

Chapter II

PROJECT DESCRIPTION

A. Introduction

Subsequent to the release of the Draft EIR in May 2004, the SCCRTC released a draft business plan in August 2004 that provided more detail about the operating plan and service assumptions for the proposed recreational rail project. The operating plan included in the draft business plan includes considerably fewer daily trips as well as a shortened service window for operation.

This chapter includes a description of both the Original Project and the Business Plan Project Alternative. The differences inherent in the Business Plan Project Alternative are called out in Section C of this chapter: “Project Characteristics – Operations and Ridership”. All other aspects of the two project descriptions, including length of track, location and number of passenger platforms, and sidings and maintenance arrangements, are identical.

Several comments on the May 2004 Draft EIR asked for clarification on the issue of segmentation, since the proposed 6-mile corridor is part of a larger 32-mile corridor being considered for acquisition by the SCCRTC. Commenters also asked for clarification on the relationship between the recreational rail project and the bike and pedestrian pathway that is also being considered for the corridor. Some commenters feel that the pedestrian pathway should be evaluated as part of the recreational rail project. Both of these issues are addressed in Section D “Scope of the Project”.

Several commenters also asked about possible nighttime operation of freight service, suggesting that the operation of the proposed passenger service would cause the freight service to operate outside of those hours. This issue is addressed in more detail in Section C. The proposed recreational rail service will not disrupt the existing freight service. The recreational rail service will yield to the freight service and will pull off onto one of the two proposed sidings to allow the freight service to pass. Radio communication between operators will allow for effective coordination. BUDD Rail Cars were identified as vehicles for use in this recreational rail service specifically because they can operate on the same track at the same time as freight locomotives using pull out sidings.

B. Project Site Location, Setting, and Ownership

The proposed project would be located within the jurisdiction of Santa Cruz County and the City of Capitola (See Figure 1 – Project Location). Service would run between Capitola and Aptos villages, in Santa Cruz County, with a proposed extension to Seascape. The length of the rail service would be approximately 6 miles. Six passenger platforms would be located along the rail line, as well as two siding locations (See Figure 2 – Station and Siding Locations) for train storage and to allow freight train passage.

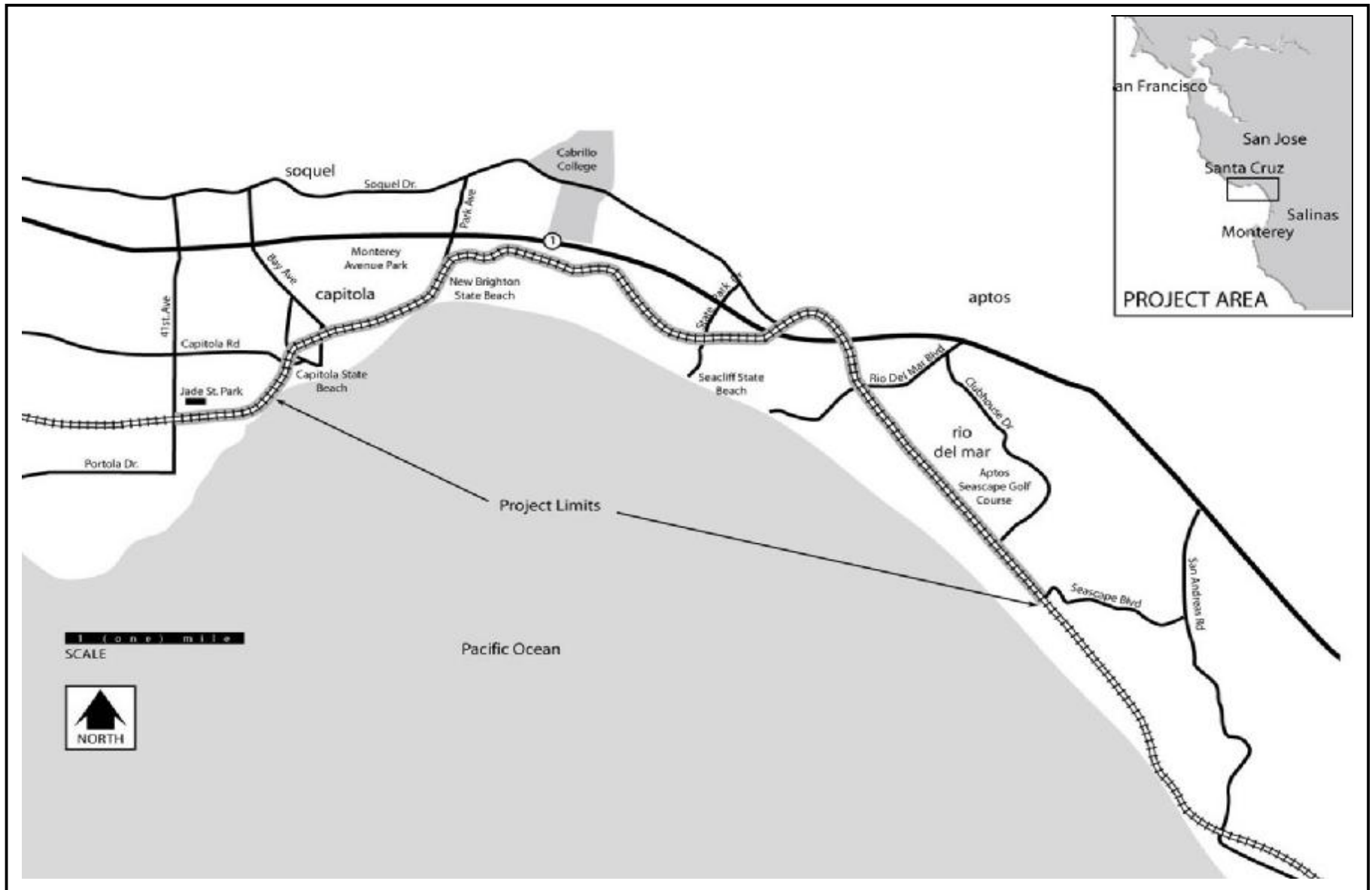


Figure 1
Project Location
Not to Scale

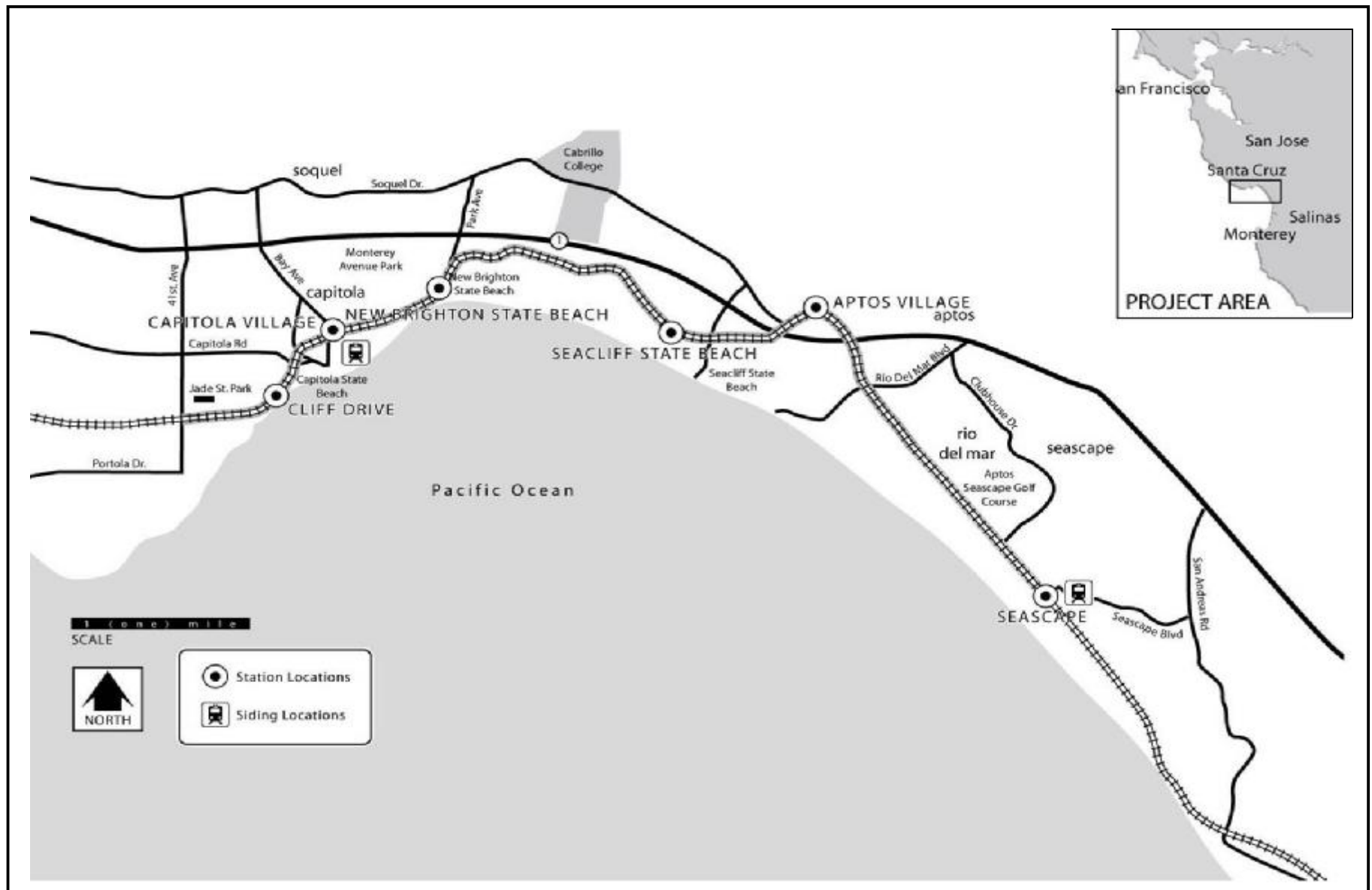


Figure 2
 Station and Siding Locations
Not to Scale

The setting of the existing branch rail and proposed project includes low/medium and high density residential, commercial and visitor-serving uses, parks and open space and community facilities. In particular, the line passes near or through Jade Street Park, Soquel Creek Park, Capitola Village and City Beach, New Brighton State Beach and Campground, Seacliff State Beach, Aptos County Park, Nisene Marks State Park, Aptos Village, Hidden Beach Park, and Seascape Resort.

The line also crosses several creeks and drainages, including Soquel Creek, Tannery Gulch, Borregas Creek, Aptos Creek and Trout Gulch.

The existing rail line is approximately 32 miles long and as noted previously, SCCRTC has adopted a negative declaration addressing the impacts of SCCRTC acquisition of the line. The branch line is still owned by Union Pacific Railroad, which runs freight service on the branch line between the Watsonville Junction in Pajaro, Monterey County, to the RMC Pacific Materials cement plant in Davenport, Santa Cruz County. The freight service typically runs three round trips per week on Monday, Wednesday and Friday between Watsonville and Davenport, however Union Pacific is a privately owned business and may run any level of service on a schedule of their choosing.

The north western portion of the Recreational Rail project is located within the city limits of Capitola. Land uses adjacent to the right of way include low/medium and high density residential, commercial, visitor serving uses, parks and open space and community facilities. The remainder of the project alignment is located within unincorporated portions of Santa Cruz County. Land uses adjacent to the project alignment in the unincorporated areas of the county consist primarily of low to medium density residential, commercial, open space and State Parks property.

C. Project Characteristics

The proposed project would utilize a six-mile portion of the existing Santa Cruz and Davenport Branch Rail Line. The proposed recreational rail service would be in addition to the freight rail service that currently operates over the rail line. Freight rail would run independent of the Recreational Rail service and the latter would yield onto sidings for passing freight vehicles.

Rail Operations

For the purposes of this environmental analysis, the rail vehicle proposed for the project would be a two-car rail diesel or similar self-contained, self-propelled rail car that would meet all regulatory requirements for operating a passenger train service and freight train service on the same railroad track (see Chapter IV *Alternatives* for further information regarding alternative vehicles). A single car may also be used for the proposed service. For special events such as the Capitola Art and Wine Festival or the Wharf to Wharf foot race, a larger trainset may be used. Based on the current Federal Railroad Administration designation of the existing tracks, the proposed vehicle could operate up to a maximum of 15 mph. If at some point in the future, the track were upgraded to a Class I designation, the maximum operating speed allowed would be 25 mph.

The Original Project would include hourly trips between 11:00 am and 8:00 pm (9 round trips total) during specific months and days of the year. Service would operate a maximum of 120 days (4 months) during the peak tourist months, primarily in the summer, with an option for additional service for special events, such as the Capitola Art and Wine Festival, the Begonia Festival, the Wharf to Wharf race, and the Monte Fireworks event.

The Business Plan Project Alternative would include hourly trips between two service windows: 11:00 am to 2:00 p.m. and 4:00 p.m. and 7:00 p.m. (4 round trips total) on peak summer recreational days (Friday through Monday). The service would operate for a maximum of 48 days during any one year.

Table II.1 Summary of Project Characteristics

	Original Project	Business Plan Project
Round trips per day	9	4
Hours of Operation	11:00 a.m. to 8:00 p.m. and special events	11:00 a.m. to 2:00 p.m. and 4:00 p.m. to 7:00 p.m.
Days of Service	No restriction	Friday, Saturday, Sunday, Monday
Maximum Number of Service Days per Year	120	48
Estimated Annual Ridership	10,000 to 25,000	5,000 to 12,500

There were several comments regarding what would happen if the existing two to three freight trains per week were moved to nighttime hours (10:00 pm to 7:00 am). It should be noted that neither the SCCRTC nor any other local agency controls the hours of operation of the Union Pacific freight trains. Union Pacific has the ability to operate such trains during nighttime hours at this time. This situation is the “baseline” environmental setting against which, according to CEQA Guidelines section 15125, SCCRTC should assess the environmental effects of its proposed actions. In any event, however, neither the original proposed project nor any of the alternatives includes a temporal separation of freight and passenger operations that would involve the shifting of any current daytime operations to nighttime hours. Rather, when approached by a freight train, the passenger trains would utilize railroad sidings to allow the freight train to pass. The business plan notes that freight and passenger operations would be coordinated using radio communication.

Passenger Station/Platforms

The proposed project includes the installation of passenger station/platforms at six recreational locations and two track sidings (See Figure 2 – Station and Siding Locations). No new parking facilities are proposed as part of the project. Existing and planned parking at each platform is discussed in Chapter III, Section D.2.b.

The proposed passenger station/platforms would be located at the following locations: Cliff Drive, Capitola Village, New Brighton State Beach, Seacliff State Beach, Aptos Village and Seascapes. Station/platform locations were chosen near popular coastal destinations, including Capitola and Aptos Villages, state beaches (New Brighton and Seacliff), community parks and a major resort complex at Seascapes.

The six passenger station/platforms would be flat concrete structures 8 to 10 feet wide and 150 feet long. The station/platforms would be Americans with Disabilities Act compliant¹ and would include associated shelters, lighting, bike racks and other amenities to ensure passenger safety and convenience while boarding and disembarking. Lighting would be installed at each station/platform and would be directed so as to minimize glare on adjacent properties.

The SCCRTC would work with local communities to receive input on the design of each station/platform and, where appropriate, on enhancements that express the community's character. General details of the proposed station/platforms are as follows:

Cliff Drive Station/Platform: The Cliff Drive Station/Platform would be located adjacent to Cliff Drive, west of Capitola Village. Cliff Drive provides convenient access from the west to Capitola Village and the beach. Passengers could walk from the village, City-owned lot behind City Hall or utilize metered parking along Cliff Drive. Up to two parking spaces would need to be relocated to provide access to the station/platform at this location.

Capitola Village Station/Platform: The Capitola Village Station/Platform would be located east of Monterey Avenue, between the track and the south side of Park Avenue.² This location would provide convenient access to Capitola Village and the beach as well as access to the historic train station in Capitola that is now operating as a bed and breakfast inn. Passengers would utilize existing parking at the City operated lot located immediately west of the proposed station/platform, across Monterey Avenue. The City is currently analyzing the feasibility of adding 200 spaces to this fee parking lot and the project has been identified in the City's Capital Improvement Plan.

New Brighton State Beach Station/Platform: The New Brighton State Beach Station/Platform would be located adjacent to Park Avenue, opposite Coronado Street. The site would provide convenient access to a popular state beach and to the residential area across Park Avenue. The track's proximity to the state beach day-use parking lot makes it convenient for those visiting the park (beach visitors and campers) to use the train for access to other destinations along the route.

¹ The Americans with Disabilities Act of 1990 (ADA) requires that buildings and facilities be accessible and useable by people with disabilities.

² This is the location of a storage track that would be close to the position of a historic siding. A future project may be developed by the City of Capitola to improve pedestrian facilities on Park Avenue at the existing Metro bus stop adjacent to this site, thus creating an improved, multi-modal transfer site.

Seacliff State Beach Station/Platform: The Seacliff State Beach Station/Platform would be located west of State Park Drive on the south side of the track. The station/platform would be located approximately 15 feet west of the road so the train would not interfere with traffic on State Park Drive. A walkway and ramp would be extended from the street to the station/platform. The entrance to Seacliff State Beach is one block from the proposed stop, and the beach is less than one-quarter of a mile south of the proposed station/platform. Similar to New Brighton State Beach, the proximity of the proposed station/platform to state beach parking makes it convenient for those visiting the beach to use the train to access other destinations along the route.

Aptos Village Station/Platform: The Aptos Village Station/Platform would be located at the site of the historic train station, adjacent to the existing Aptos Station shopping complex, on the north side of the track. The existing Aptos Village shops, services and parking are adjacent to the platform. The County's Aptos Village Plan, which is currently being updated, includes plans for additional parking near the proposed station/platform. Aptos County Park and the road entrance to Nisene Marks State Park are located one tenth of a mile west of the proposed station/platform.

Seascape Station/Platform: The Seascape Station/Platform would be located at the intersection of Seascape Boulevard and Sumner Avenue, which is northwest of the entrance to the Seascape Conference Center and Resort, between the track and Sumner Avenue. The station/platform would be constructed approximately 15 feet northwest of the intersection so as to not block traffic. Seascape Village shops and services are immediately across Sumner Avenue to the east. The proposed station/platform would be adjacent to the Seascape Conference Center and Resort and west of the entrance to the Seascape County Park and Cliffside walkway.

Siding/Track Extension Locations

Two sidings, or track extensions, would be constructed as part of the proposed project to allow the train to move off the main track while waiting for scheduled departure times and/or schedule recovery and to allow passenger trains to yield to freight service operations. Trains could also be stored overnight on the sidings so as to not have to return to a permanent storage facility. The two sidings are proposed to be located at the Capitola and Seascape Stations.

Capitola Storage Track: A turnout and 250 feet of siding are proposed to be constructed adjacent to the Capitola Village platform. A siding formerly existed at this site when it was operated as the Capitola Depot (approximately 1904 -1950). This siding area is bordered by Monterey Avenue to the east. A row of mature trees separates the ROW from adjacent residential and commercial uses.

Seascape Storage Track: A turnout and 250 feet of siding is also proposed to be constructed in Seascape, approximately one-fifth of a mile east of the proposed passenger station/platform on the north side of the main track. The tracks are on a lower level than Seascape Avenue, necessitating construction of a six-foot retaining wall as part of the track construction. Landscaping would be designed to screen the train and storage facility from nearby residences. There is sufficient space within the existing railroad right of way for the proposed construction.

Road Crossings

The proposed project would not create any new at-grade crossings. Ten existing at-grade crossings currently accommodate the railroad right of way at its intersection with various streets and roads. The existing at-grade crossings are listed in Table II.2. Additional grade-separated crossings exist where the railroad right of way traverses creeks and minor waterways.

Table II.2 – At-Grade Crossings
<ul style="list-style-type: none">• Monterey Avenue (Capitola)• Grove Lane (Capitola, private road)• New Brighton Road (New Brighton State Beach, parks road)• Estates Drive (Seacliff, private road)• Mar Vista Drive (Seacliff)• State Park Drive (Seacliff)• Aptos Creek Road (Aptos, currently a parks road, but will become a county road)• Trout Gulch Road (Aptos)• Club House Drive (Rio Del Mar)• Seascape Boulevard (Seascape, for storage only)

Maintenance Facilities

The proposed project would not require any new maintenance facilities. Maintenance and long-term storage facilities are already available in the area, and it is anticipated that the private operator of the recreational rail service would contract with existing facilities for all maintenance and storage needs.

Site Preparation and Construction

As previously discussed, site preparation and construction would consist of the construction of six ADA - compliant passenger station/platforms, each of which would be 8 to 10 feet wide and 150 feet long and two storage track sidings (one in Capitola and one in Seascape). Construction would also include shelters, sidewalks, lighting, bike racks and related amenities. Some grading would be necessary to construct the facilities. A retaining wall would be necessary to construct the storage track siding in Seascape. Most construction activities would occur within existing railroad right of way with the exception of New

Brighton State Beach Station/Platform. In this location, access from the State Beach parking lot to the station/platform would be constructed on State Park land outside of the right of way.

Construction is estimated to take approximately six weeks to complete, with all station/platforms being constructed simultaneously. Three to four employees would work on each site and work would primarily consist of light digging using grading and paving equipment. No impacts to traffic or freight service would be anticipated from any construction activities, with the possible exception of short-term delays during asphalt placement.

Construction activities would be conducted consistent with Occupational Safety and Health Administration (OSHA) and Cal OSHA regulations and local requirements to ensure worker and public safety. Health and safety measures could include, but may not be limited to, security fencing, appropriate signage and restriction of public access to the site.

Construction activities would also be carried out in accordance with Monterey Bay Unified Air Pollution Control District (MBUAPCD) construction dust control measures to ensure that any dust generated by construction activities is minimized to the greatest extent possible. The standard MBUAPCD dust control measures include the following:

To reduce the amount of particulate matter generated by earth-moving activities and vehicle travel over unpaved surfaces, SCCRTC will implement the following dust abatement program.

1. Watering should be used to control dust generation during break-up of pavement and loading onto trucks.
2. Cover all trucks hauling demolition debris from the site.
3. Water all exposed soil surfaces at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
4. Cover all trucks hauling dirt, sand or loose materials, or maintain at least 2 feet of freeboard.
5. Cover inactive storage piles.
6. Sweep streets if visible soil material is carried out from the construction site.
7. Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall be visible to ensure compliance with Rule 402 (Nuisance).

Ridership Projections

The Business Plan includes ridership projections for each of the projects. The Original Project, with its 120 days of service and nine round trips per day, is estimated to generate between 10,000 to 25,000 riders annually. The Business Plan Project, with 48 days of service and four round trips per day, is estimated to generate between 5,000 and 12,500 riders annually.

The Business Plan does state that “operating and maintenance costs could be reduced while keeping ridership and revenue as estimated. For instance, the nearby Santa Cruz Big Trees & Pacific Railway Company (SCBT&P) has 30,000 riders over a 105-day season with only 2 round trips per day over 12 track miles.”

The rail service would expect to draw from the local captive tourist market to achieve the ridership estimates. These ridership estimates would be sufficient to meet the operating and maintenance costs of the service without any subsidy by SCCRTC.

C. Project Objectives

SCCRTC’s objectives are follows:

- Provide recreational rail service to tourists and local residents in the Capitola to Aptos/Seascape area through construction of necessary passenger station/platforms and associated infrastructure that would support rail service on an existing railroad line.
- Develop a project that will provide access to, and not conflict with, existing land uses.
- Involve the public and in particular nearby residents, to ensure that the design of the station/platforms is compatible with the surrounding communities.
- Minimize impacts such as pollution, noise, traffic and lighting to the maximum extent feasible.
- Provide a low-impact passenger rail service, which would enable the community to access funds to acquire the railroad right-of-way and preserve a valuable north-to-south transportation corridor; and
- Provide an alternative mode of transportation for visitors consistent with the following *2001 Regional Transportation Plan* policies:
 - 2.5.2 *Encourage private transit service for visitor-serving trips*
 - 2.5.3 *Use the existing rail line for recreational/coastal access to minimize visitor impact on local streets and highways*

D. Scope of the Project

The SCCRTC readily acknowledges that, depending on future funding constraints and opportunities, the initial project may become part of a larger corridor that may also include a recreational trail. This fact does not lead, however, to the conclusion that the law prohibits the SCCRTC from treating the six-mile recreational rail project as a separate and independent project.

Even though the “project” as defined in the Draft EIR is limited to the six-mile recreational rail segment, preparation of this EIR has not occurred in a vacuum, as planning efforts for other projects are occurring simultaneously with this EIR process. Indeed, a trail within the right of way is treated as a probable future project in the cumulative impact analysis chapter of the Draft EIR. (See DEIR, p. III.E.6.) In addition, as noted earlier, environmental analysis and a negative declaration for the acquisition of the 32-

mile rail right-of-way was completed prior to the design of the recreational rail project, demonstrating SCCRTC's awareness of the larger planning context into which the six-mile segment would fit should the larger 32-mile project ever be pursued. The negative declaration prepared for the acquisition notes that the acquisition is being pursued to "...preserve the rail corridor for future uses by the public at large." The negative declaration also notes that "All other projects involving use of the rights-of-way are not yet designed or funded, and would be subject to separate environmental review."

Further, the Major Transportation Investment Study (MTIS) included an environmental screening analysis of several alternatives in the right-of-way. Intercity recreational rail service was analyzed concurrently and recommended to be instituted during the peak visitor periods.

Although the existence of an approved six-mile segment might well be a factor in deciding whether any such later projects are worth pursuing, the approval of the six-mile segment would by no means render such later projects inevitable or necessary. Rather, these separate projects would be judged on their own merits, after completion of separate environmental review. The mere fact that such potential projects might ultimately complement the six-mile project does not mean that this project, by itself, is not a viable stand-alone project.

There is no doubt that the six-mile recreational rail project will have "independent utility" even if a recreational trail is never constructed or the six-mile link is not extended in either direction. Any such later projects will go forward if they are considered desirable and the necessary funds are available; but even if they do not occur, the six-mile segment will provide benefits to the public and will function on its own. For these reasons, a recreational trail is at present considered a separate project whose funding sources, design, and timing have not been determined. Details of the trail are unknown, making the specific impacts of a trail too speculative to include in this document.

Despite statements by some commenters that the approach undertaken by SCCRTC constitutes impermissible "piecemealing" in violation of CEQA, a review of applicable legal principles does not support such a contention. Rather, CEQA case law supports the approach. That case law has developed two legal "tests" for determining whether an EIR for a single project should include possible "later phases" or "other actions" as part of its analysis. In *Laurel Heights Improvement Association of San Francisco, Inc. v. Regents of the University of California* (1988) 47 Cal.3d 376, 396 (*Laurel Heights I*), the California Supreme Court articulated a two-prong test to determine when such future phases or consequences should be assessed as part of an initial project EIR. Under this two-prong test, "an EIR must include an analysis of the environmental effects of future expansion or other action if: (1) it is a reasonably foreseeable *consequence* of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects." (47 Cal.3d at p. 396 (emphasis added).)

The most significant aspect of this formulation is the element of *causation* implicit in it. The court held that a project EIR need only treat later land use activities as part of the "project" at issue where such activities are in some sense *caused* by the initial project approval. Notably, this focus on the element of causation is consistent with the definition of "project" found in Public Resources Code section 21065, which extends the concept only as far as the "reasonably foreseeable indirect physical change" *caused* by a particular action. That statute generally defines "project" as "an activity which may *cause* either a

direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment[.]” (Emphasis added; see also CEQA Guidelines, §§ 15358(a) (defines “effects” to include direct [or primary] effects and “[i]ndirect or secondary effects which are *caused* by the project and are later in time or farther removed in distance, but are still reasonably foreseeable”) (emphasis added), 15064(d)(3) (“[a]n indirect physical change is to be considered [in an environmental document] *only* if that change is a reasonably foreseeable impact which may be *caused* by the project”; “[a] change which is speculative or unlikely to occur is *not* reasonably foreseeable”) (emphasis added).)

As applied to the proposed six-mile recreational rail project, it is clear that this legal test does not compel SCCRTC to expand its project description to include bike or pedestrian paths or the possible extension of the corridor to a distance as long as 32 miles. Although, as noted above, the existence of an approved six-mile segment might well be a factor in deciding whether any such later projects are worth pursuing, the approval of the six-mile segment would by no means render such later projects inevitable or necessary.

The second legal test mentioned above derives from a Court of Appeal case entitled, *Del Mar Terrace Conservancy, Inc. v. City Council of the City of San Diego* (1992) 10 Cal.App.4th 712 (*Del Mar Terrace*), in which the court dealt with an issue different from the one addressed in *Laurel Heights I*: namely, when it is permissible to focus an environmental document, for project description purposes, solely on one small piece of what is arguably a larger project. In *Del Mar Terrace*, the court upheld an EIR that treated as the “project” at issue one freeway segment within a long-term, multi-segment regional plan to expand the freeway system throughout San Diego County. Because the one segment would serve a viable purpose even if the later segments were never built, the court found no problem with the agency’s focus on that limited project. In reaching its holding, the court embraced the concept of “*independent utility*” developed in federal case law interpreting the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA). (*Id.* at pp. 732-733.) The federal case law cited by *Del Mar Terrace* deals with claims regarding the alleged “segmentation” of highway projects (a concept akin to the California notion of “piecemealing”).

While *Del Mar Terrace* (and the federal case it relied on) employed the “independent utility” test in the context of roadway projects, other federal cases have employed the test in an array of different contexts. (See, e.g., *Earth Island Institute v. United States Forest Service* (9th Cir. 2003) 351 F.3d 1291, 1305 (applying the concept of “independent utility” to multiple timber sales); *Crutchfield v. County of Hanover* (4th Cir. 2003) 325 F.3d 211, 223 fn. 3 (applying the concept of “independent utility” to elements of a sewage treatment plant expansion); *Native Ecosystems Council v. Dombeck* (9th Cir. 2002) 304 F.3d 886, 894-895 (applying concept of “independent utility” to multiple amendments to a forest plan under the National Forest Management Act); *Wetlands Action Network v. United States Army Corps of Engineers* (9th Cir. 2000) 222 F.3d 1105, 1118 (applying the concept of “independent utility” to multiple phases of commercial and residential development project); *Morago Band of Mission Indians v. Federal Aviation Administration* (9th Cir. 1998) 161 F.3d 569, 580 (applying concept of “independent utility” to airport expansion projects).) Thus, it is clear under federal law that the “independent utility” test has broad utility outside the context of roadway projects. The same is true under CEQA.

For reasons explained above, the current project will have independent utility regardless of whether the proposed service is expanded to cover a larger area or a trail is ever constructed.

Chapter III

ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION

A. Air Quality

1. Introduction

This section presents the potential air quality impacts of both the Original Project and the Business Plan Project Alternative. Wherever a discernible difference exists between the two projects, it is clearly called out for the reader. Unless otherwise indicated, the reader should assume that the impacts of the two projects would be identical.

The SCCRTC received many comments regarding the air quality analysis presented in the May 2004 Draft EIR. The Monterey Bay Unified Air Pollution Control District (MBUAPCD) asked that a screening level health risk assessment be performed to evaluate the potential effect of the project to residents living along the rail corridor.

In response to comments received on the Draft EIR, the SCCRTC performed a screening health risk assessment for the proposed recreational rail service. The analysis was performed according to MBUAPCD's CEQA Air Quality Guidelines Appendix C.¹ The results of the analysis confirm that neither the Original Project nor the Business Plan Project Alternative would have a potentially significant impact on local or regional air quality.

2. Approach and Methodology

The maximum exposure to diesel exhaust would occur at the proposed train stations because the train would idle at these locations during passenger loading and unloading. The screening level health risk assessment conducted by the SCCRTC analyzes emissions at a proposed station area to determine the effect of idling emissions on passengers and local residents. A summary of the analysis is included in this section. The entire screening level analysis is available for public review between the hours of 8:00 a.m. and 5:00 p.m. at the Santa Cruz County Recreational Transportation Commission (SCCRTC): 1523 Pacific Avenue, Santa Cruz, CA. Technical reports are also available online at www.sccrtc.org.

The measurements in this section refer to a self-propelled diesel rail car powered by two 225 horsepower diesel engines operating at 60 percent capacity with a 48-horsepower Auxiliary Power Unit (APU) operating at 100 percent capacity.² Diesel locomotive emission factors are used to provide a worst-case analysis.

BUDD rail cars are available in a range of sizes up to 800 horsepower. However, an engine with 800 horsepower would be utilized at a much lower capacity because the weight of the rail car and the terrain

¹ Monterey Bay Unified Air Pollution Control District, *Diesel Health Risk Assessment Guidance for Analyzing Health Risks near Truck Stops, Warehouse/Distribution Center, Transit Center, Train Idling for CEQA Air Quality Analysis Requirements*, October 2003.

² *Air Quality Impact of Recreational Rail Service*, Don Ballanti, December 2004.