

Sue Sholtis

From: Ann Marie Henriouille [ahenriouille@mailstation.com]
Sent: Wednesday, February 02, 2011 9:59 AM
To: pctpa@pctpa.net; efletcher@sacbee.com; Lynnsjr@sierrajunction.com;
 Reinettesenum@gmail.com; Knorberg@trpa.org
Subject: [SPAM] Upper Placer, Nevada County and Lake Tahoe

Ladies & Gentlemen CC boards & purview please

I follow energy supply & transport issues. Middle East instability spells trouble at the gas pump. Energy authorities include Richard Heinberg, Jan Lundberg and Boone Pickens. We hear warnings of motor fuel rationing from these credible sources, moreso in disturbing context of political upheaval.

Even looking at upward trend of worldwide petroleum consumption without oilpatch meltdown, we are heading for supply squeeze all through this decade, with price constraints on economic recovery seemingly unavoidable. Conclusion: For our corner of Northern California, it makes business sense to encourage and ultimately, seek private capital in rail capacity expansion, including rebuilt rail link to Nevada County and Lake Tahoe (Tahoe City).

Parties seeing this, addressees and cc recipients, are urged to independently ascertain the scope of this challenge. No one individual or agency can deal with this. Even in team approach, we must understand that extraordinary effort shall be required to maintain Societal & Commercial Cohesion. Stakeholders include the banks holding mortgages!

Private capital supplemented by strategic public seed money is capable of achieving de minimus rail enhancements needed to continue unimpeded flow of people & goods through this decade and beyond. Union Pacific concerns about track and time limitations become moot as UP benefits from participation in railway engineering that expands overall rail transport capacity.

There are three rail studies of interest here;

The 1945 Kaiser Engineers Study looked at the Southern Pacific, offered a number of tunnel and bridge improvements between Roseville and Reno, NV.

The 1991 Wilbur Smith Associates Nevada County rail study has important elements for reconnecting Grass Valley and Nevada County in general, with the National Rail matri, crucial in energy emergency era.

The 1995 CalTrans I80/US50 Reno-Tahoe Rail Corridor Study, first edition having best inclusion of US50 Corridor rail scopings. Much of the CalTrans study is an upgrade of the Kaiser study, with respect to the I80 rail correidor. TRPA and CalTrans Director can supply copies, ask for the unabridged initial printing, with public meeting inputs, etc. Keith Norberg at TRPA can help.

To encourage action- -suggest all hands read Richard Heinberg and see his well footnoted "Museletter" chronicles on the web. Nevada City & Colfax are talking about historic downtown revitalization, South Lake Tahoe as well. Railway is a key solution set element in these diverse communities; and absolutely crucial with price and supply constraints on motor fuel.

Thank You

Gunnar Henriouille Colfax & Lake Tahoe (530-346-6060)

(peakoil.net) articles 374 & 1037