

THANKS to the individuals and businesses who have donated food and auction items to our fundraising dinner so far...

Christopher Krohn & Rachel O'Malley • Jozseph Schultz Albert's Organics • Coke Farms • Food Bin
Freewheelin' Farms • Live Oak Grange • New Leaf Staff of Life • Trader Joe's • Whole Foods

Jim Allen-Day • Inner Works • Lofty Mornings • No Enemy PedX • Pure Water • Saturn Cafe • Scotts Valley Cycle Sport Stagnaro Brothers • Spokesman • Your Backyard Bounty

People Power members can receive discounts from the following business members:

- | | |
|---------------------------------|-------------------|
| Another Bike Shop | No Enemy |
| Bike Glow | Freewheelin' Farm |
| The Bike Church | The Bicycle Trip |
| Lisa Hochstein-Graphic Design | Family Cycling |
| Terra Nova | The Spokesman |
| Network Mortgage | Leatherwise |
| Gary Redenbacher, atty | The Ugly Mug |
| Finding Harmony-Rick Longinotti | PedX |

PEOPLE POWER T-SHIRT

Assert Your Right to Ride Safely!



- Black on yellow t-shirts
- 100% preshrunk organic cotton, made in the USA
- Available in most adult and some children's sizes

\$18 each

(Add \$3 for home delivery by PedX in the Santa Cruz area.)

Call 425-0665 to order yours.

PEOPLE O50 POWER! UPDATE

DECISION ON RAIL PURCHASE IMMINENT—Rail Trail Cleanup Day, Sept. 27th

This is the moment we have all been waiting for: the decision on purchasing the coastal rail corridor is scheduled to be made during several meetings over the next few months. Once the corridor is purchased we can begin to build a rail trail spanning the length of Santa Cruz County and begin planning for passenger train service. According to staff at the Santa Cruz County Regional Transportation Commission (SCRTC), the process should be finished by the end of the year. (See timeline on page 5.) We need to make sure that the Commission buys the line with terms that make it easy to build a trail and, in the future, start some kind of fixed-line rail service.

Show your enthusiasm at a Rail Trail cleanup on **Sunday, September 27 at 1PM**, hosted by People Power and Friends of the Rail Trail. So far there are at least two starting points with team captains: 1) in Santa Cruz on the east side of the trestle over the San Lorenzo, and 2) in Aptos Village near the Bike Station (7556 Soquel Dr., Aptos). Please wear closed-toed shoes. If you have gloves and/or garbage bags, please bring them. Both will be available if you don't bring your own.



A good turnout of volunteers to clean up the line before the County even buys it will send a great message about how much we value the corridor and that we intend to take care of it.

To make it even more fun for the community, volunteers are organizing an art event on the day of the cleanup. If you want to join us in creating an *(continued on page 6)*

A 2-Wheeled Trip to Japan

— Micah Posner, People Power director

OK, I have to admit that June found me rather burnt out on local politics and not spending enough time riding my bicycle. My partner, Akiko, wanted to get back to her roots by visiting Japan (she immigrated at the age of 1), which we couldn't afford to do in any usual tourist fashion. I proposed that we do the trip by bicycle and camp out in vacant lots when we weren't staying with friends or family. Akiko had never been bike touring. "Is that easy to do?" she asked, "with a three-year-old?" "Yes," I said and then did an internet search to find out if I was right.

As it turns out, People Power member Roger Grigsby is a leading expert on bike touring in Japan. I had him on the phone in 10 minutes. With his help, Akiko and I planned a 30-day trip, about half of which would be biking. When the airline quoted me the same outrageous fee of \$150 "no matter what size your bike is," I was inspired to bring the long-haul *(continued on page 7)*



Akiko and Tamarah pose with one of the many gracious families that hosted the Minami/Posner family during their trip.

The People Power Annual Fundraising Dinner is September 20th. See details on page 2.

People Power! UPDATE is published by People Power. Our goal is to educate people and politicians about the advantages of a transportation system less dependent on the automobile. A special thanks to all our volunteers.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
HOME PHONE _____ EMAIL _____

- \$200 Business Member includes ad (tax deductible—call to arrange.)
 \$100 Veloritarianary includes t-shirt (tax deductible—call to arrange.)
 \$50 Hub Spoke includes t-shirt
 \$40 Family or Household
 \$30 Individual
 \$20 Underemployed (Work exchange available. Call to arrange.)

Join People Power to make Santa Cruz a better place to ride and walk. Membership includes: subscription to our quarterly newsletter, email Action Alerts, and volunteer opportunities. Make checks payable to People Power and mail to:
 703 Pacific Ave., Santa Cruz, CA 95060

PEOPLE O50 POWER!

People Power/SCCC
703 Pacific Ave.
Santa Cruz, CA 95060

RETURN SERVICE REQUESTED

Non-Profit
U.S. Postage
PAID
Santa Cruz, CA
Permit No. 193

UPCOMING CLASSES AT THE BIKE CHURCH

All events are free (donations accepted)

Classes provide opportunities for hands-on learning in a supportive environment. No prior experience necessary! For more information about classes or volunteering, please contact Ann at (831) 430-6654 / annaltstatt@gmail.com.

KID'S DAY AT THE BIKE CHURCH (drop in)

Facilitator: Ryan
Every First Saturday: Oct. 3, Nov. 7, Dec. 5: 11AM-2PM
 A time for youth to take over our shop and learn about bikes and tools. Parents or other adult companions welcome. We also offer free bikes to kids who need them. Ask a mechanic for details.

INTRO TO BIKES, MAINTENANCE, AND THE BIKE CHURCH

Facilitator: Bike Church mechanic (TBA)
Every Third Saturday: Sept. 19, Oct. 17, Nov. 21, Dec. 19; 11AM-1PM. **Please be on time.**

This class is a practical overview of the bicycle and covers basic bike anatomy and function with an emphasis on safety. Includes hands-on fix-it time and introduction to our shop for newcomers.

BUILD A BIKE WHEEL

Facilitator: Ellie
Every Second Sunday: Sept. 13, Oct. 11, Nov. 8, Dec. 13; 11AM-2PM. **Please be on time.**
 A hub, a rim, and some spokes = a bicycle wheel! The process will be covered step-by-step. Buy the materials (\$20-\$30) and keep your wheel, or build a wheel to donate to the Bike Church.

WOMEN/TRANSGENDER BIKE WORKSHOP (drop in)

Facilitators: Ann, Ellie, Emilyn
First & Third Sundays: Sept. 20, Oct. 4 & 18, Nov. 1 & 15, Dec. 6; 11AM-2PM
 Bicycle maintenance has traditionally been a male-dominated area. Our goal is to help individuals gain knowledge and confidence working on their bikes and cycling. We provide safe space for women and other gender minorities to work on their bikes and learn new skills. Facilitated by women/queer mechanics.

THREE-SPEED AND COASTER BRAKE HUBS

Facilitators: Ann, Josh
One Wednesday: November 11; 8PM. **Please be on time.**
 Learn the secret inner workings of these magnificent machines. Long shrouded in fear and mystery, these old hubs can easily be revived with careful disassembly, cleaning and reassembly. Exploded diagrams! Planetary gears exposed!

703 Pacific Avenue (enter on Spruce)
425-BIKE www.bikechurch.santacruzhub.org

People Power's Annual Fundraising Dinner

Come celebrate Sensible Transportation in our county at the elegant home of Christopher Krohn and Rachel O'Malley (123 Green St., near downtown Santa Cruz) on Sunday, September 20th, at 4PM.

An outstanding organic, full-course dinner with vegan, vegetarian, and meat options will be artfully prepared by Jozseph Schultz (of India Joze).

A keynote speech by Supervisor John Leopold and a silent auction will be featured as we celebrate this year's accomplishments and honor our volunteers. Valet bike parking will be provided.

Tickets are \$35-\$75, sliding scale, with all proceeds going to People Power. (Drinks priced separately.) Appetizers start at 4PM. Dessert will be served by 7PM. Family members under 10 may attend free of charge.

Call 425-0665 or go to www.peoplepowersc.org for reservations.

DINNER IS BY RESERVATION ONLY.
 Reservations must be received by September 16th.

Don't forget—
Thursday October 1st is Bike to Work/School Day!



For more information & breakfast site locations:
www.bike2work.com

BIKE TO WORK
 IS A PROGRAM OF
 ECOLOGY ACTION

Trip to Japan *(continued from page 1)*

"Princess Bike" for my 3-year-old daughter Tamarah to ride in. We were careful to schedule our arrival at Narita airport (50km from Tokyo) with enough time to reassemble the bikes and ride out in daylight. Then the flight was late. Totally jetlagged after only four hours of sleep, we rode out of the airport in the dark on the left side of the street into the humid Japanese summer. My rig, with child, weighed over 160 pounds. Five kilometers later, we pulled over and put up our tent. In the morning we found ourselves in some kind of loading area for a farm. It was muggy but not too hot, even—according to Akiko's reckoning—at 9AM. We rode off and got completely lost, then realized that we had the time wrong and had started our ride at five in the morning. The beginning of a grand adventure.

Our first day we were on moderately busy roads with no shoulders, until we came across a class-1 bike path along a river which took us to Minami Kashiwa—our first homestay with Akiko's friends. From there, we went on to Chiba Province and through Ibaraki Province, to her friend's farm in the coastal hills. What we didn't know was that this route took us through the heart of industrialized Honshu (Japan's biggest island), where every square meter is taken up by factories, rice fields, and subsistence gardens. Many of the roads on our map were packed with cars. Most were narrow and lacked shoulders. There was consumer-based corporate sprawl, verdant green agricultural land, and not a square meter of open space to be found.

The saving grace of these roads were the super respectful Japanese drivers. In 10 days and more than 300 kilometers of cycling in Japan, I was never passed unsafely and only mildly honked at once. The speed limit on most country roads was 50km/hour (less than 35mph) and drivers actually went that speed. It made one think about our culture of mobility. Our roads are wide. Most have shoulders and some even have bike lanes. But there is a minority of overly entitled drivers who refuse to share, and drive their vehicles dangerously. With our superior infrastructure, America could be a mecca for cycling. It's not.

After 7 days at a wonderful farm in the hills, we set off for Nikko, 300 kilometers from Tokyo, high up and out of the heat. We learned to navigate by compass, following tiny roads weaving among rice fields that were delightful and not on our map. The pace of life slowed the higher we got into the mountains. Tamarah sat in the front of the bike slurping soba noodles while Akiko and I pushed through the heat climbing into the deep green mountains on our two wheeled view-changers and finding open camping spots along creeks and in mountain town parks.

On the way back down from Nikko, we learned that many of

the river levees were paved, and we followed them back down out of the mountains to the industrialized plain. By visiting Japan on bikes, we experienced the backyards and homes and farms of Japan, the beautiful parts (mostly in the mountains) and the ugly parts. And we found people to be kind and unpleasant in similar proportions to the Americans that we had left behind (though certainly more reserved on the whole).

As our trip drew to an end, I kept scratching my helmet about how the Japanese had managed to create a safe culture of road usage with so much less road space. It certainly had nothing to do with cyclist or pedestrian behavior, which was erratic and unpredictable (though well lighted by built-in generator lights on every bike). Cyclists in cities ride with or against the flow of traffic on sidewalks and roadways with no obvious pattern. They are more likely to hold umbrellas than to wear helmets. Inspired and aghast simultaneously, our family kept our helmets on. Whether in Japan or Santa Cruz, I ride predictably and respectfully and work to help and encourage other cyclists to do the same. When it comes to safety, it makes sense to widen the margin of error, and I have no problem with a styrofoam hairdo.

Perhaps the interaction most relevant to my work at People Power happened on the last day of the tour. We were riding on a busy street in a fairly large Japanese city with a dozen or so cars politely waiting behind us. Tamarah was singing on her seat in front of me when I saw the familiar icon of a black and white car with lights. Sure enough, a policeman (stopped in traffic like everyone else) was staring at me. He smiled. He gave me the thumbs-up. Later I learned that, in the case of an accident involving a motor vehicle and a bicycle, the larger vehicle is always at fault. (This same logic applies to bicycle-pedestrian collisions and holds the cyclist at fault.) This doesn't imply that bicyclists may not be found guilty of criminally disobeying traffic laws. They may, and fines are generally heavier than in the United States. For more information, see www.tokyobybike.com.

This experience reinforced my thinking that it's time we stop blaming bicyclists and pedestrians for the horrendous danger of an automobile-based transportation system. And it's time that the guardians of that system—the police and other civic leaders—stop blaming us as well and focus on the behavior of the minority of drivers who abuse the power of driving and treat speed like it is a right and not a privilege.

That's one of the things I was thinking about on a chilly summer day on Highway 1, riding home from the San Francisco airport with my wonderful family alongside the spacious blues and golds of my home. Thumbs-up for Japan, and it sure is nice to be back in a place where the roads have shoulders and it's easy to find a place to pull over and have lunch. ■

RideSurance from Ecology Action

Do you know people that would bike to work every day if they knew that someone could pick them up in case of emergency? Ecology Action's newest program aims to provide a safety net for commuters who walk, bike, bus, or car-pool to work. In emergency situations, participants in the RideSurance program can call a cab up to four times per year and be guaranteed taxi service from work to home, or to the location of the emergency (school, hospital, etc.). For a \$24 annual fee, Ecology Action has created RideSurance as a way to address the concerns of commuters who worry that if they don't drive their own car to work, they may be stuck in the case of an unforeseen emergency.

To learn more about the program, how to qualify, and what situations are covered, visit the website at www.ridesurance.org, or call **Tim Bustos** at (831) 426-5925, x134. ■



BIKE SAFETY CLASSES

Ecology Action offers Bike Safety classes as part of its Folding Bike incentive program. The next class is September 17th.

Classes are free and open to residents of Santa Cruz County.

For more information, or to register, go to www.ecoact.org or call 426-7925 x128. ■

RAIL LINE

(continued from page 1)

artistic vision of what the trail could look like once it's built and people are using it, call Christi at 459-7950 or email her at christi@coho.org.

And speaking of sending messages, this is the perfect time to contact members of the SCCRTC and tell them that you support efforts to buy the corridor. Let the Commissioners—who are mostly elected officials—know that you want them to secure public control of the railway line for a trail and passenger train service. Send email to info@sccrtc.org, or write to them at **1523 Pacific Ave., Santa Cruz, 95060**. It is surprisingly powerful to support politicians when they are doing the right thing.

In addition to writing letters and emails, consider coming to the public meetings where the decision will be made, on Thursday mornings, **October 1st and November 5th**. For more information on the meetings, contact the **SCCRTC: 460-3200**, or **People Power: 425-0665**. ■

Mabon Mystery Ride!

People Power member David Silva Espinosa invites you on a bike ride.

Say goodbye to summer and hello to fall!

Tuesday, September 22nd
Meet @ the Bike Church, 5:30PM.
Ride 6PM til sunset.

Bring lights, warm clothes, a friend, beverages, a song, a poem!



California Forward? Gas tax and transit in California

— Rick Longinotti

In February of this year, Governor Schwarzenegger demanded that all funding for public transit be cut. The State Legislature agreed, making California last among 50 states in its funding for transit.

The state cuts mean a loss of 73% of Santa Cruz Metro's capital budget. Metro operating funds rely primarily on a local sales tax and the farebox revenue. So the cuts will not be immediately felt in a reduction in service. However, unless funding is restored, Metro won't be able to replace aging buses and without restored funding, cuts in routes will begin. Already Metro is short on buses for the popular Highway 17 Express. Riders routinely stand in the aisles and are even left behind on occasion.

People Power hosted a Town Hall Meeting on July 30th with Assemblyman Bill Monning and Fred Keeley (the latter, a member of the Commission on the 21st Century Economy). Both spoke about the need for reforms to state governance and taxation rules. Without reform of the 2/3 vote requirement to pass a budget or new taxes, the prospect for restoring transit funds is bleak.

Bill Monning favors a ballot measure in 2010 to lower the 2/3 requirement for new taxes. He also supports an Assembly resolution calling on the state not to appeal a key court ruling which ruled that it was illegal for the legislature to shift transit funds authorized by ballot initiatives into the general fund.

Fred Keeley is trying to get the Commission on the 21st Century Economy (www.cotce.ca.gov)—which submits its report to the legislature in September—to include revenue-raising recommendations, including a gasoline tax and a carbon tax. Keeley, a People Power member and ex-speaker pro temp of the California Senate, is inviting sustainable transportation advocates to contact the Commission with their views. You can send email to: comment@cotce.ca.gov, or send letters to:

Commission on the 21st Century Economy
c/o State of California Department of Finance
915 L Street, 8th Floor, Sacramento, California 95814

For more info, contact Rick at longinotti@baymoon.com. ■

Green Ways to School

In the spring, students from Green Ways to School were joined by two of their teachers, People Power director Micah Posner and his three-year-old daughter Tamarah, and a few other friends for an overnight bike trip to Monterey. It was a fun and meaningful closure to the school year, completed successfully by each participant. After the 100-mile ride, students have no doubt about their ability to bike to school and around town with ease.

Building on the success of last year's pilot program at Santa Cruz High, Green Ways to School is wheeling into the fall with five schools participating. Thanks to increased funding and new collaborations, Green Ways director Carolyn Martin Jett will be working full-time this year with young people throughout the county. We are grateful to the Webster Foundation for approving the expansion of the program.

Green Ways will be working closely this year with Bike Shop at School, which is expanding from Harbor High to include Aptos and Pajaro Valley High Schools. The class, instituted by Project Bike Trip, trains students in professional bike mechanic skills and prepares them for careers in the industry. This fall we will also be working more closely with the Bike Church. Steve Schnaar will be taking charge of bike tune-ups, mechanical needs, and our Adopt-a-Bike program.

The expansion of the cycling program to more schools in the county is timely, as the five schools will eventually be connected



Green Ways to School students on their Monterey bike tour.

by the Coastal Rail Trail. (See article on page 1 and the timeline on page 5.) Classroom presentations and group rides this fall will center around the bright future proffered by the rail corridor and the ways in which students will benefit dramatically from both the trail and a future passenger train. The students who participated in the rides between Santa Cruz and Watsonville and Monterey can well appreciate how a flat, safe, and pleasant direct route passing near their school will enhance their transportation options.

Meanwhile, our collaborative work at Mission Hill Middle School will commence this fall with a forum for parents and for students who bike to school. This presentation is a joint effort with Ecology Action and other Safe Routes to School partners. Through the forum, we hope to get the school and neighboring community more actively involved in addressing the safety and accessibility concerns for cycling students who ride along the King Street corridor.

In the next month, each participating school will have a start-of-the-year kick-off event with bike-powered smoothies, free bike tune-ups, and helmets for those who need them. You can also look forward to seeing new faces at valet bike parking and community meetings, as well as more students riding their bikes to school. We are so excited at the prospect of a busy, inspiring year with the addition of so many new minds and voices to the youth bike movement.

You can follow Green Ways to School on Facebook or learn more about the program by sending email to Carolyn at greenways@peoplepowersc.org or calling 425-0667. ■

Valet Bike Parkers Needed!

Volunteer Valet Bike Parkers are needed to help set up and park at upcoming events, including:

Sept. 26th, UCSC Harvest Festival
10:30AM to 5:30PM
UCSC Farm (two shorter shifts possible)

•
Sept. 27th, Rail Trail Cleanup
1PM to 5PM
(see front page article)

•
Sept. 27th, Open Studios Preview Show Reception
2:30PM to 6:30PM
Santa Cruz Art League

•
Oct. 1st, Bike to Work Day
6AM to 9:30AM

Call 425-0665 to sign up for a shift.

Appeals Court Approves the Arana Gulch Master Plan

— Charlie Dixon

On August 20 the State Appeals Court unanimously upheld the lower court ruling in favor of the Arana Gulch Master Plan (AGMP), including the Multi-Use (bike/ped/wheelchair) Trail connecting Broadway and Brommer. The Appeals Court judges rejected the opponents' arguments, saying their "contentions are based on erroneous factual and legal assumptions."

While in the courts, there was little we could do to influence the case's outcome. But now that the project faces its final test with the Coastal Commission (expected to make their final decision by the end of this year), the most important thing we can do is write letters of support to the Coastal Commission!

Letters should state your support for the City of Santa Cruz Arana Gulch Master Plan, including the Multi-Use Trail and the single-span bridge into the greenbelt.

There are many reasons to support the AGMP, including the urgent need for sustainable transportation. The City, State, and even the Coastal Commission have all set ambitious goals for reducing greenhouse gases. In California, and even more so in Santa Cruz, transportation is the largest source of greenhouse gas emissions. Reduction can only be accomplished by providing bike and pedestrian facilities and attracting those who now do short errands by car. Some of the existing alternate routes are fine for experienced cyclists, but the main environmental benefit here is winning over those who drive short distances rather than walk or bike. While opponents of the AGMP and trail have talked about alternative routes, none of these are as direct or safe as this trail. (And the Frederick Street Park alternative is a non-starter: the Harbor has made it clear they oppose it—due to public safety and congestion concerns—and would not make their property available for that route.)

Handicapped access is another important reason to support the Master Plan and the Multi-Use Trail. If passed Arana Gulch will be the only one of Santa Cruz's four greenbelt parks with wheelchair accessible trails. The Multi-Use Trail would create outdoor access for individuals with limited mobility.

And finally, the AGMP includes a management plan to protect the endangered Santa Cruz tarplant. Currently, the City does not have anything in place for protecting the tarplant or its habitat. The AGMP will actually benefit the tarplant by creating conditions favorable to it. (The area that we now know as Arana Gulch has a long history of use by humans. Until recently, the land was actually grazed by cattle, which benefited the tarplant by controlling non-native, invasive plant species and disturbing the ground enough to give tarplant seeds the kind of conditions they prefer.) Without some kind of deliberate effort, it is unlikely that the tarplant will thrive in Arana Gulch.

* * * * *

When you write your letter, remember to state that you would like it to be made part of the Commission's record on this matter. You can address your letter to:

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300, Santa Cruz, CA 95060

Please also send a copy of your letter to County Supervisor Mark Stone. Mark was just named to the Coastal Commission and is the only local Commission member. Mail his copy to:

Supervisor Mark W. Stone
Board of Supervisors
701 Ocean Street, Room 500, Santa Cruz, CA 95060

It also will be helpful to send the City a copy of your letter. You may address the copy to:

Mike Ferry, Associate Planner
City of Santa Cruz
809 Center Street, Room 206, Santa Cruz, CA 95060

For more information about the Arana Gulch Master Plan and the Multi-Use Trail, please visit the People Power website at www.peoplepowersc.org. ■

For Bicycle Commuters and Their Employers

In January 2009, the Qualified Bicycle Commuting Reimbursement was added to the list of qualified transportation benefits covered in section 132 (f) of the Internal Revenue Service Code.

The Bicycle Commuter Act was passed as part of the larger Renewable Energy Tax Credit legislation in 2008. The intent of the provision was to provide a benefit for cyclists, analogous to what drivers may receive Qualified Transportation Benefits.

To learn more about how you and your workplace can take advantage of this new legislation, go to the League of American Cyclists website page that deals specifically with this benefit, at www.bikeleague.org/news/100708faq.php.

The League's website is full of great information, as well as a "Take Action" section. Visit often to learn more about what's happening in bicycle advocacy throughout the country. ■

King Street Memorial Ride



Cyclists take the lane on Mission Street.

It was a warm day and the smoke from the Lockheed wildfire had mostly cleared from the skies of Santa Cruz. Two years and a week had passed since the first cyclist, John Myslin, was killed on Mission Street; one year and four months from the death of Chris Rock. Sixty-five cyclists were gathered near the corner of Mission and Bay for a ride to honor their memory and renew the struggle for safer cycling on all streets. Specifically, we are asking for a bicycle facility on King Street and driver and police support for using the full lane on Mission Street.

Mission Street is mostly unchanged from its condition two years ago. A few advisory signs stating that cyclists can use the lane have been posted. On this recent Sunday, drivers on Mission Street seemed calm and accepting of our ride in the full right lane. On King Street several neighbors came out to cheer us on and one brought her kids over at the end of the ride and ended up joining People Power. We sold 20 of our t-shirts that feature the California Vehicle Code section affirming our right to ride in the lane. This brings the total number of these shirts sold and out on the street to 150 or so. **(Please see order form on back page of this Update to get a shirt of your own.)**

In contrast to the lack of action on the part of the City of Santa Cruz, there was a palpable and courageous resolve to create a better, safer traffic environment on the part of the cyclists who gathered for the ride. It was a diverse group, and long-time leaders of People Power were joined by mountain bikers from Harbor High, as well as by folks that simply got a flyer at the Farmers' Market and wanted to express their care and concern. A couple of 3-year-olds were in tow. Randy Nolan, who taught with John Myslin at Pacific Collegiate High School, spoke eloquently, saying he believed that John, who lived with courage and integrity, would have appreciated the ride. ■

Rail Line Acquisition Timeline

Highlights from a document prepared by the Santa Cruz Regional Transportation Commission (RTC). Italics added. Original document available at www.sccrtc.org or by calling 460-3200.

June '90: Voters approve Proposition 116 which includes \$11 million for rail projects in Santa Cruz County (53% approval statewide; 60% approval in Santa Cruz County).

Aug '99: RTC decides to purchase Santa Cruz Branch Rail Line (Branch Line) after completion of transportation study on Watsonville to Santa Cruz corridor.

Sep '00: RTC allocates \$10 million in State Transportation Improvement Program (STIP) funds for Branch Line Purchase.

Mar '01: RTC hires negotiating consultant and begins negotiating with Union Pacific (UP).

Apr '02: Environmental Review for acquisition of Branch Line is completed with Negative Declaration and Categorical Exclusion.

Oct '03: Congressman Farr secures \$1.5 million federal earmark for Branch Line acquisition.

Sept '04: Draft Business Plan for Line operation completed.

Nov '05: Informational right of way maps completed.

Aug 7, '08: RTC reaches agreement, in principle, with UP to new purchase price of \$14.2 million.

Aug '09: Final track inspection report presented to RTC.

Sep 3, '09: RTC agrees to submit purchase and funding application for the California Transportation Commission (CTC).

PROJECTED TIMELINE

Sep 2009: Complete review appraisal and comprehensive business and management plan.

Oct 1, '09: RTC meets to consider draft purchase and sale agreements (9AM, County Building, 701 Ocean Street, 5th floor, Santa Cruz).

Oct 29, '09: Subject to approval of due diligence investigations, Executive Director to submit recommendation regarding purchase of Branch Line; all remaining information informing decision to be made public, if practicable.

Nov 5, '09: RTC meets to consider Executive Director's recommendation (9AM, Watsonville City Hall-310 Union Street).

Dec 3, '09: RTC to consider final rail purchase and sale agreements and make final decision on purchase of Branch Line (9AM, County Building in Santa Cruz).

Dec 10, '09: CTC action on purchase and funding allocation.

Dec '09: Close escrow.

PHOTO COURTESY OF BRADLEY / INDIANAVIA.ORG