



Railroad Project Packaging

Status Update

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Purpose of Package

- Maintain the region's long-term economic competitiveness.
- Promote job creation and retention.
- Increase freight and passenger rail mobility.
- Improve safety of rail operations and at grade crossings.
- Mitigate environmental impacts of rail operations.
- Promote collaboration and consensus/coalition building.
- Support “branding” of package.
- Develop strong unified message to help raise funds.
- Attract “champions” to promote importance of the program.



So. Cal. is Facing Increased Competition from Other Regions

- Panama Canal Improvements (2014; \$5.5 B)
- CREATE project: (\$100 M TIGER, \$100 M SAFETEA-LU, \$133 M ARRA HSRP)
- Heartland Corridor (\$95 M SAEFTEA-LU)
- Crescent Corridor (\$105 M TIGER)
- National Gateway Corridor (\$98 M TIGER)
- Prince Rupert and Canadian National Gateway Project

Suggested Strategy



- Develop a unified package of projects similar to **CREATE**
- Achieve consensus on project list and funding priorities for RTP
- Develop coalition
- Identify champions
- Launch coordinated fund-raising strategy



What's in The 2008 RTP?



- Port area rail projects (2006 Rail Master Plan)
- Near dock rail projects (SCIG and ICTF)
- Mainline rail projects: Colton crossing, various track improvements
- Grade separations
- Locomotive upgrades (Tier 4)



Railroad Mainline Improvements

Projects	Costs (Millions of 2010 \$)
Colton Crossing*	\$208.0
UP Alhambra Sub Improvements**	\$288.9
Total	\$496.9

* Cost from SANBAG.

** West Colton to City of Industry

Port-Area Rail Improvements

Projects	Costs (Millions of 2011\$)
Rail Infrastructure Outside Marine Terminals	
POLB	\$1,129.2
POLA	\$184.6
ACTA	\$130.2
Subtotal	\$1,444.0
On-Dock Yards	
POLB	\$653.8
POLA	\$198.9
Subtotal	\$852.7
Total	\$2,296.7

Near-Dock Yards



Projects	Costs (Millions of 2011\$)
SCIG	\$500
ICTF Modernization	\$400
Total	\$900

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Funded Grade Separations*

Projects	Costs (Millions of 2010 \$)
BNSF Cajon Sub	\$117.6
BNSF San Bern. Sub	\$1,097.6
UP Alhambra Sub	\$745.0
UP Los Angeles Sub	\$416.7
UP Yuma Sub	\$141.6
Other Lines	\$631.0
Total	\$3,149.5

* Projects with at least partial funding

High-Priority Unfunded Grade Separations

- Projects with no committed funding
- Ranking based on grade crossings performance:
 - Current and future delay
 - 5-year (2006-2010) incident history
 - Current and future vehicular emissions
- “High” on the sum of ranks at regional and county levels



High-Priority Unfunded Grade Separations*

Projects	Costs** (Millions of 2010 \$)
BNSF Cajon Sub	NIL
BNSF San Bern. Sub	\$848.1
UP Alhambra Sub***	\$89.6
UP Los Angeles Sub***	\$28.5
UP Yuma Sub	NIL
Other Lines	NIL
Total	\$966.2

* Projects with no committed funding but ranking “High” overall

** Total cost information of few projects is missing

*** Includes ½ the cost of two projects that separate both the Alhambra and LA subs.

Grade Separations*

Projects**	Costs*** (Millions of 2010 \$)
Los Angeles County	\$1,208.5
Orange County	\$794.0
Riverside County	\$1,497.6
San Bernardino County	\$615.5
Total	\$4,115.6

* Projects with partial funding or no committed funding but ranking “High” overall

** High-priority projects are not yet identified for Imperial and Ventura counties

*** Cost information for a few projects is missing