

Uniform Transit Application for Proposition 116 Funds

**Santa Cruz and Davenport Branch Rail Line Acquisition
and Recreational Rail Service Project**

Phase 1



Prepared by:

The Santa Cruz County Regional Transportation Commission

August 14, 2003

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July 3, 2003

Project Name Santa Cruz & Davenport Branch Rail Line Acquisition and Recreational Rail Service

Agency Name Santa Cruz County Regional Transportation Commission (SCCRTC)

State of California

UNIFORM TRANSIT APPLICATION

(Form A -- Application)

A completed Uniform Transit Application must be submitted for each project.

Please refer to "INSTRUCTIONS FOR COMPLETING A UNIFORM TRANSIT APPLICATION" for a line by line explanation of information required in the application. Sections in the instructions have been designed to match each section in the application.

Section I. Title, Certification and Eligibility

Item 1. Title and Certification

A. Project Type and Title: Santa Cruz & Davenport Branch Rail Line Acquisition and Recreational Rail Service

Commuter Rail Urban Rail

Intercity Rail Other, describe: Right-of-way Preservation and Recreational Rail

B. Project Location (County(s), City(s)): Santa Cruz County, City of Santa Cruz, City of Capitola, City of Watsonville

C. Project Limits (Identify start and end points, such as cross street or milepost): _____
Santa Cruz Branch Rail Line from MP 100.5 to MP 120.42
Davenport Branch Rail Line from MP 79.35 to MP 91.08

D. Total Project Cost (All fund sources - state, local, federal, other)
(Please show one total dollar amount): \$22,987,000

E. Total Amount of State Funding (Please show one total dollar amount): \$21,225,000

F. Total Amount of State Funds Requested For This Application by Fund Source (Please list amounts by state fund source): Proposition 116 - \$300,000
Regional Share State Transportation Improvement Program - \$205,000 (match)
Transportation Development Act: \$95,000 (match)

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F.1. If this is a TCI application, can the agency begin expending

funds on the project prior to July 1?

Yes: _____ No: _____

G. Application Submittal Date: July 3, 2003

Item 1. Title and Certification (continued)

H Lead Applicant Agency: Santa Cruz County Regional Transportation Commission

I Address: 1523 Pacific Avenue, Santa Cruz 95060

J Contact Person: Linda Wilshusen, Executive Director

Phone #: (831) 460-3213 FAX #: (831) 460-3215 email: linda.wilshusen@co.santa-cruz.ca.us

K Co-Applicant Agency, as appropriate: _____

L Address: _____

M Co-Applicant Agency Contact Person: _____

Phone #: _____ FAX # _____

N List All Other Funding Agencies: _____

O Name of Recipient Agency, if applicable: Same as Lead Applicant Agency

P Address of Recipient Agency: Same as Lead Applicant Agency

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Item 1. Title and Certification (continued)

Q. To the best of my knowledge and belief, the data and information in this request are true and correct and I am authorized by my council, board, authority, commission, or ruling body to file the request on behalf of the applicant.

LEAD APPLICANT

Name and Title: Linda Wilshusen, Executive Director

Signature (in blue ink): _____ Date: _____

CO-APPLICANT

Name and Title: _____

Signature (in blue ink): _____ Date: _____

CO-APPLICANT

Name and Title: _____

Signature (in blue ink): _____ Date: _____

RECIPIENT

Name and Title: Same as Lead Applicant Agency

Signature (in blue ink): _____ Date: _____

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Item 2. Eligibility (Check-off)

If the CEO does not have agency delegation, the agency is required to provide a resolution on the eligibility requirements below: (attach copy of resolution) See Attachment 1.

- a. That a statement has been provided from your governing body's legal counsel stating that your organization has the financial and institutional ability to implement the project and that your organization is empowered to: let a contract; to sue or be sued by another entity or person; and other responsibilities and duties of your agency.
- b. That this project will be available to the general public, or its primary purpose will be to benefit the public and does not benefit a private entity or individual. If it does not benefit the public, please explain, and attach your explanation to this application, as part of your submittal. (State funds, in most cases, may not be used for private passenger rail facilities.)
- c. That the matching funds required for this project are available and committed to this project. Committed funds have received necessary authorizations and the recipient agency has authority to expend the funds.
- d. That if the project exceeds the state funds available, the applicant agency shall use other funds to backfill the cost increases to complete the project.
- e. That this project fulfills the requirements of the High Density Housing Demonstration Program , providing the applicant wishes to have its rail transit station project considered under this program.
- f. That the applicant will comply with the Commission's Hazardous Waste Identification and Clean-up Policy for Rail Right-of-Way;
 - o This project has been fully investigated by the applicant to determine the absence/presence of hazardous wastes.
 - o The applicant has taken reasonable steps to assure full due diligence, clean-up of the site, as appropriate, and indemnifies the state of future clean-up liability or damages, as well as not seeking state funds for clean-up, damage or liability costs associated with hazardous wastes.
- g. That the applicant will comply with the Commission's Timely Use of Funds Policies. (Can funds be encumbered within 15 months?)

For Proposition 116 Projects **attach resolution** stating:

- i. The governing body has stated that no other capital funds previously programmed, planned or approved for rail purposes will be used for other than rail purposes.
- j. The governing body has stated that the proposed project has no unnecessary enhancements and is not an unnecessarily elaborate alternative.
- k. Unless otherwise specified in Proposition 116, the governing body has stated that new or increased development fees, taxes or exactions, or permit fees have not or will not be included in the operating budget(s) for this project, or for the purpose of matching funds for Proposition 116 grants.

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Item 2. Eligibility (Continued)

- i. X If the Transit Integration Plan has not been completed, the governing body has stated that a plan will be completed and submitted to the Commission for review before the line begins operations. Along with this assurance, a schedule shall be provided which shows the timing for the plan's development.

- m. X The governing body has stated that a passenger safety program is in place.

- n. X The governing body has stated that the agency shall comply with the Proposition 116 accessibility requirements for the disabled and for providing access to bicyclists.

SECTION II. Funding, Project Description and Schedules, and System Characteristics

Item 3.

Funding Sources & CTC Actions Requested for this Specific Application

	ORIGINAL REQUESTED FUNDING SOURCES & SCHEDULE			NEW REQUESTED FUNDING SOURCES & SCHEDULE (Changes to Original Requested)		
	Amount Requested			Amount Requested		
	FY 99-00	FY 00-01	FY 01-02	FY 02-03	FY 03-04	FY 04-05
TCI						
FCR						
TEA21						
AB973						
P116					\$300,000	
RS STIP	\$225,000					
Fed Appr						
TDA			\$262,000			

CTC ACTIONS REQUESTED

(Please enter check-mark or specify TCI, FCR, AB 973, PROP 116)

<u> </u> STIP Inclusion	<u> </u> SB 2800 Approval	<u> </u> Prop 116 Project Application Approval
<u> </u> TCI Inclusion	<u> </u> AB 3090 Approval	<u> </u> Prop 116 Partial Project App. Approval
<u> ✓ </u> Allocation	<u> </u> Project Approval	<u> </u> Other

Amendments:

 TCI
 STIP
 PROP 116

(1) For each program (i.e. TCI, FCR, etc.), provide any additional information below.

(2) For Proposition 116 requests, cite the section of the Public Utilities Code authorizing the project.

“99640. Eleven million dollars (\$11,000,000) shall be allocated to the Santa Cruz County Transportation Commission for the following:

(a) Intercity passenger rail projects connecting the City of Santa Cruz with the Watsonville Junction.

(b) Other rail projects within Santa Cruz County which facilitate recreational, commuter, intercity, and intercounty travel.”

Item 3. (Continued)

(3) Please specify and explain any requested amendment.

(4) If applicant has indicated an SB 2800 or AB 3090 request, please refer to page 10 of the instructions for details of requirements that need to be met.

	SB 2800			AB 3090		
	Amount Requested			Amount Requested		
	FY	FY	FY	FY	FY	FY
TCI						
FCR						
ISTEA						
AB973						
P116						

Item 4.1 Project Description and Benefits

a. **Project Description** (Please refer to Section 4.1 of instructions.)

Purpose of Application

This application is for Phase 1 of the *Santa Cruz & Davenport Branch Rail Line Acquisition and Recreational Rail Service* project: Pre-Acquisition Activities.

Pre-Acquisition activities have been underway since 2001 using local and state funds. Due to refined cost estimates, Caltrans' requirement for new appraisals, and local environmental and rail service analysis requirements, currently available local and state funds will not be sufficient for all currently necessary pre-acquisition costs.

This Proposition 116 application proposes an initial \$300,000 allocation from Santa Cruz County's \$11 million Proposition 116 appropriation for ongoing and new pre-acquisition activities, which may include but are not limited to: a new rail right-of-way appraisal, a new track, signals, and structures appraisal, a new going concern value appraisal, the required review appraisal, a business plan, an historic site investigation (if necessary), legal fees, a preliminary title report, a Phase II environmental site assessment, and an environmental impact report for recreational rail service.

It is proposed that this initial Proposition 116 allocation be matched, as required by statutes, with other public funds, specifically with \$205,000 in State Transportation Improvement Program funds which have already been obligated for this project and with \$95,000 in Transportation Development Act funds.

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The project consists of two additional distinct project phases, described separately in the following sections.

Project Description: Acquisition

The Santa Cruz County Regional Transportation Commission (SCCRTC) is pursuing the acquisition of the Santa Cruz and Davenport Branch rail lines for the purpose of preserving the rail corridor for future multi-modal uses by the public at large. The purchase includes the rights-of-way, track, signal system, yard facilities, structures (including bridges), and all appurtenant facilities.

The rail right-of-way proposed for acquisition extends 31.8 miles from Pajaro in Monterey County, to Davenport in north Santa Cruz County. The line consists of two branches, currently owned by Union Pacific Railroad: the Santa Cruz Branch (Pajaro to the downtown Santa Cruz Wye) and the Davenport Branch (the Santa Cruz Wye to Davenport). The rights-of-way proposed for acquisition in this project are currently being used for freight service, primarily by RMC Pacific Materials (RMC) in Davenport. UP runs approximately three round trips each week to and from RMC. Asset and maintenance costs are the sole responsibility of UP, although the railroad has cooperated with local jurisdictions to share the cost of improving some at-grade crossings. A partial tie-replacement program was recently completed by UP.

Justification and Need: Acquisition

State Route 1 is the only road that traverses Santa Cruz County from its northern to its southern boundary. This corridor currently experiences a level of service "F" during the weekday peaks and on the weekends. The Santa Cruz and Davenport lines run parallel to State Route 1 from Davenport to Watsonville. Preservation of the rail corridor for future transportation needs provides an alternative to continuing capacity increases on the Route 1 and/or local arterials. Although the SCCRTC is currently moving forward with the addition of high occupancy vehicle lanes to Route 1, added alternatives will be required to meet the county's long-range transportation needs. Acquisition of the rail rights-of-way preserves the option for future additional capacity that is not dependent upon the existing congested freeway and arterial street system and which could accommodate and promote a variety of non-auto dependent transportation modes.

Existing Studies: Acquisition

Numerous studies and rail demonstrations over the last two decades have investigated the viability of service along the Santa Cruz Branch Line within Santa Cruz County. These studies and equipment demonstrations have included examinations of recreational rail service between the San Francisco Bay Area and Santa Cruz, generally known as the Suntan Special. Rail service around Monterey Bay connecting Santa Cruz with Monterey has also been studied.

In August 1996, Parsons Brinckerhoff completed the *Intercity Recreational Rail Study* for the San Francisco Bay Area to Santa Cruz Corridor. The study concluded that intercity weekend rail service was feasible even with conservative ridership estimates. In 1998, LS Transit Systems completed the *Around the Bay Rail Study*, which analyzed the integration of recreational rail service from San Francisco to Santa Cruz and to Monterey and adding service between Santa Cruz and Monterey. In 1998, a *Major Transportation Investment Study (MTIS)* for the Watsonville to Santa Cruz corridor was completed. Based on the MTIS, the SCCRTC selected a program of projects for the corridor. The program of projects includes acquisition of the Santa Cruz Branch Rail Line for future transportation purposes and construction of the Coastal Rail Trail, a “rail with trail” bicycle and pedestrian path adjacent to the still functioning railroad facility.

In 2002, the RTC completed environmental review for acquisition of the Santa Cruz Branch Rail Line by issuing a Negative Declaration to satisfy the California Environmental Quality Act (CEQA) and obtaining a Categorical Exclusion to satisfy the National Environmental Policy Act (NEPA).

Regional Transportation Plan Consistency: Acquisition

The acquisition is identified in the *2001 Santa Cruz County Regional Transportation Plan* (2001 Plan) as a “programmed project”. This means that funds have already been allocated for the project’s implementation by the year 2010. The 2001 Plan establishes transportation goals and policies for Santa Cruz County that “provide a regional vision to guide the development of project lists and funding expenditures” (2001 Plan, p. 49). This project supports those policies, including the following:

- 1.3.11 Encourage the diversion of goods movement from truck to rail.
- 1.5 Preserve existing transportation corridors and facilities for current and future transportation uses.
- 1.5.3 Prohibit use of existing railroad rights-of-way which would prevent their use for rail or transit purposes in the future.
- 2.2 Implement the 1999 Watsonville-Santa Cruz-UCSC Corridor Major Transportation Investment Study program of projects at the approved funding levels: Santa Cruz Branch Rail right-of-way acquisition (\$15 million).
- 2.3.4 Protect the potential for future commute transit service on existing rail lines.
- 2.4.6 Retain the option of future in-county passenger rail service for when it is financially feasible, acceptable to the community, and only after completion of the environmental impact report that concludes that all the significant impacts can be satisfactorily mitigated.
- 5.4.5 Assign high priority to projects approved during the 1999 Major Transportation Investment Study decision-making process.

Project Description: Recreational Rail Service

This service would consist of a low speed trolley or rail car connection (the “Village Cruiser” – used here as shorthand but not the approved name of the service) between Capitola Village and the Aptos-Seascape area, a distance of approximately six miles. The service would link numerous visitor-serving areas, including two state parks, and would help expand the range of activities for visitors while reducing traffic. It is assumed that the service would operate as a two-car train, with a trolley or motorcar (diesel or battery operated) and one trailer. The capacity would be approximately 100 persons. A project study report is currently under development.

The project will include stop facilities at key tourist recreational locations along the route. It will also include sidings at or near each terminus. Each stop will include the construction of passenger waiting platforms, shelters, lighting, bike racks and related amenities to allow passengers safe, convenient and accessible boarding and disembarking. Parking will be provided in existing joint-use lots; the project will not install new parking facilities.

The proposed recreational rail service will be operated under contract by a private operator. The contractor will provide staff, servicing, maintenance and marketing to meet the needs of the proposed service. Rail vehicles will also be provided by the operator but these may be funded partially with grants from the public sector. Vehicles will be required to provide space for bicycles, strollers and wheelchairs.

The route offers unique and popular coastal scenery and serves locations of demonstrated tourist appeal. Stops are located to provide access to Jade Street Park, Capitola Village, New Brighton Beach State Park, Seacliff Beach State Park, Aptos Village, Aptos Regional Park, and the Seascape Resort and Conference Center.

Justification and Need: Recreational Rail

Nearly all visitors to Santa Cruz County arrive by automobile. Many visitors are attracted to more than one destination but their mobility is limited by congestion on the highways, congestion on local roads and parking limitations at individual attractions. These circumstances meet established criteria for potentially successful recreational rail service along a parallel corridor. The purpose of the Village Cruiser project is to provide an attractive alternative means of travel for weekend and summer non-commute trips between Capitola, Aptos, and Seascape Villages, and two state beaches, at a very low startup cost.

Existing Studies: Recreational Rail

In addition to previously described rail studies and demonstrations, as part of the acquisition negotiations process, a study was recently completed by Miller, Owen & Trost (MOT) and Alta Transportation Consulting, Inc. examining several alternative scenarios for recreational rail service along the Santa Cruz and Davenport Branch Rail Lines (the "Recreational Rail Study"). With estimates of 10,000 to 25,000 annual riders, the Recreational Rail Study concluded that visitor-oriented passenger rail service offered between Capitola and Aptos could break even and could therefore prove attractive to private entrepreneurs experienced in visitor-oriented

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railroad operations. The Recreational Rail Study anticipated the use of two-car, self-propelled train units operating at relatively slow speeds during the primary tourist season.

Environmental Review – Recreational Rail

This project is statutorily exempt from the California Environmental Quality Act as a project that provides for “the institution or increase of passenger or commuter services on rail lines or highway rights-of-way already in use, including the modernization of existing stations and parking facilities” (Public Resources Code, Section 21080(b)(10)). However, the *2001 Santa Cruz County Regional Transportation Plan* requires that an environmental impact report (EIR) be completed for this project per policy 2.4.6 which states,

Retain the option of future in-county passenger rail service for when it is financially feasible, acceptable to the community, and only after the completion of an environmental impact report that concludes that all the significant impacts can be satisfactorily mitigated.

Therefore, the RTC has initiated an EIR process under the California Environmental Quality Act (CEQA). It is expected that the recreational rail project does not require environmental review under the National Environmental Policy Act (NEPA) because federal funds will not be used for the project, it will not involve federal lands, and it is not expected to have impacts on federally-protected waterways or wetlands. However, if a NEPA review is required, it will be completed concurrently with the CEQA document.

A contract to complete the necessary environmental work is expected to be in place by August 2003 and the work is expected to be completed by March of 2004. Some of the possible impacts which have been proposed for study are noise, safety and traffic circulation.

Regional Transportation Plan Consistency: Recreational Rail

This project is consistent with the 2001 Santa Cruz County Regional Transportation Plan (RTP), which includes policies supporting in-county passenger rail service:

- 2.5.2 Encourage private transit service for visitor-serving trips.
- 2.4.3 Use the existing rail line for recreational/coastal access to minimize visitor impact on local streets and highways.

The 2001 RTP also includes passenger rail/rail transit projects in Capitola (CAP-P18) and Santa Cruz (SC-P74) in its constrained Action Plan.

Hazardous Materials/Waste

A Phase I environmental site assessment was conducted for the entire project right-of-way and completed in April, 1997. The purpose of the Phase I environmental site assessment was to

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identify features or historical uses or activities that could be associated with environmental impairment of soil and/or groundwater along the right-of-way. The Phase I environmental site assessment included an above ground look at the right-of-way and facilities within and adjacent to the right-of-way. The assessment also included a review of records and historical information on the Railroad's operations, train derailments, nearby environmental investigations, and chemical usage on the right-of-way and on sites adjacent to the right-of-way. The Phase I environmental assessment noted some potential sources of environmental contamination and recommended that a Phase II environmental site assessment be performed to determine whether any such contamination has occurred.

The RTC has issued a contract to conduct a Phase II environmental site assessment. The assessment work will begin as soon as a right of entry agreement is secured from Union Pacific. The Phase II assessment will include taking soil samples and analyzing them for contamination. The assessment is expected to be completed by March 2004.

ROW Price and Appraisal Costs

In December 1995, a real estate appraisal was completed for the right-of-way which established a net liquidated land value of \$13.8 million. An appraisal of the railroad facilities on the right-of-way, including track, signals and structures, also in 1995, established a net liquidated value of \$943,500 for the facilities. A Going Concern Valuation determined a zero net value of current freight service on the branch line. Because seven and a half years have passed since the initial appraisals, Caltrans is requiring new appraisals; therefore, these appraisals will be updated as part of the pre-acquisition activities associated with this project.

Status of Negotiations

With the assistance of Miller, Owen & Trost, a Sacramento law firm, the SCCRTC is currently conducting acquisition negotiations with Union Pacific RR. An agreement on price is pending completion of selected pre-acquisition activities.

- b. **Map.** See Attachment 2.

Item 4.2. Project Benefits: See instructions Item 4.2 a-f, page 13.

a. Description:

Transportation Benefits – Recreational Rail

The Village Cruiser would use an existing underutilized transportation right-of-way along the Watsonville to Santa Cruz corridor, and provide a new travel alternative, primarily for visitors and recreating local residents whose travel time is not constrained. Recreational rail service will improve visitors’ and residents’ mobility and access to attractions, help reduce congestion for those who must use their cars, and help maximize the efficiency of parking facilities by allowing visitors to park at destinations with existing available parking and take the Village Cruiser to destinations with insufficient parking.

The Village Cruiser can also help to more effectively manage the higher number of visitors to special regional events such as Capitola’s Begonia Festival and the Monte Foundation’s fireworks. By adding rail cars, the Village Cruiser can transport visitors to the special event from dispersed parking areas, thereby minimizing congestion impacts near the event sites. Used in conjunction with bicycles, the non-driving travel range for both visitors and residents will be significantly enhanced by the service. Also associated with the purchase of the Santa Cruz Branch Rail Line, a future Coastal Rail/Trail will provide additional mobility, congestion reduction and economic benefits.

The capital improvements for this project would support other passenger uses of the railroad that may develop in the future. Platforms and related improvements are needed for passenger safety and convenience, as well as to provide Americans with Disabilities Act access to disabled passengers.

Benefits to the Local Economy

The proposed Village Cruiser would contribute to the local economy without adverse traffic impacts and would significantly enhance the visitor experience in Santa Cruz County. Tourism is one of five key economic sectors in the region, and one which has suffered due to world events and economic conditions beyond local control. The various visitor attractions and special events along the corridor that would be served by the Village Cruiser already attract tens of thousands of tourists each year. The Village Cruiser would allow existing visitors to more easily visit more than one attraction, encourage visitors to stay in the Santa Cruz area longer, and encourage local residents to visit local attractions due to the improved access and a positive travel experience. The expected result would be enhanced economic activity associated with the local tourism industry, including sales tax revenues and transient occupancy tax revenues.

Item 5. System Characteristics: See instructions Item 5 a-i, page 14.

a. Description – Recreational Rail

A detailed operating plan for the Village Cruiser will be determined in a subsequent request for proposals (RFP) process; however, for the purposes of the Project Study Report (currently under development) it has been determined that at a maximum, the service would make hourly roundtrips between 10:00 a.m. and 8:00 p.m. during specific months and days of the year (120 days maximum). It is anticipated that the Village Cruiser would operate at approximately 15 mph average speed over the course of the route.

Included below are excerpts from the Recreational Rail Study (discussed above) concerning service between Capitola Village to Aptos Village, (slightly shorter than the proposed service to Seascap). The Recreational Rail Study was intended to begin exploring the potential operating scenarios, viability, and economics of a limited recreational excursion service that would enable the SCCRTC to utilize Proposition 116 funds for the Branch Line acquisition as well as for the recreational rail service.

ECONOMIC ANALYSIS OF OPERATION

A. Facility Needs and Assumptions

Recreational rail service will require access and boarding facilities, track, and structures. In general, all of the operating scenarios will require that the track, structures, and crossing equipment be inspected, and possibly upgraded, depending on the type of service and equipment being proposed. Siding and boarding facilities will be necessary for all operating scenarios. While parking is available in most cases through arrangements with city and/or private lots, the analysis below assumes capital improvements for boarding platforms/stations and for handicapped and bicycle parking.

B. Preliminary Economic Forecast

A preliminary economic forecast for the Capitola Village to Aptos Village operating scenario, presented in Table 1 below, indicates that the operation would experience a loss of \$4,000/year at 10,000 passengers, and a profit of \$26,000/year at 25,000 passengers. This table represents a rough initial estimate and will be refined.

Economic Forecast – Capitola Village to Aptos Village Service¹				
	-----Annual-----			
	<u>Capital</u>		<u>Operating</u>	
Revenues	Low	High	Low	High
Total Annual Passengers			10,000	25,000
Round Trip Fare			\$9.00	\$9.00
Round Trip (Miles)			7	7
Total Revenues			\$90,000	\$225,000
Expenses				
Track/structure upgrade	\$21,000	\$50,000	\$2,139	\$5,093
Station/parking improvements	\$50,000	\$150,000	\$5,093	\$15,278
Equipment purchase/rehab	\$100,000	\$300,000	\$10,185	\$30,556
Subtotal/Annualized	\$171,000	\$500,000	\$17,417	\$50,927
Maintenance of Way			\$7,000	\$18,000
Maintenance of Equipment			\$10,000	\$25,000
Transportation (@ 720 Op. Hrs.)			\$40,000	\$70,000
G&A (Overhead)			\$10,000	\$15,000
Marketing			\$10,000	\$20,000
Subtotal, Operating Expenses			\$77,000	\$148,000
Total Expenses	\$171,000	\$500,000	\$94,417	\$198,926
Net Income/Loss			(\$4,417)	\$26,074

Item 5. System Characteristics (continued)

¹ Note that the service presently under consideration extends approximately 1.5 miles further than that analyzed here, to Aptos-Seascape.

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	Current System	Improved System			
		Line Year 1	System Year 1	Line Year 3	System Year 3
b. Annual Operating Cost	_____	_____	_____	_____	_____
c. Annual Revenues	_____	_____	_____	_____	_____
Local Sources (Total)	_____	_____	_____	_____	_____
Farebox	_____	_____	_____	_____	_____
Sales Tax (LTF)	_____	_____	_____	_____	_____
Local Sales Tax	_____	_____	_____	_____	_____
Local Bonds	_____	_____	_____	_____	_____
Other (Specify Source)	_____	_____	_____	_____	_____
Private	_____	_____	_____	_____	_____
State Sources (Total)	_____	_____	_____	_____	_____
Sales Tax (STA)	_____	_____	_____	_____	_____
Other (Specify Source)	_____	_____	_____	_____	_____
Federal Sources (Total)	_____	_____	_____	_____	_____
FTA Section 9	_____	_____	_____	_____	_____
Other (Specify Source)	_____	_____	_____	_____	_____
d. Ridership Projections (Annual)	_____	_____	_____	_____	_____
Average Weekday Ridership	_____	_____	_____	_____	_____
e. Operating Costs Covered by Farebox Revenue	_____ %	_____ %	_____ %	_____ %	_____ %
f. Average Fare Per Passenger	_____	_____	_____	_____	_____
(a) Actual Farebox Ratio	_____	_____	_____	_____	_____
(b) If Below TDA Requirements Show the Subsidy Amount and Specify Source(s)	_____	_____	_____	_____	_____

Operating Costs to be borne by contracted operator.

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Item 6. Overall Project Schedules

Indicate, as applicable, the beginning and ending dates for each phase of this project. (A detailed project development schedule must accompany an allocation request.)

Identify any significant issues that may arise and result in project delay due to environmental, litigation, relocation, right-of-way acquisition, or other pertinent issues.

Overall Project Schedule

	<u>Begin Work Month/Year</u>	<u>Completion Month/Year</u>
Federal Alternatives Analysis/Initial Study	<u>1994</u>	<u>1998</u>
Environmental Documentation & Clearance	<u></u>	<u>2002 & 2004</u>
Preliminary Engineering	<u></u>	<u></u>
Final Design	<u></u>	<u></u>
Acquisition of Right-of-Way or Other Access Rights	<u></u>	<u>2004</u>
Construction/Rehabilitation	<u></u>	<u>2005</u>
Vehicle Acquisitions (locomotives, cabs, trailers, LRVs, buses, other)	<u></u>	<u></u>
Date Initial Service Will Begin Operation	<u>N/A</u>	<u>2006</u>
Date Full Service Will Begin Operation	<u>N/A</u>	<u></u>

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 _____ Record of Decision _____

Item 8. Financial Plan

- a. Complete the following Project Financial Plan showing all sources of capital funds that will be used to finance the total project cost, including this application. (Agencies may provide their own financial plan format, providing all required information is presented.)
- b. Describe the assumptions and process for how the projected capital costs were developed.
- c. Describe the prior commitments that your agency has obtained for this project.

**Santa Cruz Branch Rail Line Acquisition
 Project Financial Plan (Capital)**

REVENUES:		
1998 STIP (Environmental Review)	225,000	(1)
Transportation Development Act	262,000	(1)
2000 STIP Augumentation	10,000,000	(2)
FY 03 Federal Appropriation	1,500,000	(2)
Proposition 116	11,000,000	Pending
TOTAL REVENUES	22,987,000	
 EXPENDITURES:		
Right-of-Way Acquisition, Track Upgrade and Contingency	22,142,000	
Acquisition Env. Rev.	20,000	Completed 4/02
Phase II Env. Site Assessment	120,000	
Rec. Rail Env. Review	85,000	
Other Acquisition Costs	620,000	(3)
TOTAL EXPENDITURES	22,987,000	

(1) Programmed and Allocated
 (2) Programmed
 (3) New Appraisals, Title Review and Insurance, Business Plan, Legal Fees, STB Filings, RFPs for Freight and Rec. Rail Service, Haz. Mat. Insurance, Public Notification, Historic Site Review

Item 8
 Project Financial Plan
 Cash Flow Expenditure
 (In Thousands)

Project Name: Santa Cruz & Davenport Branch Rail Line Acquisition and Recreational Rail Service

Agency Name: Santa Cruz County Regional Transportation Commission (SCCRTC)

RIGHT-OF-WAY & CONSTRUCTION	Prior Allocation	Current Request	FY/03-04 Qtr 1	FY/03-04 Qtr 2	FY/03-04 Qtr 3	FY/03-04 Qtr 4	FY/04-05 Qtr 1	FY/04-05 Qtr 2	FY/04-05 Qtr 3	FY/04-05 Qtr 4	Future Request	Project Total
FUNDING SOURCE												
STATE												
TCI												
PRBF(Prop 108) AB 973												
Prop 116		\$300,000	\$10,000	\$58,000	\$232,000						\$10,700,000	\$11,000,000
FCR												
State-Local Partnership												
TSM (CMAQ)												
ISTEA (STP)												
Reg. Share STIP	\$225,000										\$10,000,000	\$10,225,000
LOCAL												
Match for TCI												
Match for AB 973												
Match for Prop 116												
Match for TSM												
CMAQ												
STP												
TDA	\$262,000											\$262,000
FEDERAL												
FTA Section 9												
FTA Section 3												
Demonstration												
Earmark											\$1,500,000	\$1,500,000
Subtotal	\$487,000	\$300,000	\$10,000	\$58,000	\$232,000						\$22,200,000	\$22,987,000

Item 8

**Project Financial Plan
Cash Flow Expenditure
(In Thousands)**

Project Name: Santa Cruz & Davenport Branch Rail Line Acquisition and Recreational Rail Service

Agency Name: Santa Cruz County Regional Transportation Commission (SCCRTC)

CONSTRUCTION¹	Prior Allocation	Current Request	FY/03-04	FY/03-04	FY/03-04	FY/03-04	FY/04-05	FY/04-05	FY/04-05	FY/04-05	Future Request	Project Total
FUNDING SOURCE			Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4		
STATE												
TCI												
PRBF(Prop 108) AB 973												
Prop 116												
FCR												
State-Local Partnership												
TSM (CMAQ)												
ISTEA (STP)												
Reg. Share STIP												
LOCAL												
Match for TCI												
Match for AB 973												
Match for Prop 116												
Match for TSM												
CMAQ												
STP												
TDA												
FEDERAL												
FTA Section 9												
FTA Section 3												
Demonstration												
Earmark												
Subtotal												

¹ See page 1 of Project Financial Plan

Item 8

Project Name: Santa Cruz & Davenport Branch Rail Line Acquisition and Recreational Rail Service

Project Financial Plan

Cash Flow Expenditure

Agency Name: Santa Cruz County Regional Transportation Commission (SCCRTC)

(In Thousands)

VEHICLE	Prior Allocation	Current Request	FY/03-04 Qtr 1	FY/03-04 Qtr 2	FY/03-04 Qtr 3	FY/03-04 Qtr 4	FY/04-05 Qtr 1	FY/04-05 Qtr 2	FY/04-05 Qtr 3	FY/04-05 Qtr 4	Future Request	Project Total
ACQUISITION												
FUNDING SOURCE												
STATE												
TCI												
PRBF(Prop 108) AB 973												
Prop 116												
FCR												
State-Local Partnership												
TSM (CMAQ)												
ISTEA (STP)												
Reg. Share STIP												
LOCAL												
Match for TCI												
Match for AB 973												
Match for Prop 116												
Match for TSM												
CMAQ												
STP												
TDA												
FEDERAL												
FTA Section 9												
FTA Section 3												
Demonstration												
Earmark												
Subtotal												

Item 8

Project Financial Plan
Cash Flow Expenditure
(In Thousands)

Project Name: Santa Cruz & Davenport Branch Rail Line Acquisition and Recreational Rail Service

Agency Name: Santa Cruz County Regional Transportation Commission (SCCRTC)

PROJECT SUMMARY	Prior Allocation	Current Request	FY/03-04 Qtr 1	FY/03-04 Qtr 2	FY/03-04 Qtr 3	FY/03-04 Qtr 4	FY/04-05 Qtr 1	FY/04-05 Qtr 2	FY/04-05 Qtr 3	FY/04-05 Qtr 4	Future Request	Project Total
STATE												
TCI												
PRBF(Prop 108) AB 973												
Prop 116		\$300,000	\$10,000	\$58,000	\$232,000						\$10,700,000	\$11,000,000
FCR												
State-Local Partnership												
TSM (CMAQ)												
ISTEA (STP)												
Reg. Share STIP	\$225,000										\$10,000,000	\$10,225,000
LOCAL												
Match for TCI												
Match for AB 973												
Match for Prop 116												
Match for TSM												
CMAQ												
STP												
TDA	\$262,000											\$262,000
FEDERAL												
FTA Section 9												
FTA Section 3												
Demonstration												
Earmark											\$1,500,000	\$1,500,000
TOTAL	\$487,000	\$300,000	\$10,000	\$58,000	\$232,000						\$22,200,000	\$22,987,000

DRAFT - Santa Cruz Branch Rail Line ROW Acquisition Project - DRAFT
Projected Timeline

	Apr 03	May 03	Jun 03	Jul 03	Aug 03	Sep 03	Oct 03	Nov 03	Dec 03	Jan 04	Feb 04	Mar 04	Apr 04	May 04	Jun 04	Jul 04	Aug 04	Sep 04	Oct 04	Nov 04	Dec 04	Jan 05	Feb 05	
A. Prop 116 Application																								
1. RTC Considers Developing Draft Prop 116 App with Rec Rail	█																							
2. Develop Draft Prop 116 App	█																							
3. Obtain Caltrans ROW Approval	█																							
4. CTC Staff Reviews Draft Prop 116 App										█														
5. Revise Final Prop 116 App											█													
6. RTC Considers Final Prop 116 App												█												
7. CTC Considers Final Prop 116 App and STIP Alloc													█											
B. Appraisal Work																								
1. Consider and Release RFP for Appraisal and Review Appraisal				█																				
2. Select Appraiser and Review Appraiser																								
3. Conduct Appraisal							█																	
4. Conduct Review Appraisal																								
5. RTC Considers Appraisal and Review Appraisal																								
C. Recreational Rail EIR																								
1. Consider and Release RFP	█																							
2. Develop Draft Rec. Rail PSR		█																						
3. RTC Considers Rec Rail PSR																								
4. Select Rec. Rail EIR Consultant and Issue Contract			█																					
5. Develop Initial Study																								
6. RTC Considers & Releases Initial Study																								
7. Draft EIR Documents					█																			
8. RTC Considers Draft EIR																								
9. Develop Final EIR																								
D. Phase II Environmental Site Assessment																								
1. Obtain and Finalize UP Right of Entry Agreement		█																						
2. Site Reconnaissance and Work Plan Approval				█																				
3. Agency Coordination																								
4. Field Testing, Sampling and Analysis																								
5. Prepare Reports																								
E. Acquisition Tasks																								
1. Negotiate Purchase	█																							
2. Develop Draft Business Plan	█																							
3. RTC Considers Draft Business Plan																								
4. Implement Pre-purchase Tasks					█																			
6. Finalize Business Plan																								
5. Draft Purchase Agreement																								
7. Finalize Purchase Agreements																								
8. Conduct Due Diligence, Prepare Property Transfer & Close Escrow																								

DRAFT - Santa Cruz Branch Rail Line ROW Acquisition Project - DRAFT
Projected Timeline

	Apr 03	May 03	Jun 03	Jul 03	Aug 03	Sep 03	Oct 03	Nov 03	Dec 03	Jan 04	Feb 04	Mar 04	Apr 04	May 04	Jun 04	Jul 04	Aug 04	Sep 04	Oct 04	Nov 04	Dec 04	Jan 05	Feb 05
F. Title Work																							
1. Consider and Release RFP for Title Work					■	■																	
2. Select Title Company							■																
3. Conduct Title Search and Issue Preliminary Report								■	■	■	■												
4. Review Prelim. Report and Issue Comments											■												
5. Prepare Revised Prelim. Title Report												■	■	■									
6. RTC Considers Revised Prelim. Title Report															■								
7. Obtain All Unrecorded Agreements Affecting ROW						■	■	■															
8. Review All Unrecorded Agreements Affecting ROW								■	■	■													
G. STB Filings																							
1. Prepare and File Application with STB																	■	■	■				
2. STB Considers Application and Issues Ruling																	■	■	■	■			
3. Period for Challenges to STB Ruling																				■	■	■	■
H. Insurance																							
1. Investigate Hazardous Materials Coverage											■	■	■	■									
2. Obtain Hazardous Materials Coverage Quotes																					■	■	■
3. Investigate Property and Liability Coverage														■	■	■							
4. Obtain Final Property/Liability Coverage Quotes and Binders																					■	■	■
I. Access Funds																							
1. RTIP and FTIP Amendments (Prop 116 and Fed Earmark)						■	■	■	■	■													
2. Consider Bonding														■	■	■	■						
3. Request Funds (Refer to A8 above)												■	■	■	■								
4. Fund Transfer Agreements															■	■							
5. Invoice for Funds																■	■						
J. Shortline Service Freight																							
1. Consider and Release RFP for Shortline Freight Service																■	■	■					
2. Conduct Interviews and Select Shortline Operator																	■	■	■	■			
3. Shortline Transition Period																					■	■	■
K. Recreational Passenger Service																							
1. Consider and Release RFP for Rec. Passenger Service																■	■	■					
2. Conduct Interviews and Select Rec. Passenger Operator																	■	■	■	■			
L. Coastal Rail Trail																							
1. Liaison with Friends of the Rail Trail, MB Sanctuary Trail, Coastal Cons.	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
2. Secure Right of Entry from UP										■	■												
3. Develop Workplan & Initiate MP/EIR											■	■											
4. Master Plan & EIR Process													■	■	■	■	■	■	■	■	■	■	■
M. Public Notification																							
1. Develop & Maintain Mailing List			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
2. Notice to Rail ROW Neighbors Using EMIS					■	■	■																
3. NOP and Initial Study						■																	
4. Draft Rec Rail EIR								■	■	■													
5. Final Rec Rail EIR										■	■	■											
6. Final Prop 116 Application										■	■												

Attachment 1

RESOLUTION NO. 02-04

Adopted by the Santa Cruz County Regional Transportation Commission
On the date of August 7, 2003
On the motion of Commissioner Almquist
Duly seconded by Commissioner Norton

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO SUBMIT A PROPOSITION
116 APPLICATION FOR \$300,000 FOR PRE-ACQUISITION ACTIVITIES
ASSOCIATED WITH THE SANTA CRUZ BRANCH RAIL LINE ACQUISITION PROJECT

WHEREAS, under the Clean Air and Transportation Improvement Act of 1990 (Proposition 116) the Santa Cruz County Regional Transportation Commission is eligible to receive up to \$11 million dollars for passenger rail projects in Santa Cruz County; and

WHEREAS, in 1999, the Regional Transportation Commission approved acquiring the Santa Cruz Branch Rail for future transportation purposes as part of its final decision on the *Major Transportation Investment Study of the Watsonville-Santa Cruz-UCSC Corridor*; and

WHEREAS, in 2001 through SB 465, the Regional Transportation Commission established itself as a Rail/Trail Authority to oversee rail road to acquire and oversee rail road rights-of-way in Santa Cruz County; and

WHEREAS, the Santa Cruz Branch Rail Line Acquisition Project is included in the *2001 Regional Transportation Plan* as a project constrained in the Action Element; and

WHEREAS, the Regional Transportation Commission has been negotiating with Union Pacific Railroad to acquire the Santa Cruz Branch Rail Line; and

WHEREAS, the Regional Transportation Commission has approved drafting a Proposition 116 application for acquisition of the Santa Cruz Branch Rail Line with recreational rail service between Capitola and Seascape; and

WHEREAS, the Regional Transportation Commission has approved conducting the locally required environmental impact report for the recreational rail service between Capitola and Aptos with a possible extension to Seascape.

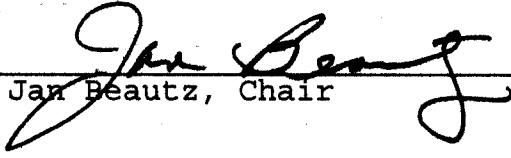
THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION THAT:

1. The Executive Director is authorized to submit a partial Proposition 116 application for \$300,000 for pre-acquisition activities related to Santa Cruz Branch Rail Acquisition Project and to enter into any necessary agreements, including amendments to agreements, to obtain and use these Proposition 116 funds.

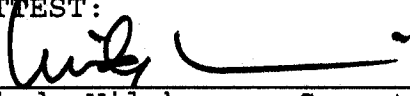
2. SCCRTC has the financial and institutional ability to implement the project and is empowered to let a contract, sue or be sued by another entity or persons and has other responsibilities as provided pursuant to its authority under Government Code Sections 67940 and 67941.
3. When completed, the project will be available to the general public, and its primary purpose will be to benefit the public and does not exclusively benefit a private entity or individual.
4. The matching funds required for this project are available and committed to this project, and SCCRTC has the authority to expend the funds.
5. If the project exceeds the state funds available, SCCRTC shall use other funds to backfill the cost increases to complete the project.
6. SCCRTC will comply with the California Transportation Commission's (CTC) Hazardous Waste Identification and Clean-Up Policy for Rail Rights-of-Way, as applicable, and take the following actions:
 - a. Fully investigate the absence/presence of hazardous wastes on the project's right-of-way.
 - b. Take reasonable steps to assure full due diligence, clean-up of the site, as appropriate and indemnify the State of California's future clean-up liability or damages, as well as not seeking state funds for clean-up, damage, or liability costs associated with hazardous waste.
7. SCCRTC will comply with the CTC's Timely Use of Funds Policies.
8. No other capital funds previously programmed, planned, or approved for rail purposes will be used for other than rail purposes.
9. The project does not have unnecessary enhancements and is not an elaborate alternative.
10. No new or increased development fees, taxes, exactions, or permit fees will be included in the operating budget for the project, or for the purpose of matching Proposition 116 grants.
11. A Transit Integration Plan will be completed and submitted to the CTC for review before the recreational rail service begins operation.
12. A passenger rail safety program will be in place before the recreational rail service begins operation.

13. SCCRTC will comply with the Proposition 116 accessibility requirements for the disabled and for providing access to bicyclists.


AYES: COMMISSIONERS Almquist, Reetz, Quintanilla, De La Paz, Fitzmaurice,
Johnson, Norton, Pirie, Reilly, Spence, Schiffrin
NOES: COMMISSIONERS Keogh
ABSENT: COMMISSIONERS



Jan Beautz, Chair

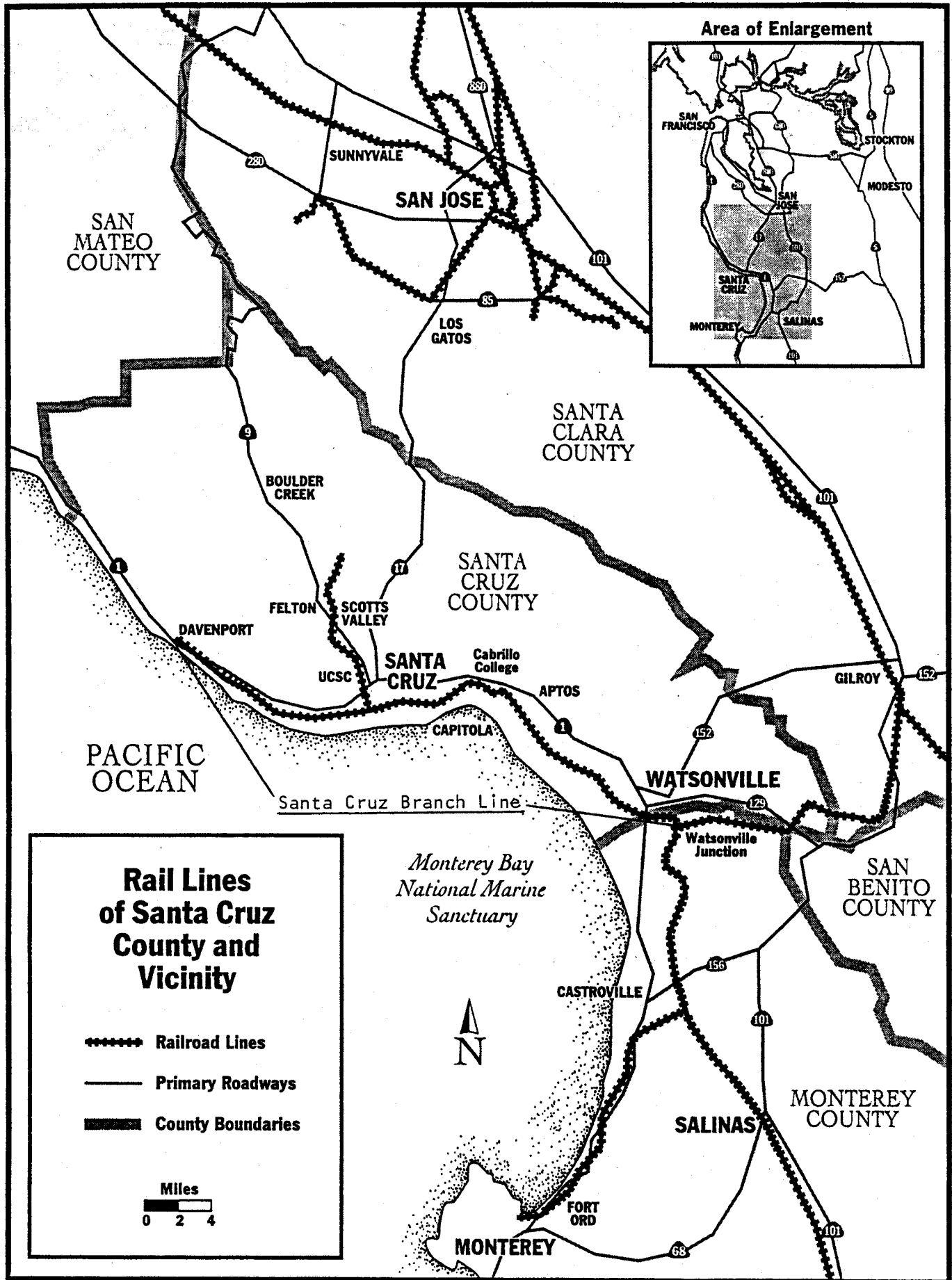
ATTEST:


Linda Wilshusen, Secretary

APPROVE AS TO FORM:


County Counsel

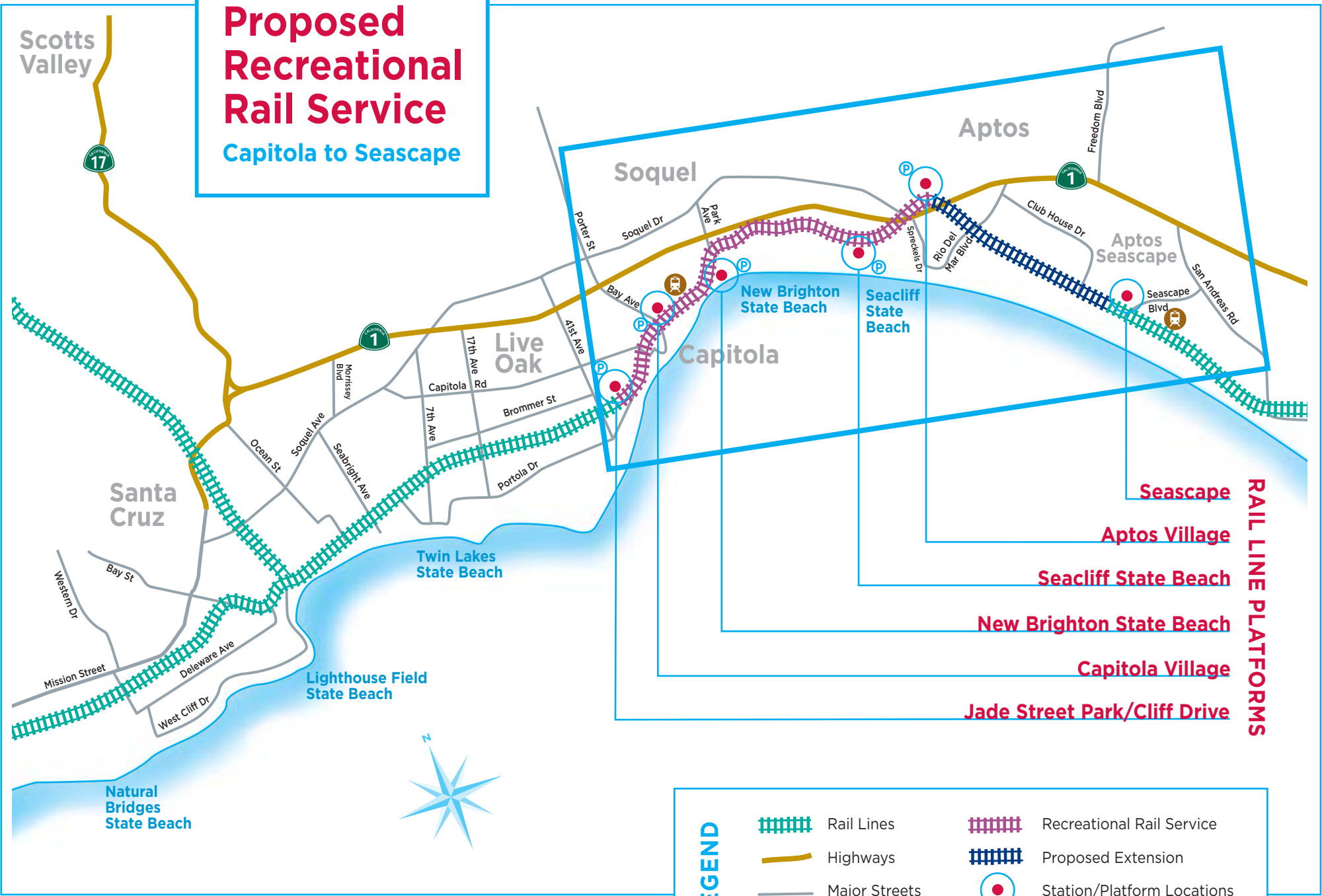
Distribution: Auditor-Controller
RTC Fiscal



SOURCE: Santa Cruz County Regional Transportation Commission November 1995

Proposed Recreational Rail Service

Capitola to Seascapes



RAIL LINE PLATFORMS

LEGEND

	Rail Lines		Recreational Rail Service
	Highways		Proposed Extension
	Major Streets		Station/Platform Locations
	Storage Track		Parking

SAM FARR
17TH DISTRICT, CALIFORNIA

Attachment 3

1221 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0517
(202) 225-2861

COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEES:

AGRICULTURE, RURAL DEVELOPMENT, FOOD AND
AGING ADMINISTRATION, AND RELATED AGENCIES

MILITARY CONSTRUCTION

CHAIR, CALIFORNIA DEMOCRATIC
CONGRESSIONAL DELEGATION

CO-CHAIR, CONGRESSIONAL TRAVEL AND
TOURISM CAUCUS

Congress of the United States
House of Representatives
Washington, DC 20515-0517

100 WEST ALISAL
SALINAS, CA 93901
(831) 424-2229

701 OCEAN STREET
ROOM 318
SANTA CRUZ, CA 95060
(831) 429-1976

sanfarr@mail.house.gov

www.house.gov/farr

August 6, 2003

The Honorable R. Kirk Lindsey
Chair, California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Mr. Chairman:

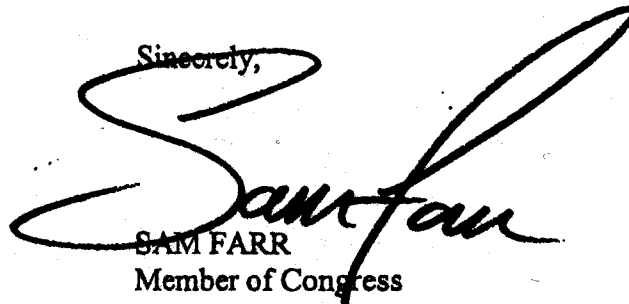
I am writing to convey my strong support for the Proposition 116 application submitted by the Santa Cruz County Regional Transportation Commission (SCCRTC) to fund Pre-Acquisition Activities for the *Santa Cruz & Davenport Branch Rail Line Acquisition and Recreational Rail Service* project.

The acquisition of this coastal rail corridor has been a priority for SCCRTC since the completion of the *1998 Major Transportation Investment Study for the Watsonville-Santa Cruz-UCSC Corridor*. SCCRTC's twin goals of providing recreational rail service and developing a coastal trail (rail-with-trail) on this underutilized right-of-way offer a unique opportunity to provide vastly improved access to all primary destinations in Santa Cruz County including the downtowns of Santa Cruz, Capitola and Watsonville; urban, residential and industrial zones; schools and colleges; and much of Santa Cruz County's 29 miles of beaches, state parks and other visitor attractions fronting on the Monterey Bay National Marine Sanctuary.

The projects envisioned for this right-of-way will also help to reduce congestion by making more efficient and effective use of existing transportation resources. In addition, the projects would enhance economic activity associated with the local tourism industry, a key sector of the local economy, which has suffered recently due to world events and economic conditions beyond local control.

Thank you for your time and attention to this matter.

Sincerely,



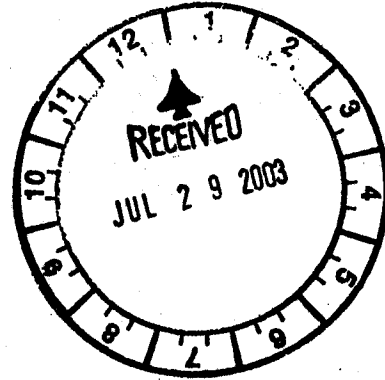
SAM FARR
Member of Congress

SF/aa



Coastal Conservancy

July 28, 2003



R. Kirk Lindsey
Chairperson, California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Dear Chairperson Lindsey:

I am writing to express the support of the Coastal Conservancy for the Proposition 116 application submitted to the CTC by the Santa Cruz County Regional Transportation Commission (SCCRTC). The proposed project is entitled *Santa Cruz & Davenport Branch Rail Line Acquisition and Recreational Rail Service*, and the recommended grant would fund pre-application activities.

Public acquisition of this coastal rail corridor is a top priority for SCCRTC, as described in the *1998 Major Transportation Investment Study for the Watsonville-Santa Cruz-UCSC Corridor*. With this purchase, SCCRTC could meet two important goals that would encourage public access to the coast: providing recreational passenger rail service; and developing a compatible trail for non-motorized (hike/bike) users. The Coastal Conservancy is particularly supportive of the substantial contribution that this project would make to completion of the California Coastal Trail, and approval of the Proposition 116 funds may enable the SCCRTC to access additional State funds in support of the project through the Coastal Conservancy.

Thank you for your attention to this recommendation.

Very truly yours,

Sam Schuchat
Executive Officer

1330 Broadway, 11th Floor

Oakland, California 94612-2530

510-286-1015 Fax: 510-286-0470

cc: Linda Wilshusen, Executive Director, SCCRTC ✓



DEPARTMENT OF PARKS AND RECREATION
Santa Cruz District
600 Ocean Street
Santa Cruz, CA 95060

Ruth G. Coleman, Acting Director

July 28, 2003

R. Kirk Lindsey
Chair, California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chair Lindsey,

The Santa Cruz District of the California Department of Parks and Recreation supports the Proposition 116 application submitted by the Santa Cruz County Regional Transportation Commission (SCCRTC) to fund Pre-Acquisition Activities for the *Santa Cruz & Davenport Branch Rail Line Acquisition and Recreational Rail Service* project.

SCCRTC's twin goals of providing recreational rail service and developing a coastal trail (rail-with-trail) on this underutilized right-of-way offer a unique opportunity to provide vastly improved access to all primary destinations in Santa Cruz County including the downtowns of Santa Cruz, Capitola and Watsonville; urban, residential and industrial zones; schools and colleges; and much of Santa Cruz County's 29 miles of beaches, numerous state parks and other visitor attractions fronting on the Monterey Bay National Marine Sanctuary.

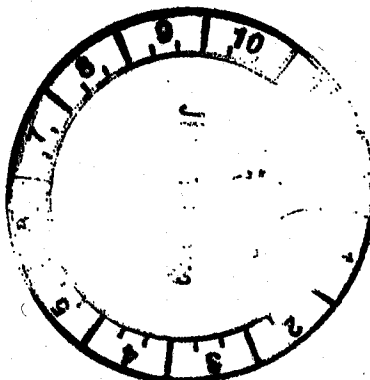
The projects envisioned for this right-of-way would enhance economic activity associated with the local tourism industry.

California State Parks, Santa Cruz District, wholeheartedly supports the SCCRTC's efforts to acquire the Santa Cruz and Davenport Branch Lines and recommend approval of their current and planned future applications for Proposition 116 funds.

Thank you very much for considering our recommendation.

Sincerely,

David K. Vincent
District superintendent

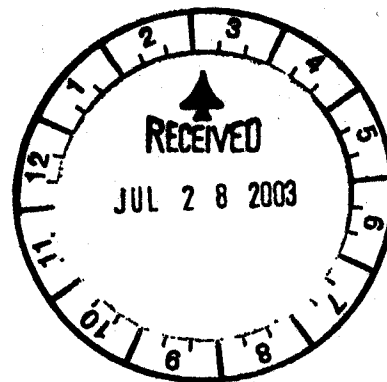


cc: Senator Bruce McPherson
Assemblyman John Laird
SCCRTC

Seascope

R E S O R T
Monterey Bay

July 25, 2003



R. Kirk Lindsey
Chair, California Transportation Commission
1120 N. Street
Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chair Lindsey,

Seascope Resort supports the proposition 116 application by the Santa Cruz County Regional Transportation Commission to fund pre-acquisition activities for the Santa Cruz and Davenport Branch Rail Line acquisition and Recreation Rail Service Project.

The acquisition of this coastal rail corridor can provide a unique opportunity for a multitude of uses for this underutilized right-of-way. Being able to provide tourists and residents access to a rail-trail system along the coast, improving access to all primary destinations within the county as well as much of Santa Cruz County's 29 miles of beaches, is an exceptional opportunity.

The project envisioned for this right-of-way will undoubtedly help reduce congestion by making more efficient and effective use of existing transportation resources. And the prospect of a rail-trail system at the doorstep of our community will truly enhance our promotion capabilities to the family vacation markets we so desperately need to sustain our Resort environment.

Seascope Resort wholeheartedly supports the SCCRTC's efforts to acquire the Santa Cruz and Davenport Branch Lines and recommend approval of their current and planned future applications for proposition 116 funds.

Sincerely,


Jim Maggio
General Manager

cc: Senator Bruce McPherson
Assemblyman John Laird
SCCRTC

UNIVERSITY OF CALIFORNIA, SANTA CRUZ

BERKELEY • DAVIS • IRVINE • LOS ANGELES • RIVERSIDE • SAN DIEGO • SAN FRANCISCO

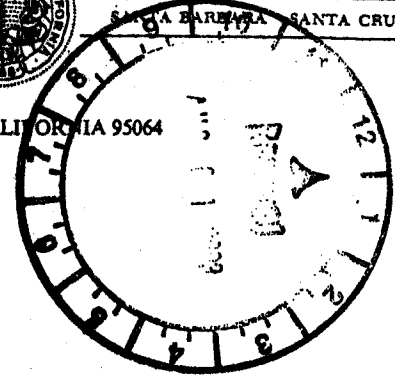


SANTA BARBARA SANTA CRUZ

July 24, 2003

R. Kirk Lindsey
Chair, California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

SANTA CRUZ, CALIFORNIA 95064



Dear Chair Lindsey,

University of California, Santa Cruz Transportation and Parking Services supports the Proposition 116 application submitted by the Santa Cruz County Regional Transportation Commission (SCCRTC) to fund Pre-Acquisition Activities for the *Santa Cruz & Davenport Branch Rail Line Acquisition and Recreational Rail Service* project.

The acquisition of this coastal rail corridor has been a priority for SCCRTC since the completion of the *1998 Major Transportation Investment Study for the Watsonville-Santa Cruz-UCSC Corridor*. SCCRTC's twin goals of providing recreational rail service and developing a coastal trail (rail-with-trail) on this underutilized right-of-way offer a unique opportunity to provide vastly improved access to all primary destinations in Santa Cruz County including the downtowns of Santa Cruz, Capitola and Watsonville; urban, residential and industrial zones; schools and colleges; and much of Santa Cruz County's 29 miles of beaches, state parks and other visitor attractions fronting on the Monterey Bay National Marine Sanctuary.

The projects envisioned for this right-of-way will also help to reduce congestion by making more efficient and effective use of existing transportation resources. In addition, the projects would enhance economic activity associated with the local tourism industry, a key sector of the local economy which has suffered recently due to world events and economic conditions beyond local control.

University of California, Santa Cruz Transportation and Parking Services wholeheartedly supports the SCCRTC's efforts to acquire the Santa Cruz and Davenport Branch Lines and recommends approval of SCCRTC current and planned future applications for Proposition 116 funds.

Thank you very much for considering our recommendation.

Sincerely,

A handwritten signature in black ink, appearing to read "Wes Scott".

Wes Scott
Director, Transportation and Parking Services

cc: Senator Bruce McPherson
Assemblyman John Laird
SCCRTC



R. Kirk Lindsey
Chair, California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chair Lindsey,

The Santa Cruz County Friends of the Rail Trail (FORT) supports the Proposition 116 application submitted by the Santa Cruz County Regional Transportation Commission (SCCRTC) to fund Pre-Acquisition Activities for the *Santa Cruz & Davenport Branch Rail Line Acquisition and Recreational Rail Service* project.

The acquisition of this coastal rail corridor has been a priority for SCCRTC since the completion of the *1998 Major Transportation Investment Study for the Watsonville-Santa Cruz-UCSC Corridor*. SCCRTC's twin goals of providing recreational rail service and developing a coastal trail (rail-with-trail) on this underutilized right-of-way offer a unique opportunity to provide vastly improved access to all primary destinations in Santa Cruz County including the downtowns of Santa Cruz, Capitola and Watsonville; urban, residential and industrial zones; schools and colleges; and much of Santa Cruz County's 29 miles of beaches, state parks and other visitor attractions fronting on the Monterey Bay National Marine Sanctuary.

The projects envisioned for this right-of-way will also help to reduce congestion by making more efficient and effective use of existing transportation resources. In addition, the projects would enhance economic activity associated with the local tourism industry, a key sector of the local economy, which has suffered recently due to world events and economic conditions beyond local control.

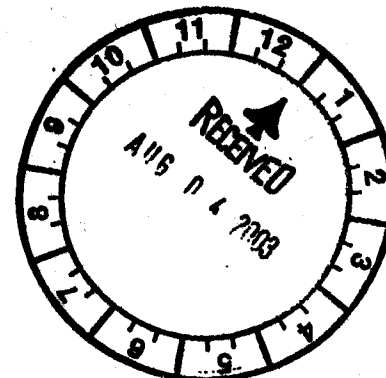
Friends of the Rail Trail, a not for profit organization, wholeheartedly supports the SCCRTC's efforts to acquire the Santa Cruz and Davenport Branch Lines and recommend approval of their current and planned future applications for Proposition 116 funds.

Thank you very much for considering our recommendation.

Sincerely,

David Wright, Mike Dalbey, Bob Riley
Steering Committee
Santa Cruz County Friends of the Rail Trail

cc: Senator Bruce McPherson
Assemblyman John Laird
SCCRTC





APTOS

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R. Kirk Lindsey
Chair, California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chair Lindsey,

The Aptos Chamber of Commerce Board of Directors supports the Proposition 116 application submitted by the Santa Cruz County Regional Transportation Commission (SCCRTC) to fund Pre-Acquisition Activities for the *Santa Cruz & Davenport Branch Rail Line Acquisition and Recreational Rail Service* project.

The acquisition of this coastal rail corridor has been a priority for SCCRTC since the completion of the *1998 Major Transportation Investment Study for the Watsonville-Santa Cruz-UCSC Corridor*. SCCRTC's twin goals of providing recreational rail service and developing a coastal trail (rail-with-trail) on this underutilized right-of-way offer a unique opportunity to provide vastly improved access to all primary destinations in Santa Cruz County including the downtowns of Santa Cruz, Capitola and Watsonville; urban, residential and industrial zones; schools and colleges; and much of Santa Cruz County's 29 miles of beaches, state parks and other visitor attractions fronting on the Monterey Bay National Marine Sanctuary.

The projects envisioned for this right-of-way will also help to reduce congestion by making more efficient and effective use of existing transportation resources. In addition, the projects would enhance economic activity associated with the local tourism industry, a key sector of the local economy which has suffered recently due to world events and economic conditions beyond local control.

The Aptos Chamber wholeheartedly supports the SCCRTC's efforts to acquire the Santa Cruz and Davenport Branch Lines and recommend approval of their current and planned future applications for Proposition 116 funds.

Thank you very much for considering our recommendation.

Sincerely,

John Hibble
Executive Director

cc: Senator Bruce McPherson
Assemblyman John Laird
SCCRTC

The Campaign for Sensible Transportation

P.O. Box 604, Santa Cruz, CA 95061 — 831 · 425 · 0665 — www.sensibletransportation.org

August 7, 2003

R. Kirk Lindsey, Chair
California Transportation Commission
1120 N Street
Room 2221 (MS - 52)
Sacramento, CA 95814

Dear Chairman Lindsey:

We write to express our wholehearted support for the Proposition 116 application submitted by the Santa Cruz County Regional Transportation Commission (SCCRTC) to fund Pre-acquisition Activities for the *Santa Cruz & Davenport Branch Rail Line Acquisition and Recreational Rail Service* project.

Santa Cruz County is fortunate in having an operating rail corridor that links three of the four cities in the county, in addition to providing potential access to its many beaches and parks.

In addition, this branch rail line provides a potential link to the main line at its southern end at Watsonville Junction. The rail corridor is currently greatly underused, with only a few freight trains per week carrying coal to the Davenport cement plant.

The proposal currently being considered by the SCCRTC envisions both recreational rail service and a bicycle/pedestrian trail paralleling the rail line, similar to the *Heritage Rail Trail* in York County, Pennsylvania. We believe both the rail service and the rail trail will provide much needed transportation modes for both county residents and visitors, and will become popular and will be heavily used.

In short, the Campaign for Sensible Transportation strongly supports the efforts by the SCCRTC to acquire this right-of-way so that the envisioned projects can be put in place. We urge that the application be approved.

Sincerely,



Peter Scott, for
the Campaign for Sensible Transportation

cc: Senator Bruce McPherson
Assemblymember John Laird
Executive Director Linda Wilshusen

Participating Organizations: Fishhook Neighbors ♦ Sierra Club ♦ National Bicycle Greenway ♦ People Power
Aptos Neighbors Board of Directors ♦ The Coalition for the Environment and Jewish Life ♦ Mission Pedestrian
