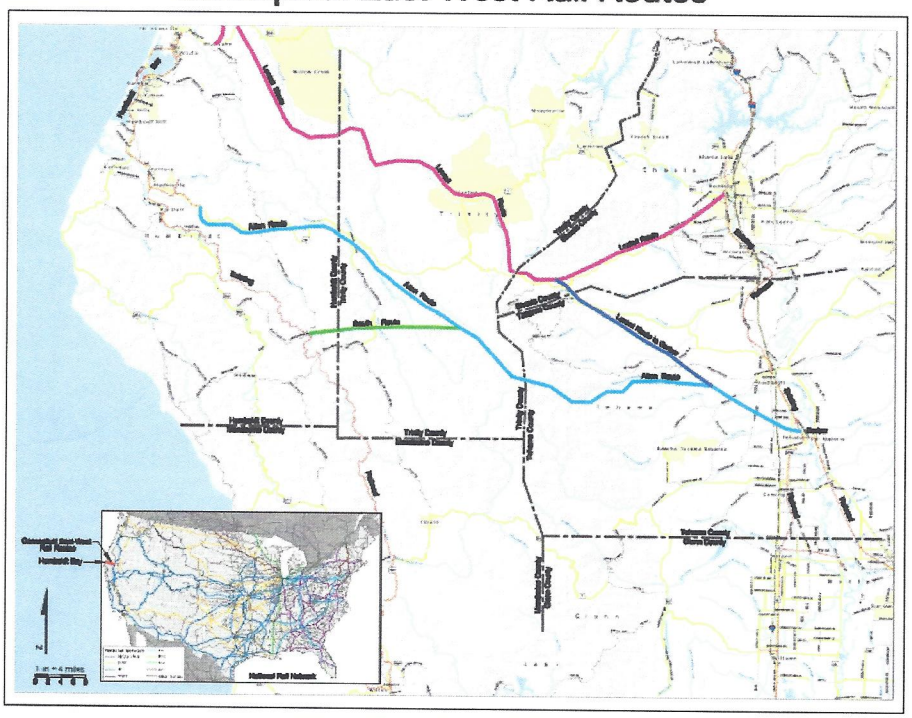
Final Report

Railroad Alternative Route
Pre-Feasibility Outreach and Planning Study

Applicant: City of Eureka
Executed Agreement Number: 12-CDBG-8385
Effective Date: December 20, 2012

Submitted to:
City of Eureka

Conceptual East-West Rail Routes



June 2014

David Hull and Associates

Coastal Project Development and Facility Management Consulting

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June 2, 2014

Judy Harrison
Economic Development Coordinator
City of Eureka
531 K Street
Eureka, CA 95501

RE: Final Report of the Pre-Feasibility Outreach and Planning Study for the Humboldt Bay Alternative Rail Route

Dear Ms. Harrison,

I am pleased to submit this Final Report of the Pre-Feasibility Outreach and Planning Study for the Humboldt Bay Alternative Rail Route.

It has been a sincere pleasure to work on this important project with the City of Eureka and a number of individuals from both the public and private sector over a vast portion of northern California. This grant has enabled the City of Eureka to coordinate the outreach, organizational and planning aspects of this project as this report will reveal. It is my sincere hope that the City of Eureka will continue this leadership position and carefully consider the recommendations presented.

Thank you for this opportunity and I look forward to working with you in the future!

David Hull
President

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Final Report

Railroad Alternative Route
Pre-Feasibility Outreach and Planning Study

Dedicated to Eureka City Councilmember, UpState RailConnect Committee Chair and President of the Land Bridge Alliance

Lance Madsen

as a tribute to his vision and desire to make the City of Eureka a healthy and prosperous port city.

Final Report

Railroad Alternative Route Pre-Feasibility Outreach and Planning Study

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Project Description

The City of Eureka received a Community Development Block Grant (CDBG) Planning and Technical Assistance (PTA) Grant of $25,000 for the purpose of completing a Pre-Feasibility Outreach and Planning Study for an Alternative Rail Route connecting Humboldt Bay's deepwater harbor with a national rail connection in the Sacramento Valley. The Scope of Work for this Pre-Feasibility Study includes:

- Organizing meetings and attendance as necessitated
- Making presentations to coordinate regional cooperation
- Identification of potential grant source(s)
- Research and gathering of information in preparation of grant applications(s) towards their future submittal
- Identification of match fund sources
- Travel needs and expenses (geographic scope of the project is over 130 miles)

This PTA Grant (12-CDBG-8385) was effective December 20, 2012. This Final Report details the results of this grant activity from December 20, 2012 through January 31, 2014.

Background

A new rail line connecting the deepwater seaport at California's Humboldt Bay with the national rail system in the Sacramento Valley has been characterized as having the potential to not just simply be a new and efficient transportation link, but to be a social and economic game-changer for a vast portion of Northern (Upstate) California. However, the potential benefits cannot be known until the feasibility of such a concept is researched.

A 2012 letter of support for such a feasibility study from Dr. Rollin Richmond, President of Humboldt State University, in part states:

".....Our region suffers from poor transportation and the consequences of this for our economy are apparent". ...."The California Center for Rural Policy recently concluded that: Poverty rates are higher in the Redwood Coast Region than the U.S. and California Compared to California and the U.S., our region has higher poverty rates for every race."

From its inception, Eureka has been a water-dependent community and thus the City has a vested interest in developing infrastructure improvements that result in economic growth and sustainable job creation that utilize Humboldt Bay's harbor. Today, approximately 20 percent of the shoreline within City limits is dedicated to coastal-dependent industrial uses. In addition, the City owns approximately 347 acres of underutilized coastal-dependent industrial property near Fairhaven on Humboldt Bay's North Spit. This City property is in addition to approximately 600 acres of underutilized port property throughout harbor region of Humboldt Bay. Thirty to forty years ago, these properties employed thousands of Humboldt County residents. Today, those engaged in private sector marine-related jobs number in the hundreds 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. Humboldt Bay's harbor therefore is a rare and underutilized economic driver for Northern California.

In late 2011, a group of citizens concerned about the depressed economic conditions in the rural portion of Northern California approached the City of Eureka with a concept to look into the feasibility of a new rail connecting Humboldt Bay's harbor east to the rest of the nation. A major driver of the need to explore a new rail connection is the fact that all of California's public seaports are presently serviced by active rail connections to the national rail system except one, Humboldt Bay. Although a fluke of history dictated the creation of a north-south rail line in the early 1900s connecting to Humboldt Bay, this rail line has been inactive since 1999 with no plans to restore this critical transportation link. The lack of rail connecting Humboldt Bay's deepwater harbor to the rest of the United States has resulted in millions of dollars of missed economic, social and environmental opportunities.

Due to these lost opportunities and the facts that there has been no active rail since 1999; no repair schedule for the north-south rail line; and that economic modeling has predicted that Humboldt Bay's harbor has the potential to do more than 10 times its present economic activity, the City of Eureka felt the time was right to explore the feasibility of an east-west rail route.

This feasibility study concept grew to be known as the as the "Alternative Rail Route Feasibility Study". Since this study would be a regional project, the City of Eureka desired to have the oversight of the feasibility study coordinated by a regional entity. Therefore, in late 2012, the City of Eureka had spearheaded a multi-agency group called the UpState RailConnect Committee (URCC) to further investigate the concept. The URCC was formed through a Memorandum of Agreement with the City of Eureka, County of Humboldt, County of Trinity, County of Tehama, Upstate California Economic Development Council and the Northern California Tribal Chairmen's Association (Attachment A). Together, this Committee's members represent the area that may contain the new rail corridor through Humboldt, Trinity and Tehama counties (Figure 1); as well as a major portion of the approximately 40,000 square-mile area known as Upstate California.

The URCC'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. The Alternative Rail Route Feasibility Study is intended to provide public decision makers and private investors with a package of information on which to make informed investment and business decisions regarding the construction of a new rail linking Humboldt Bay's deepwater harbor with the national rail system in the Sacramento Valley.

Since the URCC has the charge to oversee a process to develop the Alternative Rail Route Feasibility Study, the URCC mission and goals are in sync with the tasks of this PTA grant. Therefore, this PTA grant was partially used to provide staffing and coordination to the multi-agency URCC (produce minutes and agendas, arrange meetings, obtain meeting supplies, etc); research grant and funding programs to fund the full feasibility study; produce letters, meeting materials and handouts; and conduct presentations on the URCC process and feasibility study. This PTA grant was critical to the success of the URCC and in utilizing the URCC members' talents to fulfill the tasks included in the PTA Grant.

Generally, the proposed Feasibility Study would involve identification of a proposed route from the analysis of no less than three possible routings; identification of land ownerships along the proposed route; an assessment of market potential; a conceptual development plan that includes rail ownership/governance, conceptual engineering feasibility, highway connectors and any proposed modifications to improve highway/rail interface, estimated permitting needs, estimated environmental and cultural issues and potential mitigations and estimated development costs and timeline.

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 fuller use of and underutilized deepwater 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.

In summary, the Alternative Rail Route Feasibility Study concept is simple – to analyze connecting an existing underutilized deepwater seaport by rail to one of the most agriculturally-rich areas and to the rest of the nation.

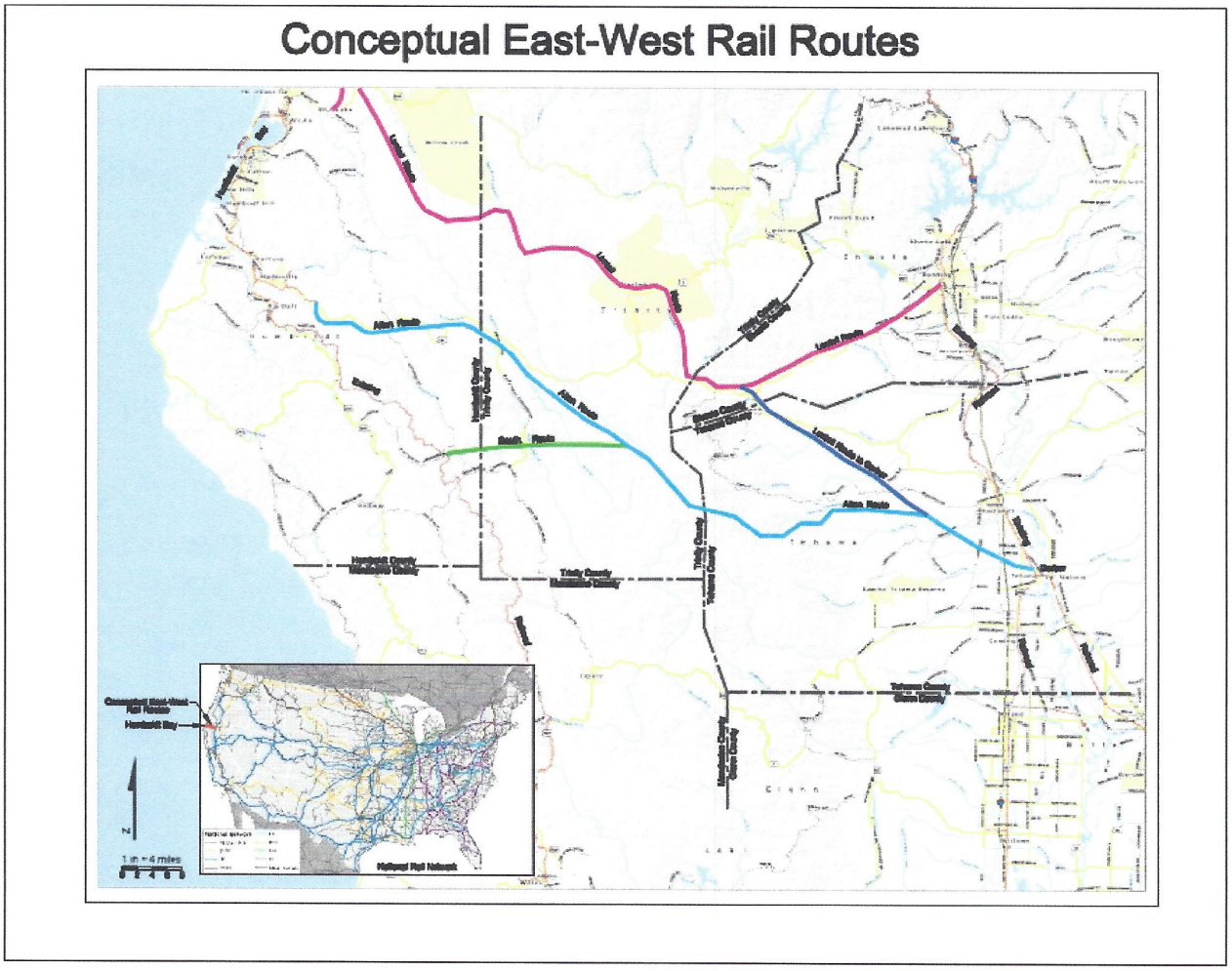


FIGURE 1: Location Map of Upstate California Project Area and Conceptual Alternative Rail Routes.

Results and Accomplishments

The results and accomplishments of this pre-feasibility study are described in the following sections as:

A. Coordination of the multi-agency UpState RailConnect Committee
B. Outreach efforts
C. Support received
D. Identification of potential grant sources
E. Work products: Adopted Scope of Work and Draft RFP

A. Coordination of the Multi-Agency UpState RailConnect Committee

A major portion of the PTA grant activities involved staffing and coordination of the multi-agency UpState RailConnect Committee (URCC). To-date, the entire planning process and "pre-feasibility" work has been an innovative, bottom-up public planning effort. This included developing and circulating meeting agendas, minutes and conducting meetings. URCC minutes and a typical powerpoint presentation are included as Attachment B. Meeting dates and locations are detailed in Table 1. URCC information and meeting notices were posted at www.ci.eureka.ca.gov.

TABLE 1: UpState RailConnect Committee Meetings Coordinated and Staffed Through the Pre-Feasibility Alternative Rail Route Study Grant.

- *11-14-2012* - Trinity County Public Utilities District Conference Room, 26 Ponderosa Street, Weaverville CA
- *1-18-2013* - Trinity County Public Utilities District Conference Room, 26 Ponderosa Street, Weaverville CA
- *2-15-2013* - Trinity County Public Utilities District Conference Room, 26 Ponderosa Street, Weaverville CA
- *3-21-2013* - Telephonic meeting per Subsection 54953(b) of the Government Code
- *5-15-2013* – Tehama County Administration Building, 727 Oak Street, 2nd floor, Room 203 (Red Bank Room), Red Bluff, CA
- *6-26-2013* - Wharfinger Building, 1 Marina Way, Eureka, CA
- *7-31-2013* - Telephonic meeting per Subsection 54953(b) of the Government Code
- *9-11-2013* - Trinity County Public Utilities District Conference Room 26 Ponderosa Street, Weaverville CA
- *10-30 2013* – Trinity County Public Utilities District Conference Room, 26 Ponderosa Street, Weaverville CA
- *1-15-2014* - Tehama County Administration Building, 727 Oak Street, 2nd floor, Room 203 (Tuscan Room), Red Bluff, CA
- *4-2-2014* - Trinity County Public Utilities District Conference Room, 26 Ponderosa Street, Weaverville CA
- *5-7-2014* - Trinity County Public Utilities District Conference Room, 26 Ponderosa Street, Weaverville CA

B. Outreach Efforts

To date, more than 30 presentations have been made to civic groups, agency representatives and elected officials throughout Northern California (Table 2).

Examples of an early and later version of the typical powerpoint presentations are included as Attachment C.

TABLE 2: 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*
- *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*

- *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*

C. 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 3).

TABLE 3: 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*

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."*

D. Identification of Potential Grant Source(s)

The following potential funding sources have been identified:

- ***MAP-21 – US Department of Transportation***
- ***Rural Communities – US Department of Agriculture***
- ***US Department of Commerce – Economic Development Administration***
- ***Partnership Grant – California Department of Transportation***
- ***Community Based Transportation Planning – California Department of Transportation***
- ***Humboldt County Association of Governments***
- ***Community Investment Fund - County of Humboldt Headwaters Fund Board***
- ***TIGER (Discretionary Transportation Planning Grant) – US Department of Transportation***

In addition to the above list of public potential grant sources, a private, non-profit organization has been created as the "Land Bridge Alliance". The Land Bridge Alliance was formed to meet a perceived need to have an organization that could accept private donations for use in funding the Alternative Rail Route Feasibility Study and to provide educational outreach for the concept of an east-west rail line. To-date, the Land Bridge Alliance has funded educational activities at two trade shows (Redwood Region Logging Conference and North State Economic Forecast Conference); made or participated in numerous educational presentations on the feasibility study concept; and has agreed to provide "match" funding for two feasibility study grant applications.

Since the inception of the URCC, there have been at least three private efforts to either conduct their own version of a feasibility study or pursue the actual construction of an east-west rail line. The URCC discussed the interaction between the URCC and these private efforts at several URCC meetings ultimately concluding that the goal of the URCC was to continue pursuing the Alternative Rail Route Feasibility Study while also supporting private efforts. In order to officially memorialize that goal, the URCC unanimously approved a policy position that states:

THE UPSTATE RAILCONNECT COMMITTEE WILL CONTINUE ACTIVITIES TO COMPLETE THE FEASIBILITY STUDY AND NOT HINDER PRIVATE ACTIVITIES WHILE CONTINUING THE UPSTATE RAILCONNECT COMMITTEE'S MORE GLOBAL PROCESS

E. Work products: Adopted Scope of Work and Draft RFP

Based upon public input collected at presentations throughout Northern California, the UpState RailConnect Committee adopted the following Scope of Work and Draft Request for Proposals in October 2013. The adopted draft RFP is included as Attachment D.

Alternative Rail Route Feasibility Study
Scope of Work

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.

Recommendations

As further action for the City of Eureka to build on the effort detailed in this report, it is recommended that the City:

- Continue to support the completion of the Alternative Rail Route Feasibility Study.
- Continue to provide representation and participate on the UpState RailConnect Committee.
- Agree to be the applicant for appropriate Alternative Rail Route Feasibility Study and associated support grants as approved by the Eureka City Council and in coordination with the UpState RailConnect Committee.
- Continue to be proactive in maintaining zoning of coastal dependent industrial waterfront properties within the City of Eureka.
- Continue to be proactive in maintaining road, rail and deep water channel access to coastal dependent industrial waterfront properties within the City of Eureka.
- Be proactive in protecting the existing rail corridor connecting to the City of Eureka's coastal dependent industrial areas.
- Continue to leverage the City of Eureka's efforts in waterfront revitalization by working with citizen groups such as the Land Bridge Alliance and the Humboldt Bay Harbor Working Group.

Attachment A

Memorandum of Agreement Forming the UpState RailConnect Committee

UpState RailConnect Committee

MEMORANDUM OF AGREEMENT

This Memorandum of Agreement is entered into by and between the City of Eureka; County of Trinity; County of Tehama; County of Humboldt; and the UpState California Economic Development Council; hereinafter collectively referred to as "UpState RailConnect Agencies."

WHEREAS, the region of California covered by the Upstate RailConnect Agencies has suffered vast economic hardships and job losses in recent years; and

WHEREAS, Humboldt Bay is one of only 11 deepwater harbors in the State of California and the only one on a 400-mile stretch of coast between San Francisco, CA and Coos Bay, OR therefore representing the only deepwater international access within the approximately 40,000 square-mile UpState region of California; and

WHEREAS, Humboldt Bay is the only seaport in California without an active rail connection and the only California seaport that has not seen any economic growth in the past decade; and

WHEREAS, the City of Eureka has recently spearheaded an effort to examine the feasibility of creating an alternate rail line that would travel east from Humboldt Bay to a connection to the national rail system in the Sacramento Valley which would be roughly one-half of the length and involve a fraction of the bridges and tunnels of the existing inactive north-south rail line; and

WHEREAS, a Humboldt Bay Alternative Rail Route Feasibility Study could be envisioned to include: potential rail routes; potential highway and port connections; identification of market potential; other uses of the rail corridor such as for fiber optics , trails and etc; environmental issues; any proposed mitigation measures; and estimated costs and timelines; and

WHEREAS, the UpState RailConnect Agencies are presently the most active public entities concerned with the establishment of a rail connection between the harbor portion of Humboldt Bay and the national rail system in the Sacramento Valley; and

2012 Miscellaneous Agreement
227-2012

WHEREAS, the UpState RailConnect Agencies have powers, duties, and experience to contribute to the public outreach, information gathering, planning and oversight of a study to examine the feasibility of establishing a rail line between the harbor portion of Humboldt Bay and the national rail system in the Sacramento Valley.

WHEREAS, the UpState RailConnect Agencies all desire to coordinate efforts to achieve the highest degree of success in gathering information on the feasibility of establishing a rail line between the harbor portion of Humboldt Bay and the national rail system in the Sacramento Valley.

NOW, THEREFORE, the parties do agree as follows:

1. To support the creation of the "UpState RailConnect Committee."

2. UpState RailConnect Committee member agencies include City of Eureka; County of Trinity; County of Tehama; County of Humboldt; and the UpState California Economic Development Council.

3. Each member agency shall designate two people to represent their agency on the UpState RailConnect Committee. Agency representatives are to be appointed by the Agency, and can include agency Board or Council members, agency staff, technical consultants or members of the public. Each member agency shall have the ability to place any terms or conditions on their appointment process and each member agency shall have the ability to extend or replace their representatives at any time.

4. That the general purpose of the UpState RailConnect Committee is to coordinate the production of the Humboldt Bay Alternative Rail Route Feasibility Study. Specifically, the purpose of the Upstate RailConnect Committee will be to gather public input; conduct public outreach efforts in each member agencies region; review documents such as Request for proposals, consultant submittals, draft and final reports; participate in consultant selection; provide consultant oversight; assist with grant writing and local technical in-kind efforts; and other tasks as mutually agreed upon by the UpState RailConnect Committee members.

5. Neither the UpState RailConnect Committee, nor a member agency's representatives to the committee, shall have the power or authority to create any legal obligation on the part of a member agency.

6. There is no financial obligation created by this Memorandum of Agreement on any of the UpState RailConnect Committee member agencies. UpState RailConnect Committee member agencies will cover their own expense to participate on the UpState RailConnect Committee.

7. The term of this agreement is three (3) years. This agreement may be extended for up to three (3) additional years by mutual agreement of the UpState RailConnect Committee. Any member agency may have the option to withdraw at any time.

DATE: OCT - 2 2012

Bob Williams, Chairman
Tehama County Board of Supervisors

Approval as to Form
Tehama County Counsel

6. There is no financial obligation created by this Memorandum of Agreement on any of the UpState RailConnect Committee member agencies. UpState RailConnect Committee member agencies will cover their own expense to participate on the UpState RailConnect Committee.

7. The term of this agreement is three (3) years. This agreement may be extended for up to three (3) additional years by mutual agreement of the UpState RailConnect Committee. Any member agency may have the option to withdraw at any time.

DATE: 10/11/2012

(Name) Brynda Stranix

(Title) Chair/President

(Organization) Upstate CA EDC

DATE: 10-11-12

(Name) Alison O'Sullivan

(Title) General Manager

(Organization) Upstate CA EDC

7. The term of this agreement is three (3) years. This agreement may be extended for up to three (3) additional years by mutual agreement of the UpState RailConnect Committee. Any member agency may have the option to withdraw at any time.

DATE: 11/09/2012

(Name) Frank J. Jäger

(Title) Mayor

(Organization) City of Eureka

6. There is no financial obligation created by this Memorandum of Agreement on any of the UpState RailConnect Committee member agencies. UpState RailConnect Committee member agencies will cover their own expense to participate on the UpState RailConnect Committee.

7. The term of this agreement is three (3) years. This agreement may be extended for up to three (3) additional years by mutual agreement of the UpState RailConnect Committee. Any member agency may have the option to withdraw at any time.

DATE: 11/13/12

Virginia Bass

(Name) Virginia Bass

(Title) Chair of the Board

(Organization) Humboldt County Board of Supervisors

7. The term of this agreement is three (3) years. This agreement may be extended for up to three (3) additional years by mutual agreement of the UpState RailConnect Committee. Any member agency may have the option to withdraw at any time.

DATE: 10/5/12

ANTON R. JAEGEL, CHAIRMAN
Board of Supervisors
County of Trinity
State of California

7. The term of this agreement is three (3) years. This agreement may be extended for up to three (3) additional years by mutual agreement of the UpState RailConnect Committee. Any member agency may have the option to withdraw at any time.

DATE: 3/12/13

Garth Sundberg

(Name) Garth Sundberg

(Title) NCTCA Chairman

(Organization) North Coast Tribal Chairs Association

Attachment B

Minutes from the UpState RailConnect Committee Meetings

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

Trinity Public Utility District Conference Room
26 Ponderosa
Weaverville, CA
11:00 AM-2:00 PM

November 14, 2012
Minutes

1. **Introductions**

   Committee Members Present: City of Eureka Councilmember Lance Madsen, Councilmember Mike Newman; County of Humboldt Supervisor Rex Bohn; County of Trinity Supervisor-elect John Fenley, CAO Wendy Tyler; County of Tehama Supervisor-elect Steve Chamblin, CAO Bill Goodwin; and Upstate California Economic Development Council General Manager Alison O'Sullivan.

   Committee Members Absent: Humboldt County Supervisor Clif Clendenen; Trinity County Supervisor Debra Chapman; Upstate California Economic Development Council Board President Brynda Stranix

   Staff: Eureka City Manager David Tyson; Humboldt County CAO Phillip Smith-Hanes; David Hull

   Public: Larry Glass

2. **Purpose of Meeting –** Kickoff/Organizational Meeting

3. **Review of Agenda**

4. **Role of *UpState RailConnect Committee***

   The Committee agreed that the role of the *UpState RailConnect Committee* is to:

   a) Conduct public outreach and develop the scope of work for the feasibility study
   b) Obtain funding for the feasibility study
   c) Retain a consultant to complete the feasibility study
   d) Oversee consultant activities
   e) If feasible, the Committee will use feasibility study results to identify capital and investors

5. ***UpState RailConnect Committee* Organization Discussion**

   a. **Chair:** Bill Goodwin moved that Lance Madsen be Chair and point of contact and Rex Bohn be Vice-Chair. Motion seconded by John Fenley. Motion carried unanimously.
   b. **Notices/Media Release Protocol:** The Committee agreed that the Chair would review all notices and media releases prior to release. It was also agreed that all draft

media releases would also be circulated to Committee members prior to release. It was further agreed that David Hull would act as staff to the Committee by arranging meetings, drafting agendas and other Committee needs as directed by the Chair and Committee members. All members agreed to send Hull their lists of media contacts and Hull was directed to create a media release based on this meeting.

c. **Public Involvement in Meetings:** The Committee members agreed that this committee would operate in as open and transparent a process as possible including 72 hour public notice posted at all member jurisdictions noticing each meeting.

d. **Committee Funding and Uses of Eureka CDBG Grant:** David Tyson reported that the City of Eureka had obtained a $25,000 CDBG Planning and Technical Assistance grant. The intended use of this PTA grant will be to develop one or more applications and ultimately acquire grant funds to initiate the Feasibility Study. Specifically, PTA funds for this Project will be used for:

- Identification of potential grant source(s)
- Gathering of information necessary to prepare a competitive grant application
- Identification of match funding sources (if necessary)
- Preparation of grant application(s) and their submittal
- Travel/Committee expenses
- Presentation and application preparation supplies
- Meeting attendance
- Making presentations

e. **How to Handle Requests for Additional Committee Members:** The Committee members felt that the *UpState RailConnect Committee* was already big enough with five member agencies with 10 agency representatives. The Committee outlined potential methods to deal with requests for additional committee members that included the other agencies feeding input through a member agency, or entering input through public comment, or feeding input to the Committee through the non-profit organization, the Land Bridge Alliance. It was also discussed that there may be a need for technical support and review where other agencies, such as the North State Super Region or regional transportation agencies could function as a "Technical Advisory Committee".

f. **Consideration of Process for Private Contributions to Study**

   i. **Role of Landbridge Alliance:** Chair Madsen made a brief presentation on the role and purpose of the Land Bridge Alliance in obtaining private donations to be used for the feasibility study or other alternative rail educational and research purposes. The Committee also discussed utilizing the Land Bridge Alliance's website to make presentations and information on the feasibility study process available. It was noted that the City of Eureka's website has, and is, being used to house information regarding the Alternative Rail Route Feasibility Study.

ii. **Response to Requests to Donate:** The Committee agreed that any requests to donate private funds to the Alternative Rail Route Feasibility Study process would be handled by the Land Bridge Alliance.

iii. **Conditions on Private Donations:** The Committee agreed that any private donor to the Alternative Rail Route Feasibility Study would be notified of the following list of conditions associated with that donation prior to the donation:

- Regardless of the source of funds, the Alternative Rail Route Feasibility Study will be a "public" process
- There are no preconceived outcomes of the study
- There are no preconceived outcomes for those making private donations
- Private funding sources can privately fund their own study but if they want the benefit of the *UpState RailConnect Committee* process, then they will need to understand that this is a public process
- Private donations to the Alternative Rail Route Feasibility Study will be made through the Land Bridge Alliance
- Private donations to the Alternative Rail Route Feasibility Study made to the Land Bridge Alliance can be either listed anonymously or by name as requested by those making the donation.

6. **Discussion on Potential Funding Sources:** The Committee discussed the potential for several funding sources to be explored including:
   - Private donations
   - MAP-21 Grants
   - HCD CDBG Planning and Technical Grants
   - USDA
   - US Department of Commerce – Economic Development Administration Grants
   - CalTrans Transportation Planning Grants
   - Headwaters Community Investment Fund Grants
   - Combinations of the above

7. **Discussion on the Draft Scope of Work:** The Committee discussed the following as draft elements of a draft scope of work for the feasibility study:

   - Identification of a proposed route and alternatives
   - Identification of land ownerships
   - Economic benefit to the entire rail corridor
     - Assessment of market potential
     - Assessment of indirect benefactors
     - Assessment of impact to ports
   - A conceptual development plan that will include:
     - Ownership/governance of the rail line
     - Prelim engineering
     - Highway/port connectors/potential stops/spurs along the route

- Outline of national security issues
- Additional uses of the corridor (fiber optic, trail, water, etc)
- Estimated permitting needs
- Estimated environmental issues and mitigations
- Estimated development costs and timelines

a. **Discussion on Public Outreach/Input Process:** The Committee discussed the need to have each member agency represented on the Committee craft a public outreach process for their community that would allow the public to feed input into the development of a scope of work.

8. **Task Assignments:** The committee agreed to the following tasks in preparation for the next Committee meeting:
   - Each member agency represented on the Committee will craft a draft public outreach process for their community that would allow the public to feed input into the development of a scope of work
   - Each member agency represented on the Committee will discuss with their agency the potential to share in a CDBG Planning and Technical Grant ($100K each)
   - Each member agency on the Committee will send David Hull a list of their media contacts for use in regional media releases
   - Ask North State Super Region if they are interested in fulfilling the role of Technical Advisory Committee
   - Put info on a website (either Land Bridge Alliance or City of Eureka, or both)

9. **Other:** None

10. **Next Meeting:** Next meeting was set for January 18, 2013 from 10 AM – 1 PM at the Trinity Public Utility District Conference Room; 26 Ponderosa, Weaverville, CA

11. Meeting adjourned 1:55PM

Approved: Motion Goodwin/Second O'Sullivan. Unanimously approved 1-18-2013

Lance Madsen, Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

Trinity Public Utility District Conference Room
26 Ponderosa
Weaverville, CA
11:00 AM-2:00 PM

January 18, 2013
Minutes

1. **Introductions**

   Committee Members Present: City of Eureka Councilmember Lance Madsen; County of Humboldt Supervisor Rex Bohn; Trinity County Supervisor Debra Chapman; Tehama County CAO Bill Goodwin; and Upstate California Economic Development Council General Manager Alison O'Sullivan.

   Committee Members Absent: Councilmember Mike Newman; County of Trinity Supervisor John Fenley; CAO Wendy Tyler; County of Tehama Supervisor Steve Chamblin; Upstate California Economic Development Council Board President Brynda Stranix

   Staff: David Hull

   Public: David Tyson; Judy Harrison; Nick Angeloff; Larry Glass

2. **Public Comment:** None

3. **Review of Agenda**
   Chair Madsen moved "Item 10. Other" to agenda up to agenda item number 5.

4. **Approval of minutes from November 14, 2012 meeting**
   Motion Goodwin/Second O'Sullivan to approve November 14, 2012 meeting minutes. Motion carried without dissent.

5. **Other**
   - **a.** David Hull showed a draft of an updated two-page flyer and asked the committee now that David Tyson is not City Manager and project lead, who should be on the flyer as contact. The Committee agreed that Chair Lance Madsen should be listed on the flyer.
   - **b.** David Hull noted that since the last meeting, two additional support letters have been received. These are from Sierra Pacific Industries and the Humboldt Cattlemen's Association.

c. Chair Madsen introduced Judy Harrison of the City of Eureka's economic development staff. They both described the recent Northern California Economic Forecast Conference and the opportunity that was presented for David Hull, Chair Madsen and Nick Angeloff to promote the Feasibility Study and Humboldt's harbor. The Feasibility Study was well received at two of the breakout sessions.
d. Bill Goodwin noted that he recently had a meeting with Senator Boxer's staff on another issue but stated that the Senator's staff had heard of the Feasibility Study effort and was interested in more information.
e. David Hull noted that the Draft State Rail Plan will be available for review starting February 8, 2013.
f. Supervisor Chapman noted that a special meeting of the rural USDA group would be in Trinity County on January 28-30 and asked that she get some Feasibility Study materials in case the opportunity presents itself for feasibility study funding.
g. Supervisor Bohn asked Larry Glass about any concerns he may have with the feasibility study. Mr. Glass responded that he will be attending these meetings and relaying information to such groups as the Northcoast Environmental Center, Environmental Protection Information Center and other environmental groups. He stated that the environmental groups will want to be sure and monitor the Committees work so they can be involved in the process to address concerns earlier rather than later.

6. **Presentation by Chairman Masten of Hupa Tribe and Nick Angeloff Director of Economic Development for the Blue Lake Rancheria on behalf of the Northern California Tribal Chair Association regarding Committee membership**
Chair Masten was unable to attend so a presentation was made by Nick Angeloff, representing the Northern California Tribal Chairmen's Association (NCTCA) requesting membership on the UpState RailConnect Committee. Mr. Angeloff explained that his Association had member tribes on the coast and in the Sacramento valley. Mr. Angeloff explained that the Wiyot tribe had actually been the first organization to support the concept of a feasibility study for an east-west rail line. He also noted that membership of the NCTCA could allow expanded access to federal funding, capital funding, grants and legislative support.

Motion Chapman/Second Bohn to approve membership of the NCTCA on the Upstate RailConnect Committee. Motion carried without dissent.

Committee Staff David Hull was asked to forward a copy of the UpState RailConnect Committee Memorandum of Agreement to the NCTCA for their action.

7. **Discussion on Potential Funding Sources**
a. **Public Sources:** David Hull described the list and progress made on exploring public sources of feasibility study funding as follows:

- **MAP-21 Grants** – David Hull and Trinity County reps are following up on this through USFS.
- **HCD CDBG Planning and Technical Grants** – Several months ago, the concept of partnering between the three counties to fund an equal share of the feasibility study through this funding source was discussed. Discussion at this meeting softened the idea somewhat based upon Trinity County's concerns over using the funding opportunity for this project.

- **USDA** – Research in progress
- **US Department of Commerce – Economic Development Administration Grants –** Research in progress
- **CalTrans Transportation Planning Grants** – Grant app due April 2 – funding ~ July 2013
- **Headwaters Community Investment Fund Grants-** Research in progress
- It was also discussed that the ultimate funding source may be a combination of the above. No new sources were discussed.

b. <u>Private Sources:</u> Chair Madsen and David Tyson led the discussion on potential private sources by describing the role and activities of the non-profit "Land Bridge Alliance" (LBA) as described in detail at the November 14, 2012 RailConnect meeting. It was reported that LBA is developing a list of potential donors and discussed and accepted the conditions of private donations agreed upon by the Upstate RailConnect Committee at the November 14, 2012 meeting. It was also noted that it would be desirable to have an LBA Board member from Trinity and Tehama County and to forward anyone interested to Chair Madsen.

The Committee then brainstormed other potential private funding sources from agriculture, timber, and industrial organizations. Alison O'Sullivan and Bill Goodwin agreed to develop a list of potential donors from the Sacramento valley area. Supervisor Bohn, Chair Madsen and David Tyson agreed to further explore potential private donors on the coast side.

8. Discussion on the Draft Scope of Work

The Committee discussed the draft Scope of Work developed at the November 2012 meeting and edited it to read as follows:

- Identification of a proposed route and alternatives
- Identification of land ownerships
- **Assessment of economic benefit of a connection to the national rail system (new)**
  - Assessment of market potential
  - **Assessment of community an socioeconomic benefits along the proposed route (new)**
  - Assessment of impact to ports
- A conceptual development plan that will include:
  - Ownership/governance of the rail line
  - Prelim engineering
  - Highway/port connectors/potential stops/spurs along the route
  - Outline of national security issues
  - Additional uses of the corridor (fiber optic, trail, water, etc)
  - Estimated permitting needs
  - Estimated environmental issues and mitigations
  - Estimated development costs and timelines

9. **Discussion on Public Outreach/Input Process and Timelines in each Jurisdiction**

The Committee discussed the need to have each member agency represented on the Committee craft a public outreach process for their community that would allow the public to feed input into the development of a scope of work. The Committee discussed the needs for this public outreach before and during the feasibility study. This discussion resulted in the following:

Prior to the Feasibility Study:

i. Schedule a presentation to the communities of Southern Trinity and Hayfork. At these meetings RailConnect Staff and Committee members can explain the concept of the feasibility study and note any questions or concerns for inclusion into the Scope of Work.

ii. Add into the Request for Proposals for a consultant to conduct the feasibility study time for outreach/public meetings as follows:

Humboldt/Eureka: 5 public meetings

Trinity County: 9 public meetings

Tehama County: 3 public meetings

Tribal (NCTCA): 3 public meetings

It was agreed that the Upstate RailConnect staff and member agencies would conduct the pre-feasibility study outreach and the consultant teams would conduct presentations of the preliminary findings and final presentations in each member agencies territory.

10. **Task Assignments:** The committee agreed to the following tasks in preparation for the next Committee meeting:

- Nick Angeloff to get MOA signed by NCTCA
- Alison O'Sullivan to work with Bill Goodwin on presentations to Prather Ranch, Gazelle Ranch and Dudley Construction.
- All members to forward interested potential donors to Chair Madsen.
- Judy Harrison to develop draft of a word-picture for fundraising use
- Supervisor Chapman to meet with USDA reps regarding possible feasibility study funding
- Bill Goodwin and Supervisor Chapman to forward names of interested potential members of East-West Rail Advocates and Land Bridge Alliance.

11. **Other:** None

12. **Next Meeting:** Next meeting was set for February 15, 2013 from 10 AM – 1 PM at the Trinity Public Utility District Conference Room; 26 Ponderosa, Weaverville, CA

13. Meeting adjourned 1:23PM

Approved:

Lance Madsen, Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

Trinity Public Utility District Conference Room
26 Ponderosa
Weaverville, CA
11:00 AM-2:00 PM

February 15, 2013
Minutes

1. **Introductions**

   Committee Members Present: City of Eureka Councilmember Lance Madsen; Tehama County Supervisor Steve Chamblin; and Northern California Tribal Chairmen's Association representative Nick Angeloff.

   Committee Members Absent: County of Humboldt Supervisor Rex Bohn; Trinity County Supervisor Debra Chapman; Eureka Councilmember Mike Newman; County of Trinity Supervisor John Fenley; CAO Wendy Tyler; Upstate California Economic Development Council Board President Brynda Stranix; Upstate California Economic Development Council General Manager Alison O'Sullivan; Tehama County CAO Bill Goodwin.

   Staff: David Hull

   Public: David Tyson; Larry Glass

2. **Public Comment:** None

3. **Review of Agenda**

   Nick Angeloff moved for approval of the agenda; Supervisor Chamblin seconded the motion. Motion carried without dissent.

4. **Approval of minutes from January 18, 2013 meeting**

   Nick Angeloff moved for approval of the January 18, 2013 minutes; Lance Madsen seconded the motion. Motion carried without dissent.

5. **Discussion on Potential Funding Sources**

   a. **<u>Public Sources</u>:** David Hull described the list and progress made on exploring public sources of feasibility study funding as follows:

      - **MAP-21 Grants** – David Hull noted that Trinity County Supervisor and RailConnect Committee member Debra Chapman made contact with USDA representative. David Hull will follow up and get a de-brief from her on the results of that meeting. Nick Angeloff noted that funding through the tribal portion of MAP-21 will be competitive.

- **US Department of Commerce – Economic Development Administration Grants** – Research in progress
- **CalTrans Transportation Planning Grants** – Grant app due April 2 – funding ~ July 2013
- **Headwaters Community Investment Fund Grants-** Research in progress
- It was also discussed that the ultimate funding source may be a combination of the above. No new sources were discussed.

b. <u>Private Sources:</u> David Tyson, Chair of the Land Bridge Alliance (LBA), reported that this group is developing an information base and collateral materials for use in project education and outreach. The LBA is now available to provide information and make presentations. It was reported that LBA has now developed an initial list of potential donors and has begun soliciting private contributions to be used in funding the Alternative Rail Route Feasibility Study. It was also emphasized that it is desirable to have an LBA Board member from Trinity and Tehama County. Anyone interested in filling these positions should contact David Tyson.

The Committee then continued to brainstorm on additional potential private donors. Supervisor Chamblin agreed to assist in creating a potential list in the Sacramento valley.

6. Discussion on the Draft Scope of Work

No additional changes to the Scope of Work were made. The draft Scope of Work stands as follows:

- Identification of a proposed route and alternatives
- Identification of land ownerships
- Assessment of economic benefit of a connection to the national rail system
  - Assessment of market potential
  - Assessment of community an socioeconomic benefits along the proposed route
  - Assessment of impact to ports
- A conceptual development plan that will include:
  - Ownership/governance of the rail line
  - Prelim engineering
  - Highway/port connectors/potential stops/spurs along the route
  - Outline of national security issues
  - Additional uses of the corridor (fiber optic, trail, water, passenger, etc)
  - Estimated permitting needs
  - Estimated environmental issues and mitigations
  - Estimated development costs and timelines

7. **Discussion on Public Outreach/Input Process and Timelines in each Jurisdiction**
No changes were made to the draft outreach process. The draft outreach process stands as:

Prior to the Feasibility Study:

i. Schedule a presentation to the communities of Southern Trinity and Hayfork. At these meetings RailConnect Staff and Committee members can explain the concept of the feasibility study and note any questions or concerns for inclusion into the Scope of Work.

ii. Add into the Request for Proposals for a consultant to conduct the feasibility study time for outreach/public meetings as follows:

Humboldt/Eureka: 5 public meetings

Trinity County: 9 public meetings

Tehama County: 3 public meetings

Tribal (NCTCA): 3 public meetings

It was previously agreed that the Upstate RailConnect staff and member agencies would conduct the pre-feasibility study outreach and the consultant teams would conduct presentations of the preliminary findings and final presentations in each member agencies territory.

8. **Reports:**

i. **Staff:** David Hull reported that the comment period on the State Rail Plan ends on March 11. While the draft State Rail Plan recommends that one of the State's objectives is to connect every seaport to the national rail network, the Alternative Rail Route Feasibility study is not specifically mentioned. Comments will be prepared and submitted.

ii. **Humboldt/Eureka:** Chair Madsen reported that the Humboldt Bay Harbor District has approved a support letter to be addressed to the UpState RailConnect Committee. Chair Madsen read the draft letter to the Committee and read a draft response. Committee made no changes to the response letter.

iii. **Trinity:** No report

iv. **Tehama:** Supervisor Chamblin discussed the slide show presentation generally used and provided comments on tailoring it for use in the Sacramento valley.

v. **Upstate California Economic Development Council:** No report

vi. **Northern California Tribal Chairmen's Association:** Nick Angeloff reported that he will be a contact for the NCTCA and that he will reach out to other NCTCA members in the Sacramento valley to schedule a presentation on the Alternative Rail Route Feasibility Study.

9. **Task Assignments/Other:** The committee agreed the following tasks would be carried over from the last meeting:
    - Nick Angeloff to get MOA signed by NCTCA and follow up with NCTCA members in the Sacramento valley to schedule a presentation.
    - Alison O'Sullivan to work with Bill Goodwin on presentations to Prather Ranch, Gazelle Ranch and Dudley Construction.
    - All members to forward interested potential donors to Chair Madsen.
    - Judy Harrison to develop draft of a word-picture for fundraising use
    - Bill Goodwin and Supervisor Chapman to forward names of interested potential members of East-West Rail Advocates and Land Bridge Alliance.
    - Supervisor Chamblin agreed to make a list of potential donors and businesses, organizations or agencies that he thinks may benefit from a presentation of the Alternative Rail Route Feasibility Study.

10. **Next Meeting:** Next meeting was set for to be a telephonic meeting to be set for 10:00 AM, March 21, 2013. Call-in information is to be provided along with the agenda.

11. Meeting adjourned 12:55 PM

Approved:

Lance Madsen, Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

March 21, 2013
Minutes

Meeting held telephonically, as per Subsection 54953 (b) of the Government Code Via Teleconference

Teleconference locations

727 Oak Street, 2nd floor, Room 203 (Red Bank Room), Red Bluff, CA
531 K Street, Mayor's Office, Eureka, CA
11 Court Street, Room 230, Weaverville, CA
406 Wildwood Avenue Rio Dell, CA

1. **Introductions**

   Committee Members Present: City of Eureka Councilmember Lance Madsen and Councilmember Mike Newman; Tehama County Supervisor Steve Chamblin; Trinity County Supervisor Debra Chapman and CAO Wendy Tyler; Upstate California Economic Development Council General Manager Alison O'Sullivan; and Northern California Tribal Chairmen's Association representative Nick Angeloff.
   Committee Members Absent: County of Humboldt Supervisor Rex Bohn; County of Trinity Supervisor John Fenley; Upstate California Economic Development Council Board President Brynda Stranix; Tehama County CAO Bill Goodwin.

   Staff: David Hull

   Public: David Tyson; Larry Glass

2. **Public Comment:** None

3. **Review of Agenda**
   No changes

4. **Approval of minutes from February 15, 2013 meeting**
   Nick Angeloff moved for approval of the February 15, 2013 minutes; Supervisor Chamblin seconded the motion. Roll Call Vote:
   Ayes: Madsen; Newman, Chamblin, Chapman; Angeloff
   Noes:
   Abstain: Alison O'Sullivan and Supervisor Chapman

5. **Discussion on Potential Funding Sources**

a. **Public Sources:** David Hull described the list and progress made on exploring public sources of feasibility study funding as follows:

- **MAP-21 Grants** – After the February 15, 2013 UpState RailConnect Committee meeting, Chair Madsen and David Hull met with Supervisor Chapman to discuss Supervisor Chapman's recent meetings with representatives from USDA which included the potential use of MAP-21 funds for the Feasibility Study. It was reported that those conversations are ongoing.
- **CalTrans Transportation Planning Grants** – David Hull reported that he is preparing the 2013/14 CalTtrans Transportation Planning grant application and suggested that the City of Eureka be the applicant and the Upstate California Economic Development Council be the sub-applicant. David Hull asked for any comments or thoughts regarding this proposal. The UpState RailConnect Committee members discussed and agreed with this proposal. The application Grant application is due April 2, 2013.

b. **Private Sources:**

- **Land Bridge Alliance Update:** David Tyson, Chair of the Land Bridge Alliance (LBA), reported on LBA activities since the last UpState RailConnect Committee meeting. David Tyson noted that LBA was established to assist with public outreach and education and to generate private funding for the Alternative Rail Route Feasibility Study. He noted that several of the LBA members have been actively soliciting donations for the study and that LBA has raised approximately $20,000 to-date. He also reported that during the previous weekend LBA hosted an informational booth at the Redwood Region Logging Conference at the Redwood Acres Fairground in Eureka, CA. He estimated that 400-500 people came through the booth during the three days of the event with 170 signing a petition in favor of conducting the feasibility study. With the overwhelming success of this form of project education and outreach, he asked the UpState RailConnect Committee members to let him know of similar events in their communities.
- **Trinity-Tehama Outreach**: It was discussed that at the last UpState RailConnect Committee meeting that there were several opportunities to present the feasibility study concept with various audiences. Supervisor Chamblin noted that he was doing some outreach to the Farm Bureau, Rotary Club and others that are interested in hearing more about the study. Supervisor Chamblin noted that he will continue his effort at scheduling as many of these presentations together as possible to maximize the effort to travel to Tehama County. Supervisor Chapman recommended that Supervisor Fenley be contacted to assist with scheduling presentations in southern Trinity County such as the Hayfork Rotary and the Ruth Lake Summer Fest.

6. Discussion on the Draft Scope of Work

No additional changes to the Scope of Work were made. The draft Scope of Work continues to stand as follows:

- Identification of a proposed route and alternatives
- Identification of land ownerships
- Assessment of economic benefit of a connection to the national rail system
  - Assessment of market potential
  - Assessment of community an socioeconomic benefits along the proposed route
  - Assessment of impact to ports
- A conceptual development plan that will include:
  - Ownership/governance of the rail line
  - Prelim engineering
  - Highway/port connectors/potential stops/spurs along the route
  - Outline of national security issues
  - Additional uses of the corridor (fiber optic, trail, water, passenger, etc)
  - Estimated permitting needs
  - Estimated environmental issues and mitigations
  - Estimated development costs and timelines

7. Discussion on Public Outreach/Input Process and Timelines in each Jurisdiction

It was discussed that there should continue to be some attempt to schedule a presentation in Southern Trinity and Hayfork and that Supervisor Fenley should be contacted to assist in coordinating the dates and locations.

It was also discussed that outreach in Humboldt County have been made through several presentations to various local organizations and through guest editorials called "My Word" in the Times-Standard newspaper.

It was also noted that it would be handy to have a one-page directory to all of the websites that contain information related to the feasibility study. To-date, information can be found on the City of Eureka's website (see button on home page) and on the Land Bridge Alliance website.

No other changes were made to the draft outreach process at this meeting. The draft outreach process stands as:

- Add into the Request for Proposals for a consultant to conduct the feasibility study time for outreach/public meetings as follows:

  a. Humboldt/Eureka: 5 public meetings
  b. Trinity County: 9 public meetings
  c. Tehama County: 3 public meetings
  d. Upstate California Economic Development Council: 3 public meetings
  e. Tribal (NCTCA): 3 public meetings

8. **Reports:**

   a. **Staff:** David Hull reported that UpState RailConnect Committee comments to the State Rail Plan were submitted asking for the inclusion of the Alternative Rail Route Feasibility Study in the final rail plan. It was noted that the draft State Rail Plan was already helpful as it states that one of the objectives of the State Rail Plan is to connect each deep water seaport in California to the national rail system.
   b. **Humboldt/Eureka:** Chair Madsen discussed his response (included in the meeting packet) to a Humboldt Bay Harbor District letter detailed at the last UpState RailConnect Committee meeting. Chair Madsen also reported that the Harbor District is apparently going to conduct their own minimally funded (~$20,000) feasibility study with no coordination with the Upstate RailConnect Committee.
   c. **Trinity:** No report
   d. **Tehama:** Supervisor Chamblin reported that everything he has heard about the proposed study is positive and that having the Tribal Chairs Association on the Committee is a good thing.
   e. **Upstate California Economic Development Council:** Alison O'Sullivan noted that she is still talking up the study at various meetings she attends throughout Northern California and that everyone is still excited. She also noted that she would also make up a list of potential presentation venues and events throughout the greater Upstate region of California.
   f. **Northern California Tribal Chairmen's Association:** Nick Angeloff reported that he will be a contact for the NCTCA and that he will reach out to the tribe that operates the Rolling Hills Casino for possible presentations.

9. **Task Assignments/Other:** The committee agreed the following tasks would be carried over from the last meeting:
   a. All UpState RailConnect Committee members to send Chair Madsen ideas for community events and presentations so they can be scheduled with the Land Bridge Alliance.
   b. All UpState RailConnect Committee members to send Chair Madsen ideas for Land Bridge Alliance members in their communities.
   c. Supervisor Chamblin agreed to get dates, times and locations for presentations in Tehama County.
   d. Nick Angeloff will make contact with Rolling Hills casino regarding a presentation.

10. **Next Meeting:** It was decided that the next meeting will be held in Tehama County however, the date and time for the next meeting was left open as it will depend on when presentations can be arranged so a meeting can be held concurrent with those events.

11. **Meeting adjourned:** 11:06 AM

Approved:

Lance Madsen, Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

May 15, 2013
Minutes

727 Oak Street, 2nd floor, Room 203 (Red Bank Room), Red Bluff, CA

1. **Introductions**

   Committee Members Present: City of Eureka Councilmember Lance Madsen and Councilmember Marian Brady; Tehama County Supervisor Steve Chamblin and CAO Bill Goodwin; Trinity County Supervisor John Fenley; Upstate California Economic Development Council General Manager Alison O'Sullivan; Northern California Tribal Chairmen's Association representative Nick Angeloff; Humboldt County Representative David Tyson.

   Committee Members Absent: County of Humboldt Supervisor Rex Bohn; County of Trinity Supervisor Debra Chapman and CAO Wendy Tyler; Upstate California Economic Development Council Board President Brynda Stranix; Eureka Councilmember Mike Newman

   Staff: David Hull

   Public: Jason Randacore; Bob Martin; Monte and Debbie Provolt; Judy Harrison; Kent Sawatzky; Bert Bundy; Richard Marks

2. **Public Comment:** None

3. **Review of Agenda**

   No changes

4. **Approval of minutes from March 21, 2013 meeting**

   David Tyson moved for approval of the March 21, 2013 minutes; Alison O'Sullivan seconded the motion. Motion passed with members Fenley, Goodwin and Brady abstaining because they were not present at the March 21, 2013 meeting.

5. Receipt of the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District "UPSTATE RAILCONNECT COMMITTEE MEMORANDUM OF UNDERSTANDING" entered into by Humboldt Bay Harbor, Recreation and Conservation District on April 25, 2013

Chair Madsen asked staff for a report on this item. It was reported that the Humboldt Bay Harbor, Recreation and Conservation District recently approved a Memorandum of Understanding (MOU) that was not solicited by any member Agency or sitting member of the UpState RailConnect Committee, and did not evolve from discussions by or negotiations with the RailConnect Committee membership. The MOU does not express any support for the direction of the Upstate RailConnect Committee, only states that the "purpose of this MOU is for the Harbor District to become a member" of the RailConnect Committee. It was also noted that all of the UpState RailConnect Committee member organizations approved a Memorandum of Agreement, not a Memorandum of Understanding; begging the question as to whether they actually meant the MOA or something else. Richard Marks, a sitting Harbor Commissioner, was asked if he had a presentation. He stated he was only attending to observe.

Bill Goodwin noted that the Upstate RailConnect Committee had discussed additional members at their first meeting in November 2012 and that the focus was on cities and counties and not on special districts. He noted that special districts and others were envisioned to be technical advisors on an as-needed basis but not as standing Committee members. Mr. Goodwin continued that several special districts in Tehama County may also want to join which could make the Committee too big to function. David Tyson added that all interested agencies will be involved in working with the Upstate RailConnect Committee's consultant and that the Harbor District has a role there.

Mr. Marks stated that the Harbor District has not been involved or included in the RailConnect Committee process.

Mr. Tyson noted that the Harbor District has not been involved because they have chosen not to be involved. Mr. Tyson stated that he had offered on two occasions to present information to the Harbor District only to have the Harbor District decline. Mr. Tyson also noted that the Harbor District's "MOU" does not contain the same level of commitment as the other RailConnect Committee members made when they all approved the same MOA. Mr. Tyson stated that the goal of the RailConnect Committee has always been to have a very public process and is not as the Harbor District has characterized the process today.

Nick Angeloff noted the MOA that all members approved has specifics about support for the Alternative Rail Route Feasibility Study and suggested that from the NCTCA's perspective any new members should follow the same process, not create a new process with new language as the Harbor District has done with their MOU.

Chair Madsen noted that the Upstate RailConnect Committee set criteria in the MOA that the Harbor District has not met in their MOU. Chair Madsen continued that the Harbor District is already technically represented on the RailConnect Committee by the County of Humboldt.

Bill Goodwin stated that maybe the RailConnect Committee should start thinking about the possibility of the Harbor District being a technical advisor to the RailConnect Committee process.

David Tyson noted that the only reason the City of Eureka is on the RailConnect Committee is because Eureka took the original lead on the Alternative Rail Route Feasibility Study and that the Upstate RailConnect Committee, once formed, suggested that they stay as members.

Chair Madsen suggested that although the RailConnect Committee had discussed the possibility of technical advisors, the Committee should discuss what that means at the next meeting. Mr. Goodwin agreed.

Supervisor Chamblin noted that there are lots of presentations going on this week that may need to be followed up by technical advisors or a technical advisory committee.

The RailConnect Committee requested that an item regarding a discussion on technical advisory committee be on the next RailConnect Committee meeting agenda.

6. Discussion on Potential Funding Sources

a. <u>Public Sources</u>: David Hull described the list and progress made on exploring public sources of feasibility study funding as follows:

- **MAP-21 Grants** – David Hull reported that he continues to explore MAP-21 as a potential source of funding for the Alternative Rail Route Feasibility Study.
- **CalTrans Transportation Planning Grants** – David Hull reported that he submitted a 2013/14 CalTrans Community Based Transportation Planning grant application prior to the April 2, 2013 deadline. Per UpState RailConnect Committee's request, the City of Eureka voted to be the grant Applicant with the Upstate California Economic Development Council as Sub-Applicant thereby representing the entire potential rail corridor. Notification of award is to be this "summer" with funding to be available in February 2014.
- **RBO Grants** – Alison O'Sullivan reported on the potential of an RBO grant and agreed to pass along a link to the program to staff.

b. <u>Private Sources:</u>

- **Land Bridge Alliance Update: David Tyson**, Chair of the Land Bridge Alliance (LBA), handed out a LBA brochure and reiterated the purpose of LBA in education and outreach. In addition he reported that LBA has continued to do some fundraising and reported on LBA activities since the last UpState RailConnect Committee meeting. David Tyson noted that he has been doing a lot of presentations in Humboldt County. He introduced the LBA's Sacramento Valley

representative Bob Martin and noted that thanks to Mr. Martin and Supervisor Chamblin, Mr. Tyson and Chair Madsen are spending three days in Tehama County making presentations and meeting prospective shippers. Mr. Tyson noted that it is uplifting to make presentations and meet people in Tehama County because there is a real can-do attitude shown by the public and the businesses. Mr. Tyson noted the hugely productive LBA exhibit at the Redwood Region Logging Conference and suggested that Mr. Martin was looking into similar events in Tehama County. Mr. Tyson reiterated that the purpose of LBA is to plow the ground so that elected officials can be comfortable having a public dialogue and that the private sector has now taken notice and are willing to hear about the proposed study.

Bill Goodwin noted that Jason Randacore of the Governor's Office of Business Development was at this meeting and that it was important to get the State to provide some seed dollars to get the federal agencies interested. Mr. Goodwin complimented the UpState RailConnect Committee and Land Bridge Alliance process and noted how quickly it has grown.

Chair Madsen agreed that LBA is now acting as intended and this week, thanks to Bob Martin, LBA is growing with Mr. Martin getting three new LBA members in Tehama County.

7. Discussion on the Draft Scope of Work

No additional changes to the Scope of Work were made. The draft Scope of Work continues to stand as follows:

- Identification of a proposed route and alternatives
- Identification of land ownerships
- Assessment of economic benefit of a connection to the national rail system
  - Assessment of market potential
  - Assessment of community an socioeconomic benefits along the proposed route
  - Assessment of impact to ports
- A conceptual development plan that will include:
  - Ownership/governance of the rail line
  - Prelim engineering
  - Highway/port connectors/potential stops/spurs along the route
  - Outline of national security issues
  - Additional uses of the corridor (fiber optic, trail, water, passenger, etc)
  - Estimated permitting needs
  - Estimated environmental issues and mitigations
  - Estimated development costs and timelines

Richard Marks noted that the Harbor District recently hired a consultant to do a study of the route and actually flew the route. Since the UpState RailConnect Committee has not started the feasibility study and thus not defined a "route" Mr. Marks was asked as to what "route" they were analyzing and flew over. Mr. Marks was not sure but thought it was the lines on the Upstate RailConnect Committee conceptual graphic. It was noted that the Harbor District's consultants are economic consultants and not engineers. It was also noted that Upstate RailConnect Committee staff had offered on two occasions to work with the Harbor District's consultant to help coordinate their study with the RailConnect Committee study, but were never asked.

8. Discussion on Potential and Scheduled Presentations and Events

David Tyson noted that Bob Martin and Supervisor Chamblin have done a great job of scheduling meetings this week in Tehama County. Bill Goodwin noted that it is good to have Mr. Martin as a private sector representative on LBA to be able to approach other private sector businesses and thanked Mr. Martin for being a part of the effort.

Supervisor Fenley noted that after research, he believes that the places in Trinity County to focus efforts with presentations are in Weaverville and Hayfork. Supervisor Fenley also noted that he is helping to coordinate with a group called the Forest Cooperative and with USDA.

Nick Angeloff reported that he will be providing the Rolling Hills tribe with a packet of feasibility study information at the conclusion of this meeting.

Alison O'Sullivan stated that she will work to set up some targeted presentations in Butte and Glenn Counties.

Chair Madsen reinforced David Tyson's previous statements regarding ongoing efforts and presentations in Humboldt County.

9. **Reports:**

a. **Staff:** Nothing more to report
b. **Humboldt/Eureka:** Eureka Councilmember Brady noted that she was filling in for Councilmember Newman and relayed a story from a Humboldt county flower grower that detailed large cost savings to their company if and active rail were connected to Humboldt county. Councilmember Brady also suggested that the UpState RailConnect Committee might work to get some information on what would ship in and out of Humboldt County.
c. **Trinity:** Nothing more to report
d. **Tehama:** Nothing more to report
e. **Upstate California Economic Development Council:** Nothing more to report
f. **Northern California Tribal Chairmen's Association:** Nothing more to report

g. **Jason Randacore** stated that the Governor's Office of Business Development has been monitoring the Alternative Rail Route Feasibility Study effort pretty much since the beginning and has been focusing on getting Humboldt Bay's harbor up to speed with the rest of California's deep water ports.

10. **Task Assignments/Items for the Next Agenda:** The Committee agreed the following items should be discussed at the next meeting:

    a. Discussion on the inclusion of technical advisory committees
    b. Discussion on private side funding and how to deal with proprietary interests and how the private sector can utilize the UpState RailConnect Committee process.

11. **Next Meeting:** It was decided that the next meeting will be held in Humboldt County. The Committee suggested that it would be good for Committee members to be able to see Humboldt Bay's harbor area. It was agreed that the next meeting would be Wednesday, June 26, 2013.

12. **Meeting adjourned:** 11:17 AM

Approved:

Lance Madsen, Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

June 26, 2013
Minutes

Wharfinger Building, 1 Marina Way, Eureka, CA

1. Introductions

Committee Members Present: City of Eureka Councilmember Lance Madsen and Councilmember Mike Newman; Tehama County Supervisor Steve Chamblin and CAO Bill Goodwin; Trinity County Supervisor John Fenley and CAO Wendy Tyler; Upstate California Economic Development Council General Manager Alison O'Sullivan; Northern California Tribal Chairmen's Association representative Nick Angeloff; Humboldt County Supervisor Rex Bohn and Representative David Tyson.

Committee Members Absent: County of Trinity Supervisor Debra Chapman; Upstate California Economic Development Council Board President Brynda Stranix.

Staff: David Hull

Public: John Murray; Hank Sims; Judy Harrison; Richard Marks, Mike Wilson; Maggie Herbelin; Phillip Smith-Hanes; Marian Brady; Jen Kalt; Kent Sawatzky; Marian Brady; Tim Petrusha; Larry Glass; Monte Provolt; Debbie Provolt.

2. Public Comment

John Murray, Former CAO and Engineer for the County of Humboldt stated that the Upstate RailConnect Committee is way out in front of itself. He stated that he has done his own study and based upon his brother's analysis, an East-West rail is not viable.

Monte Provolt of the East-West Rail Advocates stated that there are groups in Humboldt County that are for the rail feasibility study and those that are against it. He stated that those that are against it quote numbers from unfinished studies. Figures can be manipulated and what he is looking for is a good, open-eyed feasibility study.

Kent Sawatzky noted that he felt it was appropriate to either use public or private funding to pay for the Alternative Rail Route Feasibility Study.

Sid Berg, Secretary/Treasurer of the Building Trades Council welcomed the UpState RailConnect Committee to Eureka. He stated that he has heard a lot of talk about public funding and that he thinks public funding allows for a more credible study. He also wanted to put into perspective that John Murray has been working on railbanking existing rail lines and on trails within the rail corridor.

Mike Wilson, President of the Board of Commissioners of the Humboldt bay harbor, Recreation and Conservation District stated that there has been a draft rail report was recently received by the Harbor District but noted that it had not been reviewed by the Harbor District Board.

3. **Review of Agenda**
   Motion by Fenley, Seconded by Newman to approve the June 26, 2013 agenda. Motion carried unanimously.

4. **Approval of minutes from May 15, 2013 meeting**
   Tyson moved for approval of the May 15, 2013 minutes; Seconded by Goodwin. Motion passed with members Newman abstaining because they were not present at the May 15, 2013 meeting.

5. **Discussion on Potential Funding Sources**
   a. **Public Sources:** David Hull described the list and progress made on exploring public sources of feasibility study funding as follows:
      - **CalTrans Transportation Planning Grants** – David Hull reported that he submitted a 2013/14 CalTrans Community Based Transportation Planning grant application prior to the April 2, 2013 deadline. Per UpState RailConnect Committee's request, the City of Eureka is the grant Applicant with the Upstate California Economic Development Council as Sub-Applicant thereby representing the entire potential rail corridor. It was reported that CalTrans staff indicated a decision on the grant would be made in August 2013 with funding to be available in February 2014.

   b. **Private Sources:**
      - **Land Bridge Alliance Update: David Tyson**, Chair of the Land Bridge Alliance (LBA), noted that LBA members have been busy with many educational presentations. During the past month LBA officials met with businesses, government agencies and individuals throughout Tehama County. The meetings were deemed very successful with overwhelming support from the attendees. LBA also has worked to garner private interest in funding the feasibility study.

6. Discussion on Potential and Scheduled Presentations and Events

David Hull noted that after today's UpState RailConnect Committee meeting, Bob Martin, Tehama County representative of the Land Bridge Alliance, will be making a presentation at the Humboldt Bay Harbor Working Group luncheon. Mr. Martin will discuss the economics of the Sacramento Valley and potential rail shipping opportunities. Following the luncheon, the Land Bridge Alliance has scheduled a harbor tour aboard the historic *Madaket.* David Tyson noted that LBA representatives also have several Rotary presentations scheduled in the upcoming weeks.

Supervisor Fenley noted that he is still working with the citizens of Southern Trinity county to arrange for a presentation.

Nick Angeloff reported that he is continuing to provide the Rolling Hills tribe with information related to the feasibility study.

Bill Goodwin thanked the LBA group that came to Tehama County to make presentations because it has really made a positive difference.

Alison O'Sullivan stated that her group presently represents a 14 county area and that she is working to schedule presentations with many of those that have not heard a presentation.

7. Discussion on the Draft Scope of Work

David Hull noted that the only change to the proposed scope of work was the addition of "potential funding sources". No additional changes to the Scope of Work were made. The draft Scope of Work now stands as follows:

- Identification of a proposed route and alternatives
- Identification of land ownerships
- Assessment of economic benefit of a connection to the national rail system
  - Assessment of market potential
  - Assessment of community and socioeconomic benefits along the proposed route
  - Assessment of impact to ports
- A conceptual development plan that will include:
  - Ownership/governance of the rail line
  - Prelim engineering
  - Highway/port connectors/potential stops/spurs along the route
  - Outline of national security issues
  - Additional uses of the corridor (fiber optic, trail, water, passenger, etc)
  - Estimated permitting needs
  - Estimated environmental issues and mitigations
  - Estimated development costs, timelines and **potential funding sources**

Mike Wilson noted that it was laudable to include everything in the scope, but that he suggested that the Committee rank parts of the study so that a variety of funding sources may be used. He also suggested that the scope include a review of work already done and that the Harbor District's rail study provides answers on the physics of trains.

John Murray noted a typo in the proposed scope and expressed his concern over the Forest Service.

Monte Provolt stated that historically a lot of work has been done on various east-west routes of 2% or less grade and that information should be considered in the Alternative Rail Route Feasibility Study.

Jennifer Kalt had questions regarding the openness of the RailConnect Committee meetings and their transparency. She also noted that she had difficulty finding information regarding the activities of the Committee. Bill Goodwin stated that the Committee has worked hard to be transparent by posting agendas at various member offices and putting information on the City of Eureka's website. It was noted that the City of Eureka has hosted information regarding the UpState RailConnect Committee for several months and the information can be accessed from a button on their homepage (www.ci.eureka.ca.gov) called the Alternative Rail Route Study. The committee agreed to have the web link placed on all agendas to assist those in keeping up with Committee activities.

8. **Technical Advisory Committee Discussion**

This item was suggested at the June 26, 2013 meeting. David Hull recounted the UpState RailConnect Committee history on this subject goes back to the Committee's organizational meeting of November 14, 2012. At that meeting, the Committee outlined methods to handle requests for additional committee members that included:

1. The other agencies feeding input through a member agency
2. Entering input through public comment
3. Feeding input to the Committee through the Land Bridge Alliance.

For technical support, the Committee decided in November 2012, that other agencies could function as a "Technical Advisory Committee". Others were envisioned to be technical advisors on an as-needed basis.

After some discussion, Chair Madsen suggested that technical needs of the Committee be handled on an as-needed basis. Mike Newman and Bill Goodwin agreed stating that they did

not see an immediate need for a standing Technical Advisory Committee. No Committee member dissented from this approach.

Richard Marks stated that he was shocked by the decision and was prepared to be seated as a member of the committee. He thought he had more to offer than to be available on an as-needed basis.

Mike Wilson suggested Jack Crider, CEO of the Harbor District, has experience in short line rail and that the UpState RailConnect Committee could take advantage of that and offered some Harbor District funding to help coordinate with the Harbor Districts rail study.

Kent Sawatzky thought it was fantastic if the Harbor District has funds to help coordinate as he thought he had heard otherwise. He stated that he thought technical support on an as-needed basis was appropriate.

9. **Private Funding Process Discussion**

It was explained that this agenda item originated at the UpState RailConnect Committee meeting of May 15, 2013 where Committee members expressed a desire to discuss in more detail what the mechanism(s) might be to accept and handle potential private funding of all or part of the Alternative Rail Route Feasibility Study. At the January meeting of the UpState RailConnect Committee, a flow chart was presented as an overall outline of how private donations might be handled. The flow chart provided an overview but did not provide specific details of the use of private funds. The general narrative that has been applied to the use of private funding has been described as having three general alternatives, namely:

1. Private funders do all or part of the feasibility study on their own with no involvement from the UpState RailConnect Committee
2. Private funders essentially "donate" their money to the Land Bridge Alliance to be used in the public UpState RailConnect Committee process with no strings
3. A hybrid of the above two options.

While the first two options are straightforward, the "hybrid" is where questions have been raised and where the Upstate RailConnect Committee needs to provide direction.

As has also been discussed at previous meetings, the Land Bridge Alliance has been active in soliciting private donations with some success and has generated even more significant funding leads. Before these leads are pursued much further, it is important for the UpState RailConnect Committee to have a discussion and agree on how private funds can be applied to the Alternative Rail Route Feasibility Study.

With that as a background, David Hull led the Committee through three funding scenarios in an attempt to define the Committee's approach to private funding of the Alternative Rail Route Feasibility study.

Scenario 1

A private investor desires to fund all or part of the Alternative Rail Route Study. The private investor wants to keep their information proprietary and has little or no interaction with the UpState RailConnect Committee.

1. What is the UpState RailConnect Committee's reaction and role in this scenario?

   Bill Goodwin noted that the Committee may not even know if a private study was going on, so there be no interaction. Rex Bohn stated that the private sector has a long history of doing projects on their own in the Humboldt Bay area. David Tyson followed stating that if the private sector wants to go on their own and not use the Committee process, then the Committee's role is really that of a cheerleader. Mike Newman suggested that if the private sector wants to use the Committee process, then the Committee should consider developing conditions regarding the use of the information. Nick Angeloff agreed that the private investor is free to pursue the study as they see fit, but noted that once they are in the public process, the Committee role is to assist in facilitating that process.

   Monte Provolt stated that studies will not build the rail, but will take political will and that is the role of the UpState RailConnect Committee.

   Dick Reese stated that any private investor will look to the public to pay for a railroad and suggested the Committee should ask many questionsas to what is their approach and if they are hiding anything.

   Chair Madsen summarized the Committee response to Scenario 1 that the UpState RailConnect Committee will encourage and embrace private investors that want to do a private study. There was no dessention from the members that this was the Committee's role.

Scenario 2

A private investor wants to donate funds to Land Bridge Alliance to pay for the Alternative Rail Route Feasibility Study or certain components with no strings attached. The information generated is public and the consultant selection and study oversight is intended to be provided by the multi-agency UpState RailConnect Committee.

1. What is UpState RailConnect Committees reaction and role in this scenario?
2. If Land Bridge Alliance accepts the funds, what is the instrument that binds the land Bridge Alliance to the UpState RailConnect Committee to guarantee the Committee's role in the study?

Bill Goodwin noted that this scenario that was originally envisioned by the Committee. He said that this scenario would have the most credibility in a perfect world. Mike Newman Stated that the Committee would want the Land Bridge Alliance to be as transparent as possible. Alison O'Sullivan stated that this is what the Land Bridge Alliance was formed to do.

Mike Wilson stated that he feels there is a perceived lack of transparency with the Land Bridge Alliance.

Scenario 3

A private investor wants to fund a part of the Alternative Rail Route Feasibility Study and wants to keep that part of the information proprietary.

1. What is UpState RailConnect Committees reaction and role in this scenario?

2. What, if any, requirements would the UpState RailConnect Committee ask the private investor to agree too?

   Bill Goodwin stated that the route information should be as transparent as possible and that if the private sector was shipping widgets then that information was okay to keep proprietary. Mike Newman agreed stating that private marketing information could be proprietary. Wendy Tyler stated that she thought everything but the market potential should be public. Rex Bohn stated that we don't have the economic luxury of shutting the door on anything before it is vetted.

   David Tyson stated that from the beginning of the Committee there has been a lot of discussion on transparency. If a developer wants to use the Committee process, then they will need to be open and transparent, otherwise they are free to do their own study.

   Monte Provolt said that there are two sides to this – those that don't want the study and those that do. He suggested that having the study be as public as possible should help alleviate the fears of those that have concerns.

   Kent Sawatzky noted that he is a private investor and that if a private investor invests in a project then the Committee should welcome the developers and respect their propriety. If the investors have to go the all-transparent route then investors may go around the Committee process which would not be good.

   Bill Goodwin suggested that transparency could be limited to the main line and not spurs.

   Les Behall of Humboldt Baykeepers asked about what kind of incentives the public offer investors.

   Mike Wilson stated that no matter what infrastructure that will go through public lands and will ask a lot from the public and transparency is important all the way through the process.

10. **Reports:**

a. **Staff:** Nothing more to report
b. **Humboldt/Eureka:** Humboldt County Supervisor Bohn thanked the UpState RailConnect Committee for coming to Humboldt County for the meeting and hoped that they enjoyed the rainy weather.
c. **Trinity:** Nothing more to report
d. **Tehama:** Nothing more to report
e. **Upstate California Economic Development Council:** Nothing more to report
f. **Northern California Tribal Chairmen's Association:** Nothing more to report

11. **Task Assignments/Items for the Next Agenda:** The Committee agreed the following items should be discussed at the next meeting:

a. Add Eureka website address for the Alternative Rail Route Feasibility Study information to future agendas

12. **Next Meeting:** It was decided that the next meeting will be held in Trinity County on August 21, 2013. It was also decided that a telephonic "touch-base" meeting should be heard toward the end of July.

13. **Meeting adjourned:** 12:02 PM

Approved:

Lance Madsen, Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

July 31, 2013
Minutes

Meeting held telephonically, as per Subsection 54953(b) of the Government Code via Teleconference

Teleconference Locations
727 Oak Street, 2nd Floor, Room 203 (Red Bank Room), Red Bluff, CA
531 K Street, Room 207, Eureka, CA
11 ourt Street, Room 230, Weaverville, CA

1. **Introductions**

   Chair Madsen called the meeting to order at 2:32 PM. The following Committee Members were present: City of Eureka Councilmember Lance Madsen and Councilmember Mike Newman; Tehama County Supervisor Steve Chamblin and CAO Bill Goodwin; Trinity County Supervisor John Fenley and CAO Wendy Tyler; Upstate California Economic Development Council General Manager Alison O'Sullivan; Northern California Tribal Chairmen's Association representative Nick Angeloff; and Representative David Tyson.

   Committee Members Absent: County of Trinity Supervisor Debra Chapman; Upstate California Economic Development Council Board President Brynda Stranix and Humboldt County Supervisor Rex Bohn.

   Staff: David Hull

   Guests: Bob Martin; Kent Sawatzky; Larry Glass; Monte Provolt; Ken Davlin; Jim Cooper.

2. **Public Comment –** None

3. **Review of Agenda**

   Motion by Fenley, Seconded by Tyson to approve the July 31, 2013 agenda. A Roll Call vote was conducted. Motion carried unanimously.

4. **Approval of minutes from June 26, 2013 meeting**
Goodwin moved for approval of the June 26, 2013 minutes; Seconded by Fenley. A Roll Call vote was conducted. Motion passed unanimously.

5. **Discussion on Potential Funding Sources**
   a. **Public Sources:** David Hull reported that he is still awaiting the results of the CalTrans grant application for the Alternative Rail Route Feasibility Study. CalTrans has reported that the awards will be made in August 2013. It was also reported that other public sources of feasibility study funding continue to be explored.

   b. **Private Sources:**
      i. **Land Bridge Alliance Update: David Tyson**, Chair of the Land Bridge Alliance (LBA), reported that LBA continues to receive donations for public education and outreach activities. In addition LBA is working on larger source donations to be used as match for the CalTrans grant. Tyson noted that the match requirement for the CalTrans grant is $35,000. Tyson thanked Bill Goodwin, Alison O'Sullivan and Bob Martin for setting up potential supporter and donor meetings in the Sacramento Valley.

6. **Discussion on Potential and Scheduled Presentations and Events**
David Tyson reported that presentations are scheduled for Southern Trinity County on August 16; Arcata Rotary next week; and Eureka's Old Town Rotary was yesterday.

Alison O'Sullivan reported that she has started to make arrangements for presentations in other Northern California counties. Bob Martin added that he has also been tapping people in Tehama County for donations and possible venues for educational meetings. David Tyson noted that the response from the Red Bluff presentations have been very positive.

Chair Madsen noted that it is important to make it clear that the UpState RailConnect Committee is promoting the feasibility study at this point and not the actual building of an east west rail line when making presentations and attending meetings.

7. **Reports**

   a. **Staff:** Chair Madsen mentioned that the UpState RailConnect Committee Summer Newsletter had gone out to all of those individuals and organizations that had written letters of support for the feasibility study and others that have shown interest in the study.

David Hull mentioned that the City of Eureka's website (including the weblink to the UpState RailConnect Committee information) is now printed on the RailConnect Committee agendas as per public comment at the last meeting.

Hull also noted that the Harbor District's rail study is out and was sent to RailConnect Committee members and is on the City of Eureka's website. Hull reviewed the staff report and read a letter to the Committee from Monte Provolt analyzing the Harbor District's rail report. Many RailConnect Committee members reacted favorably to Provolt's letter and its conclusions and thought that it should also be placed on the City's website under the rail link. Bill Goodwin asked that he get a copy of Provolt's letter for possible distribution in Tehama County. The RailConnect Committee members further discussed the educational value of Provolt sending his letter to the newspaper.

b. **Humboldt/Eureka:** Nothing further to report
c. **Trinity:** Nothing more to report
d. **Tehama:** Nothing more to report
e. **Upstate California Economic Development Council:** Nothing more to report
f. **Northern California Tribal Chairmen's Association:** Nothing more to report

8. **Task Assignments/Items for the Next Agenda:** The Committee agreed the following items should be discussed at the next meeting:

   a. Future UpState RailConnect Committee meeting schedule

9. **Next Meeting:** It was decided that the next meeting will be held in Trinity County on August 21, 2013 in Weaverville, CA.

10. **Meeting adjourned:** 3:05 PM

Approved:

Lance Madsen, Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

September 11, 2013
Minutes

Trinity County Public Utilities District Conference Room
26 Ponderosa Street, Weaverville CA

1. **Introductions**

   Vice-Chair Bohn called the meeting to order at 10:18 AM. The following Committee Members were present: City of Eureka Councilmember Marian Brady; Tehama County CAO Bill Goodwin; Trinity County Supervisor John Fenley and CAO Wendy Tyler; Upstate California Economic Development Council General Manager Alison O'Sullivan; and Humboldt County Supervisor Rex Bohn and Representative David Tyson.

   Committee Members Absent: City of Eureka Councilmember Lance Madsen; County of Trinity Supervisor Debra Chapman; Upstate California Economic Development Council Board President Brynda Stranix; Tehama County Supervisor Steve Chamblin and Northern California Tribal Chairmen's Association representative Nick Angeloff.

   Staff: David Hull

   Guests: John Troughton; Carter Troughton.

2. **Public Comment –** Bill Goodwin introduced John and Carter Troughton. John is a Senior Director with Cushman & Wakefield, a commercial real estate brokerage firm. John noted that he thinks the alternative rail route project could be a great opportunity and that he is interested in helping the Upstate RailConnect Committee. The Committee engaged John in a broad discussion on the potential of Humboldt Bay's harbor, potential shipping and status of highway connections to the harbor.

3. **Review of Agenda**

   Motion by Fenley, Seconded by Tyson to approve the September 11, 2013 agenda. Motion carried unanimously.

4. Approval of minutes from July 31, 2013 meeting

Tyson moved for approval of the July 31, 2013 minutes; Seconded by Fenley. Motion carried unanimously.

5. Feasibility Study Funding Progress

Grants: David Hull reported that the award notification of the CalTrans Community Based Transportation Planning Grant was delayed until the end of September.

Private Sources: David Hull reported that Land Bridge Alliance east and west continue to pursue funding and funding pledges. LBA is now centered on producing educational materials as well as the potential CalTrans grant match. They are also making private funding contacts in the event the CalTrans grant is not awarded to the Alternative Rail Route Feasibility Study.

Foundations: David Hull reported that work is just beginning to engage several private foundations in the funding of the feasibility study and that work continues.

Bill Goodwin followed up on RailConnect Committee discussion at their June 26, 2013 meeting where the Upstate RailConnect Committee's approach to coordinating funding of all or part of the feasibility study by the private sector was discussed. The RailConnect Committee discussed the findings from the June meeting noting that the goal of the RailConnect Committee was to keep on with the Feasibility Study while supporting private efforts.

In order to officially memorialize that goal, Goodwin made a motion that THE UPSTATE RAILCONNECT COMMITTEE WILL CONTINUE ACTIVITIES TO COMPLETE THE FEASIBILITY STUDY AND NOT HINDER PRIVATE ACTIVITIES WHILE CONTINUING THE UPSTATE RAILCONNECT COMMITTEE'S MORE GLOBAL PROCESS. Brady seconded the motion. Motion carried unanimously.

6. Discussion on Draft Scope of Work and RFQ

David Hull noted that the core of the RFQ for the Alternative Rail Route Feasibility Study will be the Scope of Work that the selected consultants will need to follow. Hull also noted that since November 2012, the UpState RailConnect Committee and its members have continually added to the original draft Scope of Work as community members provided suggestions. Since the Scope of Work has not changed since June 2013, Hull suggested it was time to add more detail to the Scope of Work. Therefore, Hull went through each of the Tasks to be potentially included in the Scope of Work. The RailConnect Committee discussed and edited each of the Tasks one by one. The resultant draft Scope of Work is as follows:

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 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: U.S. Security Issues

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 Line

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, Tribal, archaeological and residential areas. For any contemplated environmental impact along the proposed routes, propose acceptable mitigation measures with demonstrated agency concurrence.

Task 11: 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 12: Public Outreach

Conduct three sets of public outreach meetings in 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 13: 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.

7. Future Meeting Discussion

Chair Madsen had asked for this item to be put on the agenda for the Committee to discuss the any potential changes to the Committee's approximately monthly meeting schedule. It was noted that the Caltrans grant award announcement will be made the end of September. If funded, the Committee will need to work on the RFQ and Consultant selection prior to the February 2014 grant funding date. If the CalTrans and grant is not funded, it was discussed that a similar effort will be needed to follow up with private funding opportunities and consultant selection. After some discussion, it was agreed to have a meeting in October 2013 to talk about the grant results, review the draft RFQ and to keep this item on the agenda for discussion.

8. Potential and Scheduled Presentations and Events

David Tyson reported that thanks to Supervisor Fenley, Tyson and Hull made a presentation to a senior's group in Mad River on August 16. Supervisor Fenley suggested he would also work for additional presentation venues in hayfork and Weaverville. I was also discussed that there may be an opportunity for a presentation to the Ruth lake CSD at their annual meeting with the Humboldt Bay Municipal Water District.

Bill Goodwin noted that there was no need for any additional presentations in Tehama County at this time.

David Tyson reported that he had been appointed as a member of the 2013 CA Economic Development Summit and that group has a meeting on November 7-8, 2013 in Los Angeles to discuss ideas and projects to improve California's economy.

9. Reports – No reports

10. Task Assignments/Items for the Next Agenda: The Committee agreed the following items should be discussed at the next meeting:

a. CalTrans grant results
b. Review the draft RFQ
c. Future meeting discussion

11. Next Meeting: It was decided that the next meeting will be held in Trinity County on October 30, 2013 in Weaverville, CA.

12. Meeting adjourned: 12:40 PM

Approved:

Lance Madsen, Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

October 30, 2013
Minutes

Trinity County Public Utilities District Conference Room
26 Ponderosa Street, Weaverville CA

1. **Introductions**

   Chair Madsen called the meeting to order at 10:06 AM. The following Committee Members were present: City of Eureka Councilmembers Lance Madsen and Marian Brady; Tehama County CAO Bill Goodwin; Tehama County Supervisor Steve Chamblin; Northern California Tribal Chairmen's Association representative Nick Angeloff; Trinity County Supervisor John Fenley; and Humboldt County representative David Tyson.

   Committee Members Absent: City of Eureka Councilmember Mike Newman; County of Trinity Supervisor Debra Chapman and CAO Wendy Tyler; Upstate California Economic Development Council Board President Brynda Stranix; and Humboldt County Supervisor Rex Bohn.

   Staff: David Hull

   Guests: None.

2. **Public Comment –** None

3. **Review of Agenda**

   Motion by Fenley, Seconded by Tyson to approve the October 30, 2013 agenda. Motion carried unanimously.

4. **Approval of minutes from September 11, 2013 meeting**

   Tyson moved for approval of the September 11, 2013 minutes; Seconded by Fenley. Motion carried unanimously.

5. Feasibility Study Funding Progress

Grants: David Hull reported that the RailConnect Committee's application for the CalTrans Community Based Transportation Planning Grant (CBTP) was denied with CalTrans citing extreme statewide competition. Upon research it was determined that no CBTP application from CalTrans District 1 was funded. David noted that while the CalTrans grant application was being processed, several other funding opportunities were placed on hold. Now that the CalTran's grant is out of the way, pursuit of those opportunities can now resume.

Legislative Follow up: David Hull noted that he, Chair Madsen and Humboldt County RailConnect representative David Tyson met with Congressman Jared Huffman's North coast representative John Driscoll. The purpose of the meeting was to inform Mr. Driscoll of the status, progress and support for the Alternative Rail Route Feasibility study so he could pass along the info to the Congressman. It was reported that other legislative visits and updates are being scheduled.

Identification of RailConnect Committee member staff to participate in funding research and acquisition: With the rejection of the CalTrans grant, David Hull led a discussion regarding a proposal to better utilize the talents and contacts of all RailConnect Committee members to assist in funding the feasibility study. It was agreed that each agency would provide David with the contact information for a member of their staff for David to coordinate feasibility study funding. Although there were concerns over dedicating staff resources to this task and stretching limited staff time, it was agreed that the agency staff's role would be more of simply being aware of potential funding opportunities and forwarding them to David for further processing. It was felt that this was an appropriate and minimal use of agency staff resources.

Private Sources: David Hull reported that Land Bridge Alliance (LBA) east and west continue to pursue funding and funding pledges. As with the public sources, now that the CalTrans grant application has been rejected, LBA can now restore its efforts to acquire private funding for the feasibility study. There was a discussion regarding a proposal for the LBA to have a booth at the upcoming Northern California Economic Forecast Conference this January in Oroville, CA. It was described that this will be the 14th annual conference that attracts approximately 500 northern California economic development professionals. At last years' conference, there were a number of questions regarding the east-west rail concept and a great discussion at one of the panels. The RailConnect Committee members encouraged LBA to have a booth at the 2014 conference.

In a general funding discussion, Bill Goodwin noted that he may have an upcoming opportunity to meet with one of Senator Barbara Boxer's staff and that may be a time to present an update on the RailConnect Committee's work. He agreed to check on this

possibility. Bill also agreed to work on getting information to his counterparts in Butte, Shasta, Glenn and Colusa counties.

Supervisor Fenley agreed that he would work with his Transportation Department and continue to work with the Trinity Recreation Association for support.

David Tyson agreed to speak with Supervisor Bohn about a contact within Humboldt County Public Works to be assigned to assist as necessary.

6. Discussion on Draft Scope of Work and RFQ

David Hull presented a draft feasibility study scope of work and Request for Qualifications (RFQ) that included the changes made at the September 11, 2013 RailConnect Committee meeting. David went through the drafts by section.

Councilmember Marian Brady made a motion to approve the draft RFQ as final. Supervisor Fenley seconded the motion. Motion carried unanimously.

The approved Scope of Work is as follows:

Alternative Rail Route Feasibility Study

Scope of Work

(As Adopted by the UpState RailConnect Committee 10-30-2013)

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 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.

7. **Future Meeting Discussion**

Committee members discussed the opportunity to hold the next RailConnect Committtee meeting prior to the January 16, 2014 Northern California Economic Forecast Conference. Therefore it was decided that the next meeting will be held at 2PM January 15, 2014 at the Tehama County Administration building in Red Bluff.

8. **Reports**

David Hull reported that in November, the UpState RailConnect Committee will celebrate its one-year anniversary. David recounted that during the past 12 months a great deal of progress has been made toward the alternative rail route concept. These successes include:

- More than 50 letters of support from a vast portion of Northern California
- At least three private east-west rail efforts have evolved from the RailConnect Committee's efforts
- More than 30 presentations have been made to civic groups, agency representatives and potential feasibility study funding organizations
- The Non-profit, Land Bridge Alliance was formed to educate and provide private funding for the feasibility study
- There is now a grant funding application template for use in acquiring grant funding
- There is an approved Scope of Work and RFQ for the feasibility study
- Two newsletters have been produced and distributed widely

It was noted that the first year was very successful in building a broad and stable coalition of support and foundation for the project. It was suggested that with that foundation in place, the primary focus for 2014 is to get the funding in place for the feasibility study.

It was also noted that Alison O'Sullivan the General Manager of the Upstate California Economic Development Council has resigned and thus efforts are underway to have Upstate California EDC to appoint another member to the RailConnect Committee.

9. **Task Assignments/Items for the Next Agenda:** The Committee agreed the following items should be discussed at the next meeting:

   a. Funding progress
   b. Role of Super Region
   c. Staff assignments
   d. Sacramento Valley county meeting results
   e. Legislative outreach progress

10. **Next Meeting:** It was decided that the next meeting will be held in Tehama County on January 15, 2014 in Red Bluff, CA.

11. Meeting adjourned: 12:27 PM

Approved:

Rex Bohn, Vice-Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

January 15, 2014
Minutes

Tehama County Administrative Building
Tuscan Room, First Floor
727 Oak Street
Red Bluff, CA
2:00 PM

1. **Introductions**

   Bill Goodwin called the meeting to order at 2:15 PM. The following Committee Members were present: City of Eureka Councilmember Marian Brady; Tehama County CAO Bill Goodwin; Tehama County Supervisor Steve Chamblin; Northern California Tribal Chairmen's Association representative Nick Angeloff; and Upstate California Economic Development Council representative Marc Nemanic.

   Committee Members Absent: City of Eureka Councilmember Lance Madsen; County of Trinity Supervisors Debra Chapman and John Fenley and CAO Wendy Tyler; Upstate California Economic Development Council Board President Brynda Stranix; Humboldt County Supervisor Rex Bohn; and Humboldt County representative David Tyson.

   Staff: David Hull

   Guests: Melanie Thompson; Robert Thompson; John Troughton; Anderson City Councilmember Melissa Hunt.

2. **Public Comment –** John Troughton noted that he had recently attended a couple of infrastructure funding conferences and that his perception is that there are people and firms that have the capability to invest in an east-west rail line.

   Melanie and Robert Thompson noted that they had heard about the east-west rail and were interested in more information as they may have a potential use (they did not state) for such a rail.

3. **Review of Agenda**
   Motion by Brady, Seconded by Chamblin to approve the January 15, 2014 agenda. Motion carried unanimously.

4. **Approval of minutes from October 30, 2013 meeting**
   Marian Brady moved for approval of the October 30, 2013 minutes; Seconded by Chamblin. Motion carried unanimously.

5. **Presentation on North State Super Region**
   David Hull noted that both the North State Super Region (NSSR) Director and the Tehama County Transportation Representative (on the North State Super Region) were unable to attend and make a presentation at this meeting to describe the purpose of the NSSR and to summarize their recent transportation for economic development report. In their absence, Hull read a couple of passages from the NSSR's *"North State Transportation for Economic Development Study"* October 2, 2013 report, Executive Summary:

   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."*

It was noted that the adopted RailConnect Committee study Scope of Work IS consistent with the recommendations in the NSSR report as it contains a task on market assessment and economic impacts.

Bill Goodwin noted the importance of having the transportation agencies supportive of the Alternative Rail Route Feasibility Study. Hull showed a slide that listed all of the organizations that support the feasibility study, just in Humboldt County alone. It was recommended that the RailConnect Committee continue to outreach to the regional transportation agencies to keep them informed of the feasibility study and its progress.

6. Feasibility Study Funding Progress

David Hull stated that with the Upstate RailConnect Committee now operating for a little more than a year; with numerous presentations and events aimed at obtaining public input and support; with more than 50 organizations now supporting the Alternative Rail Route Feasibility Study across the North state; and with a now approved scope of work and draft RFP completed; that it is now time to focus the RailConnect Committee's energy on funding the feasibility study.

Hull then mentioned that current efforts included:

Land Bridge Alliance will be staffing a East-West rail booth at tomorrow's North State Economic Forecast Conference and that a meeting has been scheduled with representatives from Senator Boxer's office regarding study funding. This meeting is a follow up to a previous meeting hosted by the Tehama County Supervisors. In addition, outreach has started with area foundations for study support.

Hull also noted that the City of Eureka's $25,000 CDBG grant that has allowed staffing of the RailConnect Committee, grant research and correspondence, developing of the Scope of Work and draft RFP and other feasibility study planning tasks, is coming to an end. Hull suggested that the RailConnect Committee discuss at the next meeting how to continue future committee support and develop a task list for the next nine months.

In a general discussion, the Committee reviewed numerous potential funding sources and approaches.

Marc Nemanic agreed that there is a market to support a rail but that a technical feasibility is needed (like the Alternative Rail Route Feasibility Study). Nemanic also suggested perhaps breaking the study scope of work into $50,000 pieces, if possible. It was noted that many of the scope of work components are interrelated in defining the ultimate location of potential routes that best meet the study's objectives.

7. Legislative Follow up

David Hull noted that to date, legislative outreach has included:

- Senator Barbara Boxer's office
- Representative Jared Huffman's office
- State Senator Noreen Evans office
- State Assemblymember Wes Chesbro

Discussion followed regarding a plan to contact legislators in the Sacramento Valley. Chamblin, Goodwin and Melissa hunt agreed to consider a plan for the next meeting.

8. **Reports**

David Hull reported that he gave an update report to the North Coast Railroad Authority (NCRA) on January 8, 2014. David Tyson, also gave an update from the Land Bridge Alliance perspective at the same meeting. NCRA has been supportive of the RailConnect Committee's efforts and are interested in the Committee's efforts and progress.

Eureka Councilmember Marian Brady reported that a new group was forming on the coast that includes the four agencies that have land use authority over the Humboldt's harbor area. This multi-agency group is comprised of representatives from the City of Eureka, County of Humboldt, Wiyot Tribe and the Humboldt Bay Harbor District and grew out of a request from a citizen group called the Humboldt Bay Harbor Working Group. The Working Group hopes that this new agency group will work together to promote a fuller utilization of Humboldt's Bay's harbor to create jobs by developing a joint national and international marketing effort; developing a joint needs assessment of harbor infrastructure; developing a joint action plan to acquire needed harbor infrastructure improvements; and to involve the public in harbor revitalization efforts. Brady noted that this is the first time all of these agencies worked together to focus energy on improving the economic potential of commercial shipping and manufacturing at Humboldt's harbor.

Nick Angeloff reported that there is a new chair for the Hoopa Tribe that is a member of the Northern California Tribal Chairs Association (NCTCA) and is now a representative on this committee for NCTCA along with Angeloff. Her name is Danielle Vigil Masten.

9. **Task Assignments/Items for the Next Agenda:** The Committee agreed the following items should be discussed at the next meeting:

   a. Put Councilmember Hunt on the email list for this Committee
   b. Develop a 2014 task list and strategy for the Committee
   c. Develop a future Committee staffing and funding plan
   d. Legislative outreach progress in the Sacramento Valley

10. **Next Meeting:** It was decided that the next meeting would tentatively be held March 12, 2014, in Weaverville, CA.

11. **Meeting adjourned:** 4:26 PM

Approved:

Rex Bohn, Vice-Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

April 2, 2014
Minutes

Trinity County Public Utilities District Conference Room
26 Ponderosa Street,
Weaverville CA
10:30 AM

1. **Introductions**

   Supervisor Fenley called the meeting to order at 10:53 AM. The following Committee Members were present: City of Eureka Councilmember Marian Brady; Humboldt County representative David Tyson; Tehama County Supervisor Steve Chamblin; County of Trinity Supervisor John Fenley and CAO Wendy Tyler; Northern California Tribal Chairmen's Association representative Nick Angeloff.

   Committee Members Absent: City of Eureka Councilmember Lance Madsen; County of Trinity Supervisors Debra Chapman; Tehama County CAO Bill Goodwin; Upstate California Economic Development Council Board President Brynda Stranix; Upstate California Economic Development Council representative Marc Nemanic; and Humboldt County Supervisor Rex Bohn.

   Staff: David Hull

   Guests: Larry Glass; Debbie Provolt; Monte Provolt; Bob Martin

2. **Public Comment –** Bob Martin, representing the Humboldt-Tehama Railroad Development Corporation, asked if he could make a presentation on a project he is working on. Acting-Chair Fenley noted as Mr. Martin was not on the agenda, he could have five minutes under public comment and invited Mr. Martin to come back to the UpState RailConnect Committee meeting in May to make a full presentation. Mr. Martin stated that he has partnered with Ken Davlin and Larry Mallon to form the Humboldt-Tehama Railroad Development Corporation. This corporation's proposed purpose is to build an east-west railroad connecting Humboldt Bay with the Sacramento Valley. He stated that he has a potential funding source

and would provide more details during his presentation at the May 2014 UpState RailConnect Committee meeting.

David Tyson noted that he is aware of at least two other current proposals similar to Mr. Martin's. Tyson reminded the RailConnect Committee of the recent history of this rail concept where the community has been waiting about 10 years for the private sector to take this on project with little or no activity. The lack of activity is what has prompted the public sector first through the City of Eureka, then the RailConnect Committee to start on a public feasibility study aimed at providing a package of information that is available to public decision-makers and private investors interested in pursuing the constriction of such a rail line. Tyson added that the RailConnect Committee has discussed the Committee's role with private proposals such as Mr. Martin's on several occasions and concluded that while the RailConnect Committee supports the private efforts, the RailConnect Committee will continue to pursue the public feasibility study.

3. **Review of Agenda**
   By consensus, the proposed agenda for the April 2, 2014 meeting was approved.

4. **Approval of minutes from January 15, 2014 meeting**
   Marian Brady moved for approval of the January 15, 2014 minutes; Seconded by Chamblin. Motion carried with John Fenley and Wendy Tyler abstaining as they were not at the January 15, 2014 meeting.

5. **Feasibility Study Funding Progress**
   David Hull stated that the following potential funding sources have been pursued:

   USDA Rural Communities *– Can only provide maximum of $50,000 and need assurance for remainder of project funding (~$250K). Possibly 2015*
   EDA *– in research*
   CalTrans Partnership Grant *– possibly 2015*
   CalTrans CBTP Grant *– Applied 2013 – not funded - no CBTP program in 2014*
   HCAOG *– Request in progress*
   Headwaters *– gap funding best*
   TIGER (Discretionary Transportation Planning Grant) *– Trinity County Department of Transportation considering application – Due April 28, 2014*

   Nick Angeloff made a motion that the UpState RailConnect Committee support a TIGER VI Planning grant application from the Trinity County Department of Transportation to fund the feasibility study. David Tyson seconded the motion. Motion carried unanimously.

6. Development of a 2014 Task List and Strategy for the RailConnect Committee

David Hull started this discussion by reviewing the Upstate RailConnect Committee's accomplishments to-date. These included:

- *UpState RailConnect Committee formed October 16, 2012 and funded through $25,000 CDBG grant (City of Eureka is applicant)*
- *More than 50 letters of support from a vast portion of Northern California*
- *Made more than 30 presentations to civic groups, agency representatives and elected officials throughout Northern California.*
- *Applied for Community Based Transportation Planning grant in 2013*
- *Submitted comments to the State Rail plan in 2013*
- *Included as an "Action" item in the North State Super Region's NorCal Economics for Transportation Report*
- *Supported formation of the non-profit Land Bridge Alliance*
- *Produced and distributed two newsletters*
- *Adopted a Scope of Work and a draft RFP.*

Hull then reiterated the RailConnect Committee's purpose :

UpState RailConnect Committee Role is to:

a) *Conduct public outreach and develop the scope of work for the feasibility study*
b) *Obtain funding for the feasibility study*
c) *Retain a consultant to complete the feasibility study*
d) *Oversee consultant activities*
e) *If feasible, the Committee will use feasibility study results to identify capital and investors*

Hull then proposed the following 2014 Task List as a place to start the discussion at this meeting:

With organizations formed; vast public support obtained; initial outreach efforts concluded; and a Scope of Work defined, in 2014, the UpState RailConnect Committee will focus its efforts on:

1. *Obtaining $300,000 to complete the Alternative Rail Route Feasibility Study.*
2. *Continuing to make presentations and gather support for the study.*
3. *If funded, the UpState RailConnect Committee will oversee the production of the final RFP, consultant advertising, consultant selection and consultant oversight.*

Steve Chamblin suggested that item #2 should be item #3 on the proposed list. David Tyson clarified that he is still asked to make presentations on the coast, so believed it is still a priority

for 2014. Hull reminded all that each county has control over whether or not presentations are made in their county as they know best their constituents needs.

Motion by Angeloff, seconded by Chamblin to adopt the 2014 UpState RailConnect Committee Task List as presented and with the addition of changing the order of #2 and #3 and changing all numbers to bullet points. The 2014 task list now reads:

In 2014, the UpState RailConnect Committee will focus its efforts on:

- *Obtaining $300,000 to complete the Alternative Rail Route Feasibility Study.*
- *If funded, the UpState RailConnect Committee will oversee the production of the final RFP, consultant advertising, consultant selection and consultant oversight.*
- *Continuing to make presentations and gather support for the study.*

Motion carried unanimously.

7. Future RailConnect Committee Staffing and Funding Plan

David Hull reported that the CDBG grant that the City of Eureka previously obtained, has now been exhausted. This $25,000 grant had been used throughout 2013 to provide staffing costs to the RailConnect Committee (produce minutes and agendas, arrange meetings, obtain meeting supplies and travel); research grant and funding programs to fund the feasibility study; produce letters, meeting materials and handouts; and conduct presentations on the RailConnect Committee process and feasibility study. With this funding now exhausted, the discussion centered on future funding for committee purposes.

Representatives of both Trinity and Tehama Counties noted that they do not have any funds to expend on this purpose. David Tyson noted that the Land Bridge Alliance (LBA) may be able to fund some committee expense reimbursement and that he would bring it up at the next LBA meeting. It was concluded that this item should be tabled until LBA can meet and discuss this issue.

8. Legislative Outreach Status in the Sacramento Valley

David Hull reported that he, Nick Angeloff and LBA member Pete Oringer staffed a Land Bridge Alliance-sponsored booth at the Northern California Economic Forecast Conference in Oroville, CA on January 16, 2014. Hundreds of people attended and passed by the booth. There was great deal of interest and all of the comments were positive about conducting a feasibility study. At this Conference, discussions were held with USDA representative regarding study funding and encouragement to meet with Rep. Doug La Malfa and State Senator Jim Nielson.

In addition, Hull reported that he has continued to meet with Senator Barbara Boxer's representatives regarding feasibility study funding.

After discussion, it was concluded that RailConnect Committee members from the Sacramento Valley should set up meetings with their state and federal representatives.

9. Reports

David Hull reported that he had meetings or presentations at the following since the last RailConnect Committee meeting:

- *Jan 16 – Northern California Economic Forecast Conference*
- *Feb 18 – Met with Senator Boxer's Staff regarding Federal grant opportunities*
- *March 19 – Met with various Caltrans representatives*
- *March 27 – made presentation to HCAOG Board*

In addition Hull reported that at the HCAOG Board meeting of March 27, he made the following "asks" :

1. *Take action to write a letter supporting the Alternative Rail Route Feasibility Study*
2. *Take action to support future grant applications for the Alternative Rail Route Feasibility Study*
3. *Consider HCAOG funding for the Alternative Rail Route Feasibility Study*
4. *Take action to request broader engagement in the Alternative Rail Route Feasibility Study by the North State Super Region*
5. *Edit the draft Regional Transportation Plan to include the status of the Alternative Rail Route Feasibility Study process.*

Marian Brady reported that she understood that HCAOG Board had referred this item to the next HCAOG Technical Advisory Committee meeting for further consideration. She also noted that she had met many candidates at the Redwood Empire quarterly meeting that were very interested in getting more information on the feasibility study. She reported that she is still working on various port and harbor issues with both the Humboldt Bay Harbor Working Group and the new multi-agency harbor group.

10. Task Assignments/Items for the Next Agenda: The Committee agreed the following items should be discussed at the next meeting:

a. 2014 RailConnect Committee Task and Strategy
b. Humboldt-Tehama Railroad Development Corp presentation
c. Future RailConnect Committee staffing and planning

11. **Next Meeting:** It was decided that the next meeting would be held at 11:00 AM, May 7, 2014 in Weaverville, CA.

12. **Meeting adjourned:** Meeting was adjourned at 12:15 PM

Approved:

Rex Bohn

Rex Bohn, Vice-Chair

Attachment C

Example of Typical Powerpoint Presentation

TYPICAL EXAMPLE OF UPSTATE RAILCONNECT COMMITTEE PRESENTATION

The Humboldt Bay Alternative Rail Route Feasibility Study

Simply Vetting An Idea Through the UpState RailConnect Committee

Eureka Rotary
May 12, 2014

Why Should Such an Idea Be Considered?

Not just an infrastructure improvement, it is much more than that....

Excerpts from a letter to Mayor Frank Jager from Dr. Rollin Richmond, President, Humboldt State University, June 8, 2012, states....

"Our region suffers from poor transportation and the consequences of this for our economy are apparent". The California Center for Rural Policy recently concluded that:

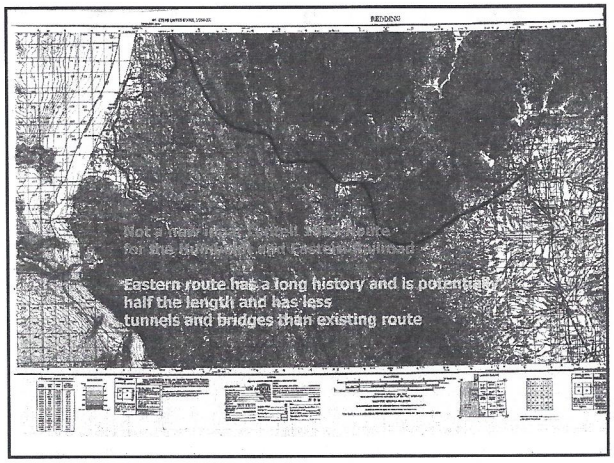
- "Poverty rates are higher in the Redwood Coast Region than the U.S. and California
- Compared to California and the U.S., our region has higher poverty rates for every race."

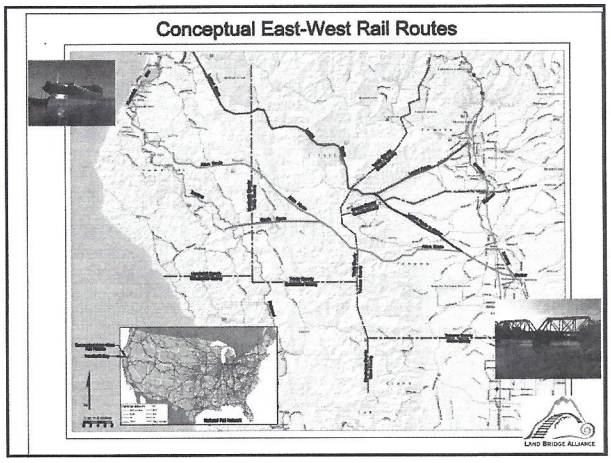
When did this Effort Start

- In December 2011, a grass-roots citizen-led effort brought the alternative rail route concept to connect Humboldt Bay's harbor to the national rail network into the spotlight.
- In January 2012, the City of Eureka began an effort to inform other governmental agencies of the concept.

Why an Alternative Rail Concept Now?

- No rail service for more than 10 years resulting in the loss of multiple business opportunities.
- No timetable for restoring rail service to Humboldt Bay.
- Economic modeling has shown that Humboldt Bay's harbor has capacity for up to 10x its current level of activity.
  - 5 million tons/year modeled
  - 0.4 million tons in 2013

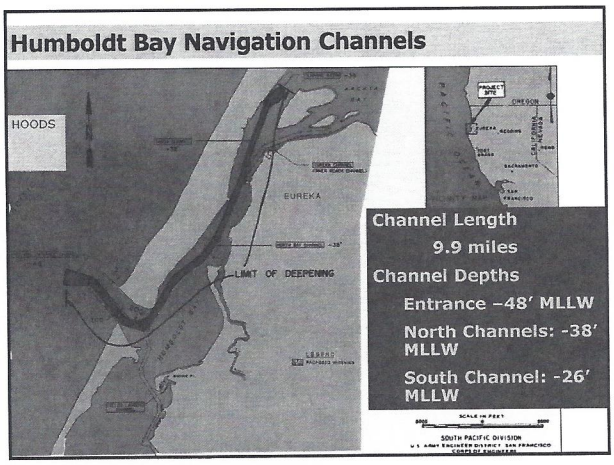


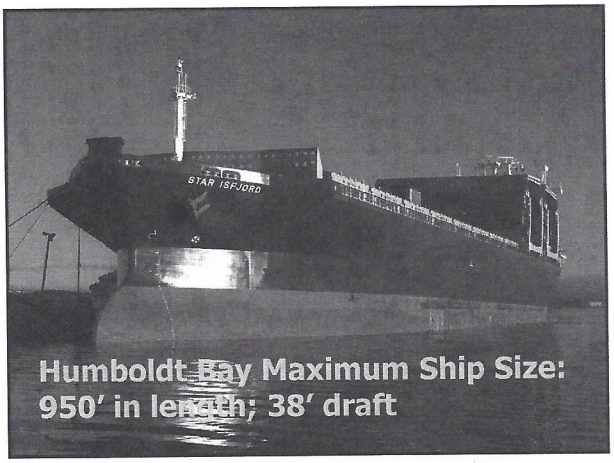


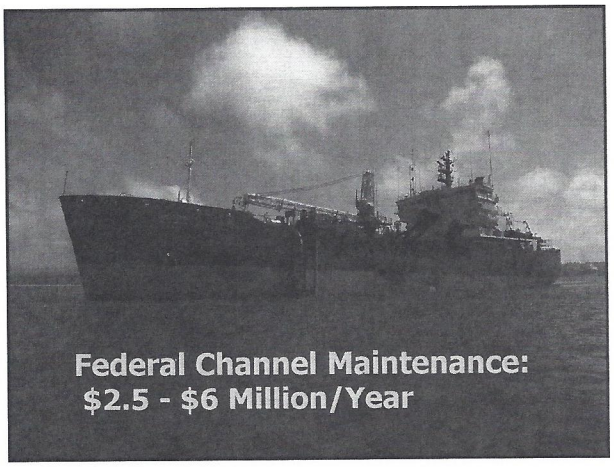
Humboldt Bay IS an active harbor

Humboldt's harbor has:

- Deep water channels
- Underutilized water-dependent property
- 7 underutilized shipping docks
- Skilled workforce
- Tax incentives
- Necessary transportation links exist (although some are inactive)







Humboldt's Harbor IS an Underutilized Asset

- Comparing total tonnages of all 11 deepwater public seaports in California for the year 2002 with the tonnages from 2012, the combined total growth is 34%
- During the same time, Humboldt Bay's harbor decreased in tonnage by 91%

Source: Pacific Maritime Association

The Lack of Growth Can Be Attributed Primarily to:

Poor Inland Transportation Links

- **Steady modification of highways to modern truck standards**
- **Northwestern Pacific Railroad out of service since 1999 with no repair in foreseeable future making Humboldt Bay's harbor the only deepwater public port in California without active rail service.**

Would a Railroad Have Made a Difference? Missed Opportunities Say – YES!

- Automobile Exports
  - 3 ships/week lost to another port = approx. **$21,439,500 loss of economic value/year** to community (excluding District and rail income)
- Wind Energy Equipment Imports
  - Estimated loss of 30 ships for entire project = approx. **$4,287,900 loss of economic value** to community (excluding District and rail income)
- Iron Ore Export
  - Estimated loss of 60 ships per year = approx **$16,465,800 loss of economic value/year** to community (excluding District and rail income)

Results of Initial Outreach

- **In less than a year, the City of Eureka garnered support from 37 government agencies, labor, business, education, law enforcement and citizen groups representing a vast portion of Northern California.**

UpState RailConnect Committee

In order to coordinate this regional study, there was a need to form a regional oversight group – the UpState RailConnect Committee.

UpState RailConnect Committee **formed October 16, 2012 through a Memorandum of Agreement (MOA) between:**

- **City of Eureka**
- **County of Humboldt**
- **County of Trinity**
- **County of Tehama**
- **Upstate California Economic Development Council**
- **Northern California Tribal Chairmen's Association**

UpState RailConnect Committee

UpState RailConnect Committee was formed to oversee:

a) Public outreach and development of the scope of work for the feasibility study
b) Obtain funding for the feasibility study
c) Retain a consultant to complete the feasibility study
d) Oversee consultant activities
e) If feasible, the Committee will use feasibility study results to identify capital and investors

What is the Purpose of UpState RailConnect Committee's Feasibility Study

The intended purpose of the Feasibility Study is to provide public decision makers and private investors with a package of information on which to make informed investment and business decisions

UpState RailConnect Committee Accomplishments to-date

1. More than 50 letters of support from a vast portion of Northern California
2. Made more than 30 presentations to civic groups, agency representatives and elected officials throughout Northern California.
3. Applied for Community Based Transportation Planning grant in 2013 and USDOT TIGER grant in April 2014
4. Submitted comments to the State Rail plan in 2013
5. Included as an "Action" item in the North State Super Region's NorCal Economics for Transportation Report
6. Supported formation of the non-profit Land Bridge Alliance
7. Produced and distributed two newsletters
8. Adopted a Scope of Work and a draft RFP.

Feasibility Study Support State and Local Government

CalTrans
City of Eureka
City of Fortuna
City of Rio Dell
County of Humboldt
County of Tehama
County of Trinity
Wiyot Tribe
Northern California Tribal Chairs Association
Humboldt County Association of Governments
Humboldt Bay Harbor, Recreation and Conservation District

Feasibility Study Support

Federal Government

Six Rivers National Forest
Shasta-Trinity National Forest

Feasibility Study Support

Law Enforcement

Humboldt County Sheriff's Office
Eureka Police Officers Association
Humboldt Deputy Sheriff's Organization

Feasibility Study Support

Education

Humboldt State University
Humboldt County Office of Education
CSU Chico, Center for Economic Development

Feasibility Study Support

Labor

Building and Construction Trades Department of the American Federation of Labor – Congress of Industrial Organizations
State Building and Construction Trades Council of California
Central Labor Council, AFL-CIO
International Longshore and Warehouse Union, Local 14
Building and Construction Trades Council of Humboldt and Del Norte Counties
Bricklayers and Allied Craftworkers Local No 3, California
Operating Engineers Local Union No. 3

Feasibility Study Support
Business Interests

Orland Chamber of Commerce
Greater Oroville Chamber of Commerce
Corning, California Chamber of Commerce
Sierra Pacific Industries
Union Pacific Railroad
Tehama County Farm Bureau
Upstate California Economic Development Council
California Association for Local Economic Development
Eureka Chamber of Commerce
Schneider Dock
Green Diamond Resource Company
The California Redwood Company
Humboldt Redwood Company
Northwestern Pacific Railroad
Humboldt Association of Realtors
Humboldt Cattlemen's Association
California Marine and Intermodal Transportation Advisory Council
North State Super Region

Feasibility Study Support

Other Supporters

East-West Rail Advocates
Land Bridge Alliance
Rail and Port Infrastructure Task Force
Humboldt Bay Harbor Working Group
Military Officers Association of America

Adopted Scope of Work

- Task 1: Literature Review
- Task 2: Identify Potential Routes
- Task 3: Land Ownerships
- Task 4: Economic Benefit to the Entire Rail Corridor
  - Task 4.1: Assessment of Market Potential
  - Task 4.2: Assessment of Direct, Indirect and Induced Beneficiaries
  - Task 4.3: Assessment of Impacts to Ports
- Task 5: Governance
- Task 6: Conceptual Engineering
- Task 7: Homeland Security
- Task 8: Additional Uses of the Right-of-Way
- Task 9: Estimated Permitting Needs
- Task 10: Identify Environmental Issues and Mitigations
- Task 11: Identify Known Cultural Resources
- Task 12: Estimated Development Costs and Timelines
- Task 13: Public Outreach
- Task 14: Final Report

UpState RailConnect Committee 2014 Task List

With organizations formed; vast public support obtained; initial outreach efforts concluded; and a Scope of Work defined, in 2014, the UpState RailConnect Committee will focus its efforts on:

- Obtaining $300,000 to complete the Alternative Rail Route Feasibility Study.
- If funded, the UpState RailConnect Committee will oversee the production of the final RFP, consultant advertising, consultant selection and consultant oversight.
- Continuing to make presentations and gather support for the study.

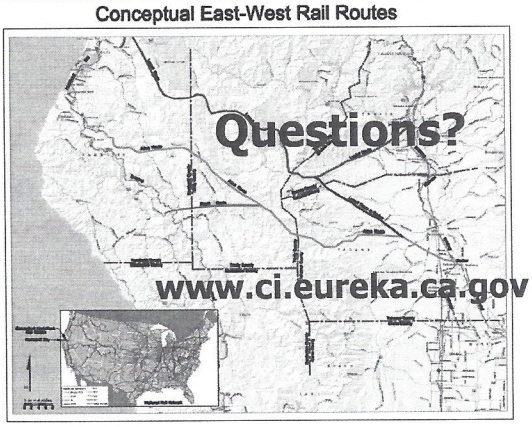
Why Support the Feasibility Study?

Excerpts from a letter to Mayor Frank Jager from Dr. Rollin Richmond, President, Humboldt State University, June 8, 2012 states....

"The decline in the fishing and lumber industries means that we must develop other businesses and make use of our wonderful Humboldt Bay."

..."The construction of a new rail line will require significant investment and thus the study you are proposing is critical to its potential success."

Conceptual East-West Rail Routes



TYPICAL EXAMPLE OF UPSTATE RAILCONNECT COMMITTEE MEETING PRESENTATION

2. Public Comment

This is the time for members of the public who wish to be heard on matters that do not appear on the Agenda. Each speaker is limited to three (3) minutes. Such time allotment or portion thereof shall not be transferred to other speakers. The public will be allowed to speak concurrently with the calling of an agenda item following the staff presentation of that item.

UpState RailConnect Committee

April 2, 2014

Weaverville, CA

3. Agenda Review

- Introductions
- Public Comment
- Review of Agenda
- Approval of minutes from January 15, 2014 meeting (action anticipated)
- Discussion on Feasibility Study funding progress (action anticipated)
- Development of a 2014 Task List and Strategy for the Committee (action anticipated)
- Future Committee Staffing and Funding Plan (action anticipated)
- Legislative Outreach Progress in the Sacramento Valley (action anticipated)
- Reports
  - Staff
  - Humboldt/Eureka representatives
  - Trinity representatives
  - Tehama Representatives
  - UpState California Economic Development Council representatives
  - Northern California Tribal Chairmen's Association representatives
- Task Assignments/Items for Next Agenda
- Next Meeting/Adjourn

4. Approval of minutes from January 15, 2014 meeting

USDA Rural Communities
EDA
CalTrans Partnership Grant
CalTrans CBTP Grant
HCAOG
Headwaters
TIGER

5. Discussion on Feasibility Study Funding Progress

6. Development of a 2014 Task List and Strategy for the Committee

UpState RailConnect Committee Accomplishments to-date

1. City of Eureka begins an effort to explore feasibility of an alternative rail route – January 17, 2012
2. City of Eureka explores public agency, business, labor and citizen support for feasibility study
3. *UpState RailConnect Committee* formed October 16, 2012 and funded through $25,000 CDBG grant (City of Eureka is applicant)
4. More than 50 letters of support from a vast portion of Northern California
5. Made more than 30 presentations to civic groups, agency representatives and elected officials throughout Northern California.
6. Applied for Community Based Transportation Planning grant in 2013
7. Submitted comments to the State Rail plan in 2013
8. Included as an "Action" item in the North State Super Region's NorCal Economics for Transportation Report
9. Supported formation of the non-profit Land Bridge Alliance
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11. Adopted a Scope of Work and a draft RFP.

UpState RailConnect Committee 2014 Task List

With organizations formed; vast public support obtained; initial outreach efforts concluded; and a Scope of Work defined, in 2014, the UpState RailConnect Committee will focus its efforts on:

1. Obtaining $300,000 to complete the Alternative Rail Route Feasibility Study.
2. Continuing to make presentations and gather support for the study.
3. If funded, the UpState RailConnect Committee will oversee the production of the final RFP, consultant advertising, consultant selection and consultant oversight.

UpState RailConnect Committee

UpState RailConnect Committee was formed to oversee:

a) Public outreach and development of the scope of work for the feasibility study
b) Obtain funding for the feasibility study
c) Retain a consultant to complete the feasibility study
d) Oversee consultant activities
e) If feasible, the Committee will use feasibility study results to identify capital and investors

2014 Task List and Strategy

1.

7. Future Committee Staffing and Funding Plan

9. Reports

- Staff
- Humboldt/Eureka
- Trinity
- Tehama
- UpState California Economic Development Council
- Northern California Tribal Chairmen's Association

8. Legislative Outreach Progress in the Sacramento Valley

Staff Report

Jan 16 – Northern California Economic Forecast Conference

Feb 18 – Met with Senator Boxer's Staff regarding Federal grant opportunities

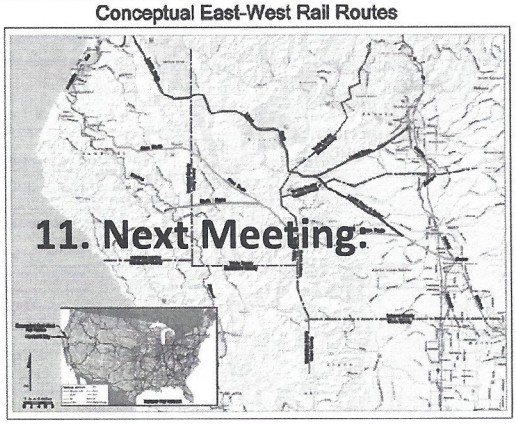
March 19 – Met with various Caltrans representatives

March 27 – made presentation to HCAOG Board

Requests of HCAOG – 3-27-2014

1. Take action to write a letter supporting the Alternative Rail Route Feasibility Study
2. Take action to support future grant applications for the Alternative Rail Route Feasibility Study
3. Consider HCAOG funding for the Alternative Rail Route Feasibility Study
4. Take action to request broader engagement in the Alternative Rail Route Feasibility Study by the North State Super Region
5. Edit the draft Regional Transportation Plan to include the status of the Alternative Rail Route Feasibility Study process.

Conceptual East-West Rail Routes



11. Next Meeting:

10. Task Assignments/Items for Next Agenda

A. ?

Attachment D

Adopted Draft Request for Proposals for the Alternative Rail Route Feasibility Study

6

UpState RailConnect Committee

DRAFT 1

REQUEST FOR QUALIFICATIONS

FOR

ALTERNATIVE RAIL ROUTE FEASIBILITY STUDY

PROJECT NUMBER

Submission Deadline _____, 201_

Request for Qualifications
Alternative Rail Route Feasibility Study

Table of Contents

Background and History of Project .....

Project Description .....

Scope of Work .....

General Conditions .....

Submittal Format .....

Estimated Project Schedule .....

Submittal Criteria .....

Evaluation Criteria .....

Standard Consultant Agreement .....

Exhibit A: Standard Insurance Requirements

BACKGROUND

At the Eureka City Council meeting of December 20, 2011, Council heard a presentation by several citizens that were speaking in favor of conducting a study to determine the feasibility of an alternative rail route connecting the port facilities in Humboldt Bay to the national rail system in the Sacramento valley. The presenters explained that this so-called "east-west" route was not a new idea, but one that actually had its origins in the late 1800s. The "Humboldt and Eastern Railroad" was in the process of acquiring financing and obtaining easements to build a rail line from Humboldt Bay area to the Sacramento Valley when the 1906 San Francisco earthquake and fire made the competing north-south rail line necessary to supply materials to rebuild the City. Within a few years, the eastern route was shelved, but not before the route was scouted and mapped.

Presenters also noted the economic potential that rail service to Humboldt Bay may add to the local economy noting that there are 382 short line railroads in the US that service areas of high levels of economic activity. It was also noted that the average railroad job pays approximately $104,000/year. Presenters pointed out that locally there had not been much progress at improving transportation infrastructure for a long time. The last real boom in rail, port and road building occurred 20-30 years ago. They pointed out that the Humboldt County area is challenged by its aging infrastructure.

It was also noted that one of the factors keeping Humboldt Bay's harbor from regaining its status as an economic engine and sustainable job-creator is the lack of rail service. The Northwestern Pacific rail line has remained out of service for more than 10 years. This lost decade is full of examples of marine-related commercial-industrial businesses that showed great interest in locating on Humboldt Bay and providing jobs, only to move to some other port city where rail service is available. Reportedly, two recent missed opportunities have shown that the Humboldt Bay community 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.

With current examples of the economic potential of a rail line connecting Humboldt Bay to the national rail network and since it appears that NCRA will not be able to restore rail service along the entire Northwestern Pacific rail line in the foreseeable future, on January 17, 2012, the City of Eureka took action to lead an effort to inform other governmental agencies and organizations of the concept. As conceptually proposed, the purpose of the Humboldt Bay Alternative Rail Route Feasibility Study would be to analyze the concept of developing an east-west alternative rail route from the national rail system to Humboldt Bay that is roughly half of the distance (approximately 125 miles) as compared to the main line using the existing Northwestern Pacific Railroad's right-of-way. A new easterly route would likely connect Humboldt Bay's harbor to an existing Union Pacific main rail line just south of Red Bluff near Gerber, CA.

This proposed new route potentially would involve a fraction of the tunnels, bridges and signaled crossings of the existing rail line.

In less than 10 months, the City of Eureka received support from 33 government agencies, labor, business, education, law enforcement and citizen groups representing a vast portion of Northern California including some statewide and national organizations. Since then, nine more organizations have joined in support of this study for a current total of 42. The list of supporters now includes:

- 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
- 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

- Building and Construction Trades Council of Humboldt and Del Norte Counties
- State Building and Construction Trades Council of California
- Longshore and Warehouse Union, Local 14
- 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

General oversight of the Alternative Rail Route Feasibility Study process is under the multi-agency *UpState RailConnect Committee*. The *UpState RailConnect Committee* (URCC) was created to formalize this now regional effort to study the feasibility of an East West Rail Route through a Memorandum of Agreement (MOA) between the County stakeholders (Humboldt, Trinity, and Tehama); the City of Eureka; the Upstate California Economic Development Council and the Northern California Tribal Chairmen's Association. The general purpose of the URCC is to coordinate the production of the Alternative Rail Route Feasibility Study.

Specifically, the URCC gathers public input; conducts public outreach efforts in each member agencies region; reviews documents such as Request for Qualifications, consultant submittals, draft and final reports; participates in consultant selection; provides consultant oversight; assists with grant writing and local technical in-kind efforts; and other tasks as mutually agreed upon by the members. There is no financial obligation for being a member of the URCC. *UpState RailConnect Committee* Members include:

City of Eureka

Councilmember Lance Madsen; Councilmember Mike Newman; Alternate - Councilmember Marian Brady

County of Humboldt

Supervisor Rex Bohn; David Tyson; County Staff CAO Phillip Smith-Hanes

County of Trinity

Supervisor Debra Chapman; Supervisor John Fenley; County Staff CAO Wendy Tyler

County of Tehama

Supervisor Steve Chamblin; CAO Bill Goodwin

Upstate California Economic Development Council

Board President Brynda Stranix; General Manager Alison O'Sullivan

Northern California Tribal Chairmen's Association

Garth Sundberg, Chair NCTCA; Nick Angeloff

UpState RailConnect Committee Chair: Eureka Councilmember Lance Madsen
Upstate RailConnect Committee Vice-Chair: Humboldt County Supervisor Rex Bohn

The URCC was officially formed on October 16, 2012 and met for the first time on November 14, 2012 and meets roughly monthly. Agendas, minutes and other URCC information can be found on the City of Eureka's website www.ci.eureka.ca.gov under the "Alternative Rail Route Study" button on the homepage.

Since December 2012, the *UpState RailConnect Committee* has had a standing agenda item to discuss any proposed changes to the feasibility study scope of work. Additions to the scope of work have come mainly from public input through URCC members and from audiences at numerous presentations and this input has been used to develop the Scope of Work presented in this RFQ.

Throughout the first six months of 2013, in addition to the multi-agency *UpState RailConnect Committee*, other groups have made notable progress laying the groundwork for the Alternative Rail Route Feasibility study by participating in meetings, making presentations, writing letters to the editor and assisting to craft local public policy that is favorable toward the establishment of an active rail connection between Humboldt Bay's deep water harbor and the

national rail system. Two other groups that have been involved over the past year include the East-West Rail Advocates and the Humboldt Bay Harbor Working Group. The roles of these various groups are summarized as follows:

East-West Rail Advocates (EWRA): This is the formal name of the grass-roots group that asked the Eureka City Council to support the concept of an east-west rail feasibility study and have been meeting nearly weekly ever since January 2012. Their continuing role is to coordinate the educational needs for the promotion of the feasibility study. The group has defined itself as "a working group dedicated to the completion of the Alternative Rail Route Feasibility Study". The EWRA also functioned as the "East-West Rail Action Team" as part of Humboldt County's Prosperity 2012 process.

Land Bridge Alliance (LBA): The Land Bridge Alliance (LBA) is a California non-profit organization that was formed to promote a new rail link bridging the isolated coastal communities with those of the Sacramento Valley in Northern California. The Land Bridge Alliance was formed through a perceived need by the members of the East-West Rail Advocates to have an organization that could accept private funding for use in funding the Alternative Rail Route Feasibility Study and to provide educational outreach for the concept of an east-west rail line. LBA was officially formed in October 2012 and since December 2012, LBA members have made more than 25 Presentations to various Service Clubs, businesses, government agencies, potential investors and donors. This educational outreach effort has taken place throughout Humboldt, Trinity and Tehama Counties and has members in both Humboldt and Tehama counties. In March 2013, LBA members hosted an informational booth at the Northern California Logging Conference where more than 170 people signed a form in support of the Alternative Rail Route Feasibility Study. For more information on the Land Bridge Alliance or to donate, please see www.landbridgealliance.org.

The proponents of the Alternative Rail Route Feasibility Study believe that the economic potential of connecting Humboldt Bay to the national rail system is worthy of pursuing the Alternative Rail Route Feasibility Study to determine once and for all, what it would take to bring the historic Humboldt and Eastern rail concept back to life.

PROJECT DESCRIPTION

The following Scope of Work has been developed from public and agency input over an 18 month period and represents 1) the information necessary to answer questions posed by the public and 2) provide a package of information for public decision-makers or private investors to make informed decisions regarding actual investment in the construction and operation of a new rail line connecting Humboldt Bay's harbor with the national rail system in the Sacramento Valley.

Scope of Work

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 provide 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.

GENERAL CONDITIONS

1. **Public Information**: All submittals and information submitted to the *UpState RailConnect Committee* shall become public record upon their delivery to the District.

2. **RFQ Addenda**: The *UpState RailConnect Committee* reserves the right to amend, alter, or revoke this RFQ in any manner at any time. At the District's sole discretion, modifications, clarifications, or additions will be distributed as an addendum to all known proposers. Any submittal to the District will acknowledge receipt of the Addenda.

3. **Submittal Preparation Costs**: All costs incurred in the preparation and presentation of a submittal shall be wholly absorbed by the proposer.

4. **Withdrawal of Submittal**: Any proposer may withdraw his/her submittal, either personally or by written request, at any time prior to the scheduled closing time for the receipt of submittals. Such requests are to be directed to the *UpState RailConnect Committee*.

5. **Selection Procedures**: Submittals will be subject to the *UpState RailConnect Committee's* selection procedures for professional Consultants. Accordingly, final selection will be based upon overall capability to perform services.

6. **Right to Reject Submittals**: The *UpState RailConnect Committee* reserves the right to reject any and all submittals, to waive any non-material irregularities or information in any submittal, and to accept or reject any combination of items.

The objective is to execute an agreement with the selected firm within fourteen (14) days after notification of selection, unless the time of execution has been extended for good cause at the sole discretion of the *UpState RailConnect Committee*. Failure of the selected firm to meet contract submission requirements (e.g. insurance) or failure to timely execute an agreement may result, at the sole discretion of the *UpState RailConnect Committee*, in a decision to select from the remaining proposers or to call for new statements of qualifications.

SUBMITTAL FORMAT

The Statement of Qualifications shall include the following:

1. **A cover or transmittal letter**: The letter is to be signed by a member of the organization who has the authority to offer, negotiate, and execute contracts on behalf of the firm. The cover letter must acknowledge receipt of any and all addenda, if any were issued.

2. **Project Understanding**: This section will outline the Consultant's basic understanding of the project. It should identify key issues known or expected, and those key issues which will be addressed during the project. Consultant shall provide any insights, innovative ideas, or recommendations, which will characterize the work to be performed and describe how Consultant will perform its work.

3. **Scope of Work**: Consultant will describe the work plan it intends to use to complete its work. Recommendations which demonstrate a clear benefit or advantage to the District may receive favorable consideration.

4. **Responsible Personnel**: List the proposed team including, but not limited to, Principal-in-Charge, Project Manager (Team Leader), and those key Consultant staff members who will be assigned and directly involved in the project. Include a concise resume of qualifications and experiences of each person together with the expected hours that each key person is to be committed to the project. Include all anticipated subconsultants, listing names, addresses, telephone numbers, key personnel staff, and the expected hours to be committed to the project for each. Include a concise resume of qualifications and experiences for all key subconsultant personnel; qualifications of key subconsultant personnel will be a material consideration in identifying overall Consultant qualifications to complete this project. Provide an organization chart of key personnel with responsibilities.

5. **Project Management**: Describe how the project will be planned, executed, monitored, and managed. Provide a project schedule which identifies all major tasks listed in the Scope of Work. Provide a recommended schedule to perform the work. The *UpState RailConnect Committee* desires that the work be completed within _____months after an agreement is reached. If prospective consultants believe that a longer completion period is required, then consultants should identify the expected time of completion and identify the tasks on the project's critical path that determine the necessary performance period.

6. **Consultant Fee**: In a separate, sealed envelope present one (1) set of the estimated fees for professional services. For each task identify labor hours and fees, subconsultant hours and fees, expenses, and other costs. Total fee shall include all markups, overhead, and profit. Consultant shall also include a current fee schedule that includes rates, classifications, and expenses that will be applied to this project. The contract with the Consultant will provide for payment on a periodic basis, based upon periodic invoicing for the work, not-to-exceed $300,000.00 (three hundred thousand dollars). The estimated Consultant fee may be a basis for Contract negotiations with the most qualified Consultant team, however, the fee will not be a scoring factor in the evaluation of the qualifications of consulting firms.

7. **Related Experience**: Provide experience, capabilities, and qualifications for similar projects upon which team members have worked and/or completed during no more than the last 10 years, emphasizing experiences that are comparable to this project. Include specific references with names, addresses, and current phone numbers.

ESTIMATED PROJECT SCHEDULE

The schedule for this project is tentatively proposed as follows:

Begin Circulation of RFQ to Consultants ..... _____

Deadline to Receive Qualifications by District ..... _____

Evaluate Qualifications..... _____

Consultant Interviews (if necessary) and Select Consultant ..... _____

UpState RailConnect Committee Approval of Selected Consultant ..... _____

Submit Draft Report ..... _____

Submit Final Report ..... _____

The schedule noted above represents only an estimate.

SUBMITTAL CRITERIA

1. Sealed submittals for the Project are to be mailed to:

   ? Who

   ? Where

   ?Address

2. RFQ submittals must be received by the _____(who) District prior to 4:00 PM, Friday, _____, 2013.

3. Mailing envelope is to be clearly marked on the outside with the following notation:

   "Alternative Rail Route Feasibility Study to be opened not before

   4:00 PM on Friday _____, 201_"

   Submittals will not be considered unless the submittal contains a cover letter signed by a member of the organization having the authority to negotiate and execute contracts on behalf of the organization. The cover letter must also acknowledge receipt of any and all addenda that may have been issued.

4. The original, unbound RFQ submittal and eight (12) copies are to be provided. Facsimile or electronic copies will not be accepted. Proposer is to submit only one (1) set of fee documentation in a separate sealed envelope. Nowhere in the body of the submittal shall specific pricing be discussed. The sealed envelope containing the pricing will not be opened until after the screening interviews of the submittals have been completed. Consultant fee is not to exceed $300,000.00 (three hundred thousand dollars).

5. The submittals will be opened at 4:00 PM on Friday, _____, 2013 at _____ (location), California.

6. Pages of the submittal shall be typed and double-sided with the maximum number of pages of submittal information, including Appendixes and Attachments, limited to forty (40) pages, excepting the cover sheet, title sheets index sheet, blank pages, and table of contents. Promotional or other unsolicited material may not be submitted.

Questions or comments on this process may be directed to:

_____

_____

_____

ALL INCOMPLETE SUBMITTALS SHALL BE REJECTED. THE UPSTATE RAILCONNECT COMMITTEE RESERVES THE RIGHT TO WAIVE MINOR IRREGULARITIES IN A FIRM'S SUBMITTAL, IF DEEMED IN THE BEST INTEREST OF THE UPSTATE RAILCONNECT COMMITTEE. THE UPSTATE RAILCONNECT COMMITTEE RESERVES THE RIGHT TO REJECT ANY OR ALL SUBMITTALS.

FINAL SELECTION IS SUBJECT TO REVIEW AND APPROVAL BY THE UPSTATE RAILCONNECT COMMITTEE AND IS CONTINGENT UPON NEGOTIATING A SUCCESSFUL AGREEMENT.

EVALUATION CRITERIA

The review and selection committee will be led by the members of the *UpState RailConnect Committee* and may include other elected, operations, and professional personnel. The Selection Committee will evaluate the Consultants' submittals and, if it chooses, may schedule oral interviews to determine which Consultant is best qualified to perform the work. The Selection Committee will then rank the Consultants, at which time the Consultant fee envelopes will be opened and tabulated. The Consultant fees will be evaluated to determine if the amount of the fee is considered a reasonable cost for the work. If the committee finds that the top-ranked Consultant has submitted a reasonable fee, the committee will recommend that Consultant for approval by the Board. The Selection Committee may require additional information prior to the committee's recommendations. Once the *UpState RailConnect Committee* has agreed to the Selection Committee's recommendation, the *UpState RailConnect Committee* staff will proceed with negotiation of the contract to prepare documents for contract execution. In the event that the top-ranked Consultant submits a fee that is not considered a reasonable cost for the work, and discussion with the Consultant does not resolve the cost issue, the committee reserves the right to enter into discussions and to negotiate with the next-ranked Consultant.

Ranking of the Consultants' qualifications will be based upon, but not limited to, the following:

1. Understanding of the Project
2. Experience with Similar Types of Work
3. Experience and Qualifications of the Project Manager
4. Experience and Qualifications of the Project Team, including Subconsultants
5. Demonstrated Ability to Complete Projects On Time and Within Budget

STANDARD CONSULTANT AGREEMENT

The Consultant selected to perform the work shall be required to execute a consulting and professional services agreement with _____(agency). A copy of the _____(Agency's) Standard Insurance requirements is attached to the RFQ as Exhibit A. These requirements are to be contained within the agreement. By submitting an RFQ for the work, the Consultant agrees to meet the required insurance coverages and endorsement requirements within the body of the agreement document.

ATTACHMENTS

Exhibit A _____(Agency) Standard Insurance Requirements

EXHIBIT A

STANDARD INSURANCE REQUIREMENTS

Attachment E

Summer 2013 Newsletter

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

SUMMER NEWSLETTER 2013

July 2013

Dear Supporter,

Thank you for your continued support of the Alternative Rail Route Feasibility Study. Since our last newsletter in December 2012, a lot of progress has been made toward the initiation of that study to explore the feasibility of an east-west rail line connecting the deepwater harbor at Humboldt Bay to the national rail system in the Sacramento Valley. This newsletter presents an update on the progress made over the past six months and how this effort continues to need your support.

Support: Just to refresh your memory, a grass-roots citizen-led effort in December 2011 brought the concept of a new east-west rail route into the spotlight. On January 17, 2012, the City of Eureka took action to lead an effort to inform other governmental agencies and organizations of the concept. In less than 10 months, the City of Eureka received support from 33 government agencies, labor, business, education, law enforcement and citizen groups representing a vast portion of Northern California including some statewide and national organizations. Since the last newsletter, nine more organizations have joined in support of this study for a current total of 42. The list of supporters now includes:

- 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
- 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

- Building and Construction Trades Council of Humboldt and Del Norte Counties
- State Building and Construction Trades Council of California
- Longshore and Warehouse Union, Local 14
- 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

Project Organization: General oversight of the Alternative Rail Route feasibility Study process is under the multi-agency *UpState RailConnect Committee*. The *UpState RailConnect Committee* (URCC) was created to formalize this now regional effort to study the feasibility of an East West Rail Route through a Memorandum of Agreement (MOA) between the County stakeholders (Humboldt, Trinity, and Tehama); the City of Eureka; the Upstate California Economic Development Council and the Northern California Tribal Chairmen's Association. The general purpose of the URCC is to coordinate the production of the Alternative Rail Route Feasibility Study. Specifically, the URCC gathers public input; conducts public outreach efforts in each member agencies region; reviews documents such as Request for Qualifications, consultant submittals, draft and final reports; participates in consultant selection; provides consultant oversight; assists with grant writing and local technical in-kind efforts; and other tasks as mutually agreed upon by the members. There is no financial obligation for being a member of the URCC.

The URCC was officially formed on October 16, 2012 and met for the first time on November 14, 2012 and meets roughly monthly. To follow URCC progress, agendas, minutes and other URCC information can be found on the City of Eureka's website www.ci.eureka.ca.gov - look for the "Alternative Rail Route Study" button on the homepage.

UpState RailConnect Committee Members include:

City of Eureka
Councilmember Lance Madsen; Councilmember Mike Newman; Alternate - Councilmember Marian Brady
County of Humboldt
Supervisor Rex Bohn; David Tyson; County Staff CAO Phillip Smith-Hanes
County of Trinity
Supervisor Debra Chapman; Supervisor John Fenley; County Staff CAO Wendy Tyler
County of Tehama
Supervisor Steve Chamblin; CAO Bill Goodwin
Upstate California Economic Development Council
Board President Brynda Stranix; General Manager Alison O'Sullivan
Northern California Tribal Chairmen's Association
Garth Sundberg, Chair NCTCA; Nick Angeloff

UpState RailConnect Committee Chair: Eureka Councilmember Lance Madsen
Upstate RailConnect Committee Vice-Chair: Humboldt County Supervisor Rex Bohn

What will be included in the Feasibility Study? Since December 2012, the *UpState RailConnect Committee* has had a standing agenda item to discuss any proposed changes to the feasibility study scope of work. Additions to the scope of work have come mainly from public input through URCC members and from audiences at numerous presentations. To date, the proposed scope of work for the Feasibility Study includes:

a) Identification of a proposed route and alternatives
b) Identification of land ownerships
c) Assessment of market potential

d) A conceptual development plan that will include:
(1) Ownership/governance of the rail line
(2) Prelim engineering
(3) Highway/port connectors
(4) Additional uses of the corridor (fiber optic, trail, passenger, water, etc)
(5) Estimated permitting needs
(6) Estimated environmental issues and mitigations
(7) Estimated development costs and timelines

Funding Progress: The Alternative Rail Route Feasibility Study as outlined above is estimated to cost approximately $300,000. Since December 2012, two important steps have been taken to meet that funding goal.

First, the Land Bridge Alliance (LBA) is a California non-profit organization and was formed to promote a new rail link bridging the isolated coastal communities with those of the Sacramento Valley in Northern California. The Land Bridge Alliance was formed through a perceived need by the members of the East-West Rail Advocates to have an organization that could accept private funding for use in funding the Alternative Rail Route Feasibility Study and to provide educational outreach for the concept of an east-west rail line. LBA was officially formed in October 2012 and since December 2012, LBA members have made more than 25 Presentations to various Service Clubs, businesses, government agencies, potential investors and donors. This educational outreach effort has taken place throughout Humboldt, Trinity and Tehama Counties and has members in both Humboldt and Tehama counties. In March 2013, LBA members hosted an informational booth at the Northern California Logging Conference where more than 170 people signed a form in support of the Alternative Rail Route Feasibility Study. Since December 2012, LBA has also raised more than $20,000 for production of educational and presentation materials. For more information on the Land Bridge Alliance or to donate, please see www.landbridgealliance.org.

Secondly, since December 2012, the *UpState RailConnect Committee* has researched a wide variety of potential sources to fund the Alternative Rail Route Feasibility Study. This effort has included research of potential local, state of California and federal government funding sources. In March 2013, as a member of the *UpState RailConnect Committee*, the City of Eureka applied for a $295,000 Community Based Transportation Planning grant through the California Department of Transportation. Another *UpState RailConnect Committee* member, the Upstate California Economic Development Council, agreed to be the sub-applicant for that grant application. CalTrans sources have indicated that grant applicants will be notified in August 2013 if chosen. If awarded, funding will be available for the feasibility study in February 2014.

Both Land Bridge Alliance and *UpState RailConnect Committee* will continue to conduct funding research throughout the remainder of 2013.

Other support: Throughout the first six months of 2013, in addition to the multi-agency *UpState RailConnect Committee*, other groups have made notable progress laying the groundwork for the Alternative Rail Route Feasibility study by participating in meetings, making presentations, writing letters to the editor and assisting to craft local public policy that is favorable toward the establishment of an active rail connection between Humboldt Bay's deep water harbor and the national rail system. The Humboldt Bay Harbor, Recreation and Conservation District has

recently completed a draft study entitled the "Humboldt Bay Rail Concept level Construction Cost and Revenue Analysis". The information in this report will be used as a part of the Alternative Rail Route Feasibility Study literature review. Two other groups that have been involved over the past six months include the East-West Rail Advocates and the Humboldt Bay Harbor Working Group. The roles of these various groups are summarized as follows:

East-West Rail Advocates (EWRA): This is the formal name of the grass-roots group that asked the Eureka City Council to support the concept of an east-west rail feasibility study and have been meeting nearly weekly ever since January 2012. Their continuing role is to coordinate the educational needs for the promotion of the feasibility study. The group has defined itself as "a working group dedicated to the completion of the Alternative Rail Route Feasibility Study". The EWRA also functioned as the "East-West Rail Action Team" as part of Humboldt County's Prosperity 2012 process.

Humboldt Bay Harbor Working Group (HBHWG): Formed in November of 2011, the Humboldt Bay Harbor Working Group began as a group dedicated to exploring local job opportunities. From the very beginning the focus of the group was JOBS. It was discovered that there is a huge potential for job creation in Humboldt Bay's harbor that was not being tapped with one of the main reasons being the lack of an active rail connection from Humboldt Bay's harbor to the national rail system. The goal of the HBHWG is "*To reach community agreement on projects to revitalize the harbor that provide jobs and maintains the integrity of the environment".*

Since November 2011, the HBHWG has conducted a great deal of research and participated in Humboldt County's Prosperity 2012 process as the "Revitalize the Harbor Action Team". In order to revitalize the harbor portion of Humboldt Bay, the HBHWG proposed two priority recommendations. Since December 2012, both of the recommendations have been accomplished. Priority Recommendation 1 was to sponsor community forums to inform the public about the harbor and generate conversations on economic development. Since February 2013, the HBHWG has sponsored luncheons at the world famous Samoa Cookhouse in Samoa, California located along one of Humboldt Bay's deep water shipping channels. Each month a luncheon speaker presents information on various economic and business interests in Humboldt Bay's harbor area. To date, luncheon topics have included a primer on the HBHWG process and goals; the Alternative Rail Route Feasibility Study; the Humboldt Bay Offshore Reef Project; Current Projects from the Humboldt Bay Harbor, Recreation and Conservation District; and the Land Bridge Alliance Tehama County Support and Sacramento Valley Rail Opportunities. The HBHWG Harbor Luncheon Forums are the last Wednesday of each month at noon at the Samoa Cookhouse, Samoa, CA.

Priority Recommendation 2 was to seek adoption of a resolution from each local agency with land use authority over the harbor portion of Humboldt Bay affirming their commitment to create jobs and sustainable growth through Humboldt Bay's harbor. These agencies include the City of Eureka, County of Humboldt, Wiyot Tribe and the Humboldt Bay Harbor, Recreation and Conservation District. The resolution contains six action initiatives that recommend cooperation and coordination amongst these four agencies with respect to supporting and promoting many forms of maritime commerce; supporting enhancements to other transportation modes such as highway improvements and rail service connecting to the national rail system; completing a one-year planning process for a 12 year "2025 Harbor Action Initiative"; developing within one-year a

coordinated marketing plan; obtaining financing for infrastructure projects and equipment; and working with existing maritime industries to avoid, minimize or mitigate environmental impacts and assist in environmental compliance. This effort is important to the Alternative Rail Route Feasibility Study as it demonstrates the political will amongst harbor agencies to utilize the harbor for commercial purposes; an essential component in measuring the success of an alternative rail route.

As of June 2013, all four of these agencies had adopted resolutions affirming their commitment to create jobs and sustainable growth through Humboldt Bay's harbor. During the balance of 2013, the HBHWG will provide coordination for this harbor agency action team and assist in the facilitation of the harbor Initiative process. For more information on the HBHWG, please see www.humboldtworkingport.org.

I hope that the above summary has given you an informative update on the progress to initiate the "Alternative Rail Route Feasibility Study". Although there are many opinions out there as to the "best" route, what will be shipped, who will use such a line and what it will cost, as Chair of the *UpState RailConnect Committee*, I want to assure you that nothing has been decided and that all of those questions and more are to be explored by the feasibility study itself.

On behalf of the *UpState RailConnect Committee*, I want to thank you again for your continued support of the Alternative Rail Route Feasibility Study. As you can see from the information in this letter, a great deal of progress has been made in the first half of 2013. With your support and broad Northern California agency, business, labor, education and law enforcement participation, we look forward to continuing our pace throughout the remainder of 2013. If you need any additional information regarding the Alternative Rail Route Feasibility Study or its process, or would like us to meet with you or make a presentation to your organization, please let me know.

Sincerely,

Lance Madsen, Chair
UpState RailConnect Committee

Council Member,
Eureka City Council
531 K Street
Eureka, CA 95501
l1325@suddenlink.net

C: UpState RailConnect Committee