

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.

Northern California Passenger-Freight Rail Connectivity Improvement Projects

3. Location of project

Various locations along Union Pacific Railroad's Northern California network – Stockton, Lathrop, and Niles Junction near Fremont.

4. Concise two paragraph executive summary of project.

This project combines three similar rail connections in Northern California that would provide improved efficiency for freight and passenger rail customers alike. The projects would improve connectivity at three separate junctions where two railroad subdivisions cross each other at-grade. These connections will provide more flexibility to the rail network, allow improved efficiency moving to/from passenger and freight facilities, and improve emissions by reducing out of route miles trains must travel today with the lack of the connections.

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 benefits of these projects are to improve freight efficiencies, increase competitiveness of the freight system, and improve emissions by creating flexible routing options throughout the Northern California rail network.

- **Stockton Connection** – Proposes a new rail connection from the Union Pacific Fresno Subdivision to the BNSF Port Chicago Industrial Lead. This connection would allow improved access to the Port of Stockton and would remove delay caused by trains traversing the UP and BNSF at-grade rail crossing. The project will

also reduce train delay for Altamont Commuter Express and San Joaquin Amtrak trains that must pass through the rail junction to access their respective passenger stations located directly north and west of the project area.

- **Lathrop Connection** – Proposes a new rail connection between Union Pacific's Oakland and Fresno Subdivisions. The connection would provide a shorter route for trains traveling between the Bay Area and Central/Southern California and allows a bypass for freight trains around the high frequency Capitol Corridor route between Sacramento and Oakland on UP's Martinez Subdivision.
- **Niles Junction Connection** – Proposes a new rail connection between Union Pacific's Niles and Oakland Subdivisions near Fremont. The connection would allow trains moving to/from Oakland more flexibility to bypass areas of congestion from both freight and passenger traffic.

Each of the above mentioned projects contribute to improved emissions, a more competitive freight system, and significantly improved efficiencies.

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

\$35 million

7. Timeline.

The three projects are at different stages of design and development, but each could be built independent of one another and provide independent utility for the network. The Stockton and Lathrop projects are both located on property that Union Pacific owns and could be implemented in the near term if funding was available.

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

Success for this project will be measured by the reduction in delay per passenger and freight train through the Northern California network for each project. Emission reduction statistics will also factor into the overall benefits of the project as a result of the out of route miles removed.

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.