ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

HIGH DESERT OPERATIONAL EFFICIENCY PROJECT

Resolution TCEP-P-2526-07B
(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☑ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on 12/4/2025 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans, Division of Rail, and the Implementing Agency, Burlington Northern Santa Fe (BNSF), sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/26/2025 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the HIGH DESERT OPERATIONAL EFFICIENCY PROJECT, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- ■ Resolution G-25-42, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/26/2025

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Caltrans and BNSF agrees to secure funds for any additional costs of the project.

4.6 BNSF agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 BNSF agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 BNSF agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

In the event of a cost overrun on a Caltrans-nominated project, the department retains full discretion to determine whether and to what extent it will cover any additional costs, on a case-by-case basis. Any decision to provide supplemental funding for a cost overrun will be based on a thorough evaluation of the project's circumstances, including but not limited to the project's alignment with state priorities, the cause and nature of the overrun, and the project's financial management plan. Any supplemental TCEP funding added to a Caltrans-nominated project must also be approved by the Commission.

Projects must demonstrate responsible financial management, including taking appropriate steps to control costs and prevent further increases. The department reserves the right to deny funding for cost overruns at its sole discretion, particularly when cost escalations are deemed unreasonable or avoidable, or when no concrete plan is in place to mitigate future risks.

The Department will only consider supplemental TCEP funding on one phase per project. For example, if a project has a cost increase in PS&E or RW, the state will not consider funding a cost increase in Construction. The state's contribution to the overrun shall not exceed 20% of the original TCEP state share contribution at the time of TCEP adoption, as identified in the Project Programming Request (PPR) at the time of Baseline agreement.

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: HIGH DESERT OPERATIONAL EFFICIENCY PROJECT

Resolution: TCEP-P-2526-07B

(to be completed by CTC)

Sameh Hegazi — 10/21/2025

Sameh A. Hegazi — Date

Project Manager, CT-HQ-DLA

Project Applicant

French F. Thompson III — Digitally signed by French F. Thompson III Date: 2025.10.23 08:16:09 -05'00' — 10/23/2025

French F Thompson, III — Date

Burlington Northern Santa Fe (BNSF)

Implementing Agency

10/29/2025

Catalino A. Pining III — Date

District Director

California Department of Transportation

11/20/2025

Dina El-Tawansy, Director — Date

Director

California Department of Transportation

12/16/2025

Tanisha Taylor — Date

Executive Director

California Transportation Commission

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-CT-2024-0006 v2

Amendment (Existing Project) ☐ YES ☒ NO						Date	10/27/2025 15:41:02
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other							
District	EA	Project ID	PPNO	Nominating Agency			
75			9895	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Bernardino Cou							
				MPO	Element		
				SBCAG	Rail		
Project Manager/Contact			Phone	Email Address			
Sameh Hegazi			916-496-6504	sameh.hegazi@dot.ca.gov			

Project Title

High Desert Operational Efficiency Project

Location (Project Limits), Description (Scope of Work)

The Project is located within both the City of Hesperia and unincorporated areas of San Bernardino County. The Project is within existing railroad right-of-way owned by the BNSF on the Cajon Subdivision from railroad Milepost 41.8 (near Bear Valley Road, just west of BNSF CP Thorn) to Milepost 53.0 (adjacent to Summit Valley Road at BNSF CP Martinez). The two 22,500-foot-long staging tracks will be located near CP Martinez and CP Thorn on the east and west sides, respectively, of the existing BNSF right-of-way. The new third main track will extend from CP Martinez to CP Thorn on the west side of the existing BNSF right-of-way for 11.2 miles.

The project will construct two 22,500-foot-long staging tracks adjacent to the two existing main tracks and will construct an 11.2-mile-long extension of existing Main Track 1 (resulting in three total main line tracks through the Project area), associated railroad signal improvements, and associated civil, grading and drainage improvements.

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	Caltrans HQ
Right of Way	Caltrans HQ
Construction	Caltrans HQ

Legislative Districts

Assembly:	34,39	Senate:	21	Congressional:	23

Project Milestone	Existing	Proposed
Project Study Report Approved	11/17/2022	
Begin Environmental (PA&ED) Phase	01/03/2023	01/03/2023
Circulate Draft Environmental Document Document Type CE	04/18/2024	04/18/2024
Draft Project Report	06/30/2023	06/30/2023
End Environmental Phase (PA&ED Milestone)	05/30/2024	05/30/2024
Begin Design (PS&E) Phase	07/30/2023	07/30/2023
End Design Phase (Ready to List for Advertisement Milestone)	06/30/2025	06/30/2025
Begin Right of Way Phase	01/01/2024	01/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	12/30/2024	12/30/2024
Begin Construction Phase (Contract Award Milestone)	01/01/2026	01/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	01/01/2029	01/01/2029
Begin Closeout Phase	02/01/2029	02/01/2029
End Closeout Phase (Closeout Report)	02/01/2030	02/01/2030

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-CT-2024-0006 v2

Date 10/27/2025 15:41:02

Purpose and Need

The proposed staging tracks will allow westbound freight trains to be staged while waiting to access the Ports and the Los Angeles Basin through the Cajon Pass. Eastbound freight trains will use the staging tracks while waiting to continue on the national rail network to Barstow and other locations across the State of California and the national freight rail network. Freight trains will use the new Main Track 3 to access the staging tracks, which will allow both BNSF freight trains and Amtrak intercity passenger trains to approach or exit the north end of Cajon Pass on Main Tracks 1 and 2 without being required to slow or stop. Currently, freight and passenger trains may be required to slow or stop due to congestion on tracks caused by other trains waiting to proceed to their destinations.

The Project is a freight rail system improvement project that provides public benefits including improved efficiency of goods movement to and from the Ports; increased safety; reduced congestion on roadway transportation systems; reduced emissions of greenhouse gases, diesel particulates, and other pollutants; increased freight rail throughput; increased freight rail velocity; increased reliability of the freight rail system; and increased resiliency and reliability of both the state and national freight rail network.

Freight rail throughput and reliability will be improved by allowing trains to freely enter and exit Cajon Pass. 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 between the Ports and the Cajon Pass, which is shared by freight rail from the Ports, freight rail within the LA Basin, Amtrak intercity passenger rail, and Metrolink commuter rail. Rail and highway safety will be improved by reducing congestion and delays at highway-rail grade crossings.

Along with required maintenance in the corridor, the Project will allow additional planned Caltrans projects to be constructed. The planned projects impact rail and freight facilities in the Los Angeles Basin and cannot proceed unless the temporary loss of rail facilities due to Caltrans' planned projects is mitigated by the train staging and railroad operating capacity provided by this Project.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	11.2
Rail/ Multi-Modal	Miles of new track	Miles	8.5

Date 10/27/2025 15:41:02

Additional Information

In April 2024, a California Environmental Quality Act (CEQA) Exemption/ National Environmental Policy Act (NEPA) Categorical Exclusion Determination Form was submitted for the Project and it has been cleared for a Statutory Exemption (SE) under the CEQA Exemption (CE) process. The Project does not have federal fund contribution and accordingly does not require environmental clearance under NEPA.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	122,385	655,602	-533,217
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	17,888	20,444	-2,556
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.14	0.16	-0.02
			PM 10 Tons	0.15	0.17	-0.02
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	805.8	924.6	-118.8
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	2.1	2.4	-0.3
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	5.59	6.44	-0.85
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,950	0	1,950
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.4	0	1.4

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-CT-2024-0006 v2

District	County	Route	EA	Project ID	PPNO
75	San Bernardino County				9895

Project Title

High Desert Operational Efficiency Project

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)	1,329							1,329	Caltrans HQ
PS&E		3,100						3,100	Caltrans HQ
R/W SUP (CT)									Caltrans HQ
CON SUP (CT)				10,047				10,047	Caltrans HQ
R/W									Caltrans HQ
CON				121,190				121,190	Caltrans HQ
TOTAL	1,329	3,100		131,237				135,666	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	1,329							1,329	
PS&E		3,100						3,100	
R/W SUP (CT)									
CON SUP (CT)				10,047				10,047	
R/W									
CON				121,190				121,190	
TOTAL	1,329	3,100		131,237				135,666	

Fund #1:	Other State - State Cash (Committed)								Program Code
Existing Funding ($1,000s)									20.30.207.811
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									$100,467,000 has been committed from the California State Transportation Agency, Ports and Freight Infrastructure Program.
R/W SUP (CT)									
CON SUP (CT)				10,047				10,047	
R/W									
CON				90,420				90,420	
TOTAL				100,467				100,467	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				10,047				10,047	
R/W									
CON				90,420				90,420	
TOTAL				100,467				100,467	

Fund #2:	Local Funds - Private Funds (Committed)								Program Code
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	1,329							1,329	
PS&E		3,100						3,100	BNSF Railway has committed $4,429,274 in private company funds to this project.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,329	3,100						4,429	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	1,329							1,329	
PS&E		3,100						3,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,329	3,100						4,429	

Fund #3:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding ($1,000s)								30.20.723.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									TCEP State. Program Code: 20.xx.723.100. CalSMART system validation prevents the funding to be selected as committed.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				30,770				30,770	
TOTAL				30,770				30,770	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				30,770				30,770	
TOTAL				30,770				30,770	

Project Fact Sheet

HIGH DESERT OPERATIONAL EFFICIENCY PROJECT

PROJECT SCOPE

The High Desert Operational Efficiency Project (Project) constructs:

- Two 22,500-foot-long staging tracks adjacent to the existing two Main Tracks;
- An 11.2-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 to three longer freight trains. The 11.2-mile extension of existing Main Track 1 will allow both BNSF freight and two daily Amtrak long distance 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.

The Project will address impaired capacity and train movement, as well as excess idling, due to staging trains at bottleneck locations within the Los Angeles Basin which currently causes delays for both freight rail, passenger rail, and automobile traffic while contributing to greenhouse gas emissions and other criteria pollutants. The Project is also critical as it allows other planned projects to be constructed.

PROJECT SCHEDULE

End of Environmental: FY 23/24
End of Final Design: FY 24/25
Begin Construction: FY 25/26
Facility in Service: FY 28/29

PROJECT COST

Total Project Construction: $131.2 Million

- $30.7 Million TCEP Request
- $100.5 Million PFIP Committed Match

FIGURE 1: PROJECT LOCATION MAP

PROJECT LOCATION

The Project is located within both the City of Hesperia and unincorporated areas of 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 Project Benefits Milepost 53.0 (adjacent to Summit Valley Road) on the BNSF Cajon Subdivision. The double-track segment of the BNSF network is on a federally designated Trade Corridor of National and Regional Significance.

PROJECT BENEFITS

- ✓ The staging tracks will act like a highway ramp meter, permitting trains to enter the Los Angeles Basin at more optimal times, avoiding train bunching and other operational difficulties.
- ✓ Improves operational efficiencies, throughput, reliability, and velocity by eliminating impaired capacity through reduced delays and congestion.
- ✓ Reduces train meets which reduces the risk of accidents and improves safety.
- ✓ Improves competitiveness of a major freight corridor and incentivizes shippers to shift goods movement from trucks to rail.
- ✓ Lowers greenhouse gas emissions associated with freight travel throughout the Los Angeles Basin.
- ✓ Facilitates construction of future infrastructure projects vital to the Los Angeles Basin

HIGH DESERT OPERATIONAL EFFICIENCY PROJECT

NOMINATING AND IMPLEMENTING AGENCY

California Department of Transportation, Division of Rail, is the nominating agency; BNSF is the implementing agency.

GREENHOUSE GAS EMISSIONS

The Project will reduce local and regional emissions of diesel particulate matter (PM 10 and PM 2.5), carbon monoxide, nitrogen oxides, and greenhouse gases by decreasing rail congestion and idling times for freight trains. An estimated 1,203 tons of Carbon Dioxide greenhouse gas emissions will be reduced over 20 years with additional reductions in emissions and criteria pollutants. Additional benefits are expected to accrue beyond 20 years and through the 50-year useful life of the Project.

TRANSPORTATION EQUITY

The Project helps reduce travel times and congestion for freight rail, passenger rail, and vehicles through reduced delays along the corridor as well as at highway-rail grade crossings. Based on the 2022 San Bernardino Pathing Study, the Project will contribute to releasing 15 percent of operating capacity in the corridor. Through reduced delays and idling, the project will also reduce emissions and criteria pollutants in the Los Angeles Basin which has a high number of disadvantaged communities. The Project increases operational flexibility and efficiencies, improving throughput and reliability, which will support the competitiveness of a major freight corridor and incentivize shippers to shift goods movements from trucks to rail. The Project directly supports the 2024 State Rail Plan and is a critical project to support improved passenger rail along the shared use corridor.

COMMUNITY ENGAGEMENT AND IMPACTS

The public is considered a critical stakeholder in the decision-making process for this project. In April 2024, a virtual community outreach meeting was held with an opportunity for public comment. The environmental process has been completed for this Project and it has been cleared for a Statutory Exemption under the CEQA Exemption process. The Project helps mitigate negative community impacts by facilitating the construction of other critical projects in the area.

SUPPORTING FUTURE PROJECTS AND A SHARED MULTIMODAL NETWORK

The Project facilitates construction windows and reduces congestion during construction of freight and passenger rail service improvements on the corridor by providing track capacity to hold freight trains prior to their entering the BNSF right-of-way in the Los Angeles Basin. Improvements will enable increased passenger rail services in existing and already in-use rail right-of-way. The Project also provides windows for required maintenance on the right-of-way and at existing freight and passenger rail facilities.

The Project is also identified in the San Bernardino Subdivision Pathing Study from January 2022, a key study that identified capital projects needed for the corridor. This study analyzed operations to determine how best to phase project delivery to support service goals for both freight and passenger operations to transform the corridor from mixed-traffic to traffic-separated over a 10-to-15-year planning horizon.

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

Project Location Map

High Desert Operation Efficiency Project

Project Location Map

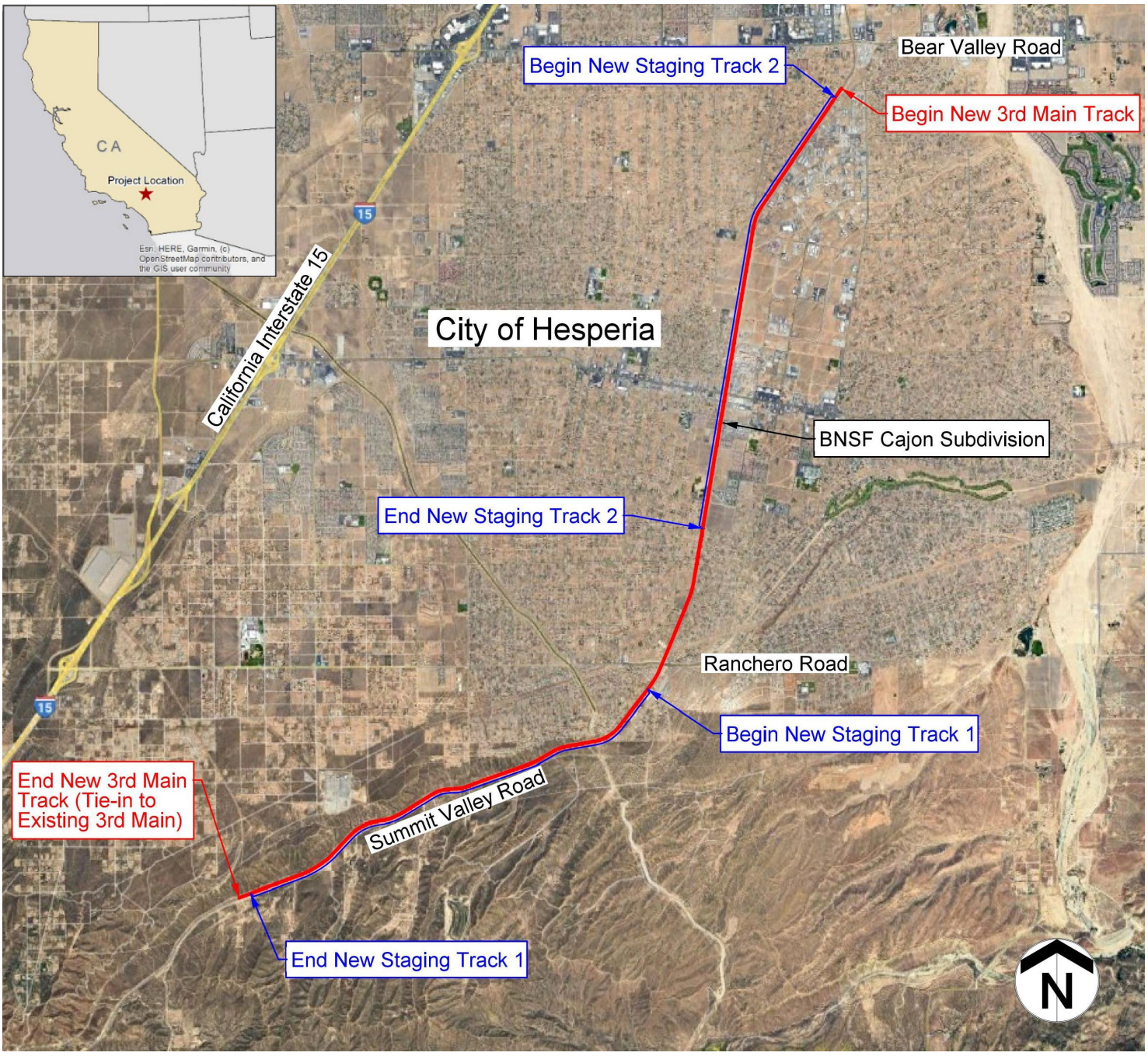


Exhibit C

Performance Metric Form

Existing Average Annual Vehicle Volume on Project Segment	
Existing Average Annual Truck Percent on Project Segment	
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	
Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Congestion Reduction (Freight)	Change in Daily Vehicle Hours of Delay	All	*N/A*[1]	*N/A*[1]	*N/A*[1]	*N/A*
	Change in Daily Truck Hours of Delay	All (except rail)	*N/A*[1]	*N/A*[1]	*N/A*[1]	*N/A*
	(Optional) Person Hours of Travel Time Saved	All	Year 1: 88,377 hrs	Year 1: 508,979 hrs	Year 1: -420,602 hrs	Decrease
			Year 20: 122,385 hrs	Year 20: 655,602 hrs	Year 20: -533,217 hrs	Decrease
	(Optional) Daily Truck Trips Due to Mode Shift	Rail, Sea Port	*N/A*[1]	*N/A*[1]	*N/A*[1]	*N/A*
	(Optional) Daily Truck Miles Traveled Due to Mode Shift	Rail, Sea Port	*N/A*[1]	*N/A*[1]	*N/A*[1]	*N/A*
	(Optional) Other Information: Change in Passenger Train Delay Time (hours)	All	Year 1: 581 hrs	Year 1: 3,349 hrs	Year 1: -2,767 hrs	Decrease
			Year 20: 713 hrs	Year 20: 3,817 hrs	Year 20: -3,105 hrs	Decrease
Throughput (Freight)	Change in Truck Volume	Highway, road, and port projects only	*N/A*[1]	*N/A*[1]	*N/A*[1]	*N/A*
	Change in Rail Volume	Rail	*N/A*[1]	*N/A*[1]	*N/A*[1]	*N/A*
	(Optional) Change in Cargo Volume	Sea port, airport	*N/A*[1]	*N/A*[1]	*N/A*[1]	*N/A*
	(Optional) Other Information	All	*N/A*	*N/A*	*N/A*	*N/A*
System Reliability (Freight)	Truck Travel Time Reliability Index ("No Build" Only) (Optional Metric)	National and State Highway System Only	*N/A*[1]	*N/A*[1]	*N/A*[1]	*N/A*
	(Optional) Other Information: Change in Average Delay per Passenger Train (hour)	All	Year 1: 1.6 mins/train	Year 1: 9.2 mins/train	Year 1: -7.6 mins/train	Decrease
			Year 20: 2.0 mins/train	Year 20: 10.5 mins/train	Year 20: -8.5 mins/train	Decrease
Velocity (Freight)	Travel Time or Total Cargo Transport Time	All	Year 1: 10,562 hrs	Year 1: 10,793 hrs	Year 1: -231 hrs	Decrease
			Year 20: 17,888 hrs	Year 20: 20,444 hrs	Year 20: -2,556 hrs	Decrease
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility	Road	*N/A*[1]	*N/A*[1]	*N/A*[1]	*N/A*
	(Optional) Average Peak Period Weekday Speed for Rail Facility	Rail	*N/A*[2]	*N/A*[2]	*N/A*[2]	*N/A*
	(Optional) Other Information	All	*N/A*	*N/A*	*N/A*	*N/A*
Air Quality	Particulate Matter (PM_{10})	All	Year 1: 0.10 tons	Year 1: 0.11 tons	Year 1: -0.01 tons	Decrease
			Year 20: 0.15 tons	Year 20: 0.17 tons	Year 20: -0.02 tons	Decrease
	Particulate Matter ($PM_{2.5}$)		Year 1: 0.10 tons	Year 1: 0.11 tons	Year 1: -0.01 tons	Decrease
			Year 20: 0.14 tons	Year 20: 0.16 tons	Year 20: -0.02 tons	Decrease
	Carbon Oxide (CO_2)		Year 1: 475.8 tons	Year 1: 497.7 tons	Year 1: -21.8 tons	Decrease
			Year 20: 805.8 tons	Year 20: 924.6 tons	Year 20: -118.7 tons	Decrease
	Volatile Organic Compounds (VOC)		*No Emissions Factor in Cal-B/C for Rail Vehicles*	*No Emissions Factor in Cal-B/C for Rail Vehicles*	*N/A*	*N/A*
	Sulphur Oxides (SO_X)		*No Emissions Factor in Cal-B/C for Rail Vehicles*	*No Emissions Factor in Cal-B/C for Rail Vehicles*	*N/A*	*N/A*
	Carbon Monoxide (CO)		Year 1: 1.24 tons	Year 1: 1.28 tons	Year 1: -0.04 tons	Decrease
			Year 20: 2.10 tons	Year 20: 2.40 tons	Year 20: -0.30 tons	Decrease
	Nitrogen Oxides (NO_X)		Year 1: 3.74 tons	Year 1: 4.00 tons	Year 1: -0.26 tons	Decrease
			Year 20: 5.59 tons	Year 20: 6.44 tons	Year 20: -0.85 tons	Decrease
Safety	Number of Fatalities	Road and Land Port	*N/A*[3]	*N/A*[3]	*N/A*[3]	*N/A*
	Rate of Fatalities per 100 Million VMT		*N/A*[3]	*N/A*[3]	*N/A*[3]	*N/A*
	Number of Serious Injuries		*N/A*[3]	*N/A*[3]	*N/A*[3]	*N/A*
	Number of Serious Injuries per 100 Million VMT		*N/A*[3]	*N/A*[3]	*N/A*[3]	*N/A*
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries		*N/A*[3]	*N/A*[3]	*N/A*[3]	*N/A*
	(Optional) Other Information	All	*N/A*	*N/A*	*N/A*	*N/A*
Cost Effectiveness	Cost Benefit Ratio	All			Undiscounted: 2.3	
					Discounted (4%): 1.4	
	(Optional) Other Information	All	*N/A*	*N/A*	*N/A*	*N/A*
Economic Development	Jobs Created	All			Construction Impacts: 1,950 job-years	Increase

[1] This Project is expected to improve freight operations and enable other projects that could generate additional benefits including some potential diversion of freight traffic from roadway to rail. While a diversion of freight traffic from roadway to rail would reduce roadway congestion and delays, it is uncertain the magnitude of modal diversion that would be enabled by this Project and other projects. Therefore, the analysis considers a conservative approach by discussing these potential impacts only qualitatively.

[2] The Project is expected to reduce delay times for freight and passenger rail operations, with minimal or limited impact to the average travel speeds.

[3] The Project is expected to reduce delay times for freight and passenger rail operations. With limited information on the potential diversion of freight traffic or any projected changes to travel distances for both freight and passenger trains, it is uncertain the safety impacts the Project will have in terms of reduced fatalities or injuries. Therefore, the analysis considers a conservative approach by discussing these potential impacts only qualitatively.

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
	(Optional) Other Information	All	*N/A*	*N/A*	*N/A*	*N/A*

Exhibit B

Project Report Equivalent

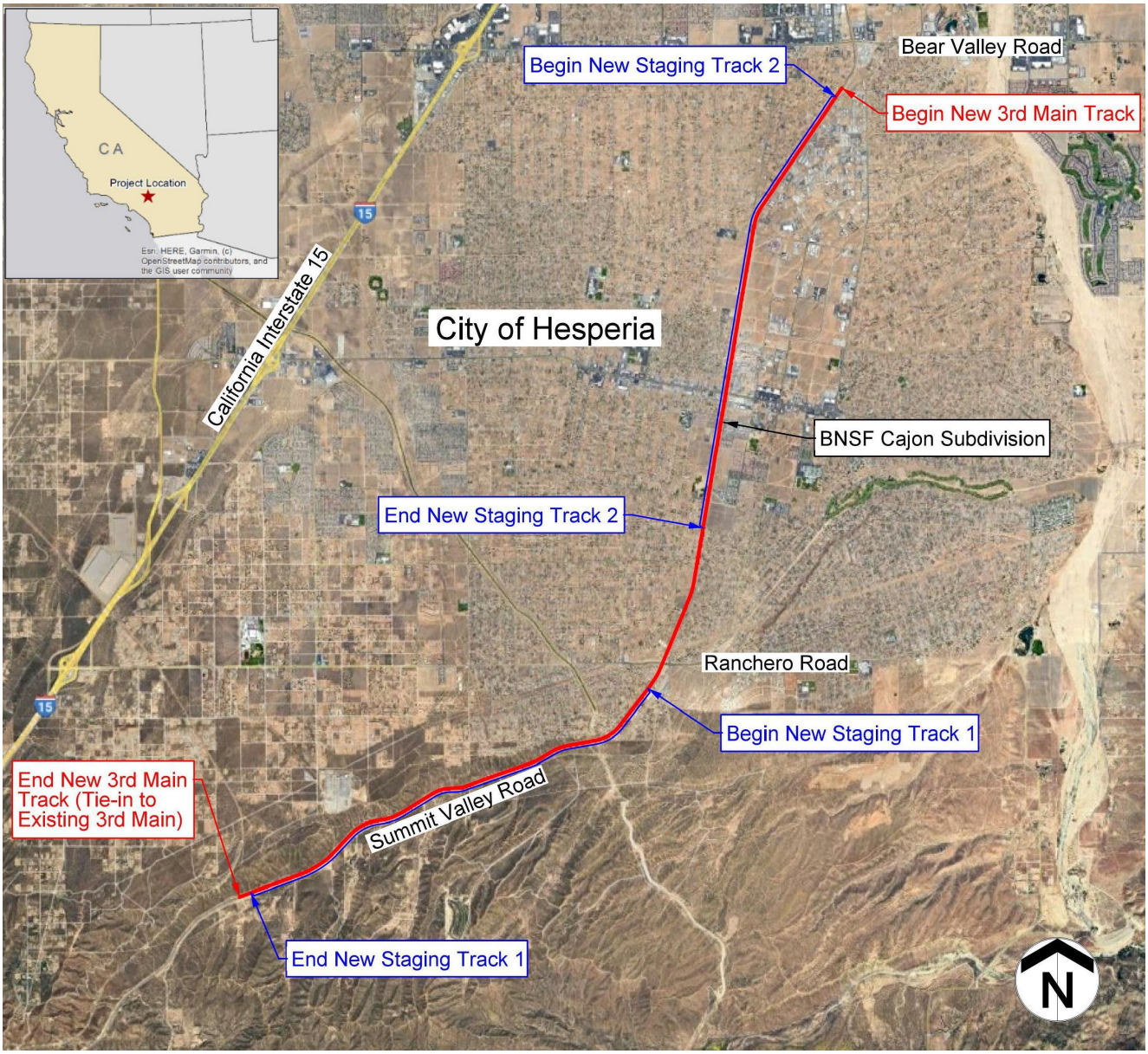
PROJECT REPORT EQUIVALENT

Project Title: High Desert Operational Efficiency Project

Project Location: The Project is located within both the City of Hesperia and unincorporated areas of San Bernardino County. The Project is within existing railroad right-of-way owned by the Burlington Northern Santa Fe (BNSF) on the Cajon Subdivision from railroad Milepost 41.8 (near Bear Valley Road, just west of BNSF CP Thorn) to Milepost 53.0 (adjacent to Summit Valley Road at BNSF CP Martinez).

Project Description: The High Desert Operational Efficiency Project (Project) will construct two 22,500-foot-long staging tracks adjacent to the existing two Main Tracks; and an 11.2-mile-long extension of the existing Main Track 1 to create a new segment of three main tracks in the project area. The Project will construct the associated railroad signal and civil, grading, and drainage improvements.

Vicinity Map



I, *Sameh A. Hegazi (Senior Transportation Engineer)* have been given full authority by *CA Department of Transportation* to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

Sameh A. Hegazi Sameh Hegazi *10/21/2025*
Date

Senior Transportation Engineer

California Department of Transportation

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate

Sameh Hegazi *10/21/2025*
Sameh A. Hegazi, Project Manager Date

California Department of Transportation
Agency

Table of Contents

1. INTRODUCTION

The High Desert Operational Efficiency Project (Project) aims to improve rail efficiency of freight movement to and from the Ports and through the Los Angeles Basin. The Port of Los Angeles, BNSF, Southern California Association of Governments (SCAG), the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, and the California State Transportation Agency (CalSTA) are supportive of this Project. Additionally, the Project is a high priority for implementation of the State Rail Plan and is critical in supporting the development of future planned projects.

Project will construct two 22,500-foot-long staging tracks adjacent to the two existing main tracks and will construct an 11.2-mile-long extension of existing Main Track 1 (resulting in three total main line tracks through the Project area), associated railroad signal improvements, and associated civil, grading and drainage improvements. Taken together, these improvements will act a meter for accessing the Southern California ports and the Los Angeles Basin through the Cajon Pass from the national rail network. Staging in this location will allow both BNSF freight trains and Amtrak long distance passenger trains to pass without being required to slow or stop.

Freight rail throughput and reliability will be improved by allowing trains to freely enter and exit the Cajon Pass. 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 between the Ports and the Cajon Pass, which is shared by freight and passenger rail. Highway and rail safety will be improved by reducing congestion and delays at highway-rail grade crossings.

Project Limit/Footprint	District 8- San Bernardino County BNSF Right of Way Cajon Subdivision 41.8 Post Mile to 53.0 Post Mile The Project is located within both the City of Hesperia and unincorporated areas of San Bernardino County. The Project is within existing railroad right-of-way owned by the BNSF on the Cajon Subdivision.
Total Project Cost	$135,666,000
Outputs	Output description and quantity (Insert separate table if necessary)
Outcomes	– Construction of two 22,500-foot staging tracks (8.5 miles total). – 11.2-mile extension of the existing main track.

	– Signal system modifications to support new infrastructure. – Civil improvements, including grading, drainage, and utility relocations. These outputs are designed to increase freight rail capacity, enhance operational flexibility, and reduce congestion-related delays in this critical corridor.
Environmental Determination or Document	CEQA: Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)

2. BACKGROUND

The California Department of Transportation (Caltrans) and the BNSF Railway (BNSF) are submitting the High Desert Operational Efficiency Project (Project) to improve rail efficiency of freight movement to and from the Ports and through the Los Angeles Basin. The Port of Los Angeles, BNSF, Southern California Association of Governments (SCAG), the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, and the California State Transportation Agency (CalSTA) are supportive of this Project. Additionally, the Project is a high priority for implementation of the State Rail Plan and is critical in supporting the development of future planned projects.

As part of implementing the State Rail Plan in Southern California, the San Bernardino Subdivision Pathing Study (SB Pathing Study) was scoped to analyze specific freight and passenger conflicts. Completed in January 2022, it is the guiding document for identifying capital projects influencing the development of rail operations in this corridor. This study analyzed operations to determine how best to phase project delivery to support service goals for both freight and passenger operations transforming the corridor from mixed-traffic to traffic-separated over a 10-15-year planning horizon. The Lenwood Staging tracks were identified in the SB Pathing Study as a project in Phase 2 that will provide entry windows for freight trains into the terminals at Hobart and Commerce facilities by clearing the mainline. Completion of Phase 2 of the SB Pathing Study will allow 50 percent of passenger rail traffic to operate on a separate mainline from freight and enable additional passenger trains to operate on the subdivision. After BNSF completed their initial design, they found the City of Hesperia to be an advantageous location for the staging tracks and these improvements became the High Desert Operational Efficiency Project.

While this Project has independent utility, there are operational efficiency benefits to passenger and freight rail that result from completion of other projects in the SB Pathing Study. Implementation of the staging tracks will allow for the construction of these planned projects while having minimal impacts on current operations. Completion of the SB Pathing Study will allow for 100 percent separation of passenger and freight rail and will create opportunities for High-Speed Rail connections to the corridor. These improvements align with State Rail Plan goals and methodologies to integrate the rail network throughout California by enabling frequent service in a corridor that connects to a major transit hub at Los Angeles Union Station.

3. PURPOSE AND NEED

Purpose:

The proposed staging tracks will allow westbound freight trains to be staged while waiting to access the Ports and the Los Angeles Basin through the Cajon Pass. Eastbound freight trains will use the staging tracks while waiting to continue on the national rail network to Barstow and other locations across the State of California and the national freight rail network. Freight trains will use the new Main Track 3 to access the staging tracks, which will allow both BNSF freight trains and Amtrak intercity passenger trains to approach or exit the north end of Cajon Pass on Main Tracks 1 and 2 without being required to slow or stop. Currently, freight and passenger trains may be required to slow or stop due to congestion on tracks caused by other trains waiting to proceed to their destinations.

The Project is a freight rail system improvement project that provides public benefits including improved efficiency of goods movement to and from the Ports; increased safety; reduced congestion on roadway transportation systems; reduced emissions of greenhouse gases, diesel particulates, and other pollutants; increased freight rail throughput; increased freight rail velocity; increased reliability of the freight rail system; and increased resiliency and reliability of both the state and national freight rail network.

Freight rail throughput and reliability will be improved by allowing trains to freely enter and exit Cajon Pass. 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 between the Ports and the Cajon Pass, which is shared by freight rail from the Ports, freight rail within the LA Basin, Amtrak intercity passenger rail, and Metrolink commuter rail. Rail and highway safety will be improved by reducing congestion and delays at highway-rail grade crossings. Along with required maintenance in the corridor, the Project will allow additional planned Caltrans projects to be constructed. The planned projects impact rail and freight facilities in the Los Angeles Basin and cannot proceed unless the temporary loss of rail facilities due to Caltrans' planned projects is mitigated by the train staging and railroad operating capacity provided by this Project.

Need:

The Project is required to improve operational efficiency from the BNSF Cajon Subdivision through the Los Angeles Basin to the Ports. When complete, this Project will reduce or eliminate delays and impaired capacity of goods movement to and from the Ports due to required construction and/or maintenance on the rail system within the Los Angeles Basin. The delays and impaired capacity directly impact the rail freight corridor between the Ports and the Cajon Pass and also have direct impacts to the passenger rail system. State of Good Repair maintenance work as well as general ongoing maintenance activities are required by BNSF, Amtrak, and Metrolink to provide safe, efficient, and reliable freight and passenger service. Infrastructure improvement projects that impact the passenger and freight network are required by BNSF, Caltrans, Metrolink, Southern California Association of Governments (SCAG), cities, and other state and local agencies. Constructing the Project will provide a means to reduce or

eliminate impacts to the rail system and allow construction and maintenance projects to proceed. There is currently a long list of Caltrans, SCAG, and other agency projects that are either funded or are included in agency regional transportation plans. These infrastructure improvements include important projects such as grade separation projects, highway widening projects, commuter rail expansion projects, transit rail and high-speed rail projects, and roadway crossing improvement projects, which will continue to be vital improvements for state and local agencies in the foreseeable future.

The project is also needed to provide increased operational efficiency and flexibility within the rail network. This would, in turn, result in benefits including increased freight rail safety, throughput, and velocity; increased reliability of the freight rail system; increased roadway safety and reduced roadway congestion; increased resiliency and reliability of both state and national rail freight systems; and reduced emissions of greenhouse gases, diesel particulates, and other pollutants.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION (See Section 11. Attachments)

The Project is located within the existing disturbed BNSF right-of-way and is related to interstate freight rail commerce. In April 2024, a California Environmental Quality Act (CEQA) Exemption/National Environmental Policy Act (NEPA) Categorical Exclusion Determination Form, was submitted for the Project and it has been cleared for a Statutory Exemption (SE) under the CEQA Exemption (CE) process. The Project does not have federal fund contribution and accordingly does not require environmental clearance under NEPA.

The project was statutorily exempt as it qualified for the passenger rail exemption. This is because it will reduce wait times for passenger trains, thereby improving the mobility of passenger trains to operate on the rail line. Additionally, the project will enhance the operational efficiency of High-Speed Rail services.

5. CONSIDERATIONS REQUIRING DISCUSSION

5A. Hazardous Waste

Assessment of the project site has confirmed that there are no known hazardous waste materials present. As such, no environmental remediation related to hazardous substances is anticipated.

5B. Value Analysis

A Benefit-Cost Analysis (BCA) was conducted to assess the investment's economic viability. The analysis yielded a Benefit-Cost Ratio (BCR) of 1.4, indicating that the projected benefits outweigh the associated costs. The benefits considered in the analysis included passenger travel time savings, reduced freight delays, and reductions in greenhouse gas (GHG) and criteria air contaminant (CAC) emissions resulting from improved traffic flow and reduced congestion.

5C. Resource Conservation

Existing infrastructure (tracks, signals, landfills, etc.) will be salvaged and reused to the greatest extent possible.

5D. Right-of-Way Issues

Acquisition of ROW is not anticipated. The Project will be constructed within BNSF Right of Way.

5E. Environmental Compliance

The Project is located within the existing disturbed BNSF right-of-way and is related to interstate freight rail commerce. In April 2024, a California Environmental Quality Act (CEQA) Exemption/National Environmental Policy Act (NEPA) Categorical Exclusion Determination Form, was submitted for the Project and it has been cleared for a Statutory Exemption (SE) under the CEQA Exemption (CE) process. The Project does not have federal fund contribution and accordingly does not require environmental clearance under NEPA.

The project was statutorily exempt as it qualified for the passenger rail exemption. This is because it will reduce wait times for passenger trains, thereby improving the mobility of passenger trains to operate on the rail line. Additionally, the project will enhance the operational efficiency of High-Speed Rail services.

5F. Air Quality Conformity

The Project will reduce local and regional emissions of diesel particulate matter (PM 10 and PM 2.5), carbon monoxide, nitrogen oxides, and greenhouse gases by decreasing rail congestion and idling times for freight trains. By improving the efficiency of rail operations, the Project reduces the time that locomotives spend idling, which directly lowers the emission of harmful pollutants. This will result in cleaner air for communities along the corridor, particularly in disadvantaged areas where residents may face higher exposure to air pollution.

An estimated 1,203 tons of Carbon Dioxide greenhouse gas emissions will be reduced8F9 over 20 years with additional reductions in emissions and criteria pollutants. Additional benefits are expected to accrue beyond 20 years and through the 50-year useful life.

5G. Title VI Considerations

Title VI considerations have been incorporated at this stage of the Project development. State Small Business and DBE requirements are being met for the design and will be followed for construction of the Project as well.

5H. Noise Abatement Decision Report

The implementation of the project is expected to minimize train idling and dwell times at the project location, thereby contributing to a reduction in both ambient noise levels and air emissions.

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

The High Desert Operational Efficiency Project is a standalone project with independent utility. Pre-construction phases are fully funded and committed PFIP funds for construction will provide a match for the TCEP funding request. The funding cost estimate is for the track improvements from Martinez to Thorn (Bear Valley Road) only. The total Project cost is $135,666,000 where the total cost for Project construction is $131,237,000, where $30,770,000 is being requested from TCEP and the remaining $100,467,000 is committed from PFIP. There are no additional uncommitted funds beyond TCEP funds requested.

Programming

Fund Source	Fiscal Year Estimate								
	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED Support	1,329								1,329
PS&E Support	3,100								3,100
Right-of- Way Support									
Construction Support				10,047					10,047
Right-of- Way									
Construction				121,190					121,190
Total	4,429			131,237					135,666

Estimate

Fund Source	Project Component (in $1,000)						
	PA&ED Support	PS&E Support	Right-of-Way Support	Construction Support	Right-of-Way	Construction	Total
SB1-TCEP						30,770	30,770
State -PFIP				10,047		90,420	100,467
Local BNSF	1,329	3,100					4,429
Total							135,666

The current construction capital estimate is escalated to 2027. Permitting, Design Engineering, Construction Management, and Design Services During construction are estimated as 13 percent of the escalated construction costs. In addition, the cost estimate includes a 25 percent contingency for the Project total estimate of $135,666,000.

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved	11/17/22	11/17/22
Begin Environmental (PA&ED) Phase	01/03/23	01/03/23
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	04/18/24	04/18/24
Draft Project Report	06/30/23	06/30/23
End Environmental Phase (PA&ED Milestone)	5/30/2024	5/30/2024

Begin Design (PS&E) Phase	07/30/23	01/01/24
End Design Phase (Ready to List for Advertisement Milestone)	06/30//2025	12/30/2025
Begin Right of Way Phase	01/01/2024	01/01/24
End Right of Way Phase (Right of Way Certification Milestone)	12/30/2024	12/30/24
Begin Construction Phase (Contract Award Milestone)	01/01/2026	
End Construction Phase (Construction Contract Acceptance Milestone)	01/01/2029	
Begin Closeout Phase	02/01/2029	
End Closeout Phase (Closeout Report)	02/01/2030	

8. RISKS

Project Risk — **Proposed Mitigation Strategy**

Utility Relocation

Risk Level: Low

Risk Description:

The potential challenges, delays, and increased costs that arise when existing utility infrastructure needs to be relocated during construction.

Mitigation Strategy:

Proactive planning, coordination, and continuous monitoring to minimize disruptions, delays, and cost overruns by early identification and mapping of utilities, engage utility companies as needed in planning, early securing of permits and approvals if needed, proactive communication with stakeholders, use experienced contractors, use alternative construction techniques, and schedule coordination and phased relocation.

Environmental Permits

Risk Level: Low to Medium

Risk Description:

The potential challenges, delays, and increased costs that arise from the process of securing necessary environmental permits for construction. This risk will be associated with lengthy review process, changes in regulations, unanticipated environmental issues, and coordination with multiple agencies.

Mitigation Strategy:

Mitigating environmental permit risks involves strategic planning, proactive stakeholder engagement, regulatory compliance, and contingency measures to avoid delays, legal challenges, or cost overruns. This mitigating will be associated with early engagement

with regulatory agencies, comprehensive environmental assessments, proactive permitting strategy, develop mitigation and contingency plans, implement sustainable construction practices, monitoring and compliance audits, and coordination with multiple regulatory agencies.

Schedule Delays

Risk Level: Low to Medium

Risk Description:

The potential for a project to not meet its planned timeline due to various internal or external factors. Delays can affect the overall success of a project, leading to increased costs and disrupted workflows.

Mitigation Strategy:

Key strategies to mitigate schedule delay risk will involve thorough planning and scheduling, resource planning and allocation, proactive risk management, monitor and track progress, clear communication and coordination, manage change and scope creep, secure permits and approvals early, adapt to weather conditions and construction work windows, effective stakeholder and client management

Cost Overruns

Risk Level: Low

Risk Description:

is the potential for a project's actual costs to exceed its estimated costs, leading to financial strain and delay of the Project.

Mitigation Strategy:

Strategies to mitigate cost overrun risk will be associated with comprehensive and accurate budgeting and including appropriate contingencies, effective project scope management, strong project management and monitoring, risk identification and mitigation, procurement and supply chain management, design and pre-construction planning, efficient contract and contractor management, and flexible project scheduling.

Materials Procurement

Risk Level: Low to Medium

Risk Description:

The potential challenges related to materials needed for a project such as rail, ties, ballast, and other track material, as well as signal components, will need to be procured and transported to the Project location., which can lead to delays and cost overruns.

Mitigation Strategy:

Mitigation strategies will include thorough procurement planning to align with project timelines and priorities, diversified supplier base and

utilize nearby suppliers, fixed-price contracts and bulk purchasing, strategic inventory management, maintain supplier relationship management, develop alternative sourcing and substitution plans, real-time supply chain monitoring, procurement integration with construction development, risk-sharing contracts to manage price escalation and delays, and buffering and contingency planning to prepare for unexpected procurement issues.

9. EXTERNAL AGENCY COORDINATION

The project will not require coordination with any external agencies beyond the ongoing collaboration between the nominating and implementing agencies.

10. ADDITIONAL INFORMATION

The project received environmental clearance under the California Environmental Quality Act (CEQA) in May 2024. Federal environmental review under the National Environmental Policy Act (NEPA) is not required for this project. Based on current assessments and planning, the likelihood of significant changes to the project's scope, cost, or schedule is considered to be low.

11. ATTACHMENTS (Number of Pages)

List attachments with the number of pages, such as:

A. Project Programming Request PPR (6 pages)
B. Project Location Map (1 page)
C. Approved Environmental Document (5 pages)
D. Engineers Estimate (#)
E. Available project schematics or preliminary-design plans (1 page)

PROJECT PROGRAMMING REQUEST PPR

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-CT-2024-0006 v2

Amendment (Existing Project) ☐ YES ☒ NO						Date	10/27/2025 15:41:02
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other							
District	EA	Project ID	PPNO	Nominating Agency			
75			9895	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Bernardino Cou							
				MPO	Element		
				SBCAG	Rail		
Project Manager/Contact			Phone	Email Address			
Sameh Hegazi			916-496-6504	sameh.hegazi@dot.ca.gov			

Project Title

High Desert Operational Efficiency Project

Location (Project Limits), Description (Scope of Work)

The Project is located within both the City of Hesperia and unincorporated areas of San Bernardino County. The Project is within existing railroad right-of-way owned by the BNSF on the Cajon Subdivision from railroad Milepost 41.8 (near Bear Valley Road, just west of BNSF CP Thorn) to Milepost 53.0 (adjacent to Summit Valley Road at BNSF CP Martinez). The two 22,500-foot-long staging tracks will be located near CP Martinez and CP Thorn on the east and west sides, respectively, of the existing BNSF right-of-way. The new third main track will extend from CP Martinez to CP Thorn on the west side of the existing BNSF right-of-way for 11.2 miles.

The project will construct two 22,500-foot-long staging tracks adjacent to the two existing main tracks and will construct an 11.2-mile-long extension of existing Main Track 1 (resulting in three total main line tracks through the Project area), associated railroad signal improvements, and associated civil, grading and drainage improvements.

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	Caltrans HQ
Right of Way	Caltrans HQ
Construction	Caltrans HQ

Legislative Districts

Assembly:	34,39	Senate:	21	Congressional:	23

Project Milestone	Existing	Proposed
Project Study Report Approved	11/17/2022	
Begin Environmental (PA&ED) Phase	01/03/2023	01/03/2023
Circulate Draft Environmental Document Document Type CE	04/18/2024	04/18/2024
Draft Project Report	06/30/2023	06/30/2023
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End Right of Way Phase (Right of Way Certification Milestone)	12/30/2024	12/30/2024
Begin Construction Phase (Contract Award Milestone)	01/01/2026	01/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	01/01/2029	01/01/2029
Begin Closeout Phase	02/01/2029	02/01/2029
End Closeout Phase (Closeout Report)	02/01/2030	02/01/2030

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-CT-2024-0006 v2

Date 10/27/2025 15:41:02

Purpose and Need

The proposed staging tracks will allow westbound freight trains to be staged while waiting to access the Ports and the Los Angeles Basin through the Cajon Pass. Eastbound freight trains will use the staging tracks while waiting to continue on the national rail network to Barstow and other locations across the State of California and the national freight rail network. Freight trains will use the new Main Track 3 to access the staging tracks, which will allow both BNSF freight trains and Amtrak intercity passenger trains to approach or exit the north end of Cajon Pass on Main Tracks 1 and 2 without being required to slow or stop. Currently, freight and passenger trains may be required to slow or stop due to congestion on tracks caused by other trains waiting to proceed to their destinations.

The Project is a freight rail system improvement project that provides public benefits including improved efficiency of goods movement to and from the Ports; increased safety; reduced congestion on roadway transportation systems; reduced emissions of greenhouse gases, diesel particulates, and other pollutants; increased freight rail throughput; increased freight rail velocity; increased reliability of the freight rail system; and increased resiliency and reliability of both the state and national freight rail network.

Freight rail throughput and reliability will be improved by allowing trains to freely enter and exit Cajon Pass. 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 between the Ports and the Cajon Pass, which is shared by freight rail from the Ports, freight rail within the LA Basin, Amtrak intercity passenger rail, and Metrolink commuter rail. Rail and highway safety will be improved by reducing congestion and delays at highway-rail grade crossings.

Along with required maintenance in the corridor, the Project will allow additional planned Caltrans projects to be constructed. The planned projects impact rail and freight facilities in the Los Angeles Basin and cannot proceed unless the temporary loss of rail facilities due to Caltrans' planned projects is mitigated by the train staging and railroad operating capacity provided by this Project.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	11.2
Rail/ Multi-Modal	Miles of new track	Miles	8.5

Date 10/27/2025 15:41:02

Additional Information

In April 2024, a California Environmental Quality Act (CEQA) Exemption/ National Environmental Policy Act (NEPA) Categorical Exclusion Determination Form was submitted for the Project and it has been cleared for a Statutory Exemption (SE) under the CEQA Exemption (CE) process. The Project does not have federal fund contribution and accordingly does not require environmental clearance under NEPA.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	122,385	655,602	-533,217
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	17,888	20,444	-2,556
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.14	0.16	-0.02
			PM 10 Tons	0.15	0.17	-0.02
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	805.8	924.6	-118.8
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	2.1	2.4	-0.3
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	5.59	6.44	-0.85
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,950	0	1,950
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.4	0	1.4

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-CT-2024-0006 v2

District	County	Route	EA	Project ID	PPNO
75	San Bernardino County				9895

Project Title

High Desert Operational Efficiency Project

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)	1,329							1,329	Caltrans HQ
PS&E		3,100						3,100	Caltrans HQ
R/W SUP (CT)									Caltrans HQ
CON SUP (CT)				10,047				10,047	Caltrans HQ
R/W									Caltrans HQ
CON				121,190				121,190	Caltrans HQ
TOTAL	1,329	3,100		131,237				135,666	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	1,329							1,329	
PS&E		3,100						3,100	
R/W SUP (CT)									
CON SUP (CT)				10,047				10,047	
R/W									
CON				121,190				121,190	
TOTAL	1,329	3,100		131,237				135,666	

Fund #1:	Other State - State Cash (Committed)								Program Code
Existing Funding ($1,000s)									20.30.207.811
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									$100,467,000 has been committed from the California State Transportation Agency, Ports and Freight Infrastructure Program.
R/W SUP (CT)									
CON SUP (CT)				10,047				10,047	
R/W									
CON				90,420				90,420	
TOTAL				100,467				100,467	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				10,047				10,047	
R/W									
CON				90,420				90,420	
TOTAL				100,467				100,467	

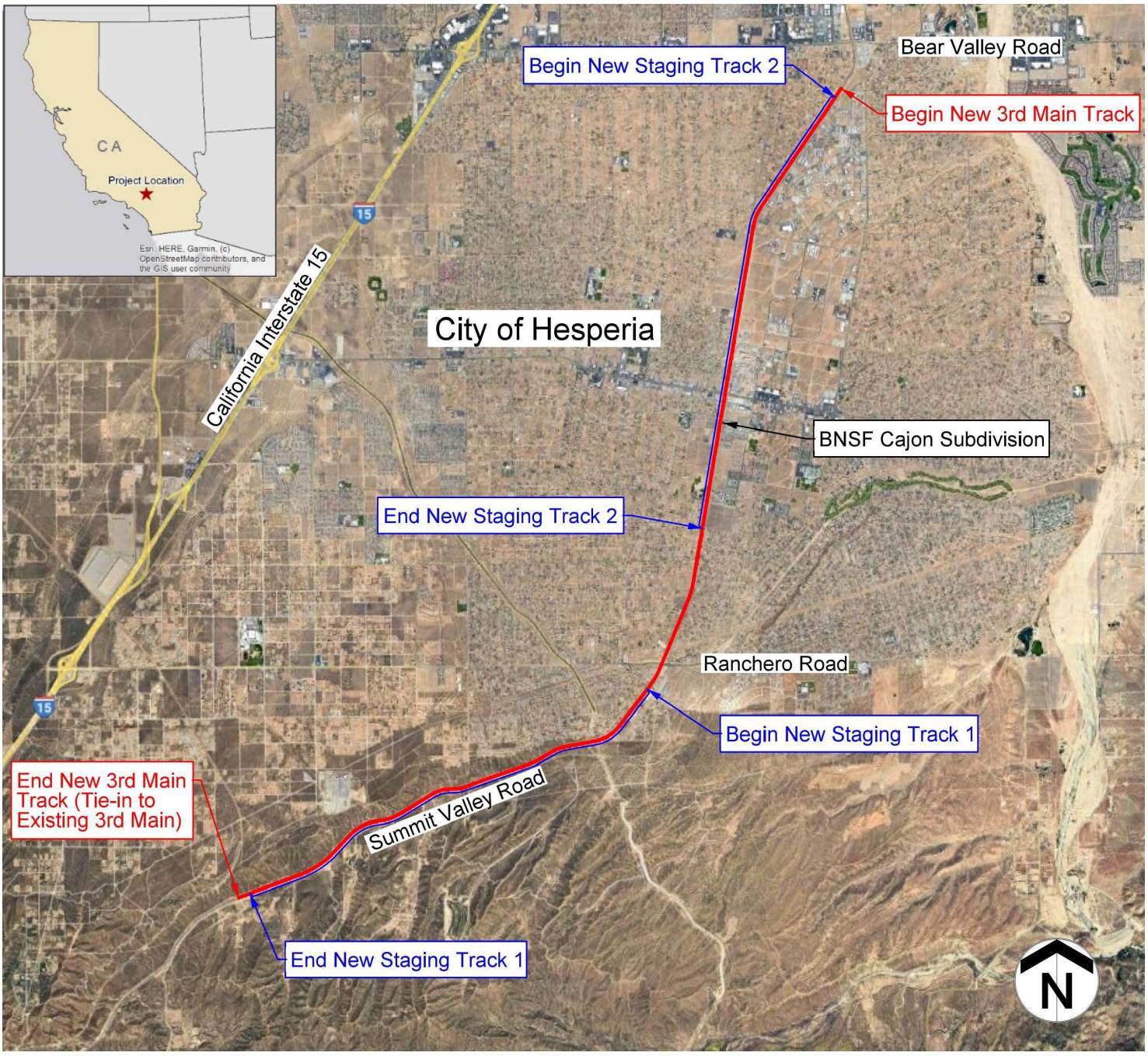
Fund #2:	Local Funds - Private Funds (Committed)								Program Code
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	1,329							1,329	
PS&E		3,100						3,100	BNSF Railway has committed $4,429,274 in private company funds to this project.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,329	3,100						4,429	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	1,329							1,329	
PS&E		3,100						3,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,329	3,100						4,429	

Fund #3:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding ($1,000s)								30.20.723.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									TCEP State. Program Code: 20.xx.723.100. CalSMART system validation prevents the funding to be selected as committed.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				30,770				30,770	
TOTAL				30,770				30,770	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				30,770				30,770	
TOTAL				30,770				30,770	

Project Location Map

High Desert Operation Efficiency Project

Project Location Map



Approved Environmental Document

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name (if applicable): High Desert Operational Efficiency Project

DIST-CO-RTE: 08-SBD **PM/PM:** N/A

EA: N/A **Federal-Aid Project Number:** N/A

Project Description

Burlington Northern Santa Fe (BNSF) in conjunction with Caltrans proposes to construct of two staging tracks and an approximately 11-milelong main track extension to increase operational flexibility and reduce rail delays. The project site is located within the BNSF railway right-of-way (ROW) in the City of Hesperia and unincorporated areas of San Bernardino County, California.

Caltrans CEQA Determination (Check one)

☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency
☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:
☒ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
☐ **Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)
  ☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.
☐ **Covered by the Common Sense Exemption**. This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Quint Chemnitz		4/18/24
Print Name	Signature	Date

Project Manager

Sameh Hegazi		04/18/2024
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☒ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☐ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☐ **23 CFR 771.117(c): activity (c)(Enter activity number)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

N/A	N/A	N/A
Print Name	Signature	Date

Project Manager/ DLA Engineer

N/A	N/A	N/A
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: 4/18/24

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).

Continuation sheet:

BNSF will need to obtain and comply with all necessary permits for this project.

Hcgh llesert Operatc on al Efficc en cy Project

Summary

SCH Number
2024040820

Public Agency
Cailfornla Departm ent of Tran sportatl on , Dlivlslon of Tran sportatl on P iannlng HDOT)

Document Title
HIgh Desert Operatl onai E**f**clency Project

Document Type
NOE - Notlce of Exem ptlon

Receiived
4/18/2024

Posted
4/18/2024

Document Description
Bu rilngton North ern San ta Fe HBN SF) In conjunctl on wlth Caitran s proposes to con struct of two staglng tracks an d an approxlm ateiy 11-mlieiong m aln track extens lon to In crease operatl onai fiexlblilty an d red uce ralideiays. The project sltel s iocated wlthln the BN SF raliway rlght-of-way HROW) In the Clty of Hesperl a an d unIncorporated areas of San Bern ardIno Cou nty, Cailfornla.

Con tact n form atc on

Name
Jon athan Osh ailm

Agency Name
Cai tran s

Job Title
Sen lor En ivlron m entai Scl entlst

Contact Types
Lead/Pu bilc Agen cy

Address
1120 N St
Sacram en to, CA 9581 4

Phone

279) 599-1286

Email

jonathan.oshailm@dot.ca.gov

Looctt on

Cities
Hesperl a

Counties
San Bern ardIno

Regions
Sou th ern Cailforn la

Jobs
1900

Railways
BN SF Raliway

Other Location Info
11 mlies ion g from BN SF Raliroad Mliepost 41.8 to Mliepost 53

Nott oe of Exemptt on

Exempt Status
Statu tory Exem ptl on

Type, Section or Code
15275

Reasons for Exemption
The purpose of the project Is to provlde track capacl ty to hoid frelght tralns prlor to thelr enterlng the BN SF ROW between the Redon do Junctlon In Los Angeies and Fuiierton, whlch wouid reileve poten tlai congestlon and facliltate an Increase In passen ger or comm uter rali servl ce on the exlstlng Los Angeies-San ilego- San Lu ls Oblspo Rali Corrldor. No ioadlng or unioadlng of tralns wouid occur on the project staglng tracks.

Engineers Estimate

685 East Carnegie Drive, Suite 105
San Bernardino, CA 92408
909.332.6010
tkda.com

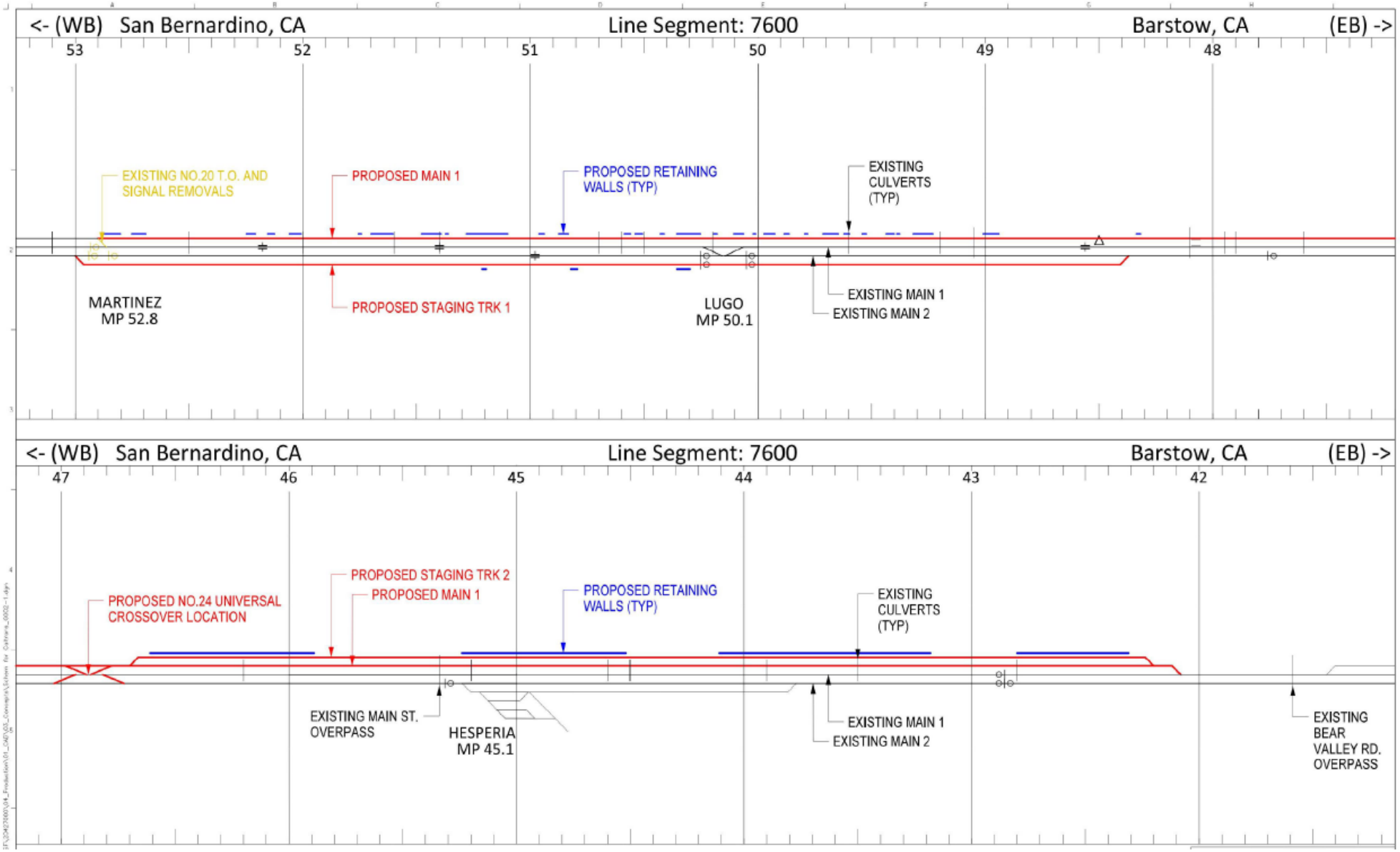
HIGH DESERT OPERATIONAL EFFICIENCY PROJECT
CONSTRUCTION COST ESTIMATE

DESCRIPTION	COST
CIVIL	$63,079,200
TRACK	$36,600,000
SIGNAL	$28,500,000
TELECOM	$400,000
WAYSIDE RAIL EQUIPMENT	$150,000
OFFICE SPACE	$300,000
CONSTRUCTION MANAGEMENT (3.5% CIVIL)	$2,207,772
TOTAL COST	$131,236,972

1. Permitting, Environmental Permitting and Utility Relocation costs are not included.

2. Suggested escalation is 5% per year.

Available project schematics or preliminary-design plans


<- (WB) San Bernardino, CA
Line Segment: 7600
Barstow, CA (EB) ->
53
52
51
50
49
48
EXISTING NO.20 T.O. AND SIGNAL REMOVALS
PROPOSED MAIN 1
PROPOSED RETAINING WALLS (TYP)
EXISTING CULVERTS (TYP)
MARTINEZ MP 52.8
PROPOSED STAGING TRK 1
LUGO MP 50.1
EXISTING MAIN 1
EXISTING MAIN 2
<- (WB) San Bernardino, CA
Line Segment: 7600
Barstow, CA (EB) ->
47
46
45
44
43
42
PROPOSED NO.24 UNIVERSAL CROSSOVER LOCATION
PROPOSED STAGING TRK 2
PROPOSED MAIN 1
PROPOSED RETAINING WALLS (TYP)
EXISTING CULVERTS (TYP)
EXISTING MAIN ST. OVERPASS
HESPERIA MP 45.1
EXISTING MAIN 1
EXISTING MAIN 2
EXISTING BEAR VALLEY RD. OVERPASS