

Process for Updating Goods Movement Element of the Regional Transportation Plan: Railroad Component

Presented to Goods Movement Steering Committee



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What's in 2008 RTP?



- Port area rail projects (2006 Rail Master Plan)
- Near dock rail projects (SCIG and ICTF)
- Mainline rail projects: Colton crossing, various track improvements
- Grade separations
- Locomotive upgrades (Tier 4)

Significant Changes Since 2008 RTP and 2005 Inland Empire Mainline Study

- Recession, revised port cargo forecasts
- Shift toward transloading into 53-foot containers
- Longer intermodal trains, different routing
- Positive Train Control (a new priority, must be implemented by 2015)
- High-Speed Rail Program (shared track?)
- Increased competition for discretionary cargo from other gateways

Container Volumes (TEUs) 2008 and 2009

	2008	2009	Percent Change
Prince Rupert	181,894	265,259	+45.8%
Vancouver, BC	2,492,107	2,152,462	-13.6%
Seattle	1,704,492	1,584,596	-7.0%
Tacoma	1,861,352	1,545,855	-16.9%
Portland	245,459	174,203	-29.0%
Oakland	2,236,244	2,050,030	-8.3%
Los Angeles	7,849,985	6,748,995	-14.0%
Long Beach	6,487,816	5,067,597	-21.9%
LA/LB combined	14,337,801	11,816,592	-17.6%
Manzanillo	1,409,782	1,110,356	-21.2%
Lazaro Cardenas	524,791	591,467	+12.7%
Houston	1,794,309	1,795,324	+0.1%
Charleston	1,635,534	1,370,000	-16.2%
Hampton Roads	2,083,278	1,745,228	-16.2%
NY/NJ	5,265,053	4,550,032	-13.6%
Savannah	2,616,125	2,356,573	-9.9%

POLA/POLB Container Volumes (TEUs)

Jan and Feb 2010

2010	Inbound Loads	Outbound Loads	Empties	Total
POLB				
January	217,925	113,183	97,697	428,805
February	207,920	123,208	82,006	413,134
Year to Date (YTD)	425,845	236,391	179,703	841,939
YTD % change from 2009	21.7%	30.4%	-3.5%	17.4%
POLA				
January	296,305	141,244	135,421	572,970
February	267,361	147,926	110,172	525,459
Year to Date (YTD)	563,666	289,170	245,593	1,098,429
YTD % change from 2009	7.7%	33.8%	-6.0%	9.7%
Both Ports				
January	514,230	254,427	233,118	1,001,775
February	475,281	271,134	192,178	938,593
Year to Date (YTD)	989,511	525,561	425,296	1,940,368
YTD % change from 2009	13.3%	32.3%	-5.0%	12.9%

San Pedro Bay Ports Container Forecasts (millions of TEUs)

	Previous	Current	Difference
2008 (actual)	14.3	14.3	0
2009 (actual)	11.8	11.8	0
2015	27.6	17.0	10.6
2020	36.7	21.8	14.9
2030	43.2	34.6	8.6
2035	43.2	43.2	0

Source for 2015, 2020, 2030 values: IHS Global Insight and The Tioga Group, May 2009

Status of Major Projects



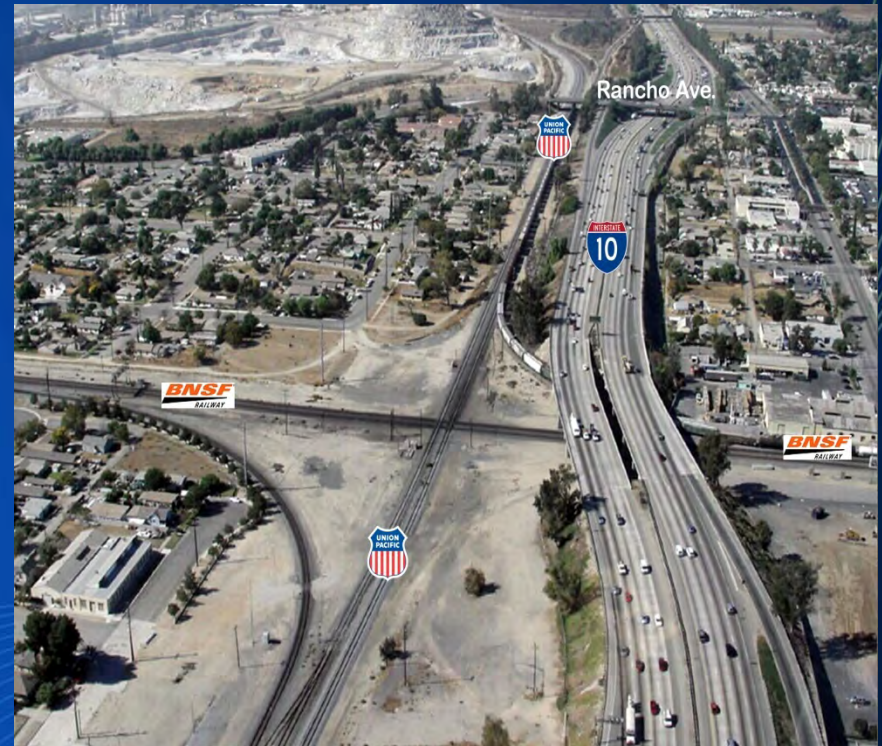
- Colton Crossing: CTC action on May 19, 2010
- SCIG and ICTF: EIRs underway
- Port area projects: Pier B rail yard EIR underway.
- Cajon Pass triple tracking complete
- Several grade separations complete; others under construction or design

Colton Crossing: \$201.6 M

- STIP: \$3.7
- TCIF: \$97.3 M
- Railroads: \$66.8 M
- TIGER: \$33.8 M

Separate agreement includes shared funding plan for:

- Laurel St. grade separation
- Quiet Zone in City of Colton along BNSF line
- Industrial lead changes



Alameda Corridor-East Construction Authority

Grade Separation

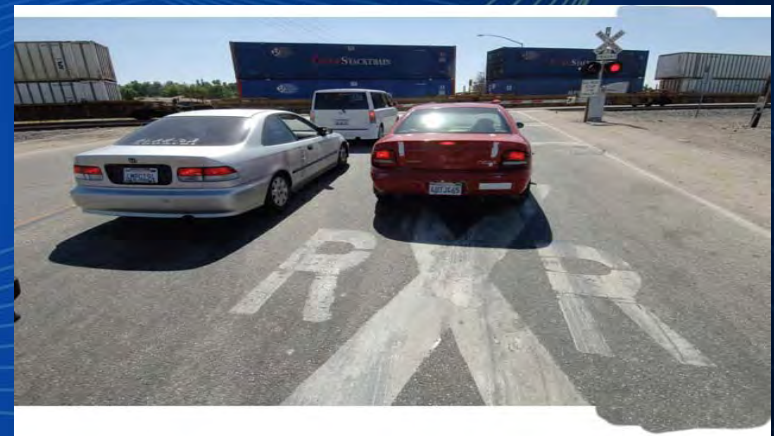
- Nogales Street. (Alhambra Sub.)
- Reservoir Street (Pomona)
- Ramona Boulevard (El Monte)
- East End Avenue (Pomona)
- Temple Ave. Train Diversion (inc. Pomona Blvd)
- Brea Canyon Road (Industry/Diamond Bar)
- Sunset Avenue (inc. Orange Ave.) (Industry)
- Baldwin Avenue (El Monte)
- Nogales Street (L.A. Sub.) (Industry/L.A. County)
- San Gabriel Trench:
Ramona St., Mission Rd., Del Mar Ave., San
Gabriel Blvd. Crossings (San Gabriel)

Schedule/Completion Date

- Completed August 2005
- Completed December 2006
- Completed April 2008
- Completed June 2008
- Track bed Complete/UP to install track
- Completed October 2008
- To be Completed Winter 2010
- Start Construction 2010
- Start Construction 2010
- Start Construction 2011

What Needs to be Done in this Study?

- Update projected train volumes by type/length (resolve differences among I-710 study, Parsons/URS study, and R. Leachman's estimates)
- Simulate train traffic to evaluate train delays and track improvement needs
- Re-assess grade crossing impacts
- Explore emission-reduction strategies
- Project inventory



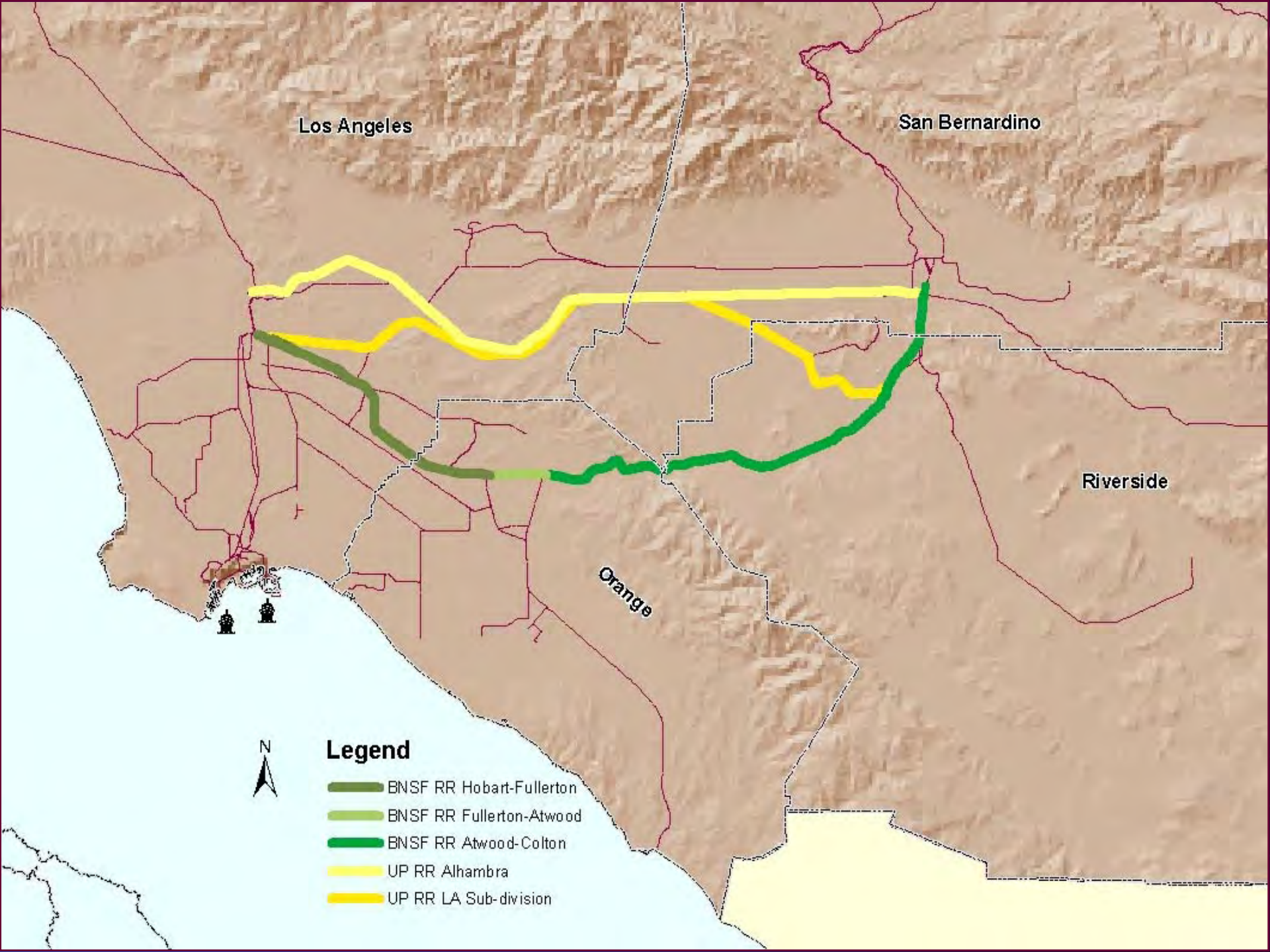
Tier 4 Locomotives

- EPA Regulation 3/14/2008:
Tier 4 requires an 80% NOx reduction and 90% PM emission reduction relative to Tier 2 standards (requires exhaust gas after-treatment)
- Tier 4 applies to new locomotives starting with model year 2015-2016
- Tier 3 applies to new locomotives starting with model year 2011-2012

What Needs to be Done? (continued)



- Investigate methods for assessing distribution of public and private benefits and costs
- Evaluate alternative funding mechanisms
- Develop shared funding strategy
- Foster development of a Public-Private Partnership
- Develop consensus on unified plan and develop marketing (branding) program



Los Angeles






San Bernardino

Riverside

Orange



Legend

-  BNSF RR Hobart-Fullerton
-  BNSF RR Fullerton-Atwood
-  BNSF RR Atwood-Colton
-  UP RR Alhambra
-  UP RR LA Sub-division

Competition from Other Regions

- Panama Canal Improvements (2014)
- CREATE project: (\$100 M TIGER, \$100 M SAFETEA-LU, \$133 M ARRA HSRP)
- Heartland Corridor (\$95 M SAEFTEA-LU)
- Crescent Corridor (\$105 M TIGER)
- National Gateway Corridor (\$98 M TIGER)
- Prince Rupert and Canadian National Gateway Project

Prince Rupert and Canadian National Railway



Heartland Corridor



CREATE Projects



Suggested Strategy



- Develop a unified package of projects similar to CREATE
- Achieve consensus on project list and funding priorities
- Develop coalition
- Identify champions
- Launch coordinated fund raising strategy