

Comprehensive Regional Goods Movement Plan and
Implementation Strategy

SCAG Region Rail Strategy



Purpose

Purpose of Meeting: To get steering committee feedback and input on policy questions brought up during presentations today and in the rail white paper to help further refine the rail strategies outlined.



Components of Rail Strategy

- Mainline capacity enhancements
- Intermodal facility capacity enhancements
- Port rail enhancements
- Increased grade separations
- Reduced emissions from locomotives
- Improved rail safety (positive train control)
- Commuter rail enhancements
- Packaging of a unified regional rail system



Refining the Rail Strategy

Rail improvements under consideration to improve rail capacity, reduce train delay, and to reduce traffic delay at grade crossings:



- What is the most effective strategy to deal with delay-causing mainline track capacity issues in the future?
- How updated are the grade separation project data and are they prioritized correctly, if at all, for the RTP?
- Are we going to include BNSF's Southern California International Gateway (SCIG) and the proposed modernization of UP's Intermodal Container Transfer Facility (ICTF) in the RTP? What should the regional position be regarding the construction of the SCIG and ICTF yards?

Refining the Rail Strategy cont'd

Rail environmental and safety policy decisions:

- Are we planning to include a recommendation for specific clean locomotive strategies in the RTP? If so, which strategies?
- Are we assuming the use of Tier III and Tier IV locomotives for the RTP?
- Are there opportunities to accelerate the adoption of Tier III and Tier IV technologies in the L.A. Basin?
- Of the options for electrified rail, do we want to recommend a specific technology, such as catenary, linear induction motors or others, if any at all?
- What is the impact of Positive Train Control requirements on railroad funding capabilities?



Refining the Rail Strategy cont'd

Need for a unified approach to secure federal, state and other funding sources for rail improvements:



- What does each stakeholder group (railroads, government, etc.) gain by marketing necessary rail improvements as a package and not as individual projects?
- Will it be a continued goal and RTP strategy to create a public/private collaboration to attract federal and state funding for rail in the region?
- What are potential benefits that the public sector could provide to the railroads to collaborate in a public/private partnership to attract more federal and state funding?
- What components of the regional rail strategies should be included in the package?

Addressing the Questions

In-Progress Analysis:

- SCIG and ICTF EIR/EIS
- Rail electrification technical memorandum
- Comparative analysis of rail emissions reduction strategies
- Rail funding strategy development
- At-grade crossing bottleneck analysis



Addressing the Questions

Presentations Today:

- Updated Regional Rail Simulation Results – Gill Hicks
- Railroad Emissions: Background and Mitigation Options – Jeff Ang-Olson
- Emissions Reduction Requirements – Peter Greenwald

