



RAIL THEN...

NOW...

AND IN THE FUTURE...

On **TRACK TO
VALLEYWIDE
JOB
CREATION**
...but we need your support!

Introduction

- Tulare County has over 100 years of rail history.
- Rail is an important public asset, providing needed options for goods movement.
- Freight rail service along the eastern side of Tulare County and other parts of the Valley is in jeopardy.
- If rail service is lost, we lose jobs and economic development advantage.



Abandonment

- The segment from Strathmore to Jovista, near Delano, has already been approved for abandonment.
- The 38-mile segment from Strathmore to Dinuba is in jeopardy.
- As many as 7 shippers and receivers will be stranded and possibly forced to relocate.
- If the rail segments are abandoned, a multi-million dollar public asset will be lost.



THREAT...



Why abandon?

- The owners of these segments have not maintained the infrastructure.
- They have not successfully marketed the availability of rail.
- Surcharges have resulted in reduced usage and reduced revenues.
- As a result, the owner is motivated to scrap the track in an effort to salvage their investment and walk away.

THREAT...



The impact

- Shippers lose their choice between truck and rail.
- Increased air pollution, road congestion and deterioration
 - Increased road congestion and the cost of road maintenance
 - Rail is 2 to 3 times cleaner burning than trucks and 10 times more fuel efficient.
- We stand to lose businesses currently located along the line and we sacrifice economic development for the future; not to mention the jobs lost.
- We lose the economic development advantage of having freight rail service available.

As many as 400 new jobs are on the line, with businesses interested in Tulare County and needing rail.

Planning for the future

- An 8 county vision for a Short-Haul Rail System is being drafted for preservation of existing rail lines for future use between Bakersfield and the ports of Stockton and Oakland.
- A Memorandum of Understanding has been signed between Fresno, Kern and Tulare COGs to work together for the preservation and enhancement of goods movement corridors – including short-haul rail.
- Preserving the track and corridors today, will prepare us to meet future transportation needs.
- In the future creating new corridors is a lengthy and costly process.

OPPORTUNITY...

What is being done?

- A shipper's association has been formed to represent business interests along the rail lines.
- Public-private partnership opportunities are currently being explored.
 - TCAG is working with the existing short-line railroad for acquisition of the track from Jovista to the north county border.
- Identification of potential funding sources such as grants from the Air District, state and federal programs.
- All of these efforts are for the purpose of preserving and enhancing short-haul rail through Tulare County and the entire Valley.

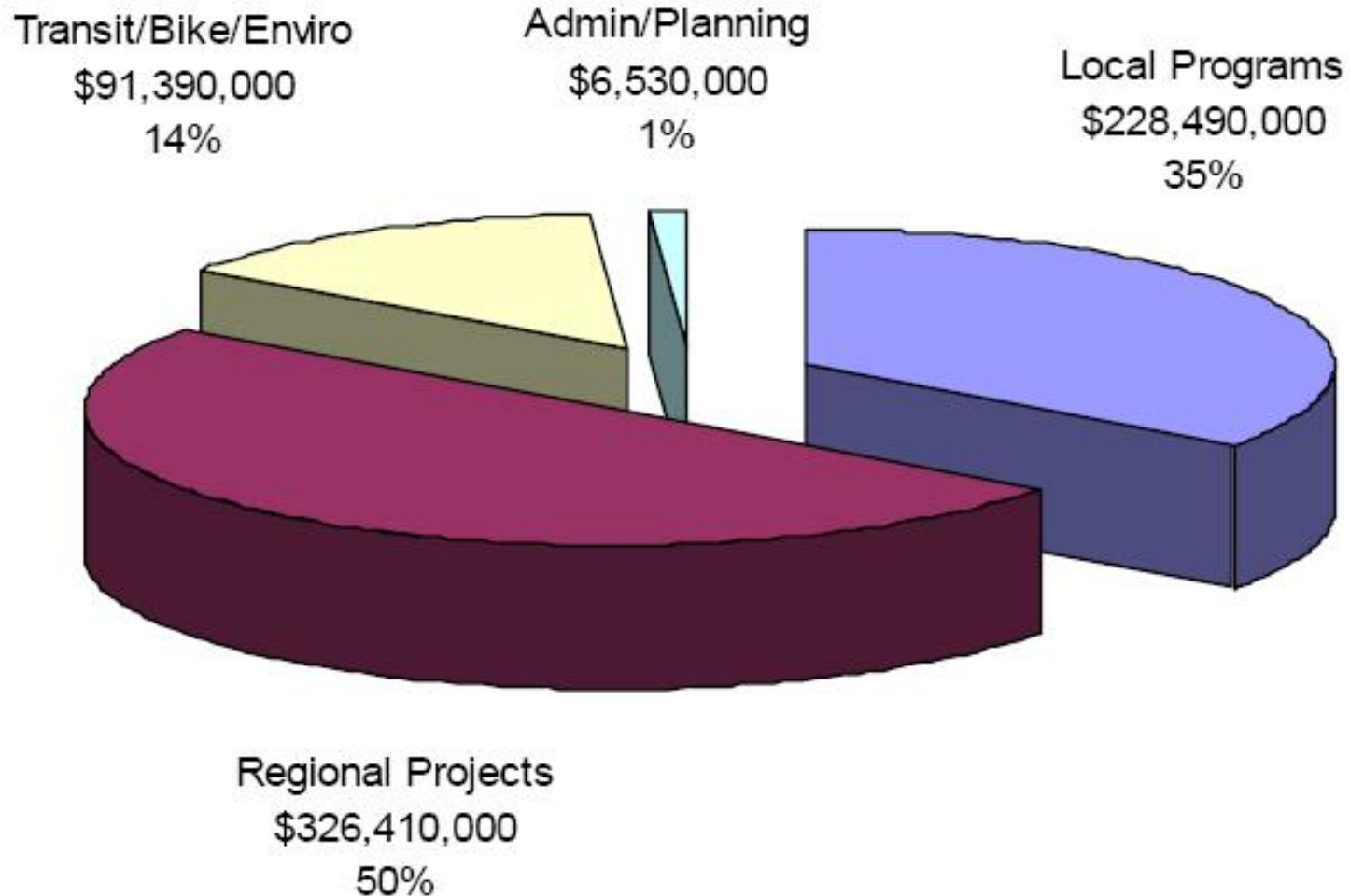
VISION...



Measure R

- \$3 million of Measure R funding may be borrowed from the Transit/Bicycle/Environmental to help preserve rail corridors in Tulare County.
 - A mechanism for payback is being developed.
- The use of Measure R funds for rail doesn't take ANY funding from local streets and roads or regional road projects.
- A more efficient and better used rail system will reduce truck impacts on our roads, thereby reducing road maintenance needs which will make Measure R funding for local streets and roads stretch further.

Measure R (as approved 11/2/06)



Examples of success

Ventura County: Total project cost \$8.7 million

- \$4.2 million from federal Surface Transportation Fund
- \$3.5 million from federal Transportation Enhancement funds
- \$1 million from the City of Ventura



And in our backyard

The San Joaquin Valley Railroad Cross-Valley Rail Corridor

- State/federal/air district grants: \$11.3 million
- Private funds \$2.7 million
- City match, Lemoore and Visalia \$253,000

Total is \$14,253,000

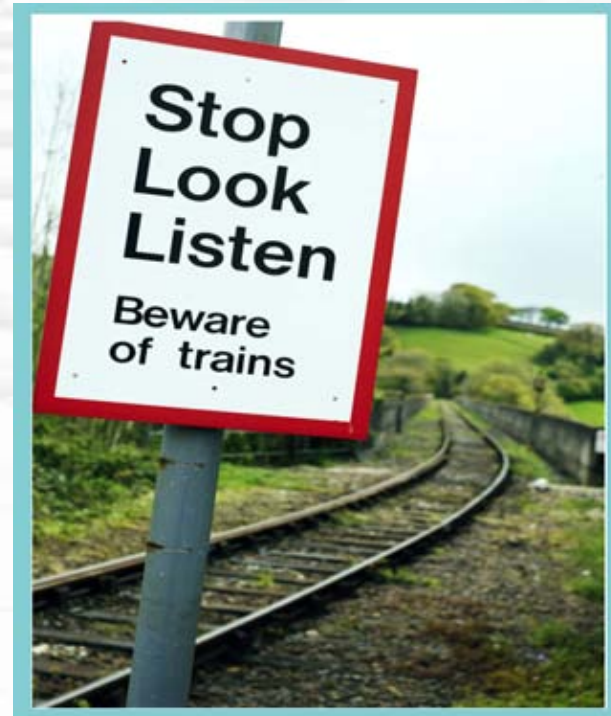
The Cross-Valley Rail Corridor has been a success, drawing and serving large industrial users.



A Valley-wide concern

We have the opportunity to recreate the 300-mile rail line from the Port of Oakland to Bakersfield.

- We have gaps that must be filled at the Altamont Pass, Los Banos and near Richgrove, just north of Bakersfield.
- We must prevent the abandonment locally, and work regionally, for rail service in the Valley to be viable.



DRAFT

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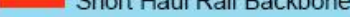
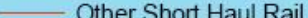
Short-Haul Rail System

SJ Valley National Agricultural Goods Movement & Trade Corridor Program

Proposed 300 mile rail backbone requiring 50 miles of re-construction.

Potential Phases

- Phase I 
- Phase II 
- Phase III 

- | Potential | Existing |
|---|--|
|  |  Distribution Center |
|  |  Intermodal/Switching Hub |
|  |  Short Haul Rail Backbone |
| |  Other Short Haul Rail |
| |  Long Haul (BNSF, UP) |
| |  Freeways/Highways |
| |  Producing Oil Fields |
| |  Producing Ag. Land |
| |  County Boundaries |
- Air Freight 



San Joaquin Valley Regional
Planning Agencies' Directors' Committee



0 12.5 25 50 Miles

To Southern California

To Ontario

To Barstow
and
Midwest

Prevent Proposed
Abandonment

Richgrove/Hollis/
Shafter Gaps
(15 mi.)

Los Banos/
Oxalis Gap
(20 mi.)

Altamont
Corridor

To Sacramento/
Pacific Northwest & Donner Pass

Port of
Oakland

Port of
Stockton

SAN
JOAQUIN

Lathrop

Modesto

STANISLAUS

Castle

MERCED

Los Banos

West Fresno
County

Fresno

Lemoore

Exeter

Shafter

Bakersfield

Tehachapi
Pass

Mojave

KERN

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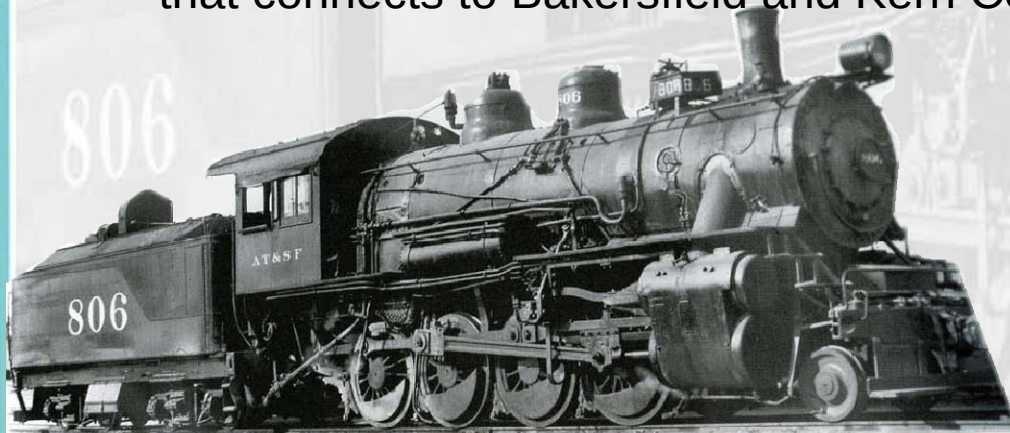
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Exploring feasibility

- TCAG commissioned a feasibility study through the Fresno State Craig School of Business.
- The study is the first step towards a business plan which is required in order for TCAG to pursue grants and other funding.
- The study finds that the segment between Jovista and List is potentially feasible if there is access to Fresno. This finding is based upon projected income from shipments for customers not currently able to ship.
- A second study will examine the feasibility of connecting a southern route that connects to Bakersfield and Kern County



FSU study options

The FSU study provided options for how to address the potential loss of rail. These include:

- TCAG encourages a private partner to buy the line and subsidizes repair of the track through grants.

(This option minimizes capital investment and liability.)

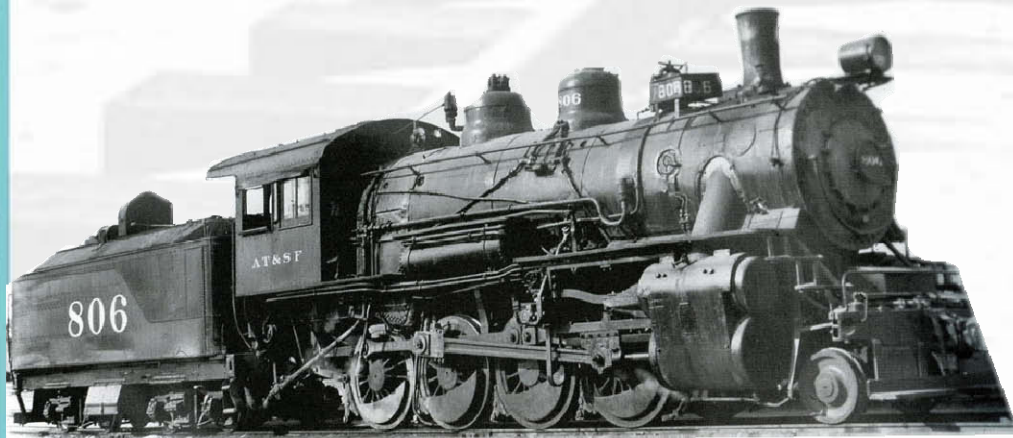
- TCAG purchases the line, subsidizes track improvements through grants and contracts with a short-line operator to run the line.

(This option ensures that there is local control of who operates the line.)

Businesses have shown real interest in working with TCAG to preserve and enhance rail.

FSU Study (Phase 2)

- The second phase of the study will evaluate the feasibility of connecting Richgrove to Hollis or Jovista to Delano.



Next steps

- Continue to work regionally through the Memorandum of Understanding with Fresno and Kern counties.
- Continue to pursue public-private partnerships.
- Apply for federal funds.
- Work to prevent the abandonment of rail in Tulare County.
- Work to preserve the corridors.
- Work to create a clean, efficient short-rail system.
- Develop a business plan using a rail consultant.



Local control

- Short-term goal: Preserve the corridor.
- Create an environment in which rail can succeed.
- Long-term goal: Control over our destiny.
- Reduced carbon footprint.



How can you help?

- Write letters of support to legislators at all levels – local, state and federal.
- Write letters to TCAG that staff can include in grant applications.
- Ask your city leadership and staff to market the availability of rail to prospective new businesses. The more shippers we have, the more successful the line will be.

<http://www.tularecog.org>



Preserving for today, and planning for tomorrow



QUESTIONS?

DO YOU HAVE ANY?

QUESTIONS?

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