

California Sustainable Freight Action Plan Pilot Freight Project Submission - 11/30/2015

1. Name and contact information.

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2. Descriptive (under ten-word) project title.

LA Basin Rail Corridor Improvement Project – UPRR Alhambra Subdivision Double-track

3. Location of project

Various locations along Union Pacific Railroad's Alhambra Subdivision stretching railroad mile post 514 near Pomona to mile post 539 near West Colton.

4. Concise two paragraph executive summary of project.

This project would enhance a critical freight corridor in Southern California that connects the Ports of Los Angeles and Long Beach to Colton Crossing and the Union Pacific national rail network. A significant amount of resources have been expended over the past several decades in order to grow capacity and remove bottlenecks (i.e. Colton Crossing and the Alameda Corridor) so that the California freight network can remain fluid and competitive, reduce emissions by eliminating idling trains, and create rail capacity for container shipments that might otherwise be traveling on California's congested highways.

This project seeks to double track the corridor between Pomona and Colton, building on the benefits from a recent public and private investment at Colton Crossing that removed a significant bottleneck in the region. Doing so would allow trains to meet and pass one another without stopping. Today, these meets and passes are done by utilizing a series of siding tracks that requires one train to stop and wait while another passes by.

5. Detailed description of how the pilot project idea components will incorporate advanced technologies, alternative fuels, freight and fuel infrastructure, and local economic development; and advance goals of improving freight efficiency, transitioning to zero-emission technologies, and increasing competitiveness of California's freight system.

The primary benefit of this effort is to improve freight efficiencies, increase competitiveness of the freight system, and improve emissions.

- Freight efficiencies will be improved by reducing train delays caused by the meet/pass process that today requires trains to stop along the corridor.
- Competitiveness of the regions ports and rail shippers will improve due to the gain in rail capacity allowing more fluid operations and reduced travel time for those utilizing rail today. Future benefits will also accrue as a result of the rail capacity gained allowing rail growth in lieu of more freight moving over the roadways.
- Emissions will be reduced due to the removal of existing trains that must stop and idle to allow for the meeting and passing of trains. Modal diversions from truck to rail will also provide future emission benefits to the region.

6. Estimated cost for implementation and existing funding commitments (include any funding limitations or constraints) by stakeholder and amount.

\$50 million

7. Timeline.

Given that this is a corridor project, it can be built in segments each providing independent utility to the corridor. Available funding for the project will determine timing of each segment.

8. Means for measuring progress toward meeting goals over time.

Success for this project will be measured by the reduction in delay per train through the corridor and the overall capacity gained by the improvements. Emission reduction statistics will also factor into the overall benefits of the project.

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

Permitting, utility relocations, and funding are three key areas where the project partners could provide support.