

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**



Grade Crossing Safety Culture and Results

GRADE CROSSING SAFETY



Overview of BNSF's Approach to Grade Crossing Safety

Highway-railroad grade crossing safety is an integral part of BNSF's operation and culture and involves the daily cooperative efforts of many employees. Because oncoming trains cannot stop for vehicles whose drivers violate motor vehicle laws when approaching railroad tracks, each grade crossing presents possible danger to motorists and train crews. Recognizing this potential hazard, BNSF is committed to grade crossing safety on many fronts, including the following:

- Community education, land use planning and awareness campaigns
- Train crew education and field operations testing to monitor rules compliance
- Grade crossing closures and consolidations
- Researching new crossing safety technology
- Vegetation control
- Implementing measures to reduce trespassing
- Signage compliance
- Coordination with long term capital expansion plans
- Working with state and local officials on installation of warning devices
- Track, surface and signal inspection and maintenance

BNSF has one of the lowest highway-railroad grade crossing collision rates in the rail industry and, as an industry leader, will continue to work with the states and the communities we serve to further improve grade crossing safety.

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



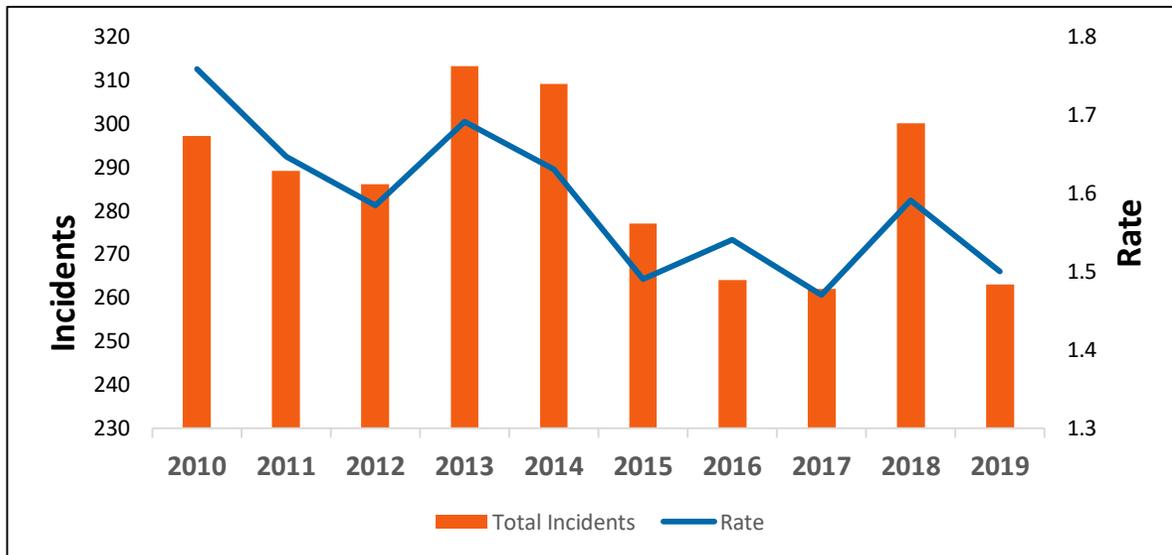
GAO: “Driver behavior is main cause of highway-rail grade crossing crashes.”

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.”

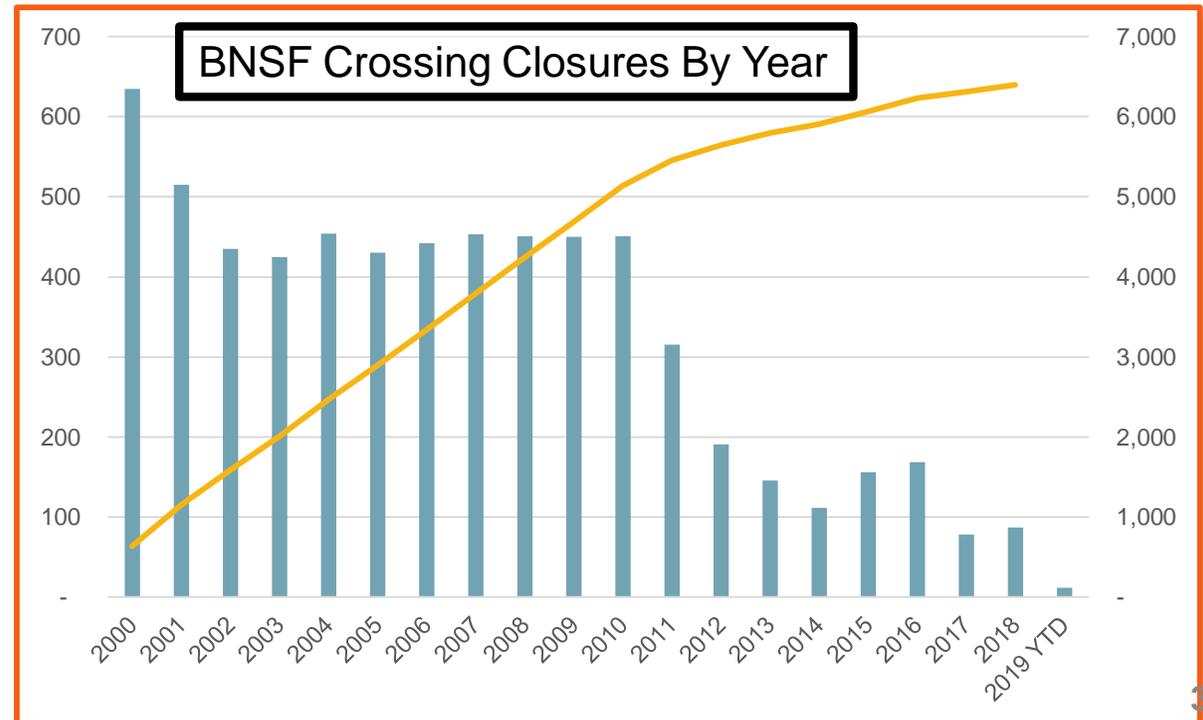
Source: FRA “Highway-Rail Grade Crossing Safety Fact Sheet,” Feb 2018

Public Crossing Accidents Per Million Train Miles (BNSF)



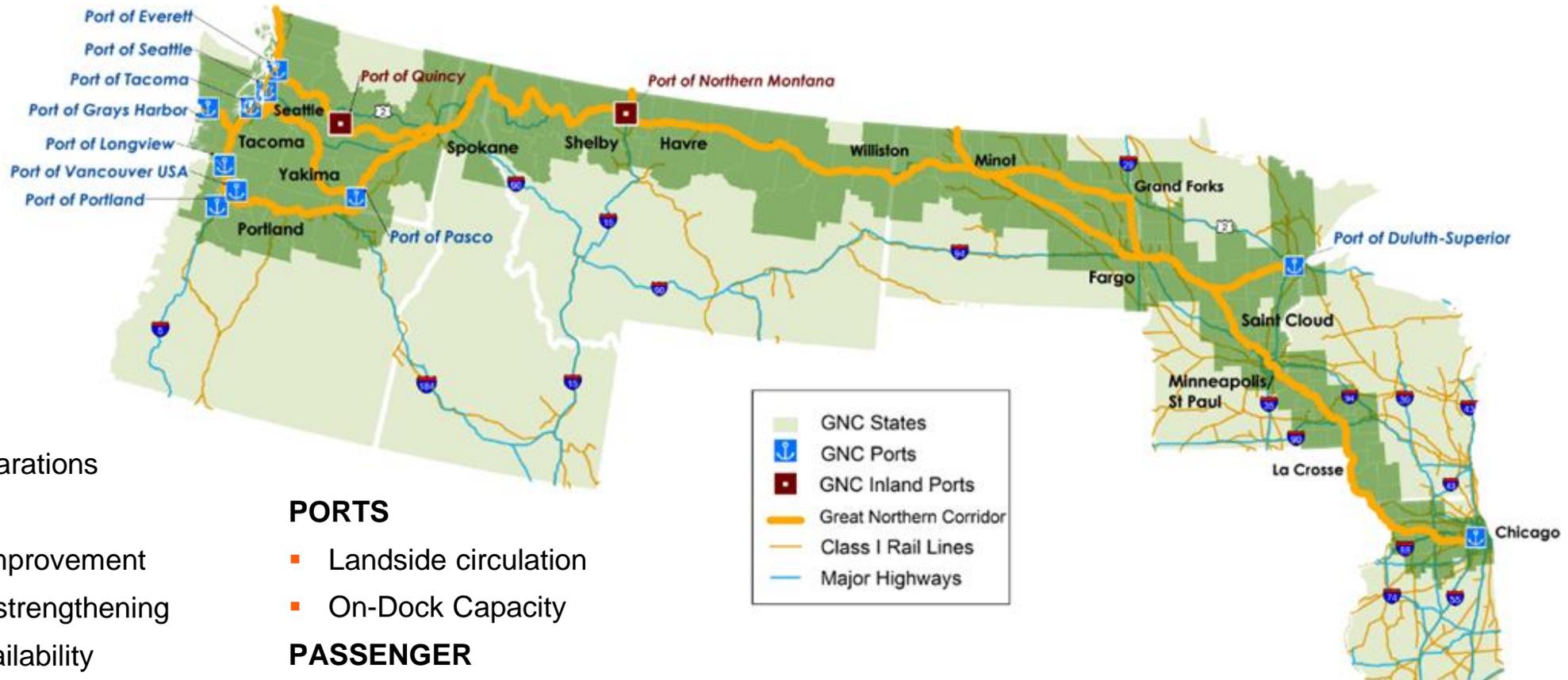
Source: Federal Railroad Administration (FRA)

BNSF Crossing Closures By Year



Great Northern Corridor Coalition – Vision

Multimodal network improvements enhance safety and freight mobility across the 8-state coalition.



ROADWAY

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

PORTS

- Landside circulation
- On-Dock Capacity

PASSENGER

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

RAIL

- Warning Device Improvements
- Crossing Rationalization

Curtis Shuck, Jr – Executive Director

curtis@universalexports.global

www.greatnortherncorridor.org



PORT of
vancouver

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



Our mission and vision

Mission:
To enable Canada's trade objectives, ensuring safety, environmental protection and consideration for local communities.

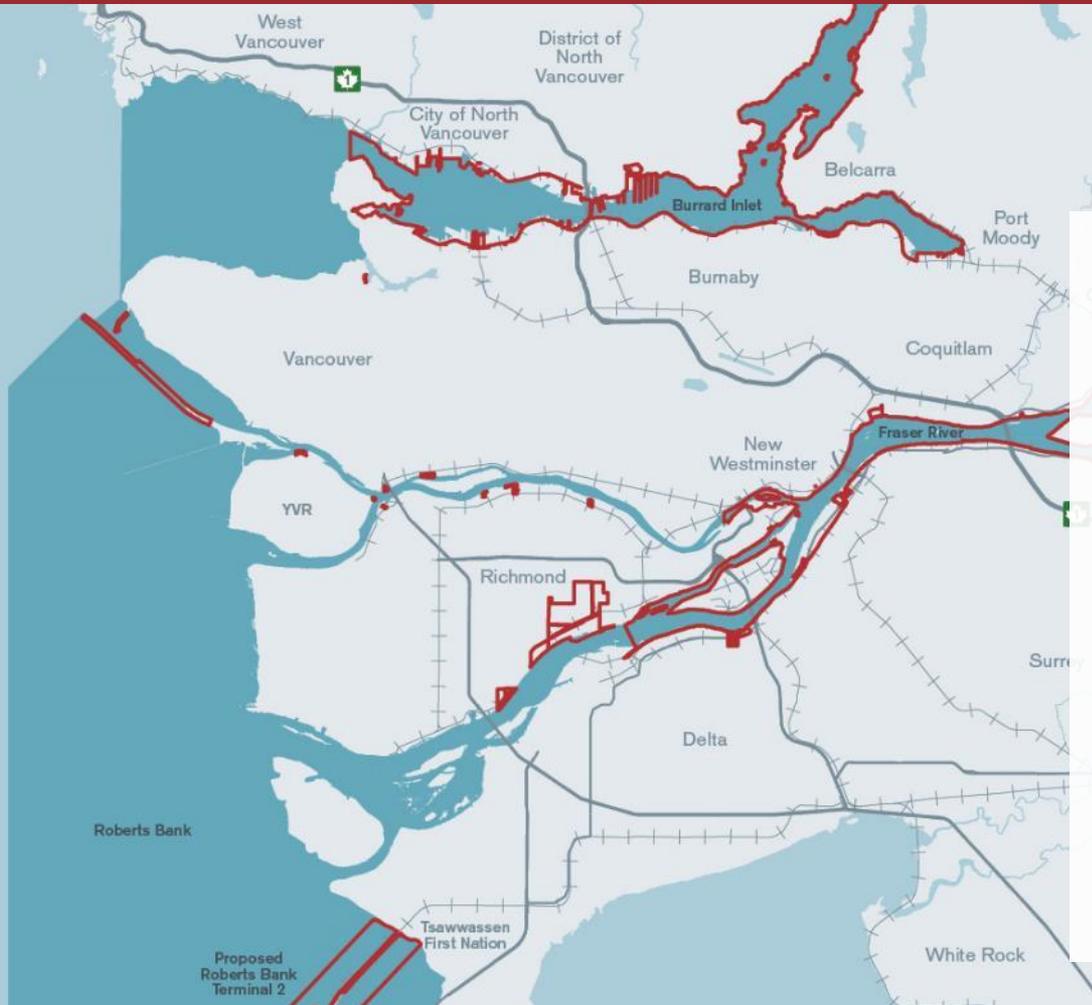


We are the Vancouver Fraser Port Authority



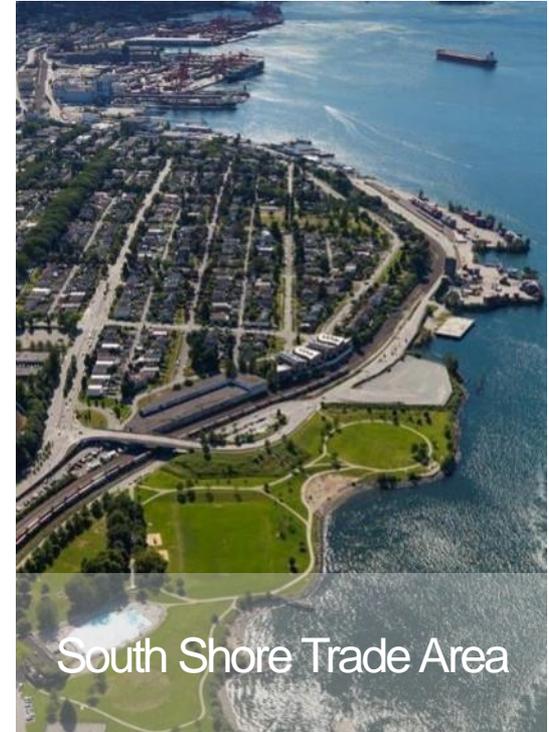
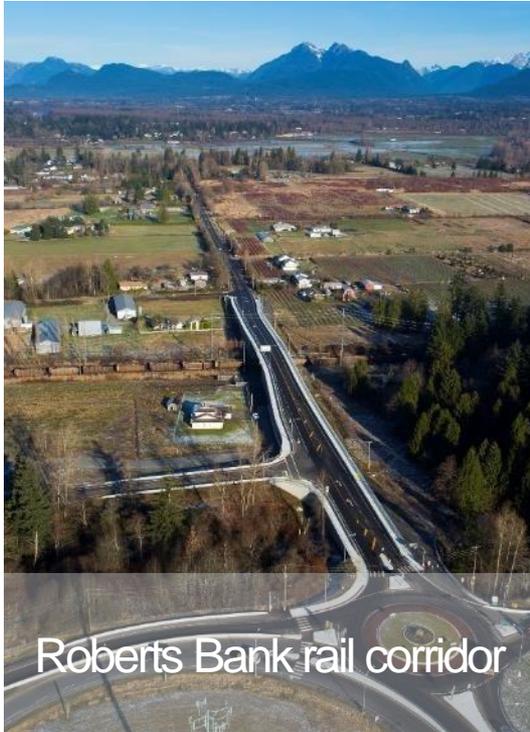
- Lease federal lands to terminals
- Build infrastructure
- Lead environmental programs
- Work with communities
- Engage with Indigenous groups
- Collaborate on port safety and security

The Port of Vancouver is Canada's largest port

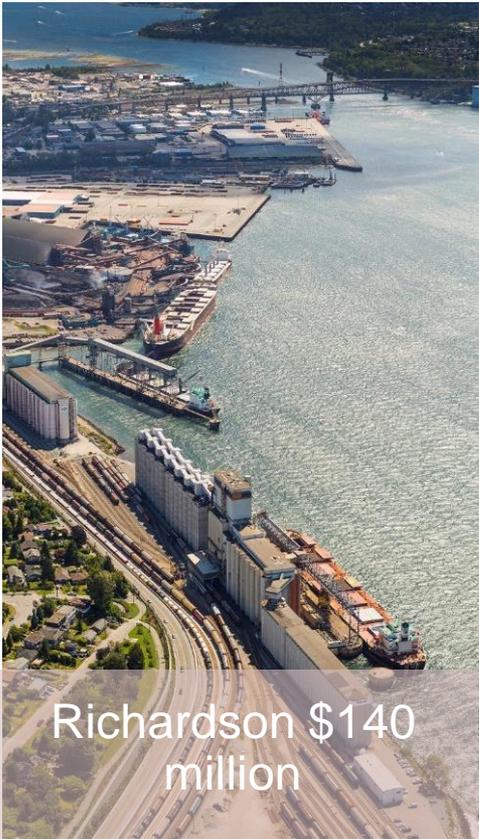
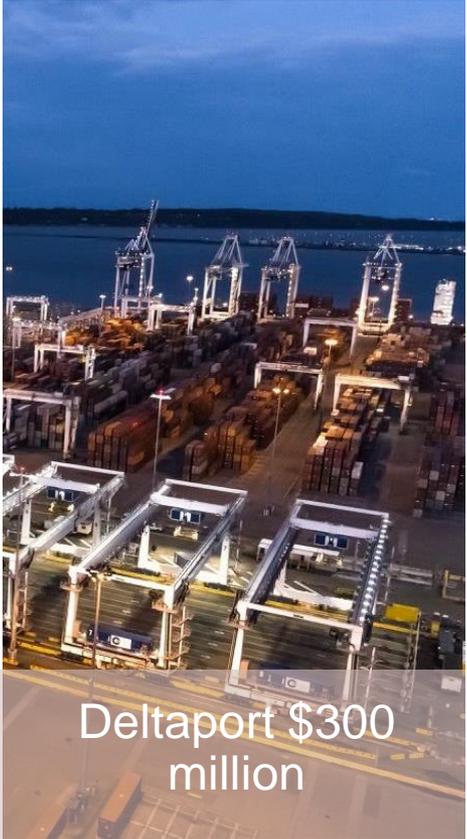


- Size of next five Canadian ports combined
- Most diversified cargo port in North America
- Trade with 170 countries
- 16 municipalities
- 96,200 jobs in BC
- 115,300 jobs in Canada

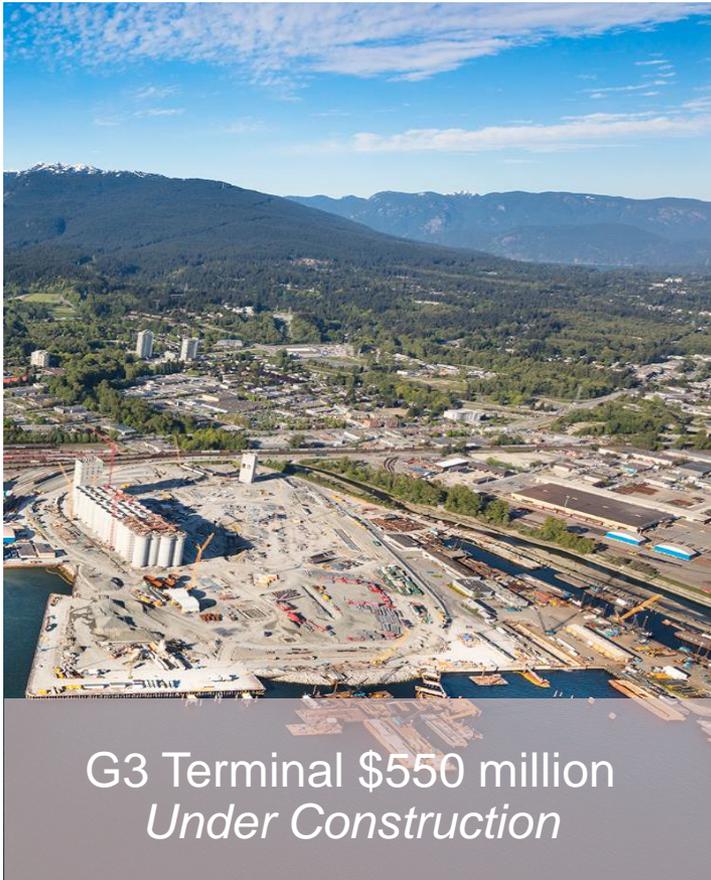
\$7.5 billion invested in the gateway from 2009 to 2015



2009 – 2015: Private Sector Investment



Private Sector Investment Underway



Greater Vancouver Gateway 2030 Strategy

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')



GREATER VANCOUVER GATEWAY 2030

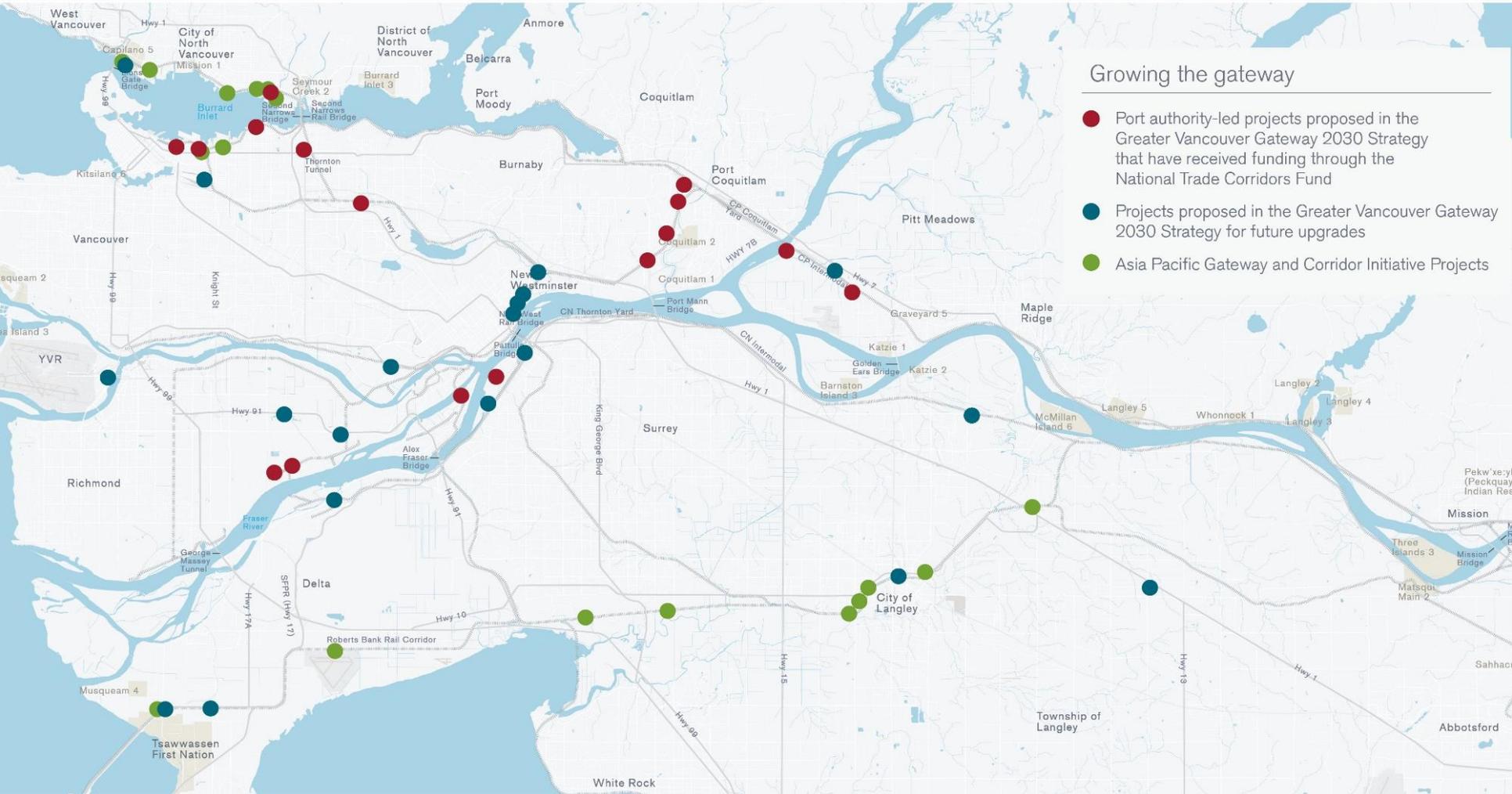
DRAFT | MAY 2017



GATEWAY TRANSPORTATION
COLLABORATION FORUM | GTCF



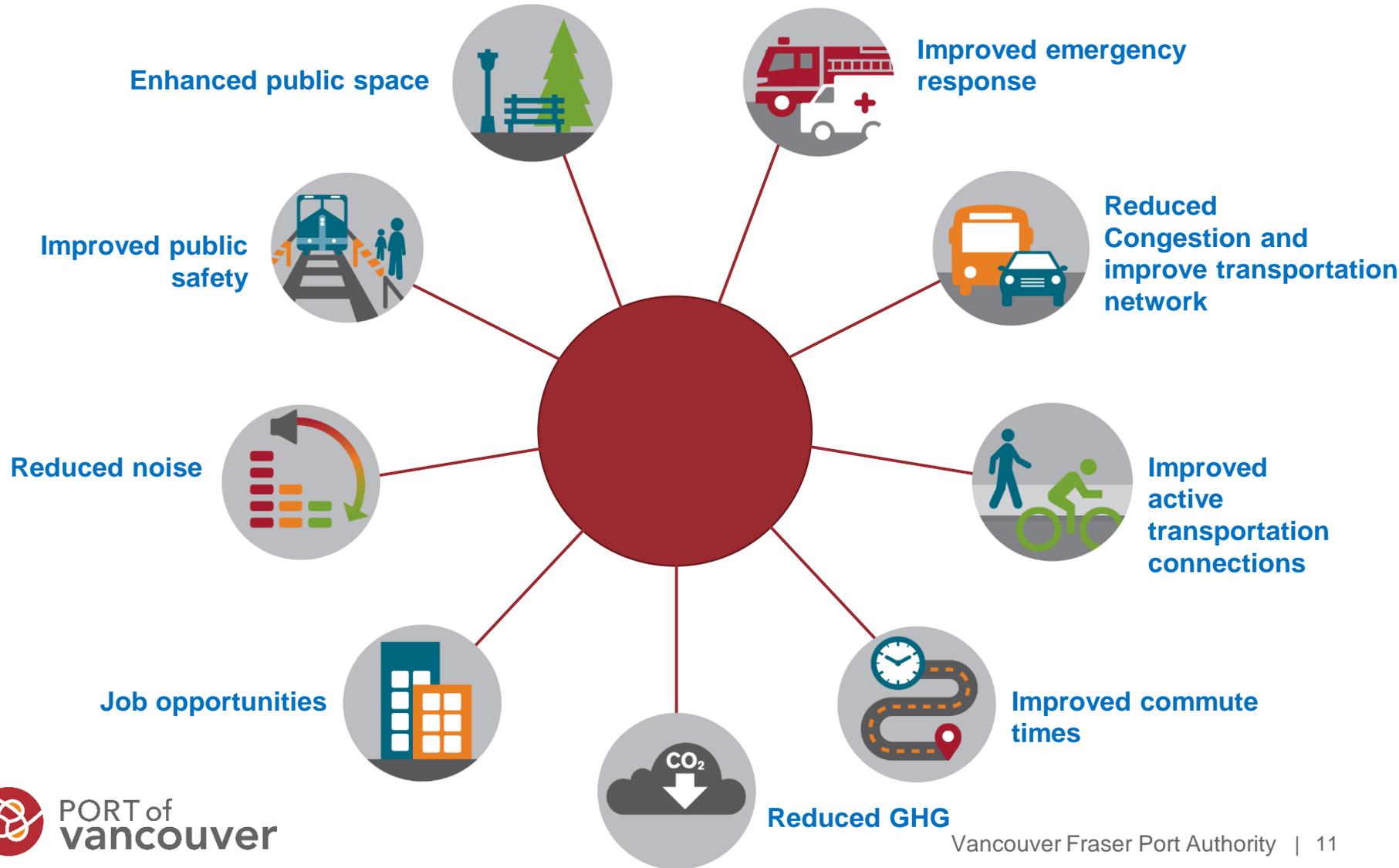
Growing the gateway



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



Example Project and Partners/ Stakeholders



City of Coquitlam

Riverview District
(BC Housing)

Transport
Canada

CP Rail

BC Hydro

TransLink

Kwikwetlem First Nation

Metro Vancouver

City of Port Coquitlam

Example Community Engagement Outcomes

Burnabynow ≡ MENU

Home » Opinion » Blogs

Opinion: This Burnaby overpass plan is an insanely good idea

Chris Campbell / Burnaby Now Like f t g e p

APRIL 24, 2020 12:59 PM

Now & Then



A rendering of how the overpass will link Holdom going south to Douglas. Vancouver Fraser Port Authority image



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

www.portvancouver.com



#myportcity



MOVING FORWARD:

A Sector-by-Sector
Approach to Economic
Recovery

ROAD & RAIL: Safety in Separation

*Comments from Representative
Rick Larsen (WA)*



Pacific Northwest
Economic Region

BNSF
RAILWAY



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

ROAD & RAIL: Safety in Separation

*Please enter questions into the
chat box*



Pacific NorthWest
Economic Region

