



# Union Pacific To Enhance Infrastructure in Mosier

Union Pacific's Mosier rail siding sits in the middle of a 20-mile section of railroad track where trains do not have a passing lane. The Mosier siding is a bottleneck for Union Pacific in the Pacific Northwest.

The company's shortest siding in the Portland metropolitan area at 6,300 feet, Union Pacific plans to replace the siding with 5 miles of double track, creating a passing lane for trains.

## Public Benefits

The new track will allow two trains to pass one another on parallel track without stopping in a siding, creating public benefits for Mosier residents by:

- Reducing noise and emissions from idling locomotives.
- Eliminating the need to hold and meet trains on the existing siding.
- Reducing horn blowing as train traffic passes stationary trains parked in the siding.
- Improving the movement of Oregon products to market using the safest, most environmentally responsible mode of ground freight transportation.

## Project Details

The east and west ends of the new double track will be located approximately 2 miles outside Mosier. We estimate the new track will be built in 12-15 months once the permitting process is complete. Union Pacific applied for permits from the US Army Corps of Engineers and Wasco County. The new track will be constructed on the north side of the existing main track in Mosier.

In addition to the new track, two new bridges will be constructed at Mosier Creek and Rock Creek. Approximately 15 to 20 feet of new embankment will be built as part of the new track. The cost of the project is estimated at \$25 million. No public funds will be used.

Union Pacific needs temporary construction access to its right-of-way to build the new track, specifically in the Rock Creek area, downtown Mosier, and off of Interstate 84 east and west of Mosier. The Federal Railroad Administration speed limit on the new track will be 35 mph. Union Pacific currently moves about 25 to 30 trains per day through Mosier. The new double track will allow us to move 5 to 7 more trains per day through Mosier.