

California Sustainable Freight Action Plan: Pilot Project Idea

In Response to: Executive Order B-32-15

1. Project Contact Information

UpState RailConnect Committee
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2. Project Title: Upstate California RailConnect Pilot Project

3. Location of Project: Interstate 5, Highway 299, Trinity, Tehama and Humboldt Counties (CalTrans District 1, 2 and 3)

4. Executive Summary of Project:

The Upstate California RailConnect Pilot Project is intended to reduce congestion, improve goods movement efficiencies and improve air quality while providing economic stimulus for the rural counties of northern California. It is comprised of both short and long term elements that are proposed to be initiated concurrently and ultimately lead to a rail "Land Bridge" that will improve California's overall ability to meet present and future growth in world trade.

Humboldt Bay's deepwater seaport is the most underutilized California port on the coast and includes over 1,000 acres of available coastal-dependent industrial lands. The lack of an active connection to the national rail system is responsible for the relative lack of freight throughput at Humboldt's harbor. The first element of the Pilot Project will take advantage of the State's recent investment in widening and straightening State Highway 299 by developing a program to incentivize the trucking and shipping industries in the Sacramento Valley to move freight through the seaport at Humboldt Bay. Once this program is completed and funded, it will immediately reduce greenhouse gas emissions by redirecting large trucks from congested highway and port facilities to underutilized facilities in Humboldt and Tehama, decreasing idling emissions and developing sustainable long-term business relationships. The second element of the Upstate California RailConnect Pilot Project will investigate the feasibility of developing a state-of-the-art railroad and associated intermodal facilities connecting the deepwater seaport at Humboldt Bay to the national rail system in the Sacramento Valley.

5. Project Description:

The **Upstate California RailConnect Pilot Project** proposed here would trigger further action to create an East- West rail connecting the deepwater seaport at Humboldt Bay to the national rail system in the Sacramento Valley. As such, the **Upstate California RailConnect Pilot Project** is big, transformative, and innovative, and has the potential to:

- 1. Be BIG:** Provide the U.S. with a new port connecting to the national rail system and providing California with sustainable transportation, economic and social improvements over a 40,000 square-mile portion of the state. This Project is not only good for the region, but great for our state, and our nation.
- 2. Be TRANSFORMATIVE:** This Project has the potential to turn an underutilized California deepwater seaport into a sustainable, job-creating economic engine in Northern California by connecting the global economy to the nation through Humboldt Bay.
- 3. Be INNOVATIVE:** This new rail line would utilize the newest, cleanest and greenest technologies in its construction and operation. Both in its construction and operation we would build on our region's reputation in environmentally beneficial leadership. Greenhouse gas emissions would be cut substantially for the entire northern third of California including the Bay Area.

The Opportunity

Thirty years ago, Humboldt Bay's harbor area employed thousands of Humboldt County residents. Today, most of those private sector marine-related jobs have been lost and harbor activity is less than 10-percent of past economic modeling predictions even though Humboldt Bay is one of only 11 deep water public ports in California and the only one along a 400-mile stretch of Pacific coast between San Francisco, California and Coos Bay, Oregon. The deep water seaport at Humboldt Bay is an asset for the State to utilize that will significantly improve freight efficiency and provide for future growth in international trade through California. Therefore this seaport is a rare, underutilized economic asset for the State.

One of the main factors keeping Humboldt Bay's harbor from regaining its status as an economic engine and sustainable job-creator is the lack of rail service. All of California's public seaports are presently serviced by active rail connections to the national rail system except one, Humboldt Bay. The 1908 San Francisco earthquake creating an immediate need for Humboldt's redwood lumber and Pacific Lumber Company's headquarters location in San Francisco dictated the creation of a North-South rail line in the early 1900s connecting to Humboldt Bay. Although this rail line still exists and is owned by a California Special District, the North Coast Railroad Authority (NCRA), this line has not operated along its entire 310-mile length since 1999. This existing line is

replete with challenges to its reestablishment including frequent landslides, legal challenges, lack of funding and high maintenance costs due to its path along one of the most seismically active areas on the earth. These factors have forced NCRA to state that it cannot see restoration of service along the entire line within the foreseeable future. The lack of rail connecting Humboldt Bay's deep water harbor to the rest of the United States has resulted in millions of dollars of missed economic, social and environmental opportunities.

The lack of rail and the lack of NCRA's rail restoration schedule have resulted in severe economic consequences as demonstrated by many examples of marine-related commercial-industrial businesses that showed great interest in locating on Humboldt Bay and providing jobs, only to move to an out of state port city where rail service is available. Two missed opportunities have shown that the California's North State lost approximately \$25 million per year of economic value because the shipping opportunities located elsewhere due to the lack of an active rail connection to Humboldt Bay.

In addition, Humboldt Bay's seaport is 1-2 days closer to Asian ports than other ports in California. Utilization of Humboldt's seaport would then result in a reduction in ship emissions along the coast of California. The seven marine terminals in Humboldt's harbor are underutilized but retain all associated personnel infrastructure to accommodate global shipping. This provides opportunity to develop trade relationships immediately utilizing existing technologies. Although Humboldt's marine terminals are in need of revitalization, with increased shipping, the operators of these facilities are committed to modernization and inclusion of green technologies into the future. This will result in modern port facilities with the latest advanced technologies incorporated.

A good example of potential green port modernization could utilize the existing availability of green energy sources. Humboldt County is ranked among the highest biomass potential producers in the United States. Biomass to energy facilities already exist and could easily provide power for services known as 'alternative marine power' or 'cold ironing', that allowing ships to completely shut down their engines for the entirety of their stay in port. During an eight-hour stay in port, a ship can easily emit over 2.5 tons of pollutants. Cargo ships often stay at a port for days, in many instances with their engines running. Plugging a large ship into the grid is equivalent to taking 20,000 to 30,000 cars off the road.

Another example of clean technology comes from Europe, Sweden and Norway utilize electric locomotives to haul iron ore through mountainous regions. The Humboldt region is similar and has an excess capacity for generating electricity through both traditional means and our biomass capabilities, at a scale that could operate an electrified rail system.

Many agricultural shippers in the Sacramento Valley have reported difficulty moving product through the Port of Oakland. Turn-times for many of these agricultural shipments can be one/day with the truck having to travel many miles on congested

freeways and city streets to the port. The distance, congestion and idle-time in Oakland reduce transportation efficiencies, add to the costs of the goods, increase air emissions and road impacts. In addition, local alternative ports, including the ports of Sacramento, Stockton, Benicia, and Richmond each have their own challenges; either their draft is too shallow or they aren't able to ship products in containers.

There is also a social cost to not pursuing a fuller utilization of Humboldt's harbor for the creation of jobs. For example, Humboldt County schools are challenged to serve a growing number of children from families that are struggling economically. A report from the Center for the Next Generation showed that over 22 percent of children and 52 percent of single mother children under 5 years old in Humboldt County live in poverty. While birth rates nationally have fallen 3% from 1986-2009, Humboldt County has also experienced a 13% decrease in K-12 enrollment due largely to parents of these students leaving the County to find career jobs with strong employee benefits elsewhere. All counties in Northern California suffer from generally the same types of social challenges.

In that the Trans Pacific Partnership is becoming a reality, this Project will accommodate the increase in agriculture exports expected to be realized. Through the completion of this Project, California will be well positioned to manage significantly increased freight exports through well planned export facilities located one day closer to partner countries than any other port in California.

There is a gap in our national strategic port system that Humboldt's seaport can fill. There is no strategic port, either military or economic, between Oakland and Seattle. In case of natural or anthropogenic disaster in Oakland or Los Angeles, or both, the West coast is strategically weak without Humboldt's seaport. Food and emergency supplies are effectively cut off from the rest of the state and the economics of the nation are put at risk. This pilot project has the potential of addressing this pressing need to the benefit of the state and nation, both economically and militarily.

In summary, the Upstate California RailConnect Pilot Project concept is simple: Immediately develop and then fund a program to subsidize the trucking of agricultural products and goods manufactured in the North State to incentivize export through Humboldt's harbor; and simultaneously analyze connecting an existing underutilized deepwater seaport by rail to one of the most agriculturally-rich areas in California and the heartland of our nation to the world. Specifically, the proposed Upstate California Railconnect Pilot Project will provide public decision-makers and private investors with a package of information on which to make informed investment and business decisions regarding a new rail line connecting Humboldt Bay's deep water seaport with a state-of-the-art national rail connection in the Sacramento Valley.

The Upstate California RailConnect Pilot Project is comprised of two elements that can be pursued concurrently. These elements are described in detail in the following sections.

Element 1 – Land Bridge Pilot Project

Element 1 will make use of two significant trade corridors, Interstate 5 and Highway 299. I-5 North of Sacramento is a relatively underutilized corridor that serves, to a great degree, ports outside of California; Highway 299 is currently the subject of significant investment, over \$100 million, by the State of California that will result in STAA status for trucks. Allowing full-size trucks to traverse the route between the Sacramento Valley and Humboldt's seaport has been estimated to result in a 10-15% drop in transportation costs by 2017. As these transportation costs drop, Humboldt's seaport becomes a more competitive option for agricultural producers and manufacturers of export products in the Sacramento Valley. In order to develop the trade relations that will inevitably be realized as freight throughput in California increases, this element of the Project will develop an incentive program to subsidize transportation costs over the next two years. By incentivizing the use of the I-5 and SR-299 trade corridors, the Land Bridge Pilot Project will both reduce carbon emissions and develop long-term trade relationships that will last into the future.

The Land Bridge Pilot Project will develop a sound subsidy methodology that will utilize all available advanced transportation and economic modeling technologies. In addition, it will develop trade relationships between the Sacramento Valley and Humboldt's seaport. The result of this element will result in significant economic development and freight corridor efficiency for rural northern California. The Project will take advantage of the recent improvements to SR-299 and the growth potential at the only underutilized deep water port in coastal California thus increasing the competitiveness of California exports. The immediate effects of developing and then funding a trucking subsidy program will be to reduce air quality impacts from idling times associated with both traffic congestion and port trans-loading at other locations in California.

Element 2: East-West Rail Feasibility

With the economic potential of a rail line connecting Humboldt Bay to the national rail system and the need to improve the social conditions throughout Northern California, a multi-agency organization called the *UpState RailConnect Committee* has taken the lead to explore the feasibility of an east-west rail route.

The *UpState RailConnect Committee* was created through a Memorandum of Agreement (MOA) between the Counties of Trinity, Tehama and Humboldt; the City of Eureka as the port city; the Northern California Tribal Chairman's Association and the Upstate California Economic Development Council. Together, this Committee's members represent the area that may contain the new rail corridor through Humboldt, Trinity and Tehama counties as well as representing a major portion of the approximately 40,000 square-mile area known as Upstate California. The *UpState RailConnect Committee's* purpose is to develop a public process and oversee the development of a feasibility study to look at

rail route travelling east-west and connecting Humboldt Bay's harbor to the national rail system in the Sacramento Valley.

In order for the East-West Rail connection to be fully competitive and efficient there needs to be a new rail line built that will connect the Union Pacific mainline in the Sacramento Valley with the Union Pacific Feather River Canyon route as it emerges into the valley near Table Mountain in Oroville, CA. This cut off will allow for west bound unit trains from the Midwest or east coast to transit the valley and proceed north to Gerber and west to Humboldt Bay. This cutoff would shorten the route by about 140 miles. This will effectively connect Oroville and Chico with direct rail service and as these towns grow a passenger commuter train could then be realized from Oroville to the coast. This cutoff will essentially complete the East West land bridge from the Port of Humboldt to the heartland of the United States, increasing California's competitiveness in global markets.

An Intermodal facility built at Gerber along with a rail yard would provide the northern Sacramento Valley with an accessible shipping and collecting point for containerized agricultural products to Humboldt Bay. It could also be the spark for the development of new warehousing and distribution terminals, similar to the Walmart distribution center just north of the proposed intermodal facility.

Through the City of Eureka, a \$25,000 CDBG grant was obtained for the *UpState RailConnect Committee* to produce a "Pre-Feasibility Study" that resulted (to-date) in obtaining more than 50 letters of support; conducting over 40 presentations; and producing a detailed Scope of Work and draft Request for Proposals.

Utilizing the regional leadership of the *UpState RailConnect Committee*, the Upstate California Railconnect Land Bridge Pilot Project is intended to address the problems noted above by initiating trade relationships through trucking while determining if an east-west rail line is feasible. This Project is proposed to develop these trade relationships, reduce congestion and idle times of trucks in Oakland and LA/Long Beach immediately while examining the challenges, opportunities and costs of developing an east-west rail connecting Humboldt Bay's harbor to the national rail system in the Sacramento Valley.

If found feasible, an east-west rail route could potentially improve freight rail logistics and rail access to a large portion of the State of California; make full use of an underutilized deep water harbor asset at Humboldt Bay; improve economic opportunities in this economically-distressed, rural portion of California; and improve goods movement resiliency along the West coast of the United States. Specifically, past economic modeling has shown that Humboldt's harbor could have a significant economic impact on the North coast region of California by providing an additional 3,000 jobs, a \$90-million-dollar increase in wage payments and a \$400 million increase in the region's gross regional product while enhancing two of California's Strategic Interregional Corridors.

Standard railroad economic modeling predict that equivalent economic benefits would be realized in the northern Sacramento Valley.

The project then has data that can be proposed to public and private funding sources. A good example of the potential to fund such a project can be seen in the Federal Railroad Administration's Railroad Rehabilitation and Improvement Funding (RRIF). The RRIF program was established by the Transportation Equity Act for the 21st Century (TEA-21) and amended by the Safe Accountable, Flexible and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Under this program the FRA Administrator is authorized to provide direct loans and loan guarantees up to \$35.0 billion to finance development of railroad infrastructure. Up to \$7.0 billion is reserved for projects benefiting freight railroads other than Class I carriers. These financing options are at significantly low rates and long terms that allow large scale infrastructure projects to become more attractive to investors. RRIF funding can cover up to 80% of the cost of construction at attractive rates with a 10% contribution from the state and another 10% of private equity rounding out the balance of project funding.

Public Process and Outreach

Since late 2012, the entire Upstate California Railconnect Project planning process has been an innovative, bottom-up public effort coordinated by the multi-agency *UpState RailConnect Committee* (URCC). This included developing and circulating meeting agendas, minutes and conducting meetings. URCC minutes and typical powerpoint presentations are posted at www.ci.eureka.ca.gov.

A. Outreach Efforts

To date, more than 40 presentations have been made to civic groups, agency representatives and elected officials throughout Northern California (Table 1).

TABLE 1: Presentations made regarding the Concept of a Study Exploring the Feasibility of New Rail Line Connecting the Deepwater Seaport of Humboldt Bay to the National Rail System in the Sacramento Valley.

- *Northern California Economic Forecast Conference*
- *Redwood Region Logging Conference*
- *Caltrans HQ and District 3*
- *Humboldt County Association of Governments Board*
- *Humboldt County Association of Governments Technical Advisory Committee*
- *County Engineers Association of California*
- *North State Super Region*
- *Upstate California Economic Development Council*
- *Redwood Region Economic Development Commission*
- *Tehama County Farm Bureau*
- *Six Rivers Seniors' Club*
- *Red Bluff Lions Club*
- *Eureka Rotary*
- *Arcata Rotary*
- *Southwest Rotary*
- *Old Town Rotary*
- *Henderson Center Kiwanis*
- *Eureka Tip Club*
- *CA Assemblymember Jim Wood*
- *CA Assemblymember James Gallagher*
- *CA Senator Mike McGuire*
- *US Congressman Doug LaMalfa*

- *City of Arcata*
- *City of Ferndale*
- *City of Fortuna*
- *City of Colusa*
- *Anderson City Representatives*
- *Trinity County Board of Supervisors*
- *Humboldt County Board of Supervisors*
- *CA Assemblymember Wes Chesbro*
- *CA Senator Noreen Evans' Staff*
- *US Representative Jared Huffman's Staff*
- *US Senator Barbara Boxer's Staff*
- *Governor's Office of Business Development*
- *Humboldt State University Administration*
- *Humboldt Bay Harbor Working Group*
- *North Coast Railroad Authority*
- *Union Pacific Railroad*
- *Military Officers Association of America*
- *Central California Almond/Walnut Producers*
- *Eureka Chamber of Commerce*
- *Several Private Business Owners*
- *League of CA Cities - Redwood Region*
- *League of CA Cities - Sac Valley Region*

B. Support Received

To date, the concept of a feasibility study to examine a new rail line connecting Humboldt Bay's deepwater harbor with a national rail connection in the Sacramento valley has been supported by more than 50 organizations from a vast portion of Northern California (Table 2).

TABLE 2: Organizations Supporting the Concept of a Study Exploring the Feasibility of New Rail Line Connecting the Deepwater Seaport of Humboldt Bay to the National Rail System in the Sacramento Valley.

- *City of Eureka, CA*
- *City of Fortuna, CA*
- *City of Rio Dell, CA*
- *County of Humboldt, CA*
- *County of Trinity, CA*
- *County of Tehama, CA*
- *Upstate California Economic Development Council*
- *Northern California Tribal Chairman's Association*
- *Wiyot Tribe*
- *Corning CA Chamber of Commerce*
- *Humboldt County Sheriff*
- *California Marine and Intermodal Transportation System Advisory Council*
- *California Association for Local Economic Development*
- *Humboldt Association of Realtors*
- *Humboldt State University*
- *Humboldt County Office of Education*
- *The Greater Eureka Chamber of Commerce*
- *Oroville Chamber of Commerce*
- *Humboldt Bay Harbor, Recreation and Conservation District*
- *The Humboldt County Sheriff's Office*
- *Shasta-Trinity National Forest*
- *Six Rivers National Forest*
- *Union Pacific Railroad*
- *Northwestern Pacific Railroad Company*
- *Humboldt County Association of Governments*
- *Tehama County Farm Bureau*
- *Orland Chamber of Commerce*

- *Building and Construction Trades Council of Humboldt and Del Norte Counties*
- *Operating Engineers Local 3*
- *Bricklayers and Allied Craftworkers Local No. 3, California*
- *Building and Construction Trades Department of the American Federation of Labor – Congress of Industrial Organizations*
- *Central Labor Council, AFL-CIO of Humboldt and Del Norte Counties*
- *Eureka Police Officer's Association*
- *Humboldt Deputy Sheriff's Organization*
- *East-West Rail Advocates*
- *Land Bridge Alliance*
- *Military Officers Association of America*
- *Rail and Port Infrastructure Task Force*
- *Humboldt Bay Harbor Working Group*
- *Sierra Pacific Industries*
- *Green Diamond Resource Company*
- *California Redwood Company*
- *Humboldt Cattlemen's Association*
- *Humboldt Redwood Company*
- *Schneider Dock*
- *Longshore and Warehouse Union, Local 14*
- *State Building and Construction Trades Council of California*
- *North State Super Region*
- *California State University, Chico, Center for Economic Development*
- *CalTrans*

C. Other Support

In addition, the East-West Rail Concept was included as an "Action" item in the North State Super Region's "*North State Transportation for Economic Development Study*" October 2, 2013 report.

Regional transportation planning agencies from 16 counties in Northern California came together on October 20, 2010 to sign a Memorandum of Agreement forming the *North State Super Region*. This agreement created an alliance between the agencies to work together and support each other on issues related to transportation and to have a unified voice representing the North State. The North State Super Region included consideration of an east-west rail concept in their October 2, 2013 "*North State Transportation for Economic Development Study*" report (www.superregion.org).

That report, in part states:

- Page xii: "*Stakeholders in the North State may wish to consider support for the east-west railroad concept between the Port of Humboldt Bay and northern Sacramento Valley. Several elected officials and North State stakeholders have provided letters of support. In addition, Upstate California has adopted the east-west concept. Whereas current efforts focus on initiating a technical and engineering feasibility of the project, the North State may want to study the potential market for the east-west railroad prior to or in tandem with the technical study.*"
- AND
- Page xv: "*5. Exploring the need for new goods movement infrastructure. The North State is served by only one port that historically focused on the wood products and commercial fishing industries. The proposed feasibility study of constructing an east-west railroad to connect the Port of Humboldt Bay to the Class 1 railroad network should include an analysis of the market demand and economic feasibility in addition to the engineering and environmental feasibility of the proposed project. A minimal market study should identify how large a potential market could be based on products that move by rail and what share the North State may expect to attract given market and spatial considerations. The proposed study should also analyze the market feasibility of locating in the North State a freight rail loading facility that could serve the railroad and port.*"

6. Estimated Cost for Implementation:

Element 1: \$180,000

Element 2: \$345,000. Includes \$35,000 in-kind match from *UpState RailConnect Committee* and local non-profit organization, Land Bridge Alliance.

TOTAL: \$525,000

7. **Timeline:** The Upstate California RailConnect Pilot Project can be completed within 18 months of Project funding. The *UpState RailConnect Committee* is prepared to start circulating the RFP for a qualified consultant team to conduct both the Land Bridge Pilot Project and the East-West rail feasibility analysis under the direction and oversight of the *Upstate RailConnect Committee* and interagency partners immediately upon funding notification.
8. **Means for measuring progress over time:**

Element 1: Land Bridge Pilot Project
Scope of Work and Tasks:

Incentive Program Development

Task 1: Develop subsidy methodology

Task 2: Outreach to Sacramento Valley exporters and importers

Task 3: Outreach to Humboldt Bay terminal operators

Task 4: Develop Incentive Program guidelines

Task 5: Develop Incentive Program funding strategy

Element 2: East-West Rail Feasibility Analysis
Scope of Work and Tasks:

Based upon public input collected at presentations throughout Northern California, the *UpState RailConnect Committee* adopted the following Scope of Work to be included in a Draft Request for Proposals.

Task 1: Literature Review

Review pertinent information and studies from public and private sources relevant to examining the feasibility of an alternative rail route connecting Humboldt Bay's harbor to the national rail network in the Sacramento Valley.

Task 2: Identify Potential Routes

Determine location of a minimum of three routes. For this study a "route" is defined as a geographic depiction of an area between a connection on the Northwestern Pacific rail line in the Humboldt Bay region and a connection to a mainline Class 1 railroad in the Sacramento Valley. The "area" is defined as a swath with dimensions ranging from 100' to 1,000' in width between the points on the Northwestern Pacific rail line and the connection in the Sacramento valley. The proposed "swaths" can vary in size within any given route provided they stay within the defined range.

- *The three routes will be chosen based upon the following criteria:*
- *Minimum number of tunnels and bridges*
- *Minimum number of environmental impacts – environmental impacts shall be assessed at a minimum within an area 1/8 of a mile from either side of the route "swath"*
- *Grade shall meet industry standards*
- *Track geometry to be aligned for most efficient operations*
- *Minimum disruption to communities along the route*

Task 3: Land Ownerships

List ownership of land within the proposed rail routes and within 1/8 of a mile on either side of the rail routes. Task 3 is to include Assessor's Parcel Number, acreage of parcel, legal owner of parcel, legal owner's contact information, date of last sale of the property, purchase price of last sale of the property, assessed valuation of the property, and zoning including any overlay designations.

The Consultant shall also endeavor to ascertain willingness of each landowner to sell the property or grant a permanent easement for rail purposes or if property is currently for sale. Consultant shall also identify any existing uses or encumbrances on the property.

Task 4: Economic Benefit to the Entire Rail Corridor

Task 4.1 Assessment of Market Potential

Describe potential shipping trends over the next 25 years and 50 years by industry and commodity category (SIC code) that might benefit or be attracted to a connection to Humboldt Bay's deepwater harbor.

Task 4.2 Assessment of Direct, Indirect and Induced Beneficiaries

Examine the potential for job creation, property value increase, construction jobs, dollar multipliers and other beneficiaries throughout a region extending from Humboldt Bay to the Nevada border and extending from Medford, OR south to Oroville, CA.

Task 4.3 Assessment of Impacts to Ports

Consultant will examine the trade, economic and political impacts to the ports of Portland, OR; Astoria, OR; Coos Bay, OR; Sacramento, CA; Stockton, CA; Oakland, CA and Richmond, CA. Consultant shall also include the review of existing contracts and analysis of opportunities for each port.

Task 5: Governance

Develop a matrix of pros and cons for an alternative rail line to be owned by a public entity; owned by a private entity; and owned by a public/private entity. Also to be included is a similar analysis of railroad operation.

Task 6: Conceptual Engineering

Identification of any proposed tunnels and bridges and their lengths and construction materials; identification of geologic conditions along proposed rail routes; cross-section of typical rail section; weights of rail; identification of any public and private road crossings; proposed speed of trains; description of any access and construction issues; location of any highway and port connectors including structural connections with NWPRR and Union Pacific; location of proposed sidings; description of track grades.

Task 7: Homeland Security

Assess benefits of an alternative rail route for meeting or improving national and state security needs. In order to assess these benefits, the Consultant shall contact offices of California Emergency Management Services; US Department of Homeland Security; US Department of Customs and Border Security; US Maritime Administration; US Coast Guard and US Department of Defense. Include contact information for agency contacts.

Task 8: Additional Uses of the Rail Right of Way

Identify additional potential uses of the proposed new routes including but not limited to, passenger service, water pipeline, redundant fiber optic line, other utilities and trail. Develop a ranking of potential additional uses by estimated cost; estimated income; contacts; and any special conditions including any potential restrictions on the rail corridor.

Task 9: Estimated Permitting Needs

Identify all local, State and Federal permits necessary to plan, acquire, construct and operate an alternative rail line over the proposed rail routes. Include permit contact information, blank permit forms and a flow chart of the order of permit applications. In addition, this task should also include all California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance measures including the need for any special studies based upon the proposed rail routes.

Task 10: Identify Environmental Issues and Mitigations

Identify all known environmental issues of concern along the proposed rail routes. The issues of concern may include, but are not limited to, sensitive habitat areas, endangered species, areas of special biological significance, geologic hazards, contaminated sites and residential areas. For any contemplated environmental impact along the proposed routes, propose acceptable mitigation measures with demonstrated agency concurrence.

Task 11: Identify Known Cultural Resources

Identify all known cultural resources along the proposed rail routes through a complete record search/letter of inquiry at the appropriate State Historic Preservation Office (SHPO) and Tribal Historic Preservation Office(s) (THPO) information clearinghouse(s). The issues of concern may include, but are not limited to pre-historic and/or historic archaeological sites, areas of cultural/spiritual significance, and traditional cultural properties. For any contemplated cultural resource impact along the proposed routes,

propose acceptable mitigation measures with demonstrated agency/tribal concurrence history.

Task 12: Estimated Development Costs and Timelines

Estimate the development cost and timelines for the proposed routes. Development costs in his context shall include planning, land acquisition/ROW; permitting, CEQA/NEPA compliance, construction management and construction costs broken out as individual components and costs. Similarly, a timeline should be proposed for each cost component.

Task 13: Public Outreach

Conduct three sets of public outreach meetings in each of the following areas: Humboldt County, Trinity County and Tehama County. These meetings are to be coordinated with the multi-agency UpState RailConnect Committee. The non-profit organization, Land Bridge Alliance, will make meeting arrangements, provide refreshments and meeting supplies. The three meetings will include 1) pre-feasibility public input meeting; 2) Draft report presentation and public input session; and 3) presentation of the final report. Consultant will provide report after the first meeting identifying significant concerns and support.

Task 14: Final Report

The final report will be structured so as to include at a minimum an Executive Summary; Methods and Results for Tasks 1-11; Feasibility Study Conclusion; Recommendations on next steps; and References/contact information. The Final report will also include an appendix that makes a comparison of the proposed alternative routes using readily available existing information on the north-south rail line. The Executive Summary and Conclusions will include a matrix summarizing a comparison of proposed route alternatives across the results of Tasks 1-11.

9. Description of the potential roles each of the interagency partners could provide to support the project's implementation.

The Upstate California RailConnect Pilot Project is intended to explore the feasibility of a new rail line connecting the underutilized deepwater seaport at Humboldt Bay with a national rail connection in the Sacramento Valley. Therefore the potential of such a rail line would be a sustainable transportation infrastructure improvement; an economic stimulus; provide environmental benefits to goods movement throughout Northern California through the use of the newest, cleanest, greenest technologies; and a sustainable job-creator. As noted, the Upstate California RailConnect Pilot Project is just a first pilot step in determining the feasibility of such a rail line and the benefits. Therefore, it is envisioned that the interagency partners could provide the following support for the Project:

CalSTA and CalTrans: As this is a transportation infrastructure project, these two agencies could provide leadership and technical resources in project Administration, project review and project coordination alongside the multi-agency *Upstate RailConnect Committee*.

CalEPA, ARB, CA Energy Commission and Governor's Office of Business and Economic Development: These agencies role could be to provide technical information and technical review on environmental and economic benefits and environmental compliance throughout the project. In addition, it is envisioned that the Governor's Office of Business and Economic Development will play a critical role in identifying and providing contact information on businesses that might be able to take advantage of the Land Bridge Pilot Project.

