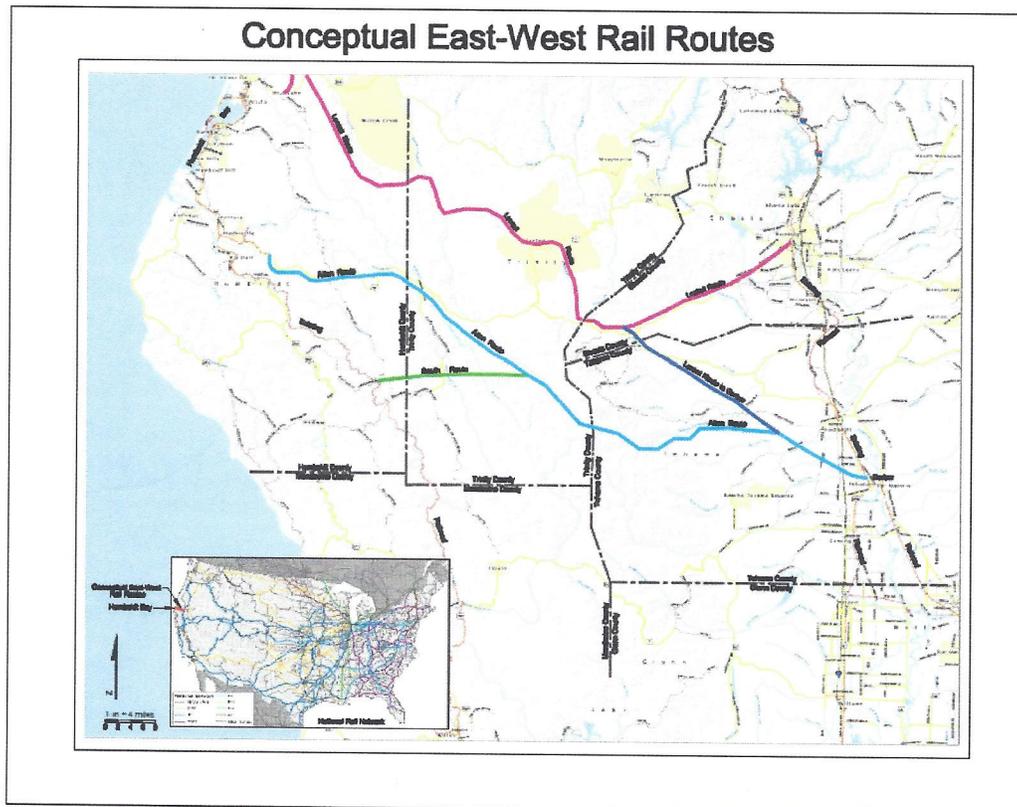


Final Report

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**



June 2014

David Hull and Associates

Coastal Project Development and Facility Management Consulting

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Coastal Project Development and Facility Management Consulting

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

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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- Attachment A: Memorandum of Agreement Forming the UpState RailConnect Committee**
- Attachment B: Minutes from the UpState RailConnect Committee Meetings**
- Attachment C: Example of Typical Powerpoint Presentation**
- Attachment D: Request for Proposal for the Alternative Rail Route Feasibility Study**
- Attachment E: Newsletter**

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 "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.

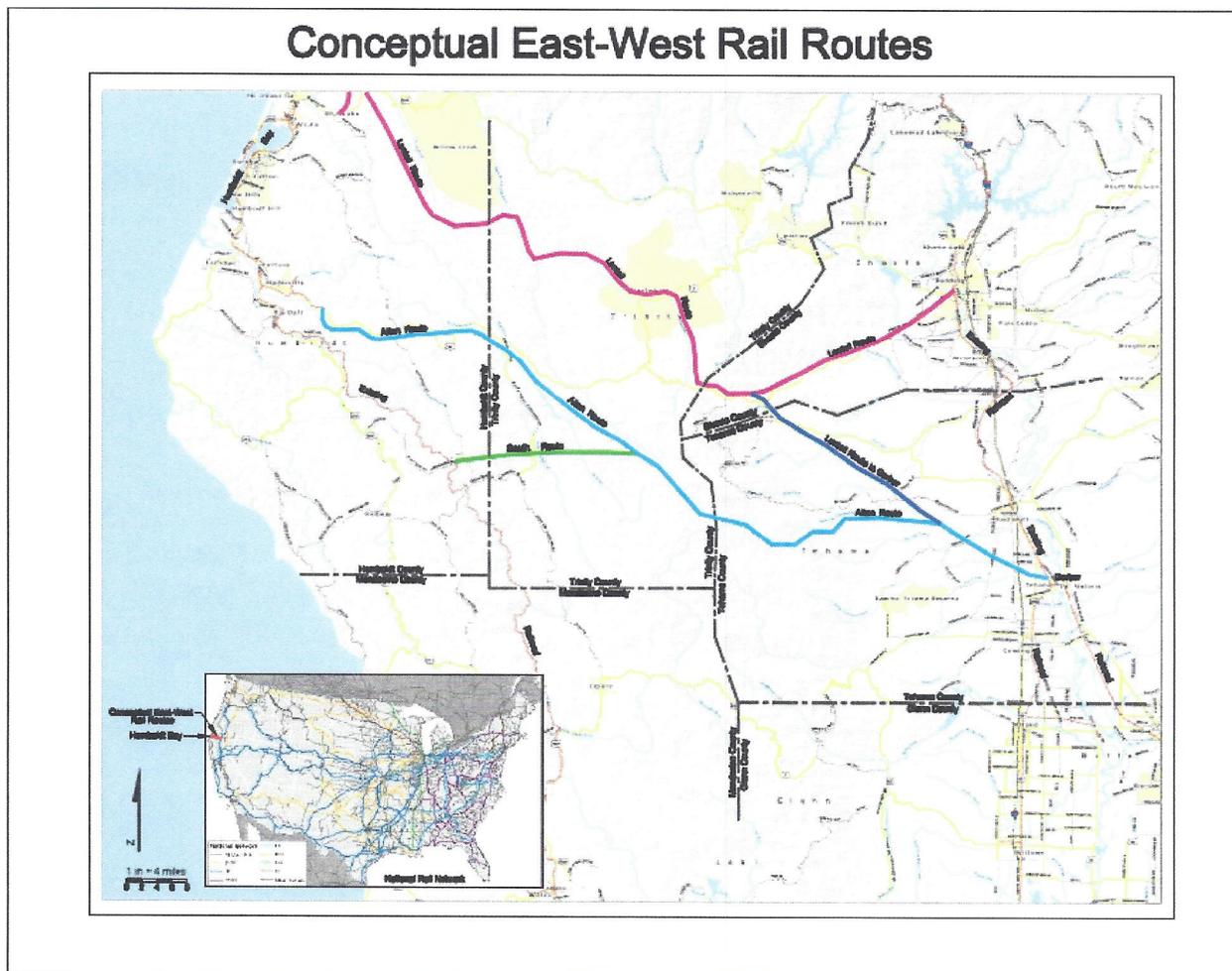


FIGURE 1: Location Map of Upstate California Project Area and Conceptual Alternative Rail Routes.

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.

<ul style="list-style-type: none">• <i>Northern California Economic Forecast Conference</i>• <i>Redwood Region Logging Conference</i>• <i>Caltrans</i>• <i>Humboldt County Association of Governments Board</i>• <i>Humboldt County Association of Governments Technical Advisory Committee</i>• <i>County Engineers Association of California</i>• <i>North State Super Region</i>• <i>Upstate California Economic Development Council</i>• <i>Redwood Region Economic Development Commission</i>• <i>Tehama County Farm Bureau</i>• <i>Six Rivers Seniors' Club</i>• <i>Red Bluff Lions Club</i>• <i>Eureka Rotary</i>• <i>Arcata Rotary</i>• <i>Southwest Rotary</i>• <i>Old Town Rotary</i>• <i>Henderson Center Kiwanis</i>• <i>Eureka Tip Club</i>	<ul style="list-style-type: none">• <i>City of Arcata</i>• <i>City of Ferndale</i>• <i>City of Fortuna</i>• <i>City of Colusa</i>• <i>Anderson City Representatives</i>• <i>Trinity County Board of Supervisors</i>• <i>Humboldt County Board of Supervisors</i>• <i>CA Assemblymember Wes Chesbro</i>• <i>CA Senator Noreen Evans' Staff</i>• <i>US Representative Jared Huffman's Staff</i>• <i>US Senator Barbara Boxer's Staff</i>• <i>Governor's Office of Business Development</i>• <i>Humboldt State University Administration</i>• <i>Humboldt Bay Harbor Working Group</i>• <i>North Coast Railroad Authority</i>• <i>Union Pacific Railroad</i>• <i>Military Officers Association of America</i>• <i>Central California Almond/Walnut Producers</i>• <i>Eureka Chamber of Commerce</i>• <i>Several Private Business Owners</i>
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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.

<ul style="list-style-type: none"> • <i>City of Eureka, CA</i> • <i>City of Fortuna, CA</i> • <i>City of Rio Dell, CA</i> • <i>County of Humboldt, CA</i> • <i>County of Trinity, CA</i> • <i>County of Tehama, CA</i> • <i>Upstate California Economic Development Council</i> • <i>Northern California Tribal Chairman's Association</i> • <i>Wiyot Tribe</i> • <i>Corning CA Chamber of Commerce</i> • <i>Humboldt County Sheriff</i> • <i>California Marine and Intermodal Transportation System Advisory Council</i> • <i>California Association for Local Economic Development</i> • <i>Humboldt Association of Realtors</i> • <i>Humboldt State University</i> • <i>Humboldt County Office of Education</i> • <i>The Greater Eureka Chamber of Commerce</i> • <i>Oroville Chamber of Commerce</i> • <i>Humboldt Bay Harbor, Recreation and Conservation District</i> • <i>The Humboldt County Sheriff's Office</i> • <i>Shasta-Trinity National Forest</i> • <i>Six Rivers National Forest</i> • <i>Union Pacific Railroad</i> • <i>Northwestern Pacific Railroad Company</i> • <i>Humboldt County Association of Governments</i> • <i>Tehama County Farm Bureau</i> • <i>Orland Chamber of Commerce</i> 	<ul style="list-style-type: none"> • <i>Building and Construction Trades Council of Humboldt and Del Norte Counties</i> • <i>Operating Engineers Local 3</i> • <i>Bricklayers and Allied Craftworkers Local No. 3, California</i> • <i>Building and Construction Trades Department of the American Federation of Labor – Congress of Industrial Organizations</i> • <i>Central Labor Council, AFL-CIO of Humboldt and Del Norte Counties</i> • <i>Eureka Police Officer's Association</i> • <i>Humboldt Deputy Sheriff's Organization</i> • <i>East-West Rail Advocates</i> • <i>Land Bridge Alliance</i> • <i>Military Officers Association of America</i> • <i>Rail and Port Infrastructure Task Force</i> • <i>Humboldt Bay Harbor Working Group</i> • <i>Sierra Pacific Industries</i> • <i>Green Diamond Resource Company</i> • <i>California Redwood Company</i> • <i>Humboldt Cattlemen's Association</i> • <i>Humboldt Redwood Company</i> • <i>Schneider Dock</i> • <i>Longshore and Warehouse Union, Local 14</i> • <i>State Building and Construction Trades Council of California</i> • <i>North State Super Region</i> • <i>California State University, Chico, Center for Economic Development</i> • <i>CalTrans</i>
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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.