MOVING FORWARD:
A Sector-by-Sector Approach to Economic Recovery

ROAD & RAIL:
Safety in Separation

Agenda

Welcome, Introduction, and Opening Remarks
- Bruce Agnew, Director, Cascadia Center & ACES NW Network
- Senator Chuck Winder, Idaho State Legislature

A REAL Solution: Bringing Relief to Communities through Highway-Rail Separations
- Andrew Johnsen, Consultant, Former 15-Year Assistant VP, BNSF Railway
- James Healy, DuPage County Board Member, Chairman of National Highway Committee for the National Association of Counties (NACo)

Importance of Grade Separation & the Role of Railway-Highway Crossing in American Transportation Systems
- Paul Cristina, Director of Public Projects & System Design, BNSF Railway

Asia Pacific Gateway Project: A Canadian Perspective on Large-Scale Grade Separation Projects
- Devan Fitch, Director - Infrastructure Delivery, Vancouver Fraser Port Authority

Comments from U.S. Legislature
- Representative Rick Larsen (WA), United States House of Representatives
Proposing a National Grade Separation Program: A Real Solution for Safety, Communities, Commerce, and the Commute

A Webinar Presentation for the Pacific Northwest Economic Region
June 4, 2020

James Healy, County Board Member, DuPage County, Illinois

Introduction by Andrew Johnsen
Proposing a National Grade Separation Program: A Real Solution for Safety, Communities, Commerce, and the Commute

The Challenge

Nationwide there are over 211,000 active road-rail grade crossings. The majority work well, but key crossings effectively fail, creating major impacts:

- Injury and death to drivers, passengers, and pedestrians due to collisions with trains that cannot stop;

- Chronic traffic congestion that saps mobility and economic productivity, while increasing air pollution, train horn noise, and emergency response times;

- Holding hostage billions of tax dollars already invested in roadways on either side of the tracks; the same is true for the billions in freight and passenger rail investments stranded when crossing accidents shut down busy rail lines;

- The piecemeal pace of building sorely needed grade separations will never meet the demand for relief from these impacts.
Proposing a National Grade Separation Program: A Real Solution for Safety, Communities, Commerce, and the Commute

A Real Solution

This is a problem we can solve. But to do so, we need a robust national, dedicated commitment – a federal program that targets the problem.

Organizations like the National Association of Counties (NACo) and the Association of American Railroads are urging Congress to establish an aggressive federal investment in grade separations. Under a concept that NACo formally endorsed, this new program would:

▪ Invest $5 billion per yr over 5 years for 300-400 grade separations nationwide;
▪ Create a 90-10 dedicated grant program to fund priority projects, with scoring based on set criteria; most projects are already vetted in state and regional transportation improvement plans;
▪ Make eligible any combination of local, state, and private funding for the match;
▪ Include eligibility for design, as well as those projects ready for construction;
▪ Ensure project selection is done in collaboration with local, state, and freight & passenger rail stakeholders; and
▪ Assess the performance & effectiveness of the program so before the 5th year USDOT and Congress can effectively evaluate its efficacy and determine the best path for reauthorization.
BNSF Overview

- A Berkshire Hathaway company
- 44,000 employees
- 32,500 route miles
- ~1,500 freight trains per day
- Leads rail industry in technological innovation
BNSF has:

- Approximately 25,500 crossings on our network.
- The lowest highway-railroad grade crossing collision rate among US Class I Railroads.

And is proactively engaged with public partners:

- Equipment installation, inspection and maintenance
- Vegetation control
- Trespasser prevention
- Grade crossing closures and consolidations
- New safety technology research
- Coordination with public transportation plans
Section 130 program and crossing closures have reduced overall exposure and risk on the network.

GAO: “Driver behavior is main cause of highway-rail grade crossing crashes.”
Source: GAO Report, “Grade Crossing Safety,” November 2018

FRA: “Approximately half of all collisions at grade crossings occur where active warning devices are present, and, nearly one-quarter of all crossing collisions involve a motor vehicle striking the side of a train already occupying the crossing.”

Source: FRA “Highway-Rail Grade Crossing Safety Fact Sheet,” Feb 2018

Public Crossing Accidents Per Million Train Miles (BNSF)

Source: Federal Railroad Administration (FRA)
Multimodal network improvements enhance safety and freight mobility across the 8-state coalition.

ROADWAY
- Grade Separations
- Resiliency
- Capacity Improvement
- Pavement strengthening
- System availability

RAIL
- Warning Device Improvements
- Crossing Rationalization

PORTS
- Landside circulation
- On-Dock Capacity

PASSENGER
- Rail OTP Drivers (slow order elimination, etc.)
- Station improvements
- Last mile connectivity

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Collaboration in the delivery of trade supporting road and rail infrastructure

Devan Fitch
Director, Infrastructure Delivery

June 4, 2020
Outline

- About the port and the port authority
- Road and Rail Infrastructure Investment
  - Past Precedents
  - Current and Future Opportunities
Mission:
To enable Canada’s trade objectives, ensuring safety, environmental protection and consideration for local communities.
We are the Vancouver Fraser Port Authority

- Lease federal lands to terminals
- Build infrastructure
- Lead environmental programs
- Work with communities
- Engage with Indigenous groups
- Collaborate on port safety and security
The Port of Vancouver is Canada’s largest port

- Size of next five Canadian ports combined
- Most diversified cargo port in North America
- Trade with 170 countries
- 16 municipalities
- 96,200 jobs in BC
- 115,300 jobs in Canada
$7.5 billion invested in the gateway from 2009 to 2015

Roberts Bank rail corridor

North Shore Trade Area

South Shore Trade Area
2009 – 2015: Private Sector Investment

PCT/K+S $170 million

Deltaport $300 million

Richardson $140 million
Private Sector Investment Underway

G3 Terminal $550 million
Under Construction

Centerm Expansion Project
$450+ million
Under Construction
Greater Vancouver Gateway 2030 (GVG2030) is a strategy for smart infrastructure investment

Created with input from:

- Gateway Transportation Collaboration Forum (GTCF): MoTI, TransLink, Transport Canada, GVGC, Port authority
- Four trade areas studies

Identifies:

- About 40 proposed infrastructure projects
- 21 infrastructure projects received funding (10 ‘bundles’)
Growing the gateway

- Port authority-led projects proposed in the Greater Vancouver Gateway 2030 Strategy that have received funding through the National Trade Corridors Fund
- Projects proposed in the Greater Vancouver Gateway 2030 Strategy for future upgrades
- Asia Pacific Gateway and Corridor Initiative Projects
Benefits of road and rail improvement projects

- Enhanced public space
- Improved emergency response
- Reduced Congestion and improve transportation network
- Improved active transportation connections
- Improved commute times
- Reduced GHG
- Improved public safety
- Reduced noise
- Job opportunities
Example Project and Partners/Stakeholders

- City of Coquitlam
- TransLink
- Riverview District (BC Housing)
- Kwikwetlem First Nation
- Metro Vancouver
- CP Rail
- BC Hydro
- Transport Canada
- City of Port Coquitlam
- Metro Vancouver
- TransLink
- Riverview District (BC Housing)
- Kwikwetlem First Nation
- CP Rail
- BC Hydro
Opinion: This Burnaby overpass plan is an insanely good idea

Chris Campbell / Burnaby Now
APRIL 24, 2020 12:59 PM

As a newspaper editor working in Burnaby, I try not to get too opinionated about certain capital projects.

But I can’t hold my tongue in the case of a proposed overpass by the Vancouver Fraser Port Authority that would extend Holdom Avenue south over the rail tracks and Still Creek and connecting with Douglas Road.
Thank you

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Please enter questions into the chat box