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10:46 am, May 16, 2011

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Date 10:46 am, May 16, 2011



Fw: Railroad / Trails
The BOSTWO to: Cynthia C Johnson
Sent by: Kitty J. Miller

05/12/2011 05:22 PM

Thank you,

Ray Nutting, District II
El Dorado County Board of Supervisors
530) 621-5651

----- Forwarded by Kitty J. Miller/PV/EDC on 05/12/2011 05:21 PM -----

Railroad / Trails

Ennenga, Thomas to: bosthree, bosone, bostwo, bosfour,
bosfive 05/10/2011 10:22 AM

Cc: "Jan Ennenga"

Hi I'm Thomas Ennenga and reside at 4171 Strickland Mine Rd. in Eldorado (mailing address is Placerville) I'm deeply troubled at the noise I've been hearing about tearing up parts of the R.R.tracks between Folsom and Placerville for a Bike Trail. I thought this was settled back in 2003 when the Board of Supervisors approved the Sacramento-Placerville Transportation Master plan this plan provided accommodations for everyone hiking, biking, equestrian and the excursion trains. I am an avid supporter of our historical past and I realize that the R.R. has played a major part of that history. The biggest tourist draw to our county is in its historical past the gold rush shaped California. I believe that an excursion train from Folsom to Placerville could generate substantial tax revenue for our county from enhanced tourism besides preserving our historical past for future generations to enjoy. I cannot urge strongly enough to stay with the established master plan, it accommodates everyone concerned and leaves in the possible revenue.

Thank you for your time and consideration.

Thomas Ennenga

10-1169.3X.1



Fw: Removal of rails decision
The BOSTWO to: Cynthia C Johnson
Sent by: Kitty J. Miller

05/12/2011 05:25 PM

Thank you,

Ray Nutting, District II
El Dorado County Board of Supervisors
530) 621-5651

— Forwarded by Kitty J. Miller/PV/EDC on 05/12/2011 05:25 PM —

Removal of rails decision

dickrein@juno.com to: bosone, bostwo, bosthree, bosfour, bosfive 05/10/2011 05:05 PM

Cc: dickrein, e_olds, president, retallack1596

Dear El Dorado County Supervisors,

Please open the included attachment regarding the impending decision on whether to remove the rails, or not, for the installation of a trail from Shingle Springs to the El Dorado County line.

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Dear Supervisors, I again apologize for this rather lengthy e-mail but I believe all things must be considered prior to your upcoming decision on removing, or not removing, the rails on the JPA rail corridor.

You are about to make a momentous decision that will affect the future of the rail corridor for years to come. That is, should the rails be removed to facilitate a short term solution to put in a trail for as little a cost as possible, or should the rails be left in place, so over the long term, the corridor can be used for both trails and rails and people can enjoy the aspects of both bike riding on the trail, or riding on an excursion train to see not only the beauty of the countryside, but also the history of how the rail corridor was essentially built by hand.

The trails only people, in even their latest publication, are still promoting this project as part of a plan to have a pedestrian, equestrian, hike and bike trail from Davis to Lake Tahoe. I don't believe a decision to do this should be made until there is an agreement with the city of Folsom and the county of Sacramento to remove the rails to allow the trail to be continued past the El Dorado county line, otherwise the trail will end at Deer Creek, which has no access or egress and people will have to turn around and go back on the trail. Based on the response to our recent rail usage, I don't believe the responsible parties in Sacramento county that are involved will take the action of pulling up the rails. Also, there are these costs to consider. 1. The cost of the trail from the end of segment 1 to Missouri Flat Road (segment 2) will be approximately 19 million dollars (9.4 miles at 2 million dollars per mile based on your county's engineering estimate). 2. The cost of putting in a graded and paved trail from the east end of the present trail to Lake Tahoe will be MANY millions of dollars at 2 million dollars per mile, not even considering any land that might have to be purchased. 3. To maintain continuity of the trail, a 1 million dollar plus bridge would have to be built over Missouri Flat Road. 4. To maintain safety, guard rails would have to be built where the railhead is elevated high above the natural grade and there are steep banks. 5. Restrooms along the trail have to be provided to maintain sanitary conditions and they can not be the Andy Gump type, as they must be wheelchair accessible to comply with the Americans with Disabilities Act, if this is to be a public trail. 6. If the roadbed is lowered to provide a 10 foot width, some additional drainage will have to be provided where the roadbed is only several feet above the natural grade. 7. Per your county's engineer own words "some sort of traffic control may have to be provided in the future", which will entail costs. 8. Parking provisions will have to be made as the only parking places in Shingle Springs are on private property and the only parking places in Latrobe are on the Fire Station or school property and parking there is already at a premium.

As it was noted in your last supervisor's meeting, the trail people are now promoting this mainly as a class 1 bike trail (that is what this is all about, as the bike people are the main ones promoting this trail). I mentioned that I have talked to several horse owners who said they would never ride on a long asphalt trail, but would need a dirt trail beside the paved trail. I have recently talked to a veterinarian who said it is definitely too hard on a horse's legs to ride on a paved trail. So this is definitely NOT an equestrian trail. Also, I have previously written to you about serious hikers and mountain bikers who do not want to use paved trails. As far as being a pedestrian trail, this would be used only by people who live fairly close to the trail. The trail completely bypasses Cameron Park and El Dorado Hills by MANY miles (where the majority of the people on the West Slope live). Some of these folks are being asked: would you rather have an unused railroad track, or a nice paved trail to walk or ride on? What they don't tell them is how far away the trail is (most people in these areas have no idea of where the railhead is). Note: it is 9+ miles from El Dorado Hills to where the closest parking is in Latrobe. Also, they don't mention that the Rails folks have recently been using the rails and have a lot of equipment that is just about ready to roll.

One of the Trail's group major points is that over many years the Rails group has not made any progress and they could never raise enough funds to even repair the washout. Well, the washout has been repaired thanks to many volunteers, fund providers, and a contractor who was wise enough to figure out how to do the repair at a much lower cost than all previous estimates. Also, replacement of the defective ties is under way. Admittedly, for some years the Rails group main goal was preserving the right of way for future use. But, in the last several years, due to an increase of volunteers and some reorganization, a very concerted effort has been made in building up equipment to run on the rails. The Supervisors

should look at our equipment at the Folsom railroad "Y" to actually see the effort that has been put forth.

Someone noted at the last supervisors meeting that Federal and State grants are available for projects such as this, but later it was noted that with the financial condition of the Federal and State budgets, this money may not be there to use, and that there is so much competition for any funds from these sources from other planned projects, that there is no guarantee of any of these funds being available at all!

Somehow, I get the feeling that the Trails group is using the "get your foot in the door" approach. If the rails are ever pulled and the trail is put in place, they may come back later and say that the trail isn't connected at either end and needs to be connected to the trail in Placerville, and since they don't feel they could raise sufficient funds to do it the expensive way, they need to pull up the rails between Shingle Springs and Placerville.

There is also the issue of this being known as "the trail to nowhere". NBC has done various segments that have been on national television showing highways to nowhere, bridges to nowhere, etc. I really don't want our county to get that kind of bad publicity.

The legality of removing the rails is another issue. Before any decision is made to remove the rails the legal council for El Dorado County should meet with the legal council for the JPA and verify that removing the rails is completely legal, not only from a review of all previous documents, but also considering that the funds to obtain the corridor were provided by the people of the county and removal of the rails lowers the value of what the residents actually paid for. If there are unanswered legal questions, a lawyer may ask the court to file an injunction to stop all work until an independent review of all the legal issues removes any doubts about the legality of the planned action.

Before you make a decision of this magnitude, I hope you consider all the facts that have a lasting impact far beyond our lifetimes.