicycle routes should be planned to facilitate access to recreational areas such as regional parks, beach areas, and major tourist facilities. Policy 3.8.10 encourages all new motels, hotels and other visitor accommodations to provide bicycles for use by patrons. Program f. recommends the County pursue additional state and federal funding for the Bikeway System. Acquisition of the branch rail line will make development of the Bikeway System more extensive than it otherwise would be, and more effective in providing the services needed to fulfill these policies and programs.” (page 8)

Even your agenda item 7 states that the proposed Conservancy funding of this project is “...in order to preserve suitable portions of the right-of-way for

future use as a public pedestrian and bicycle trail and as a segment of the California Coastal Trail.”

- C. Thus, the primary reason, justification, and ingredient of this project and the Conservancy’s funding of \$10 million to the RTC is the Coastal Trail for pedestrians and bikers. Although \$10 million are predicated primarily on the Coastal Trail components of the project, the Negative Declaration and its earlier Notice of Preparation have no analysis and/or evaluation of the Coastal Trail from an environmental standpoint. Thus, the earlier Negative Declaration for purpose of Conservancy approval and funding is fatally flawed and a legally defective document under CEQA. For the Conservancy to adopt/approve /ratify that earlier Negative Declaration would be a clear violation of applicable laws including CEQA.
- D. Typically, a responsible agency “must consider the environmental effects of the project as shown in the EIR on negative declaration.” CCR §15096(f) Nevertheless, where, as here, the project under consideration by the Conservancy will have one or more significant effects not discussed in the previous Negative Declaration, a subsequent EIR must be adopted in accordance with CEQA requirements. CCR §§15096(f), 15162(3)(A), 15163, and 15164.
- Here, the earlier Negative Declaration did not discuss, consider, and/or analyze the Coastal Trail for pedestrians and bicyclists.
- E. Additionally, your staff comments that “...it appears possible to accommodate safely both active rail uses and a possible multi-use trail on a significant portion of the right-of-way” are supported by no substantial evidence. Additionally, no environmental evaluation and/or analysis has been made as to whether a Coastal Trail can ever be placed on the railroad right-of-way and, if so, whether it can safely be accomplished without significant adverse environmental effects. Without such an analysis and environmental evaluation, the staff comments are mere speculation at best.
- F. Furthermore, a Coastal Trail cannot be safely placed on the railroad right-of-way and to attempt to do so will have a significant adverse effect on the environment. For example, the railroad right-of-way is very narrow in many places accommodating trains, only. (Please remember that Cemex, the free world’s largest concrete manufacturer, has its highest quality Portland cement quarry in Davenport and uses this rail for transportation of its product to the Watsonville rail junction.) This is especially applicable to the many narrow trestles, all of which are in significant disrepair. Additionally, industrial and federal separation safety set-back standards for pedestrian/bicycle users from moving trains are much greater than those represented by your staff.
- G. Thus, there are changes in the project; changes in circumstances; and new information after the earlier Negative Declaration, and each of the foregoing, all of which require an EIR prior to Conservancy approval. Additionally, the Conservancy is considering essentially a different project than that considered in the earlier Negative Declaration.

- H. Before the Conservancy can legally fund the project, CEQA must be fully complied with after requesting public input, none of which has yet occurred. This letter has been transmitted in duplicate to you by U.S. mail and by FedEx one day delivery on this date.

Very truly yours,  
  
Dennis J. Kehoe

- C: Mr. and Mrs. Richard Crocker  
Clerk of the State Coastal Conservancy  
Sam Schuchat, Executive Officer  
Joan Cardellino, Project Manager