

B. FACT SHEET

Project Scope

The High Desert Operational Efficiency Project (the Project) is located in the City of Hesperia and unincorporated areas of the San Bernardino County. The Project is within right-of-way owned by the BNSF Railway (BNSF) and extends approximately 11.2 miles from railroad Milepost 41.8 (near Bear Valley Road) to Milepost 53.0 (adjacent to Summit Valley Road) on the BNSF Cajon Subdivision. This double-track segment of the BNSF network is on a federally designated Trade Corridor of National and Regional Significance.



Project Area Map

The Project Scope includes design and construction of the following:

- Two 22,500-foot-long staging tracks
- An 11-mile-long extension of the existing Main Track 1 to create a new segment of three main tracks in the project area
- Associated railroad signal and civil, grading, and drainage improvements

The two staging tracks will allow for staging of four, 8,000-foot-long, or two or three longer, freight train consists. The 11-mile extension of existing Main Track 1 will allow both BNSF freight and Amtrak intercity passenger trains to meet or pass on Main Tracks 1 and 2 while BNSF freight trains enter and exit the staging tracks to or from Main Track 3.

Freight rail safety, velocity, throughput, and reliability will be improved by allowing trains routed between the Los Angeles Basin, San Bernardino, and Barstow via Cajon Pass to operate on the main tracks without slowing or stopping to meet or pass staged trains. The two staging tracks will increase operational flexibility and will reduce both freight rail delays and delays to vehicles at highway-rail grade crossings by allowing trains to be staged outside of the Los Angeles Basin instead of requiring them to be staged on railroad sidings at bottleneck locations on the shared-use segments of the BNSF network hosting Amtrak and Metrolink passenger trains.

Nominating Agency:

- California Department of Transportation (Caltrans)

Project Cost:

- Total Project Cost \$150 Million
- \$50 Million Trade Corridor Enhancement Program (TCEP) Funding Requested
- \$100 Million Ports and Freight Infrastructure Program (PFIP) Funds Supported by California State Transportation Agency (CalSTA)

Project Schedule:

- January 2023-December 2023: Final Design
- January 2023-December 2023: Environmental Document
- April 2024: Construction Award and Notice to Proceed
- July 2025: Facility in Service

Key Project Benefits



Improved Freight Rail Throughput and Reliability



Reduced Freight Rail, Passenger Rail Delays and Congestion



Reduced Volume of Highway Freight Shipments



Reduced Local and Regional Air Pollution



Allows Planned Caltrans Projects to be Constructed