

**RESOLUTION**

**of the**

**Board of Directors**

**of**

**NORTH COAST RAILROAD AUTHORITY**

Resolution No. 2022-04

IN THE MATTER OF:  
Resolution No. 2022-04 Final  
Resolution Commending NCRA

**Whereas**, in 1983, the Northwestern Pacific Railroad (NWP), a subsidiary of Southern Pacific (SP), announced that it was terminating regular freight service on the North Coast because the cost of maintaining trackway in the slide-prone Eel River Canyon was prohibitive; and

**Whereas**, a group of local officials and the CPUC mounted a campaign to oppose SP/NWP abandonment of the line and prevailed upon their newly elected Congressman, Doug Bosco, to join them in the effort to prevent abandonment of the line, which would have resulted in property reversions to private parties and the eventual loss of the unbroken rail corridor; and

**Whereas**, the locals successfully fought the SP/NWP abandonment, and in 1986 Bosco authored an amendment to HR 2, The Federal Aid to Highways and Transit Act that provided \$24 mil. towards the acquisition of the NWP right-of-way from Larkspur to Willits.

**Whereas**, in 1989, the state legislature created the NCRA to maintain and restore rail service on the entire 316-mile NWP line from Humboldt Bay to the railroad interchange south of Napa; and

**Whereas**, in 1992, the NCRA gained CTC approval to purchase the north end out of bankruptcy (Willits to Samoa), and in 1996 the CTC approved the use of state and federal funds (including HR 2 funds) to purchase the line from Willits down to Healdsburg, while the NWPRA (Entity that preceded SMART) purchased the segments from Healdsburg down to Novato, and Novato over to Napa; and

**Whereas**, because there was not a dedicated source of operating revenue (Agency Funding) NCRA was fraught with problems throughout the 1990's, and in 1998, after devastating El Nino storms destroyed the line through the Eel River Canyon, the FRA shutdown the railroad for safety reasons in 1998(Emergency Order 21); and

1 **Whereas**, a revival occurred in 2000 when NCRA was earmarked \$60 mil.  
for capital improvements to the line and NCRA used this money from  
2006-2011 to restore 62 miles of railroad from the rail interchange  
south of Napa to Windsor; and

2 **Whereas**, despite 2 expensive and time-consuming lawsuits, NCRA was  
3 able to complete repairs, get EO 21 lifted, and restart regular  
service.

4 **Whereas**, from 2011 until present, NCRA has managed the freight  
5 Services in Sonoma County, worked to develop trails in Mendocino  
6 County and Humboldt Counties, and approved the sale of the Ukiah Depot  
to the Administrative Office of the Courts (AOC) for a new County  
7 Court complex in downtown Ukiah, all without any dedicated source of  
agency funding; and

8 **Whereas**, because of the dedicated efforts of countless volunteers and  
9 an all-volunteer NCRA Board of Directors, SMART can assume  
Freight responsibilities south of Cloverdale, and the GRTA can  
work on the creation of the Great Redwood Trail; and

10 **Whereas**, the preservation of this historic unbroken rail corridor  
11 would not have been possible without the dedication of an  
all-volunteer Board of Directors who drove monthly to  
12 NCRA Board meetings without so much as a stipend including -

13 Allan Hemphill  
14 Richard Marks  
15 Jerry Peters  
16 Dietrich Stroeh  
17 Supervisor John Woolley  
18 Supervisor Estelle Fennell  
19 Supervisor John McCowen  
20 Supervisor Paul Kelley

21 And many others who dedicated their time and knowledge to this  
22 Agency; and

23 **Whereas**, in 2018, SB 1029 was signed by the Governor, beginning the  
24 Process to wind down the NCRA, transition its assets and  
25 responsibilities as appropriate, and look toward the future creation  
of the Great Redwood Trail, which process resulted in the  
26 reorganization and renaming of the NCRA to the Great Redwood Trail  
Agency via the terms of SB 69 beginning March 1, 2022, with ongoing  
27 structural changes to the reform entity through the coming months; and

**Whereas**, pursuant to the terms of SB 69, all references in law to the  
NCRA now refer to the Great Redwood Trail Agency, the Board of  
Directors as its last act as the Board of Directors of the North  
Coast Railroad Authority, by and through its power as the Board  
of Directors for the Great Redwood Trail Agency, hereby resolves  
as follows:

1. The Board of Directors of the North Coast Railroad Authority  
Commends the efforts of the staff, former board members,  
Volunteers, and engaged stakeholders through the dedicated  
Actions of which the Northwestern Pacific Railroad line from  
Napa and Marin Counties to Humboldt Bay has remained unbroken;

and the Board of Directors hereby closes business of the North Coast Railroad Authority for its final time in such capacity.

1 Introduced and adopted this 14<sup>th</sup> day of March 2022 at a regular  
2 meeting of the Board of Directors of North Coast Railroad  
3 Authority at Ukiah, California.

4 AYES:

5 NOES:

6 ABSENT:

7 ATTEST:

8 \_\_\_\_\_  
9 Mitch Stogner  
10 NCRA Executive Director

\_\_\_\_\_

David Hagele  
NCRA Board of Directors Chair