

B. FACT SHEET



Project Scope

The Desert Rail Infrastructure Improvement Project (the Project) rehabilitates 44.5 miles of railroad right-of-way on the Arizona and California Railroad (ARZC) Cadiz subdivision between Cadiz, CA and Parker, AZ. The Project addresses the deteriorated state of the Cadiz subdivision and improves velocity for the entire railroad, increases safety and efficiency, reduces track slow orders, and ensures the ARZC remains a valuable and integral freight corridor for years to come.

Project Benefits

- Improves the state of good repair of the railroad
- Improves operational efficiencies through the achievement of higher train velocity
- Results in the avoidance of derailments and improves railroad safety
- Results in a more competitive major freight corridor and incents shippers to shift their shipments from truck to rail
- Increases freight capacity and results in preservation of public roadways
- Lowers greenhouse gas emissions associated with freight transportation between Southern California and metro Phoenix

Nominating Agencies

California Department of Transportation Division of Rail and Mass Transportation (DRMT)

Project Cost

- TCEP Funding Request: \$28,387,409
- Private Match (ARZC): \$12,166,033
- Total Project Cost: \$40,553,442

Project Schedule

- Construction Year 1: FY 23/24
- Construction Year 2: FY 24/25
- Construction Year 3: FY 25/26

Project Location

The Project limits are between Cadiz, CA at railroad milepost 165.5, and Vidal Junction, CA at railroad milepost 121 near the California and Arizona border.

Scope of Work

The Project replaces 43.3 miles of obsolete 90lb sectional rail with 115lb continuous welded modern rail (CWR)



Figure 1 (above) – An ARZC Train crosses the Colorado River near Parker, AZ.

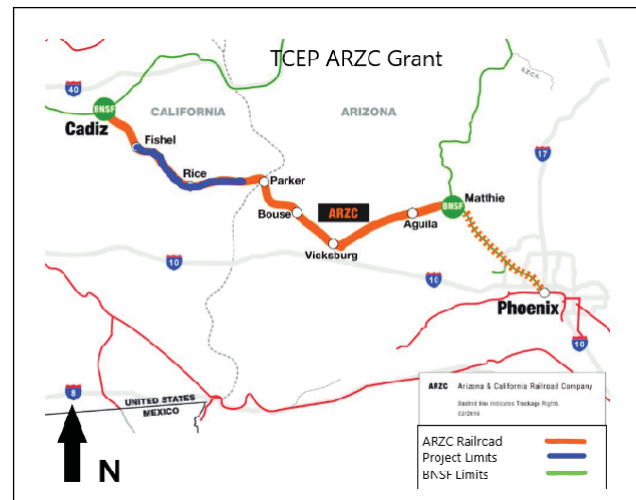


Figure 2 (above) – ARZC rail network indicated by orange line. Project area in blue.

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on the Cadiz subdivision in California. The Project also includes ten turnouts, 152 track feet of crossings, five wayside lubricators, 44.50 miles of surfacing, and 8,900 tons of ballast placement behind the rail installation.

Greenhouse Gas Emissions

Moving freight by rail is among the most environmentally sustainable and efficient ways to move goods big and small across California. By strengthening a vital freight corridor, the Project will help ensure the corridor remains a viable option and incentivize shippers to utilize the line for freight movement. Today, hundreds of thousands of trucks travel along public roadways between Southern California and Arizona each year. By providing a more direct rail route, ARZC is well positioned to handle additional rail traffic and provide a competitive option for shippers currently moving their products by truck. Depending on the degree of the anticipated modal shift from truck to rail, the Project would reduce greenhouse gas emissions associated with freight transportation.

Transportation Equity

Intermodal traffic now represents a significant portion of total revenue for many of the seven Class 1 freight railroads. BNSF Railway (formally known as Burlington Northern Santa Fe), the ARZC's sole Class 1 connection, continues to experience robust intermodal traffic volume and volume is anticipated to increase in the coming years. By creating a more direct and efficient route between Phoenix and Southern California, the Project will help to remove trucks from public roadways between ports in Southern California and metro Phoenix. Depending on the degree of the anticipated modal shift, residents of surrounding economically disadvantaged areas around port facilities, will experience less truck traffic and associated congestion, and realize increased safety.

The freight corridor provided by the ARZC reduces highway congestion, locomotive fuel use, and lowers greenhouse gas emissions associated with truck traffic in Southern California by providing shippers with a more direct rail connection to Metro Phoenix. According to the Association of American Railroads, medium and heavy-duty trucks are the second largest contributor of transportation related emissions, and freight railroads account for just 2.1 percent of transportation related emissions. Taking trucks off public roadways benefits all people, regardless of socioeconomic status.

Mitigated or avoided negative community impacts

Due to the remote location of the Project, there is unlikely to be substantial impacts to the surrounding community. Though there are few nearby residents in the Project area, ARZC will work where applicable with community members and stakeholders to incorporate local community needs and public comment through the public engagement process.

Key Project Benefits



Improves Railroad Safety



Reduces Truck Traffic



Preserves Public Roadways



Reduces Emissions



Increases Freight Capacity