

WILLITS TRANSLOAD FACILITY SPECULATIVE OR FORESEEABLE FUTURE ?

Consideration Of Cumulative Impacts In EPA Review of NEPA Documents

U.S. Environmental Protection Agency, Office of
Federal Activities (2252A)
EPA 315-R-99-002/May 1999
PAGE 13

"The critical question is "What future actions are reasonably foreseeable?". Court decisions on this topic have generally concluded that reasonably foreseeable future actions need to be considered even if they are not specific proposals. The criterion for excluding future actions is whether they are "speculative." The NEPA document should include discussion of future actions to be taken by the action agency. The analysis should also incorporate information based on the planning documents of other federal agencies, and state and local governments. For example, projects included in a 5-year budget cycle might be considered likely to occur while those only occurring in 10-25 year strategic planning would be less likely and perhaps even speculative. For private actions, the analysis should use regional and local planning documents."

PROPOSAL FOR OPERATOR OF RAIL SERVICE OF THE NORTHWESTERN PACIFIC RAIL LINE PREPARED BY: NWP, INC. MARCH 31, 2006

This proposal by NWP, Inc. has been planned to rehabilitate and reopen the Russian River Division in July 2007 from Lombard to Windsor and in November 2007 from Windsor to Willits, and also to plan, rehabilitate and reopen the Eel River Division in July 2008 from Willits to Island Mountain and in November 2008 from Island Mountain to Samoa. **PAGE 7**

NORTH COAST RAILROAD AUTHORITY (NCRA) 2006 STRATEGIC PLAN and PROGRESS REPORT February 23, 2006

A transload facility in Willits will be an integral part of the South Railroad. This facility will allow outbound rail shippers to truck commodities from Mendocino, Humboldt and surrounding counties to be transloaded onto rail flat cars in Willits. Conversely, inbound rail shippers will have their shipments transloaded into trucks at Willits for final destination delivery. **NCRA STRATEGIC PLAN 2002, PAGE 10**

The South Railroad will provide a transload facility in Willits that will enable certain rail shippers in Mendocino and Humboldt Counties (including the Port of Humboldt) access to the national rail system. **NCRA STRATEGIC PLAN 2002, PAGE 10**

Humboldt County 2006 Regional Transportation Plan Update PAGE II-50—II-51

The analysis looked at operating the Southern segment of the NWP from Willits to Schellville with a truck transload facility in Willits. A telephone survey of the five largest lumber companies in Humboldt County was conducted by Caltrans to determine if the companies would use a transload site in Willits to support the NCRA. One lumber company said they would not accept an increase in transportation costs. Their response indicated they are trucking all of their lumber to Redding and will continue to do so until rail service returns to Eureka. The other four companies all stated they prefer having a rail connection in Eureka, but would support a Willits transload provided it did not significantly increase their transportation costs. The rail system will also have the capability to handle backhaul movements for export traffic through the Port of Humboldt Bay. The backhaul operation could generate an additional \$1.5 million in revenue to the County. The alternative would be to set up a transload point at Willits.