

RESOLUTION NUMBER 2677

*A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA IN SUPPORT OF RAILROAD TO RAILROAD GRADE SEPARATION PROJECT AT COLTON, CALIFORNIA*

*WHEREAS*, the efficient movement of people and goods is essential to the health and economy of the region and the nation, and

*WHEREAS*, freight railroads play a pivotal role in interstate commerce; and

*WHEREAS*, the Ports of Los Angeles and Long Beach are the major ports of entry on the Pacific Coast; and

*WHEREAS*, tremendous growth in railroad operations, particularly intermodal and other through-freight, has resulted in significant community impacts; and

*WHEREAS*, the demand for rail shipments will continue to grow with the expansion of the Ports, the completion of the Alameda Corridor, and population growth in the region; and

*WHEREAS*, the main lines of the Burlington Northern Santa Fe and the Union Pacific, the only major railroads operating in Southern California, carry the majority of rail freight traffic between the Ports of Long Beach and Los Angeles, the rest of the nation, and Mexico on their routes through the Inland Empire; and

*WHEREAS*, these railroads must cross each other at Colton Junction; and

*WHEREAS*, Colton Junction has been identified as the major choke point for rail traffic in the region, where an average delay of fourteen minutes per train triggers substantial congestion and blockages along the corridors; and

*WHEREAS*, diesel emissions caused by multiple locomotives idling along the corridors while waiting to cross Colton Junction further exacerbate the unhealthful air quality in the South Coast Air Basin, the worst non-attainment area in the nation; and

*WHEREAS*, railroad congestion has resulted in many freight shipments being shifted to diesel trucks on the region's already congested highways; and

*WHEREAS*, railroad congestion in Southern California has caused expensive delays to local shippers as well as to manufacturers and others throughout the country; and

*WHEREAS*, these same line freight corridors are utilized for the provisions of commuter passenger rail (Metrolink) and intercity passenger rail (Amtrak) service, whose operations are consistently impacted by freight congestion; and

*WHEREAS*, insufficient operating capacity has delayed the implementation of other passenger rail services, including service between Los Angeles and the Cochlea Valley; and

*WHEREAS*, the federal Transportation Equity Act for the Twenty-First Century (TEA-21), identifies the “Alameda Corridor East” and the Southwest Passage” as eligible corridors for federal infrastructure funding, and further identifies NAFTA-related improvements as a priority for federal funding; and

*WHEREAS*, Colton Junction is located at the eastern terminus of the Alameda Corridor East and near the western terminus of the Southwest Passage, and most NAFTA rail freight into or through Southern California is carried on the BMSF and UP main lines across Colton Junction; and

*WHEREAS*, the Southern Association of Governments (SCAG) has identified these corridors and NAFTA improvements as priorities within its recently adopted Regional Transportation Plan; and

*WHEREAS*, the State of California, through Caltrans, is initiating a Project Study Report to further refine the project and identify appropriate resources; and

*NOW, THEREFORE, BE IT RESOLVED*, by the City Council of the City of Perris, California, as follows:

*ADOPTED, SIGNED and APPROVED* this 8<sup>th</sup> day of September, 1998.

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MAYOR OF THE CITY OF PERRIS

Attest:

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City Clerk

STATE OF CALIFORNIA )  
COUNTY OF RIVERSIDE ) SS  
CITY OF PERRIS )

I, Margaret Rey, duly elected City Clerk of the City of Perris, California, hereby certify that the foregoing Resolution Number 2677 was duly and regularly adopted by the City Council of the City of Perris at a regular meeting held the 8<sup>th</sup> day of September, 1998, by the following called vote:

Ayes: Larios, Yarbrough, Larragoitiy, Torres and Landers  
Noes: None  
Absent: None

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CITY CLERK