SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Comprehensive Regional Goods Movement Plan and Implementation Strategy

Discussion Slides

Rail Strategies

FREIGHTWORKS
SOUTHERN CALIFORNIA DELIVERS THE GOODS

Key Rail Questions

What does each stakeholder group (railroads, government, etc.) gain by marketing necessary rail improvements as a package and not as individual projects?

Railroad Benefits:

- Lower financing costs (public vs. private debt)
- Region more visible for federal funding
- Investment leverage

Public/MetroLink Benefits:

- MetroLink would potentially benefit from increased funding for rail to help improve operations and increase capacity
- Region more visible for federal funding
- Investment leverage

Key Rail Questions

What are potential benefits that the public sector could provide to the railroads to create a public/private collaboration to attract more federal and state funding dollars for rail in the region?

- Favorable financing terms
- SCIG/ICTF support

Key Rail Questions

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?

Key Rail Questions

What is the most effective strategy to deal with delay-causing mainline track capacity issues in the future?

- **Rail simulations demonstrate that there will be a need for capacity enhancement, requiring combination of investment and operations changes.**

- **One option is to accept existing routing and build more track to meet future capacity needs.**

- **Other options were analyzed by Rob Leachman that achieve the following goals:**
  - Reduce capital costs
  - Reduce risk
  - Reduce train count through the worst bottleneck (Riverside-Colton)
  - Avoid the most costly line extension (UP Pomona-Riverside line)
  - Separate MetroLink from heavy UP freight traffic
  - Route freight railroads where more environmentally-friendly

Key Rail Questions

Are the current grade separation project data still up to date and prioritized correctly, if at all, for the RTP?

- Agencies were asked to help specify which grade crossing projects were highest priority
- CS is working to evaluate the impacts of trains on traffic delays at grade crossings in the region

Key Rail Questions

Are new near-dock facilities necessary for the region?

- Draft EIR/EIS are still under review for SCIG/ICTF
- Several benefits/concerns with SCIG and ICTF listed in the white paper

Key Rail Questions

Are we planning to include a recommendation for specific clean locomotive strategies in the RTP? If so, which strategies?

Options:

- Do not suggest a strategy for rail emissions reduction
- Recommend retrofits on existing Tier II engines to help them become more efficient while Tier III and Tier IV locomotives are being phased in
- Negotiate with Class I railroads to accelerate adoption of Tier III and Tier IV locomotives (similar to the approach taken to accelerate adoption of Tier II locomotives)
- Encourage EPA, CARB, South Coast AQMD to produce grant programs that pay for the cost of retrofitting older locomotives
- Rail electrification
- Combination of the above

Key Rail Questions

Are we assuming the use of Tier III and Tier IV locomotives for the RTP?

- Tier IV locomotives required on new locomotives by 2015
- Slow locomotive turnover, so speed of emissions reduction from railroads would be slow; one option is to retrofit Tier II locomotives with exhaust treatment devices
- Railroads have voiced concern about Tier IV technology readiness
- CS analyzing cost per ton of various rail emissions reduction strategies

Key Rail Questions

Are there opportunities to accelerate the adoption of Tier III and Tier IV technologies in the L.A. Basin?

- As mentioned on previous slide, locomotive turnover is slow
- One idea is to incentivize faster implementation of Tier III and IV technologies for the RRs

Key Rail Questions

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?

- Electrification of at least a portion of the system is a potential strategy to reduce emissions
- CS conducting analysis to better understand impacts and costs of electrification options; out by March for review

Key Rail Questions

What is the impact of Positive Train Control requirements on railroad funding capabilities?

- Positive train control is required on all Class I railroads, passenger trains and commuter railroads by Dec 31, 2015
- High investment required, low level of current federal funding
- Safety benefits