

I-2

Hayes, Kathy

From: Bohn, Rex
Sent: Tuesday, May 11, 2021 7:37 AM
To: Hayes, Kathy
Subject: FW: Railbanking comments

Can you make copies and give to my esteemed colleagues Please

-----Original Message-----

From: Pete Johnston <petej@sonic.net>
Sent: Tuesday, May 11, 2021 7:19 AM
To: Bass, Virginia <VBass@co.humboldt.ca.us>; Bohn, Rex <RBohn@co.humboldt.ca.us>; Madrone, Steve <smadrone@co.humboldt.ca.us>; Bushnell, Michelle <mbushnell@co.humboldt.ca.us>; Wilson, Mike <Mike.Wilson@co.humboldt.ca.us>; Seemann, Hank <HSeemann@co.humboldt.ca.us>
Cc: Ward, Leishara@DOT <leishara.ward@dot.ca.gov>; Mitch Stogner <nkra.mstogner@sbcglobal.net>
Subject: Railbanking comments

We would like to comment on the proposed letter to support rail banking on today's Humboldt County Board of Supervisors agenda. While we support the intent of rail banking to preserve the corridor, we fear its use as a means to approve rail removal around Humboldt Bay. For background, please note the following paragraph from page 60 of SB 1029, the multi agency report on the future of the NCRA, dated 2020:

" Development of rail-with-trail along a stretch of the rail corridor surrounding Humboldt Bay is preferred. Local jurisdictions have already constructed rail-with-trail multi-use paths to the north and south of the bay, and the County of Humboldt has plans to construct the final rail-with-trail segment in the middle, closing the north-south gap. In addition, the rail corridor is currently used by the Timber Heritage Association for recreational rail operations (speeder crew car rides) in Eureka and Samoa. Additional proposals for a tourist excursion train and rail bikes have been discussed. Continuing to develop the rail-with-trail option around Humboldt Bay could expand the recreational and active transportation opportunities in the region and enhance economic opportunities."

SO, any proposal for rail removal in the area between Brainard and Bracut (or anywhere around the Bay) must be seen as effectively severing the rail around the Bay, in a sense, forever. To attempt to re-install a proper rail and rail prism at a later date in the tight constraints between a trail and a tidal wetland would be a non starter. To effectively remove the option of any rail service, either commuter, freight or excursion use, as well as the incredibly important connection to the Port of Humboldt Bay for any future use is incredibly short sighted by this current plan. On a local, statewide and national level, the resurgence of rail is seen as the most economical and environmentally sound option. We all want the trail built, we realize the need for the rail prism to be raised, we all want what's best for the Humboldt Bay region, and it's transportation and recreation needs. Please let us know what we can do to help make this work for everyone.

As written, this section of the document and the bay trail plan must be changed before seeking approval from the Humboldt County Board of Supervisors.

Thank you-

Pete Johnston
President, Timber Heritage Association
Board of Directors

Hayes, Kathy

From: Clif Clendenen <clifclendenen@gmail.com>
Sent: Monday, May 10, 2021 7:05 AM
To: COB
Subject: Comment on Item "I" 2. railbanking for May 11, 2021 BoS Meeting

To Humboldt County Board of Supervisors:

Regarding Item I - 2 Support Letter for Proposed Railbanking of NCRA Line

As an adjacent property owner to the North Coast Railroad Authority line in Fortuna, I think the Board's letter outlines a positive position for the County of Humboldt: " NCRA's railroad right-of-way is an immensely valuable public resource and should remain dedicated for current and future transportation needs."

As a former Director of NCRA, I understand that railbanking is a positive action to preserve the line as a public right-of-way for a variety of potential uses.

The Board's letter, and accompanying staff report, make other important points. Collaboration with affected entities, businesses, and property owners is key. Understanding the significant difference between coastal and inland segments is also key.

The proposed Great Redwood Trail should take into account "compatibility with adjacent land use." For example, mandate appropriate fencing for facilities where it would be dangerous for the public to access. Also captured in the support letter, is the notion that any trail should be analyzed on a "segment-by-segment basis."

The deteriorated condition of the line affects surrounding property, facilities, and infrastructure. Importantly, the letter notes that this is a "critical opportunity to leverage funding."

Thank you,

Clif Clendenen

P.S. Hi to Kathy and All !