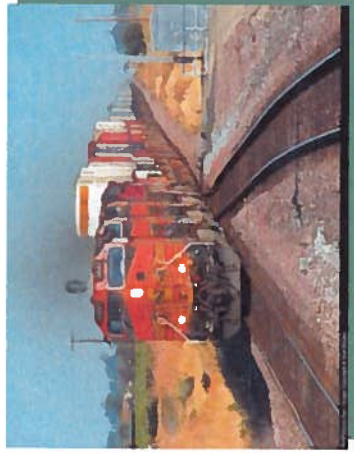




FRESNO FREIGHT RAIL REALIGNMENT STUDY



Presentation to the
Council of Fresno County Governments

- Transportation Technical Committee
- Policy Advisory Committee

May 14, 2010

WHY NOW?

- November 2008
 - California approves Proposition 1A : **\$10B for HSR**
 - U.S. elects **B. Obama** as President
 - Fresno elects **A. Swearingen** as Mayor
- February 2009
 - Congress passes American Recovery and Reinvestment Act (ARRA) : **\$8B for HS/Intercity Rail**
- January 2010
 - California awarded **\$2.3B ARRA** funds for HSR

*The California High-Speed Train project creates **opportunities now**:*

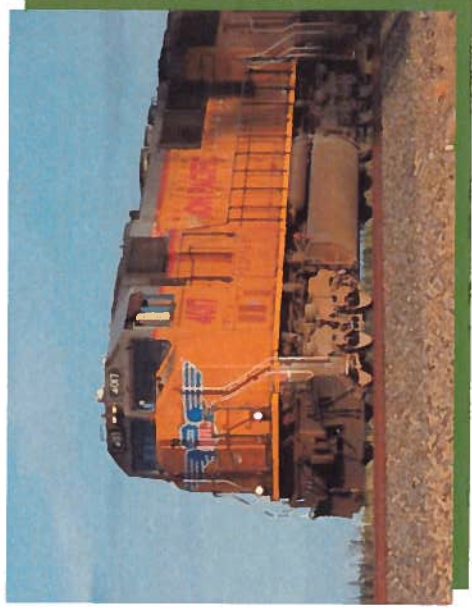
- **Repurposing and restructuring** Fresno's transportation system
- **Focusing development** of downtown Fresno
- **Creating a single downtown intermodal transportation center**
- **Concurrently addressing long-standing rail issues**
- **Finding least-cost, least impact joint solutions** for HST, intercity rail, and local transit
- **Re-use of UP Fresno Yard for HST HMF**



DRAFT FRESNO FREIGHT RAIL REALIGNMENT STUDY

Freight Railroad Assumptions and Constraints

- **Maintain service** to current customers
- **Maintain connections** with the San Joaquin Valley Railroad
- Maintain or improve existing **yard capacity**
- Each railroad to **own its right of way**
- **No trackage rights** agreements or shared dispatching
- No operation of passenger trains on UP right of way
- **At least 100' Right of Way width** for freight railroads

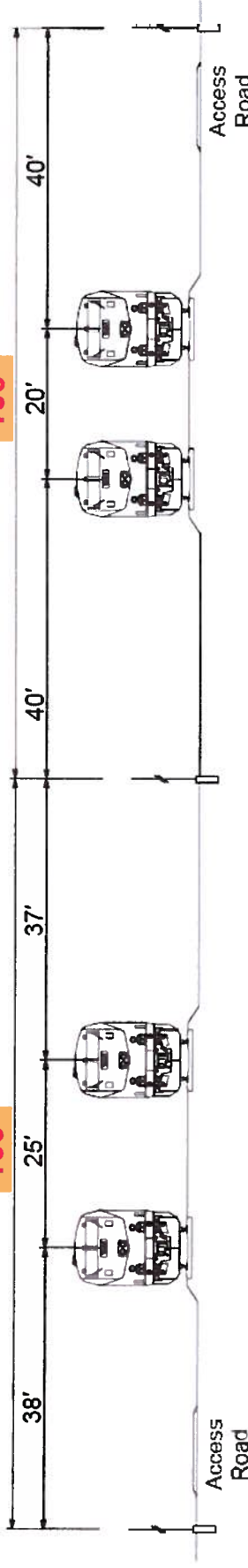


CONCEPTUAL CROSS SECTIONS

Conceptual Cross Sectional Width

BURLINGTON NORTHERN SANTA FE (BNSF) RAILWAY
RIGHT-OF-WAY

100'



UNION PACIFIC (UPRR) RAILWAY
RIGHT-OF-WAY

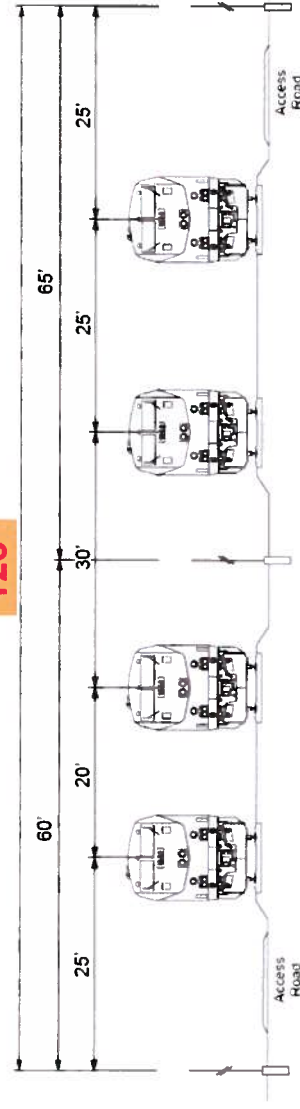
100'

(BNSF may be east or west of UPRR depending on alternative)

UNION PACIFIC (UPRR)
RAILWAY

125'

BURLINGTON NORTHERN SANTA FE (BNSF)
RAILWAY



UPRR RIGHT-OF-WAY
(BNSF may be east or west of UPRR depending on alternative)

'Minimum
Width' Right
of Way

FINDINGS OF ALTERNATIVES ANALYSIS

- Consolidation alternatives through central Fresno are the **least costly**
- Preferred **Right-of-Way width** poses an issue for consolidated freight alignments
- ‘Minimum Width’ Right of Way through Fresno reduces impacts, but requires **railroad negotiations**
- **Western freight bypass** fulfills purpose and need more efficiently than Fresno consolidation alternatives
- **Relocating UPRR** to western bypass is less expensive than relocating BNSF, due to yard relocation costs
- Relocating BNSF to UPRR alignment enables **HST/Amtrak connectivity**

FREIGHT RAIL REALIGNMENT STUDY

Questions and Answers

