



***UpState California  
RailConnect Feasibility Study***

**Humboldt Bay Harbor Working Group  
July 27, 2016**

# PROJECT DESCRIPTION

- **OBJECTIVE:** to complete the *Upstate California Railconnect Feasibility Study*.
- **PURPOSE:** to determine the feasibility of establishing a new rail line connecting the deepwater seaport of Humboldt Bay to the national rail system in the Sacramento Valley.
- **GOAL:** Factual, Transparent, Inclusive.

# TO GET THERE...

- **THIS IS NOT** – A study to show/prove that a rail line is feasible.
- **THIS IS** – A study to determine the feasibility of constructing a new rail line.
- **THIS MEANS** – Trinity County starts out neutral and lets the facts bring the project to a conclusion.
- **ULTIMATELY** – We know that there will be a large group that will not like the results, but will accept the conclusion based on the goals of being factual, transparent, and inclusive.

# IN THE END

- **THIS STUDY IS THE FIRST LEAP.** It does not build a railroad – it simply will provide objective information on a potential East-West rail line that can be used by public agency decision-makers and/or private sector investors to determine whether or not the actual rail line project is worthy of investment.
- **IF determined to be feasible, the next “leap” would be to establish an authority, agency or entity to determine funding and to take the project into the environmental phase.**
- **This is best described as the middle of the beginning.**

# Overview of the Grant

**Grant Program:** FHWA SPR, Part 1, Strategic Partnerships and State Highway Account

**Grant Title:** Upstate California Railconnect Feasibility Study

**Grant Applicant:** Trinity County Transportation Commission

**Grant Award:** \$126,000.00 (SHA Funds)  
\$150,000 (FHWA Strategic Partnerships)

**Local Match:** \$69,000.00

**Total Project Amount:** \$345,000.00

# RESPONSIBLE PARTIES

- Project Manager and grant recipient is the ***Trinity County Transportation Commission (TCTC)***.
- Project oversight will be provided by the ***Trinity County Transportation Commission*** with assistance by the multi-agency ***Upstate RailConnect Committee*** (which includes the Counties of Trinity, Tehama and Humboldt; City of Eureka (as the port City); Northern California Tribal Chairman's Association; and Upstate California Economic Development Council).
- The Non-Profit ***Land Bridge Alliance*** will be responsible for providing matching funds.

# **CalTrans Key Milestones and Timelines**

- **CalTrans circulates media release regarding grant award– June 24, 2016**
- **Date that all award conditions must be completed – May 17, 2017**
- **Date that all final products must be completed by – June 30, 2019**
- **Date that final requests for reimbursement submitted to CalTrans – August 31, 2019**



# TCTC Initial Timeline and Milestones

- **Amend and approve Overall Work Plan. (Sept)**
- **Approve MOU between TCTC and LBA for match funding. (Sept)**
- **Have the TCTC officially accept the grant. (Sept)**
- **Review and possibly edit scope of work. (Oct)**
- **Craft and circulate RFQ. (fall)**
- **Rank Consultant submittals and interview highest ranking firms. (early winter)**
- **Award consultant agreement with selected consultant. (winter)**



# **UpState RailConnect Committee's Tasks**

- **Assist TCTC review and possibly edit scope of work.**
- **Assist TCTC to craft RFQ.**
- **Assist TCTC to rank Consultant submittals and interview highest ranking.**
- **Organize the public outreach for the project consultant. (find locations, provide coffee, set up venue)**
- **Assist TCTC as necessary.**

# Scope of Work

## Not necessarily in order

- **Task 1: Project Kickoff**
- **Task 2: Consultant selection and retention**
- **Task 3: Literature Review and Identification of Proposed Routes**
- **Task 4: Land Ownerships**
- **Task 5: Economic Forecast**
  - **Task 5.1: Assessment of Market Potential**
  - **Task 5.2: Assessment of Direct, Indirect and Induced Beneficiaries**
  - **Task 5.3: Assessment of Impacts to Ports**

# More Scope of Work

- **Task 6: Feasibility Analysis**
  - **Task 6.1:** Pro and con matrix of governance and operational models
  - **Task 6.2:** Report on conceptual analysis and drawings
  - **Task 6.3:** Report on assessment of the benefits of an alternative rail route for meeting or improving national and state security needs
  - **Task 6.4:** List of additional uses of the potential rail corridor ranked by estimated cost; estimated income; contacts; and any special conditions including any potential restrictions on the rail corridor
  - **Task 6.5:** Report detailing estimated permitting needs
  - **Task 6.6:** List of environmental issues and mitigations
  - **Task 6.7:** List of known cultural resources
  - **Task 6.8:** Report detailing estimated development costs and timelines
- **Task 7: Public Outreach**
- **Task 8: Final Report**
- **Task 9: Fiscal Management**

# Why Does Trinity County Care?

- **Good governance requires being open to new ideas that have a potential for improvements to social and economic quality of life for the citizens. This requires research into those “ideas”. This study is intended to provide unbiased information.**
- **As Trinity County is in the middle of any proposed East-West rail route, being the Project Manager insures that Trinity County’s citizens will be well represented in the analysis and preparation of this study.**
- **While Trinity County has been somewhat involved, it does not have a long history with the harbor and its goals. This means that we can bring an unbiased approach to the project verifying that it is truly feasible.**
- **To make sure that Trinity County’s values, image and goals are protected.**
- **Provide the oversight and expertise needed to administer a federal and state funded project.**

# Task 1: Project Kickoff

- **Task 1.1:** Project Kickoff meeting between members of the Trinity County Transportation Commission, multi-agency Upstate RailConnect Committee, and CalTrans.
- **Task Deliverable**
  - *Meeting minutes*

# Task 2: Consultant Selection and Retention

- **Task 2.1:** Validate the scope of work, and develop the Request for Proposals
- **Task 2.2:** Circulate Request for Proposals
- **Task 2.3:** Review/interview consultants
- **Task 2.4:** Award contract

## Task Deliverable

- **2.1** *Final Request for Proposals*
- **2.2** *List of publications, venues and outlets to advertise RFP. RFP circulated (wide distribution)*
- **2.3** *Short list of responsible, responsive consultants; final selection from interview panel*
- **2.4** *Contract with highest-rated consultant team*



# Task 3: Literature Review and Identification of Proposed Route and Alternatives

- **Task 3.1:** 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 3.2:** 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: Literature Review and Identification of Proposed Route and Alternatives

## Task Deliverable

- **3.1** *Draft literature review report*
- **3.2** *List of Proposed Route and Alternatives*

# Task 4: Land

- **Task 4.1:** List of parcels within the proposed rail routes and within 1/8 of a mile on either side of the rail routes. Task 4.1 is to include Assessor's Parcel Number, acreage of parcel, and zoning including any overlay designations. Consultant shall also identify any existing uses or encumbrances on the property could be problematic. This task will be performed sensitive to NEPA and CEQA (Environmental Reports) requirements.
- **Task Deliverable**
  - 4.1 List of parcels along the proposed route and alternatives***

# Task 5: Economic Forecast

**Task 5.1:** 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 5.2:** 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 5.3:** 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 Deliverable

- **5.1** *Report on assessment of market potential*
- **5.2** *Report on assessment of indirect benefactors*
- **5.3** *Report on assessment of impact to ports*

# Task 6: Feasibility Analysis

- **Task 6.1:** 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 6.2:** 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 6.3:** 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 6: Feasibility Analysis cont.

- **Task 6.4:** 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 6.5:** 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 6.6:** 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 6: Feasibility Analysis cont.

- **Task 6.7:** 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 6.8:** Estimate the development cost and timelines for the proposed routes. Development costs in this 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 6: Feasibility Analysis cont.

## Task Deliverable

- **6.1** *Pro and con matrix of governance and operational models*
- **6.2** *Report on conceptual analysis and drawings*
- **6.3** *Report on assessment of the benefits of an alternative rail route for meeting or improving national and state security needs*
- **6.4** *A list of additional uses of the potential rail corridor ranked by estimated cost; estimated income; contacts; and any special conditions including any potential restrictions on the rail corridor.*
- **6.5** *Report detailing estimated permitting needs*
- **6.6** *List of environmental issues and mitigations*
- **6.7** *List of known cultural resources*
- **6.8** *Report detailing estimated development costs and timelines*



# Task 7: Public Outreach

- **Task 7.1:** Conduct 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 meetings will include 1) pre-feasibility public input meeting; 2) Draft report presentation and public input session; and 3) presentation of the final report.

## Task Deliverable

- **7.1** *Consultant will provide report after the first meeting identifying significant concerns and support*
  - Draft report and presentation*
  - Final report and presentation*

# Task 8: Final Report

- **Task 8.1:** The final report will be structured so as to include at a minimum an Executive Summary; Methods and Results for Tasks 3-6; 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.
- **Task 8.2:** Trinity County Transportation Commission to accept final report.
- Task Deliverable
  - **8.1** *Final report*
  - **8.2** *Final presentation and Board action*

# Task 9: Fiscal Management

- **Task 9.1:** Submit complete invoice packages to CalTrans District Staff based upon milestone completion, at least quarterly, but no more frequently than monthly.
- **Task 9.2:** Submit quarterly reports to CalTrans District Staff providing a summary of project progress and grant/local match expenditures.

## Task Deliverable

- **9.1**            *At least quarterly invoice packages*
- **9.2**            *Quarterly reports*

# Conceptual East-West Rail Routes

**QUESTIONS?**

