

Multi-County Goods Movement Action Plan

Technical Memorandum 2a: Stakeholder Opinion Survey of Goods Movement Issues



Metro



Prepared for:

**Los Angeles County Metropolitan Transportation Authority
California Department of Transportation
Orange County Transportation Authority
Riverside County Transportation Commission
San Bernardino Associated Governments
Southern California Association of Governments
Ventura County Transportation Commission
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Multi-County Goods Movement Action Plan

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Section 1.0 – Introduction

The purpose of this memorandum is to present the methodology and findings associated with Survey No. 1 of the Multi-County Goods Movement Action Plan (MCGMAP). The survey was developed and administered to key stakeholders in the MCGMAP seven-county study area in order to gather perceptions and opinions of goods movement issues. From the results of the survey, the MCGMAP technical team is able to validate and/or re-consider existing assumptions about key issues and problems as they relate to goods movement in the Southern California region.



The MCGMAP Outreach Committee developed the Survey No. 1 survey instrument and cover letter for dissemination (included in Appendix A). Survey No. 2 will be conducted later in the MCGMAP process. The survey was comprised of 53 questions across five pages and took about 10 minutes to complete. It included a range of goods movement topics, including highways and trucks, freight trains, ports and industrial areas, aviation areas and benefits relating to goods movement. Each respondent was also asked to self-identify him/herself for documentation and future noticing purposes, however, all individual data results were kept confidential. All surveys were distributed and received between March and June, 2006.

Survey No. 1 was distributed to key stakeholders throughout the seven-county study area via each of the county transportation commissions (CTCs) and transportation agencies.¹ These included:

- Los Angeles County Metropolitan Transportation Authority
- Caltrans
- Orange County Transportation Authority
- Riverside County Transportation Commission
- San Bernardino Associated Governments
- Southern California Association of Governments
- Ventura County Transportation Commission

Each CTC utilized its own method for distribution, which was either by direct mail or electronic mail. Some county distributions were targeted to their local jurisdictions while others were more expansive to also include existing in-house contact databases or other targeted stakeholder lists. Predominantly, the targeted stakeholders included: local jurisdictions (staff and elected officials), business and community organizations, and environmental groups and community activists.

In addition, the survey instrument was made available via “Zoomerang,” an online survey mechanism. This was coordinated by Southern California Association of Governments (SCAG) staff. All those who received the survey by direct mail or e-mail had the option to complete the hard copy format or to visit the MCGMAP website and click on the link to the survey. Those survey results were then electronically submitted and then downloaded by SCAG staff. All survey results, whether received by hard copy or electronically, were compiled in a master data spreadsheet. Final tabulations were completed by question and cross-tabulations were completed by question and by county.

¹ At the time of Survey No. 1, San Diego Association of Governments (SANDAG) had not yet joined the MCGMAP and was not included for the distribution of surveys.

Number of Surveys

A total of 166 surveys were received. The majority (55.4%) of surveys were completed online with the remaining batches received directly from the CTCs as follows:

| | | |
|---|------------|---------------|
| Zoomerang (online system by SCAG) | 92 | 55.4% |
| Orange County Transportation Authority | 32 | 19.3% |
| San Bernardino Association of Governments | 19 | 11.4% |
| Ventura County Transportation Commission | 16 | 9.6% |
| Riverside County Transportation Commission ² | 7 | 4.2% |
| Total number of surveys received: | 166 | 100.0% |

Survey Respondents

The surveys were received from a cross-section of respondents with the majority being received from a representative of a public agency (53.6%):

| | | |
|-----------------------------------|------------|---------------|
| Representative of Public Agency | 89 | 53.6% |
| Individual | 29 | 17.5% |
| Representative of an Organization | 25 | 15.1% |
| Private Business | 22 | 13.3% |
| No Response | 01 | 00.6% |
| Total | 166 | 100.0% |

² This Report is updated as of April 27, 2007 to include the data from the 7 surveys received from Riverside County Transportation Commission.



Breakdown by Category

Public Agency

| | | |
|--|-----------|-------------|
| Local Government | 65 | 79.0% |
| County Government | 10 | 12.2% |
| Council of Governments | 03 | 4.0% |
| University | 02 | 2.4% |
| Public Benefit Corp Managing State Lands | 01 | 1.3% |
| State Government | 01 | 1.3% |
| Total | 82 | 100% |

Organization

| | | |
|--|-----------|---------------|
| Non-profit | 15 | 39.5% |
| Professional Association/Organization | 08 | 21.1% |
| Community Based | 03 | 8.1% |
| Issue Advocacy | 03 | 8.1% |
| Academic | 01 | 2.7% |
| All of the Above | 01 | 2.7% |
| Environmental advocacy non-profit | 01 | 2.7% |
| Joint Powers of Authority of 15 cities | 01 | 2.7% |
| Joint Powers of Authority | 02 | 5.3% |
| Law Enforcement | 01 | 2.7% |
| MPO | 01 | 2.7% |
| Transportation/warehousing | 01 | 2.7% |
| Total | 38 | 100.0% |

Private Business

| | | |
|--------------------------|-----------|---------------|
| Trucking | 06 | 18.7% |
| Warehouse/Distribution | 04 | 12.5% |
| Agriculture | 03 | 9.4% |
| Logistics/3PL | 03 | 9.4% |
| Consulting | 02 | 6.3% |
| Industrial/Manufacturing | 02 | 6.3% |
| Maritime | 02 | 6.3% |
| Real Estate Developer | 02 | 6.3% |
| Automotive | 01 | 3.1% |
| Aviation | 01 | 3.1% |
| Customs Broker | 01 | 3.1% |
| Export Seed Sales | 01 | 3.1% |
| John Deere CNG Engines | 01 | 3.1% |
| Professional | 01 | 3.1% |
| Rail | 01 | 3.1% |
| News Media | 01 | 3.1% |
| Total | 32 | 100.0% |



Distribution by County

Surveys were received across all seven counties in the MCGMAP study area as follows (listed alphabetically):³

Imperial County

- City of Calexico
- City of El Centro
- City of Holtville
- City of Westmorland
- Dipp Brokers International
- Imperial County Air Pollution Control District
- Imperial County Planning & Development Services Department
- Imperial County Public Health Department
- Imperial Valley Association of Governments
- MTN & Associates
- Transporte Internacional de la Frontera (Calexico)
- United Postal Service
- Vessey & Company

Los Angeles County

- Alameda Corridor East Construction Authority
- Aldaron, Inc.
- BREATHE California of LA County
- California Cartage Co.
- California Natural Gas Vehicle Coalition
- California Trucking Association
- California Highway Patrol
- City of Arcadia
- City of Burbank
- City of Claremont
- City of Diamond Bar
- City of La Canada-Flintridge
- City of Los Angeles, Community Redevelopment Agency
- City of Los Angeles, Department of Planning
- City of Redondo Beach
- City of Santa Clarita
- Coalition for a Safe Environment

³ Some surveys are listed more than once as they were represented in more than one county. One survey was not specific to any one Southern California county: Bluewater Network – Friends of Earth (San Francisco).



- County of Los Angeles, Department of Public Works
- DMJM Harris
- Greater Los Angeles Chamber of Commerce
- Las Virgenes-Malibu Council of Governments
- Long Beach
- Los Angeles Area Chamber of Commerce
- Los Angeles World Airports
- Majestic Realty Co.
- Mercury Air Group, Inc.
- NAIOP Southern California Chapter
- Palmdale
- The Cunningham Report
- Toyota Motor Sales
- Transport Express
- United Postal Service
- Wilmington Boaters Association
- XRT-Express Reefer Transport, Inc.

Orange County

- ASCE
- California Cartage Co.
- Cit of Tustin
- City of Anaheim
- City of Costa Mesa
- City of Garden Grove
- City of Huntington Beach
- City of Irvine
- City of La Palma
- City of Lake Forest
- City of Los Alamitos
- City of Orange
- City of Rancho San Margarita
- City of San Juan Capistrano
- City of Stanton
- City of Yorba Linda
- Costa Mesa
- DMJM Harris
- Friends of Harbors, Beaches + Parks, Inc.
- Majestic Realty Co.
- Orange County Business Council
- Orange County Taxpayers Association
- RDMD





- Santa Ana Watershed Project Authority
- The Cunningham Report
- United Postal Service

Riverside County

- California Cartage Co.
- CCAEJ
- Majestic Realty, Co.
- United Postal Service
- City of Riverside
- City of Murrieta
- Riverside Transit Agency
- Coachella Valley Association of Governments
- City of Palm Springs
- City of Coachella
- City of Indian Wells

San Bernardino County

- Apex Bulk Commodities
- California Cartage Co.
- California State University, San Bernardino
- Center for Community Action and Environmental Justice
- City of Big Bear Lake
- City of Chino Hills
- City of Colton
- City of Hesperia, Planning Division
- City of Highland
- City of Loma Linda
- City of Montclair
- City of Needles
- City of Ontario, Engineering Department
- City of Rancho Cucamonga
- City of Rialto, Development Services Department
- City of San Bernardino
- City of Twentynine Palms
- City of Victorville
- DMJM Harris
- Lee and Associates
- Majestic Realty Co.
- San Bernardino Economic Development
- United Parcel Service
- XRT - Express Reefer Transport, Inc.



San Diego County

- California Cartage Co.
- City of Holtville
- City of National City
- City of Solana Beach
- Don Breazeale and Associates, Inc.
- San Diego & Imperial Valley Railroad
- San Diego Association of Governments
- San Diego Unified Port District
- United Parcel Service
- Ventura County Railroad & San Diego & Imperial Valley Railroad
- DMJM Harris

Ventura County

- California Cartage Co.
- California State University, Channel Islands
- City of Fillmore
- City of Moorpark
- City of Ojai
- City of Port Hueneme
- City of Simi Valley
- City of Thousand Oaks
- City of Thousand Oaks, Public Works Department
- County of Ventura, Public Works Agency – Transportation
- Thousand Oaks – WLV Regional Chamber
- United Parcel Service
- Ventura County
- Ventura County Railroad
- Ventura County Railroad & San Diego & Imperial Valley Railroad
- Ventura County, Department of Public Works
- Ventura County, Economic Development Agency (EDA)
- Ventura County, Supervisor Kathy Long
- Ventura Department of Airports

Most Important Issues

In general, the survey results validated what the MCGMAP technical team had already known about people's concerns with goods movements. When asked to freely identify from their own perception and experiences which goods movement issues were the most important, the following were the top three (Appendix B):

1. Traffic congestion and truck issues
2. Infrastructure and traffic congestion issues
3. Infrastructure/construction and environmental issues

When asked to choose from a list of previously identified issues, the same list of issues reveals themselves with some additional level of specificity (Appendix C):

1. Traffic delays on freeway due to congestion (41 out of 158 responses)
2. Air/water pollution from cargo ships, including health impacts (33 out of 165 responses)
3. Traffic delays on local streets due to congestion (13 out of 129 responses)



Of the four modes listed for rating of issues by mode, the issues listed for the Highway/Truck mode were considered “major issues” or “substantial issues” more so than the other three modes:

Mode:

1. Highway/Truck Issues
2. Freight Train Issues
3. Port and Industrial Area Issues
4. Aviation Issues

Issues listed most as:

- “Major issues”
- “Not at all” or “very little”
- “Not at All”
- “Some”

The following is the presentation of data results by mode (majority result is **bolded**): A summary of all survey responses are included in Appendices D-H.

| HIGHWAY/TRUCK ISSUES | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | | | | | | |
|--|--|-----|-------------|-----|-----------|------------|---------------|------------|-------------|------------|
| | Not at All | | Very Little | | Some | | Substantially | | Major Issue | |
| Traffic delays on freeways due to congestion | 04 | 02% | 16 | 10% | 17 | 10% | 47 | 29% | 80 | 49% |
| Traffic delays at freeway interchanges due to congestion | 03 | 02% | 15 | 09% | 21 | 13% | 52 | 32% | 72 | 44% |
| Traffic delays on local streets due to congestion | 01 | 01% | 09 | 06% | 35 | 21% | 58 | 36% | 60 | 37% |
| Truck noise | 10 | 06% | 30 | 18% | 56 | 34% | 45 | 28% | 22 | 13% |
| Air pollution from trucks, including health impacts | 03 | 02% | 10 | 08% | 37 | 27% | 49 | 36% | 39 | 28% |
| Truck traffic intrusion into neighborhoods | 03 | 02% | 11 | 08% | 38 | 28% | 47 | 34% | 39 | 28% |
| Truck accidents | 05 | 04% | 16 | 12% | 49 | 35% | 46 | 33% | 23 | 17% |
| Poor pavement condition | 01 | 01% | 09 | 06% | 39 | 24% | 55 | 34% | 58 | 36% |

| FREIGHT TRAIN ISSUES | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | | | | | | |
|---|--|-----|-------------|------------|-----------|------------|---------------|-----|-------------|------------|
| | Not at All | | Very Little | | Some | | Substantially | | Major Issue | |
| Delays at railroad crossings due to freight trains. | 17 | 11% | 34 | 21% | 34 | 21% | 37 | 23% | 38 | 24% |
| Freight train noise | 26 | 16% | 37 | 23% | 37 | 23% | 31 | 20% | 27 | 17% |
| Air pollution from freight trains, including health impacts | 22 | 14% | 31 | 19% | 40 | 25% | 33 | 21% | 33 | 21% |
| Freight train accidents | 24 | 15% | 51 | 32% | 39 | 24% | 30 | 19% | 16 | 10% |



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Section 5.0 – Issues of Importance by Mode

| PORTS & INDUSTRIAL AREAS ISSUES | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | | | | | | |
|--|--|-----|-------------|-----|------|-----|---------------|-----|-------------|-----|
| | Not at All | | Very Little | | Some | | Substantially | | Major Issue | |
| Air/water pollution from cargo ships, including health impacts. | 52 | 33% | 21 | 13% | 32 | 20% | 16 | 11% | 37 | 23% |
| Daytime noise from the marine port terminals or land ports of entry. | 72 | 46% | 40 | 25% | 25 | 16% | 14 | 09% | 07 | 04% |
| Daytime noise from the industrial/warehouse areas. | 43 | 27% | 52 | 33% | 47 | 30% | 11 | 07% | 05 | 03% |
| Nighttime noise from the marine port terminals or land ports of entry. | 73 | 46% | 34 | 22% | 29 | 18% | 14 | 09% | 07 | 05% |
| Nighttime noise from the industrial/warehouse areas. | 47 | 30% | 46 | 29% | 39 | 25% | 17 | 11% | 08 | 05% |
| Air pollution from marine port terminals or land ports of entry, including health impacts. | 37 | 26% | 23 | 16% | 22 | 15% | 20 | 14% | 42 | 29% |
| Air pollution from industrial/ warehouse areas, including health impacts. | 32 | 20% | 31 | 20% | 42 | 27% | 24 | 15% | 28 | 18% |
| Increased truck traffic in and around marine port terminals or land ports of entry. | 43 | 28% | 27 | 17% | 21 | 13% | 26 | 17% | 39 | 25% |
| Increased truck traffic in and around industrial/warehouse areas. | 25 | 16% | 20 | 13% | 47 | 30% | 30 | 19% | 35 | 22% |

| AVIATION ISSUES | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | | | | | | |
|---|--|-----|-------------|-----|------|-----|---------------|-----|-------------|-----|
| | Not at All | | Very Little | | Some | | Substantially | | Major Issue | |
| Aircraft noise | 34 | 21% | 41 | 26% | 49 | 31% | 23 | 14% | 13 | 08% |
| Air pollution from aircraft, including health impacts | 33 | 20% | 40 | 25% | 44 | 27% | 26 | 16% | 19 | 12% |
| Increased truck traffic in and around airports | 31 | 20% | 32 | 20% | 41 | 25% | 31 | 19% | 25 | 16% |





Survey respondents recognized that while goods movement in Southern California causes impacts to our infrastructure, traffic and health, it also offers a series of benefits to our local economy and our region. From a list of benefits, the survey respondents ranked them as follows:

Benefit:

1. Job creation
2. Increased economic activity
3. Maintain standard of living issue
4. Higher paying jobs without college degree
5. Opportunities for entrepreneurship
6. Abundance of low cost goods

Issues listed most as:

- “Major issue”
- “Major issue”
- “Substantial” and “major issue”
- “Substantial issue”
- “Substantial issue”
- “Some”

| GOODS MOVEMENT BENEFITS | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | | | | | | |
|--|--|-----|-------------|-----|-----------|------------|---------------|------------|-------------|------------|
| | Not at All | | Very Little | | Some | | Substantially | | Major Issue | |
| 15. Job creation | 03 | 02% | 16 | 10% | 33 | 21% | 50 | 31% | 58 | 36% |
| 16. Higher paying jobs that do not require college degree. | 08 | 05% | 21 | 13% | 34 | 21% | 54 | 34% | 42 | 26% |
| 17. Increased economic activity that improves my job or business. | 10 | 06% | 13 | 08% | 32 | 20% | 46 | 29% | 57 | 36% |
| 18. Opportunities for private entrepreneurship and creation of wealth. | 08 | 05% | 21 | 13% | 34 | 22% | 50 | 32% | 44 | 28% |
| 19. Maintaining our standard of living in Southern California. | 04 | 03% | 12 | 08% | 17 | 11% | 60 | 39% | 61 | 40% |
| 20. Abundance of low cost goods to purchase at retail stores. | 11 | 07% | 27 | 17% | 59 | 37% | 37 | 23% | 27 | 17% |



Survey respondents offered a myriad of ideas as solutions for issues related to goods movement. (Other solutions not directly related to goods movement are included in Appendix I.)

Highway/Truck Issues

Truck Lanes / Truck Restrictions

- Add passing lanes up the mountain roads.
- Add truck lane(s) to I-5 freeway. Develop cleaner-burning fuels/technology for trucks and planes.
- Ban air brakes. Ban trucks on freeway during rush hours. Support sound barrier walls for freeways.
- Control the truck traffic on local streets, except for local deliveries.
- Dedicated lane for truck movement, separate area to load container on trains, use clean air engines.
- Enforcement of appropriate truck routes.
- Force large trucks to use designated truck routes. Improve freeway interchanges to improve circulation.
- Insuring adequate freeway capacity for trucking.
- Limiting truck movement during morning and evening traffic hours.
- Minimize truck traffic conflicts with passenger vehicles. Restriction of truck traffic during peak traffic periods.
- Modifications of truck travel tires on freeways, freeway expression.
- Off-peak truck travel.
- Restricting certain truck traffic similar to the Olympic Games in the 80's; deliveries in the evening hours were possible.
- Separate truck traffic from automobile where possible.
- Truck lanes, design-build option in the state, HOV lanes and connectors.
- Truck lanes, sound walls.
- Truck only bypasses/freeways.
- Truck route designations not including city streets.
- Trucks using other truck routes such as Port Hueneme Road instead of Ventura Road.

Grade Separations

- Dedicated truck lanes on SR-60 and SR-5T. Railroad grade separations ITS applications and optional maintenance.
- Funding for grade separation crossings and more trucking activity at non-peak traffic times.
- Grade separations at crossings funding to construct truck routes.
- Prepare to construct a minimum number of grade separations per year.

Congestion Pricing

- Congestion pricing, truck hour restriction in urban areas, by pass routes, widen or increase capacity on existing infrastructure (include removing height and weight retractions).
- Separate toll lanes for trucks.
- Toll freeway entrances to pay for infrastructure improvements since Sacramento won't step up for their state.

New or Improved Roads/Highways

- Additional road construction.
- Better freeway movement between Orange County and the Inland Empire.
- Better roads and new freeways.
- Build an alternative road to minimize trucks on SR-14.
- Build more infrastructure.
- Completion of Smart Streets and Super Street improvements for Katella Avenue and Beach Blvd.; improve north, south in usage between SR-91 91, SR-22 and I-405.
- Consideration should be given to fund the construction of the “final fix” for the 57/60 interchange.
- Develop grade-separated projects that will minimize freight/truck conflicts, increase system velocity, improve environment.
- Eliminate the need to use “AG” roads for major rough farming.
- Highway 241 extension southward to I-5.
- Highway improvements.
- Improve freeways and local streets.
- Improve mobility/average speeds on interstate and local streets.
- Improve roads; widen, maintain and build new roads.
- Improvement of U.S. Highway 101.
- Improvement of U.S. Highway 395 fro I-15 interchange to Southern CA Logistics Airport would assist in goods movement greatly.
- Increase freeways.
- Invest in new roads.
- Less congested freeways/interchanges.
- Major Highway connectivity, specifically Highway 115 to State Route 7.
- Need more soundwalls along freeways. Improve freeway on-ramps and reduce congestion at ramp meters.
- Regional transportation from Riverside County to Orange County.
- Repairs on Lewis R. and install guard rails “completely” on Potrero Rd. It is a fatal accident(s) waiting to happen!

Landscaping

- Better signage.
- Planting along the freeway to minimize air pollution from trucks.

Freight Train Issues

- Assistance with creation of rail, highway, and airport served logistics. Help us improve county airport to allow for development of industrial uses (county needs adequate water source there.)
- Better rail utilization, increased cargo to outgoing airports, (e.g. Ontario, Palmdale).
- Better use of rail; conversion to clean air trucks/ships.
- Continue public/private partnerships to improve rail infrastructure and add capacity for rail movement.
- Eliminate/prohibit train warning whistles after 10:00 pm at night.
- Funding for more rail-street grade separation projects.
- Grade separate rail/road crossings, double track rail system.
- Grade separation on Union Pacific tracks is essential to the area. A JPA construction authority is essential for getting this work done. The current program, leaving it to individual agencies is too fragmented.
- Improve safety of at-grade rail road crossings
- Improved timing of train crossings.
- Limiting the train movement during the early morning hours.
- More creative research into potentials of rail logistics for short-haul and urban destination yard applications. Much more extensive, inter-disciplinary research into higher-intensity industrial development potentials, coordinate innovation in logistics.
- More freight by rail, rather than truck.
- Move more international cargo through the ports by shuttle train to inland facility designed to move freight faster, cleaner and cheaper and be a “green” regional distribution Hub.
- Rail capacity needs to be addressed immediately – this is a national problem.
- The addition of High Occupancy Toll lanes to major highways throughout the area, and increased use of rail to move containers across the region.
- The harbor district needs to figure out what to do with their rail road.
- Using rail to move freight and people effectively to get truck and cars off freeways.

Port & Industrial Area Issues

- 24 hour, 7 day a week port.
- Alternative routes and methods of turning cargo from ports. Public/private partnerships to fund the infrastructure.
- Continue surveillance of maritime traffic along with close lease agreement observation with homeland security.
- I think we need to develop a rail-based inland port concept to relieve port congestion – we’re working on something called short fall train.
- Implement inland port concept, including highway and rail infrastructure from ports to the Inland Empire rationalize rail system.
- Inland port development



- Ports to be open during night, consider restricting truck traffic during peak hours.

Aviation Issues

- None.

Goods Movement Benefits

- Address current pollution problems before expanding goods movement system, especially for the most impacted communities.
- Move goods during our peak hours. Support emission or foothill south toll way. Seek additional funding to provide alternative travel/commute modes to lessen burden on freeways.
- Need to look at the complete picture when reviewing the movement of goods, beginning from the international border issues to the LA area issues.
- Shift movement of goods to rail.





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Section 8.0 – Other Goods Movement Issues & Comments and Suggested Respondents

The final questions of the survey were two open-ended questions for the respondents to provide any other issues and comments on goods movement and to also offer other individuals/organizations who should be included for future surveys. These results are contained in Appendix J and K, respectively.





Southern California Multi-County Goods Movement Action Plan

Purpose of this Survey

Significant increases in goods movement – the movement of merchandise, supplies, and commodities by truck, freight train, airplane, and cargo ship – are expected within the next 20 years in Southern California. A partnership of public agencies (listed below) is now jointly addressing transportation challenges related to goods movement.

We are seeking your opinion as an individual or as the representative of an organization or public agency on specific goods movement issues. The attached survey will take approximately 10 to 15 minutes of your time. This survey can also be completed online at www.metro.net/mcgmap. This survey is intended to collect anecdotal information only and will not achieve results that are statistically significant.

All personal contact information will be kept confidential unless you agree to let us add you to our mailing list for this project. Answers from all respondents will be combined so no one will be able to identify you by your answers. Thank you for taking the time to complete our survey!

Mail or fax survey to:

[Insert your own agency name, address and fax.]

Or by fax: (213) 999.9999

Or complete survey online at:

www.metro.net/mcgmap.

Please visit our website www.metro.net/mcgmap for additional project information, including dates, times and locations of stakeholder meetings in Southern California, or contact [Insert your own contact and phone number] or by e-mail at mcgmap@metro.net.

A partnership of:

*Los Angeles County Metropolitan Transportation Authority Orange County Transportation Authority Riverside County
Transportation Commission*

*San Bernardino Associated Governments Ventura County Transportation Commission
California Department of Transportation Southern California Association of Governments*





Section 1: Individual, Public Agency or Organization Information

1. I am responding to this entire survey as a(n): (Check one only.)
 - Individual
 - Representative of Public Agency (Federal, state, county or city, etc.)
 - Representative of an Organization (Community-based, non-profit, professional association, issues advocacy, etc.).
 - Private Business

2. In which county are you located? (Check all that apply to you or your organization.)
 - Los Angeles County
 - Ventura County
 - San Bernardino County
 - Riverside County
 - Orange County
 - Imperial County
 - San Diego County
 - Other: _____

3. Would you like your name and contact information added to our mailing list for this project? (Check one only.)
 - Yes (Please complete form below.)
 - No (Skip to Question #11 below.)

| | | |
|-----|---|--|
| 4. | Individual's Name | |
| 5. | Agency, Organization or Business Name | |
| 6. | Address | |
| 7. | City | |
| 8. | State | |
| 9. | Zip Code | |
| 10. | E-Mail | |
| 11. | If Public Agency , check one: | <input type="checkbox"/> Local government <input type="checkbox"/> County government <input type="checkbox"/> State government |
| | | <input type="checkbox"/> Federal government <input type="checkbox"/> Other, please describe: |
| 12. | If Organization , check one: | <input type="checkbox"/> Community Based <input type="checkbox"/> Issue Advocacy <input type="checkbox"/> Non-Profit |
| | | <input type="checkbox"/> Professional Association <input type="checkbox"/> Other, please describe: |
| 13. | If Private business , Check one: | <input type="checkbox"/> Rail <input type="checkbox"/> Aviation <input type="checkbox"/> Logistics/3PL <input type="checkbox"/> Trucking <input type="checkbox"/> Industrial/Manufacturing <input type="checkbox"/> Other: <input type="checkbox"/> Maritime <input type="checkbox"/> Warehouse/Distribution |





Section 2: Goods Movement Issues

14. What are the **top three** most important goods movement issues to you, your agency, organization or business?

#1 Issue: _____

#2 Issue: _____

#3 Issue: _____

How important are the following goods movement issues to you, your agency, organization or business? Place a check mark in the box that most closely describes the importance of each goods movement issue. The issues are organized by the following topics:

- Highway/Truck Issues
- Freight Train Issues
- Ports & Industrial Areas Issues
- Aviation Issues
- Goods Movement Benefits

| HIGHWAY/TRUCK ISSUES | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | |
|--|--|-------------|------|---------------|-------------|
| | Not at All | Very Little | Some | Substantially | Major Issue |
| 15. Traffic delays on freeways due to congestion | | | | | |
| 16. Traffic delays at freeway interchanges due to congestion | | | | | |
| 17. Traffic delays on local streets due to congestion | | | | | |
| 18. Truck noise | | | | | |
| 19. Air pollution from trucks, including health impacts | | | | | |
| 20. Truck traffic intrusion into neighborhoods | | | | | |
| 21. Truck accidents | | | | | |
| 22. Poor pavement condition | | | | | |
| 23. Other: | | | | | |





Multi-County Goods Movement Action Plan

Technical Memorandum 2a – Stakeholder Opinion Survey of Goods Movement Issues

Appendix A: Survey Instrument and Cover Letter

| FREIGHT TRAIN ISSUES | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | |
|---|--|-------------|------|---------------|-------------|
| | Not at All | Very Little | Some | Substantially | Major Issue |
| 24. Delays at railroad crossings due to freight trains. | | | | | |
| 25. Freight train noise | | | | | |
| 26. Air pollution from freight trains, including health impacts | | | | | |
| 27. Freight train accidents | | | | | |
| 28. Other: | | | | | |

| PORTS & INDUSTRIAL AREAS ISSUES | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | |
|--|--|-------------|------|---------------|-------------|
| | Not at All | Very Little | Some | Substantially | Major Issue |
| 29. Air/water pollution from cargo ships, including health impacts. | | | | | |
| 30. Daytime noise from the marine port terminals or land ports of entry. | | | | | |
| 31. Daytime noise from the industrial/warehouse areas. | | | | | |
| 32. Nighttime noise from the marine port terminals or land ports of entry. | | | | | |
| 33. Nighttime noise from the industrial/warehouse areas. | | | | | |
| 34. Air pollution from marine port terminals or land ports of entry, including health impacts. | | | | | |
| 35. Air pollution from industrial/ warehouse areas, including health impacts. | | | | | |
| 36. Increased truck traffic in and around marine port terminals or land ports of entry. | | | | | |
| 37. Increased truck traffic in and around industrial/warehouse areas. | | | | | |
| 38. Other: | | | | | |





Multi-County Goods Movement Action Plan

Technical Memorandum 2a – Stakeholder Opinion Survey of Goods Movement Issues

Appendix A: Survey Instrument and Cover Letter

| AVIATION ISSUES | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | |
|---|--|-------------|------|---------------|-------------|
| | Not at All | Very Little | Some | Substantially | Major Issue |
| 39. Aircraft noise | | | | | |
| 40. Air pollution from aircraft, including health impacts | | | | | |
| 41. Increased truck traffic in and around airports | | | | | |
| 42. Other: | | | | | |

| GOODS MOVEMENT BENEFITS | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | |
|--|--|-------------|------|---------------|-------------|
| | Not at All | Very Little | Some | Substantially | Major Issue |
| 43. Job creation | | | | | |
| 44. Higher paying jobs that do not require college degree. | | | | | |
| 45. Increased economic activity that improves my job or business. | | | | | |
| 46. Opportunities for private entrepreneurship and creation of wealth. | | | | | |
| 47. Maintaining our standard of living in Southern California. | | | | | |
| 48. Abundance of low cost goods to purchase at retail stores. | | | | | |
| 49. Other: | | | | | |

50. Of the issues from the previous tables, what are the **top three** most important goods movement issues to you, your agency, organization or business? (Use numbers 15-49 from previous tables.)

#1 important issue:

#2 important issue:

#3 important issue:

None of the goods movement issues from the tables above is important to me, my agency, organization or business





51. What solutions, if any, should be considered to address any of the goods movement issues identified above?

52. Is there anything else you would like to tell us about goods movement issues in Southern California?

53. Please suggest any other possible survey responders.

Thank you for your time in completing this important survey!

We will be in touch again to survey you on improvement options.

Meanwhile, please visit our website for ongoing information on the Southern California Multi-County Goods Movement Action Plan.

www.metro.net/mcgmap



Q14: What are the top three most important goods movement issues to you, your agency, organization or business?

Issue #1

Traffic Congestion and *Truck issues* were most frequently listed as the most important.

Congestion

- 710 freeway safety and volume
- Congestion (listed twice)
- Congestion impacting local city streets
- Congestion of local and major streets
- Congestion on highways (5, 101, 23 & 118)
- Congestion on main rail routes
- Congestion on streets and highways
- Controlling rush hours
- Freeway congestion (listed twice)
- Freeway congestion caused by trucks
- Freeway mobility
- Highway/truck issues – Freeway congestion
- Impact on community/traffic
- Impact on freeway system
- Interstate congestion
- Port congestion
- Reduce traffic congestion
- Traffic
- Traffic congestion (listed 4 times)
- Traffic congestion and delay
- Traffic congestion impacting the city
- Traffic congestion on local circulation network
- Traffic Delays
- Traffic Delays at freeway interchanges
- Traffic delays on local streets

Trucks

- Affect of truck on local streets and roads and freeway interchanges
- Freeway noise related to large trucks
- Highway truck issues (listed 10 times)
- Increased truck traffic on city streets
- Minimizing trucks on city streets
- Overweight trucks on city arterials
- Reducing road traffic



- Truck availability
- Truck blocking roads/highways (listed twice)
- Truck movements within the city
- Truck on local agency highways
- Truck routes
- Truck traffic
- Truck traffic on local streets
- Truck traffic on US 101 LA County to Santa Barbara
- Truck traffic volume on Ventura Road and Channel Island Blvd.
- Truck/transport
- Trucks off car freeway
- Volume of trucks decreasing traffic flow

Capacity/Reliability

- Efficiency
- Freeway capacity problems
- Reliability i.e. road closures
- Reliable engines
- System reliability
- Transportation capacity
- Transportation infrastructure deterioration
- Maintenance of highway

Ports

- Easy access to port facility
- Efficient ports-of-entry
- Importance of international ports of entry
- Moving freight containers from the ports
- Port and industrial areas
- Port delays
- Port of Hueneme/Oxnard Harbor Dist.
- Port Pollution
- Port security
- Security (port inspections)

Safety

- Ensuring safety of commuters and commercial vehicles
- Highway safety
- Public Safety (listed twice)
- Safe, efficient truck movement on local streets
- Traffic/vehicle safety



**Funding**

- Funding at state and federal levels
- Lack of funding to fix streets
- No dedicated funding for goods movement needs
- Sufficient reliable funding source

Pollution/Health

- Air quality (listed 4 times)
- Clean Air
- Environmental Air Quality
- Freeway impacts – water quality and air quality – *listed twice*
- Pollution – *listed twice*
- Smog
- Air pollution and health effect
- Health
- Medical supplies
- Pollution creating health problems for residents
- Public Health
- Respiratory health

Train

- Coordination with transit movement rail
- Delays at rail crossing
- Freight Train Issues(listed 3 times)
- Freight traffic

Aircraft

- Aircraft parking areas
- Airport Ground Access

Border

- Cross border goods
- Inadequate border crossing infrastructure truck/rail
- Rail access

Access

- Freeway access
- Freeway access program to Marine Terminal

Goods Movements

- Addressing the movement of goods on freeways
- Goods movement benefits
- Goods movement through Cajon pass





- Ground freight/goods movement

The following are additional goods movement issues listed singly as most important:

- Agriculture parts
- Building congestion
- Commuter transit
- Continued economic vitality of S. California
- Economic activity
- Grade separation
- High fuel prices
- Impact on communities
- Labor force
- People
- Predictable point to point transit times
- Preservation of positive business environment in city
- Re-investment in urban industrial land uses
- Shipping emissions
- Students and employees
- We have the rail that stops here, but doesn't load or drop here



Issue # 2

Infrastructure and *Traffic Congestion* issues were most frequently listed as second most important.

Infrastructure

- Adequacy of roadway/freeway capacities
- Adequate Infrastructure
- Damage to street pavement
- Finish Alameda Corridor East
- Improving SD & AE with dedicated freight services
- Inadequate maritime infrastructure
- Incompatible land uses
- Increasing rail capacity
- Infrastructure
- Infrastructure capacity
- Infrastructure improvements
- Intermodal connectors
- Lack of convenient mass transit
- Lack of infrastructure
- Pavement conditions
- Pavement damage
- Pavement impacts on local streets
- Re-orientation of logistics to urban destinations
- Repair roads i.e. potholes
- Road conditions
- Signal coordination
- Stopping areas for trucks or the lack thereof

Traffic Congestion

- 5 freeway safety and volume
- Arterial street congestion
- Congestion
- Congestion of systems highway and rail
- Congestion related to large trucks and cars
- Freeway congestion
- Freeway congestion – lack of mobility
- Freeway gridlock
- Gridlock due to traffic growth
- Highway congestion
- Highway/Truck Issues (listed twice)
- Maintaining traffic flow



- Port congestion
- Traffic – listed 2 times
- Traffic congestion on regional circulation network
- Traffic congestion/dangerous truckers
- Truck congestion and safety
- Tuck movement within Caltrans ROW (freeway)

Trucks

- Added trucks on highways
- Highway/Truck issues(listed twice)
- Impact of trucks at intersections
- Lack of action by county to start our truck bypass
- Traffic by trucks on hwy 95 is very heavy
- Truck damaging roads/highways
- Truck traffic
- Truck traffic around industrial centers
- Truck traffic intrusion into city streets
- Truck traffic on 118 & 23 LA County line to US 101
- Trucks on freeways
- Trucks/roads

Environment/Pollution

- Air Pollution
- Air Quality (listed 6 times)
- Community livability/quality of life
- Deteriorated environmental quality
- Diesel emissions
- Engines meeting emission requirements
- Environmental impact
- Environmental impacts (noise & air quality) on community
- Harbor craft emissions
- Impacts on environment – open space
- Polluters not cleaning up their mess
- Pollution
- Recycled metals

Train

- Developing additional rail capacity
- Freight train issues (listed twice)
- Freight train traffic that impedes circulation
- Priority R/R grade separation projects
- Rail and Air Movement
- Rail crossings



- Rail impacts
- Railroad grade crossing delays
- Railway – Needs coordination and update
- Reduction of freight movement “windows” on main passenger corridors

Goods Movements

- Dedicated goods movement routes
- Goods movement benefits/Employment
- Goods movement corridors from Mexico ports of entry
- Goods movements benefits(listed 3 times)
- Goods shipped out of Imperial County
- Lack of mobility
- Mobility

Airport

- Affect of flight patterns on development near airport
- Airport expansion
- Airport traffic and noise
- Aviation
- Use of capacity at outlying regional airports

Noise

- Impact/Noise
- Noise(listed twice)
- Train noise (listed twice)
- Truck noise

Port

- Port sprawl
- Ports and industrial area issues (listed twice)

Economics

- Adequate funding for capital improvement projects
- Available labor
- Cost of transportation
- Fuel costs (listed twice)
- Increased economic opportunity
- Private Entrepreneurship



Following are other goods movement issues listed as second most important:

- Daily university services
- Efficiency
- High desert corridor
- Impact of local roadways
- Impact on arterials
- Impact on local streets (listed twice)
- International border transportation
- Land management
- Local roads and streets
- Minimal impact to streets
- Minimize transportation conflicts
- Not high enough priority to legislators
- Packing materials
- Poor public transportation system
- Projects must be prioritized
- Safety (listed 4 times)



Issue # 3

Infrastructure/Construction and *Environmental issues* were most frequently listed as the third most important.

Infrastructure/Construction

- Additional freeway construction
- Construction vehicle activity
- Deteriorating conditions of our roadways
- Expansion of rail-based logistics
- Freeway bridge widening
- Grade Separations
- Improve highway ramp access
- Improving Los Angeles corridor for freight
- Inadequate rail and border rail infrastructure
- Infrastructure funding
- Local infrastructure cost impacts
- Maintenance of truck route street pavement
- Need for grade separations
- Need more roads
- Poor pavement condition
- Poorly maintained streets
- Support facilities
- Time it takes for construction project to complete

Pollution/Health

- Air pollution caused by ships in port and trucks
- Air pollution from transportation, include ports
- Air quality
- Air quality impacts
- Air quality impacts from trucks and trains
- Alternative fuels
- Degraded quality of life (listed 3 times)
- Environmental concerns
- Environmental impacts
- Impacts on environment - water quality
- Minimize impact on quality of life
- Pollution
- Quality of life
- The lack of accountability for polluters
- Truck air pollution
- Hazardous Material Transporting

**Appendix B: Survey Results – Top Three Goods Movement Issues (On Own)**

- Health and Environmental Impacts
- Health impacts (air pollution/noises)
- Public Health

Traffic/Congestion

- Alleviating traffic from G.M. from auto routes
- Congestion
- Congestion at the port
- Delays
- Highway issues
- Reduce truck traffic during am/pm peak
- Road congestion and street maintenance
- Traffic (listed twice)
- Traffic congestion and travel time
- Traffic delays on local streets (listed twice)
- Traffic flow
- Traffic on roads
- Traffic/truck routes
- Truck traffic is tearing up on residential streets
- Trucks on freeways during peak hours

Goods Movement

- Coordination among regions
- Goods movement benefits (listed twice)
- Goods shipped through Imperial County
- Location of destination goods
- Maintaining efficient delivery systems for goods
- Management of flow
- Planning for goods movement in general

Safety/Security

- Cargo security
- Disaster response
- International safety of different vehicles
- Safety
- Safety
- Safety at railroad at grad crossings(listed twice)
- Speed of trucks
- Truck safety



**Funding/Legislation**

- CEQA must be reformed to prevent delays/litigation
- Federal funding to upgrade local good movement corridor
- Government regulations & restrictions
- Legislation
- More media awareness of impacts needed
- Public subsidizing cost of goods movement industry
- State and federal funding in border region

Ports

- Increasing port capacity
- Industrial areas
- Industrial areas issue
- Industrial areas within Imperial County
- Ports and industrial issues (listed twice)

Jobs

- Driver shortage
- Loss of manufacturing jobs in America
- Nature of goods movement jobs
- Employment opportunities
- Quantity limits on number of truck trips per day and its impact on productivity

Access

- Ability to move between airports
- Access to rail
- Alternate routes
- Distance for commercial airport for shipping services is 2 hours
- Harbor access congestion

Economics

- Affect on economy
- Cost
- Drayage costs
- Economic vitality
- Freight cost (moving goods up the mountain)
- Fuel prices
- Non-recoverable infrastructure costs
- Standard of living

Rail/Train

- Freight train (listed 6 times)
- Increase RR traffic and impact on safety and public RR transit



**Appendix B: Survey Results – Top Three Goods Movement Issues (On Own)**

- Light rail movement LA County to Thousand Oaks
- Mass transit
- Rail development

Community Impacts

- Deliveries on city arterials
- Intrusion into community from goods movement facilities
- Rail/Truck operations in residential neighborhoods

Noise

- Noise
- Noise from truck traffic deliveries
- Truck noise

Aircrafts

- Aircraft hours of operations
- Aviation issues

Following are other goods movement issues listed as third most important:

- Alameda Corridor East
- Corner radius turning allowance
- Engines to meet applications
- Lack of vision for future needs
- Machinery
- Public transit





#1 Most Important Issues (from List)

| <i>Highway/Truck Issues</i> | <i>No. of Respondents</i> |
|---|---------------------------|
| Traffic delays on freeway due to congestion | 41 |
| Traffic delays on local streets due to congestion | 27 |
| Air pollution from trucks, including health impacts | 16 |
| Traffic delays at freeway interchanges due to congestion | 08 |
| Poor pavement conditions | 05 |
| Truck traffic intrusion into neighborhood | 05 |
| Truck noise | 04 |
| Truck accidents | 01 |
| Surface transportation congestion | 01 |
| Highway/truck issues | 01 |
| | |
| <i>Freight Train Issues</i> | |
| Delays at railroad crossings due to freight trains | 08 |
| Freight train noise | 04 |
| Air pollution from freight trains, including health impacts | 03 |
| Freight train accidents | 01 |
| | |
| <i>Port & Industrial Area Issues</i> | |
| Air/water pollution from cargo ships, including health impacts | 04 |
| Air pollution from marine port terminals or land ports of entry, including health impacts | 03 |
| Increased truck traffic in and around marine port terminals or land ports of entry | 01 |
| Port delays at terminal | 01 |
| | |
| <i>Aviation Issues</i> | |
| Aircraft noise | 03 |
| Increased truck traffic in and around airports | 01 |
| | |
| <i>Goods Movement Benefits</i> | |
| Job Creation | 04 |
| Higher paying jobs that do not require college degree | 02 |
| Maintaining our standard of living in Southern California | 02 |
| Traffic delays on freeways due to congestion | 02 |
| Goods Movement Benefits | 01 |
| High fuel prices | 01 |
| Increased economic activity | 01 |
| | |
| <i>Other</i> | |
| Air pollution | 01 |
| Noise | 01 |
| Air pollution from all sources | 01 |





#2 Most Important Issues (from List)

| <i>Highway/Truck Issues</i> | <i>No. of Respondents</i> |
|--|---------------------------|
| Traffic delays at freeway interchanges due to congestion | 22 |
| Traffic delays on local streets due to congestion | 13 |
| Poor pavement conditions | 13 |
| Air pollution from trucks, including health impacts | 09 |
| Truck noise | 06 |
| Truck traffic intrusion into neighborhood | 05 |
| Traffic delays on freeway due to congestion | 04 |
| Truck accidents (and increased risks) | 01 |
| Highway/truck issues | 01 |
| Increased truck traffic in and around industrial | 01 |
| | |
| <i>Freight Train Issues</i> | |
| Air pollution from freight trains, including health impacts | 07 |
| Delays at railroad crossings due to freight trains | 06 |
| Freight train noise | 02 |
| Freight train issues | 01 |
| | |
| <i>Port & Industrial Area Issues</i> | |
| Air/water pollution from ships, including health impacts | 33 |
| Air pollution from marine port terminals or land ports of entry including health impacts | 04 |
| Increased truck traffic in and around marine port terminals or land ports of entry | 03 |
| Air pollution from industrial/warehouse areas, including health impacts | 01 |
| Air pollution from vessels | 01 |
| | |
| <i>Aviation Issues</i> | |
| Air pollution from aircraft, including health impacts | 02 |
| Aircraft noise | 01 |
| Increased truck traffic in and around airports | 01 |
| Inadequate terminal capacity | 01 |
| Airport access expansion | 01 |
| Air pollution from industrial/warehouse areas | 01 |
| | |
| <i>Goods Movement Benefits</i> | |
| Increased economic activity that improves my job/business | 10 |
| Job creation | 03 |
| Higher paying jobs that do not require college degree | 03 |
| Opportunities for private entrepreneurship and creation of wealth | 02 |
| Goods movement benefits | 01 |
| Maintaining our standard of living in Southern CA | 01 |





#3 Most Important Issues (from List)

| <i>Highway/Truck Issues</i> | <i>No. of Respondents</i> |
|--|---------------------------|
| Traffic delays on local streets due to congestion | 13 |
| Traffic delays on freeway due to congestion | 10 |
| Poor pavement conditions | 09 |
| Truck traffic intrusion into neighborhood | 06 |
| Air pollution from trucks, including health impacts | 04 |
| Truck noise | 02 |
| Truck accidents | 01 |
| | |
| <i>Freight Train Issues</i> | |
| Delays at railroad crossings due to freight trains | 09 |
| Air pollution from freight trains, including health impacts | 06 |
| Freight train issues | 01 |
| Freight train noise | 01 |
| Inadequate mainline and yard capacity | 01 |
| Train issues | 01 |
| | |
| <i>Port & Industrial Area Issues</i> | |
| Air/water pollution from ships, including health impacts | 05 |
| Air pollution from marine port terminals or land ports of entry | 04 |
| Air pollution from industrial/warehouse areas, including health impacts | 02 |
| Increased truck traffic in and around marine port terminals or land ports of entry | 02 |
| Increase truck traffic in/around industrial/warehouse areas | 02 |
| Ports and industrial warehouse areas Issues | 01 |
| Lack of oversight by ports on marine terminals | 01 |
| | |
| <i>Aviation Issues</i> | |
| Increased truck traffic in a and around airport | 04 |
| Air pollution from aircraft, including health impacts | 02 |
| Air and noise pollution | 02 |
| | |
| <i>Goods Movement Benefits</i> | |
| Maintain our standard of living in S. California | 12 |
| Job creation | 09 |
| Higher paying jobs that do not require college degree | 05 |
| Increase economic activity that improves my job or business | 04 |
| Opportunities for private entrepreneurship and creation of wealth | 03 |
| Loss of manufacturing jobs | 01 |
| Abundance of low cost goods available at retail | 01 |
| People taking rat runs through the City | 01 |
| Benefits significantly outweighed by costs | 01 |





| HIGHWAY/TRUCK ISSUES | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | | | | | | |
|--|--|-----|-------------|-----|------|-----|---------------|-----|-------------|------------|
| | Not at All | | Very Little | | Some | | Substantially | | Major Issue | |
| Traffic delays on freeways due to congestion | 04 | 02% | 16 | 10% | 17 | 10% | 47 | 29% | 80 | 49% |
| Traffic delays at freeway interchanges due to congestion | 03 | 02% | 15 | 09% | 21 | 13% | 52 | 32% | 72 | 44% |
| Traffic delays on local streets due to congestion | 01 | 01% | 09 | 06% | 35 | 21% | 58 | 36% | 60 | 37% |
| Truck noise | 10 | 06% | 30 | 18% | 56 | 34% | 45 | 28% | 22 | 13% |
| Air pollution from trucks, including health impacts | 03 | 02% | 10 | 07% | 37 | 27% | 49 | 36% | 39 | 28% |
| Truck traffic intrusion into neighborhoods | 03 | 02% | 11 | 08% | 38 | 28% | 47 | 34% | 39 | 28% |
| Truck accidents | 05 | 04% | 16 | 12% | 49 | 35% | 46 | 33% | 23 | 17% |
| Poor pavement condition | 01 | 01% | 10 | 06% | 39 | 24% | 55 | 34% | 58 | 36% |

The following were listed as other highway/truck issues of importance:

Drivers

Depleted driver pools depleted truck pools

- Driver availability and fuel costs
- Driver hours and truck safety
- Low pay rates for port truckers – they can’t afford new trucks
- Underpaid Independent truck drivers
- Unlicensed truck drivers
- Vehicle equipment safety, loading regulations, driver qualifications
- Working drivers too hard
- Safety trucks more likely to trigger accidents.

Trucks and Roads

- Delay at US Mexico Border Crossing Lack of Truck Parking
- Illegal truckers/dangerous, poorly maintained trucks and equipment
- Need dedicated truck lanes
- Parking on streets. May need truck parking ordinance to prohibit
- Truck idling on residential streets
- Truck pollution
- Truck/freight parking and storage areas
- Trucks are small percentage of vehicles on highways
- Trucks crossing international border that do not meet minimum emission standards
- Trucks not maintained – brakes, mud flaps, mufflers
- Unnecessary mixing of trucks and cars on highways





- Better understanding/coordination of truck fleet/vehicles, urban area logistic regimes, urban destination users, and strategic investments in local access infrastructure.

Public Safety and Health

- Emergency response
- Health of people along goods movement corridors
- Safety with children crossing hwy
- Unsafe roads i.e. AG roads and Potrero Rd.

Environmental

- Diesel Pollution
- Increase roadway pollution to water
- Older diesels = air pollution, reliance on fossil fuel
- Runoffs affecting quality of water

Rail

- Grade separating freight rail from truck freights
- Katella & Beach Blvd. smart street improvements.
- Need for grade separations (near Ontario Airport)
- Freight Train Issues

Other Comments

- Caltrans ineptitude
- Empty containers
- Intermodal facilities in residential communities
- Lack of funding to small cities where dollar amounts are based on population
- The fact that ARB is failing to incorporate best available control technologies to this source category.
- This may be unrelated but what about the beginning of the process at the ports and security issues?
- Tolling
- Using local streets to store vehicles overnight
- We are concerned about the impacts congestion has on the number of turns at the ports that other issues driving truckers out of the business





| FREIGHT TRAIN ISSUES | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | | | | | | |
|---|--|-----|-------------|------------|-----------|------------|---------------|-----|-------------|------------|
| | Not at All | | Very Little | | Some | | Substantially | | Major Issue | |
| Delays at railroad crossings due to freight trains. | 17 | 11% | 34 | 21% | 34 | 21% | 37 | 23% | 38 | 24% |
| Freight train noise | 24 | 16% | 37 | 23% | 37 | 23% | 31 | 20% | 27 | 17% |
| Air pollution from freight trains, including health impacts | 22 | 14% | 31 | 19% | 40 | 25% | 33 | 21% | 33 | 21% |
| Freight train accidents | 24 | 15% | 51 | 32% | 39 | 24% | 30 | 19% | 16 | 10% |

The following were listed as other freight train issues of importance:

General Rail Comments

- Available capacity upstream
- Conditions of rail coming in from Mexico shared use with passenger service
- Development of much broader, variegated rail logistics that can better connect with more compact urban area destinations and users
- Expansion of rail yards into community areas and the health risk involved
- National rail capacity and interchange of eastern/western railroads is a major issue
- Need to expand rail capacity
- Need to increase the use of rail for transport of containers (hay export) to sea ports
- Rail road industry failure to mitigate environmental and public health impacts
- Rail yard expansions in residential communities
- Railroad manufacturers have technology to significantly clean up emissions but refuse to implement.
- Reliability of rail as a service option
- Too much cargo not enough public rail transportation. We want Metro-Link not Metro-Stink
- Train whistles at night – **listed twice**

Grade Separations

- Grade separating freight rail from trucks
- Lack of funding for grade separation
- Need grade separations throughout So. California
- Need more travel routes, and grade separations at rail crossing in urbanized areas

Rail Congestion

- Hub congestions
- Impact congestions impact on police fire response time





- Our additional concerns are with the fact that the railroads are unfairly targeted when they are doing as much as they can in a reasonable amount of time. We supported their MOU with CARB, and would like to see more recognition.

Other Comments

- The ability to get construction flagmen
- Truck prevent access to land locked property needed for economic development





Multi-County Goods Movement Action Plan

Technical Memorandum 2a – Stakeholder Opinion Survey of Goods Movement Issues

Appendix F: Survey Results – Ports and Industrial Areas Issues

| PORTS & INDUSTRIAL AREAS ISSUES | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | | | | | | |
|--|--|-----|-------------|-----|------|-----|---------------|-----|-------------|-----|
| | Not at All | | Very Little | | Some | | Substantially | | Major Issue | |
| Air/water pollution from cargo ships, including health impacts. | 52 | 33% | 21 | 13% | 32 | 20% | 16 | 11% | 37 | 23% |
| Daytime noise from the marine port terminals or land ports of entry. | 72 | 46% | 40 | 25% | 25 | 16% | 14 | 09% | 07 | 04% |
| Daytime noise from the industrial/warehouse areas. | 43 | 27% | 52 | 33% | 47 | 30% | 11 | 07% | 05 | 03% |
| Nighttime noise from the marine port terminals or land ports of entry. | 73 | 46% | 34 | 22% | 29 | 18% | 14 | 09% | 07 | 05% |
| Nighttime noise from the industrial/warehouse areas. | 47 | 30% | 46 | 29% | 39 | 25% | 17 | 11% | 08 | 05% |
| Air pollution from marine port terminals or land ports of entry, including health impacts. | 37 | 26% | 23 | 16% | 22 | 15% | 20 | 14% | 42 | 29% |
| Air pollution from industrial/ warehouse areas, including health impacts. | 32 | 20% | 31 | 20% | 42 | 27% | 24 | 15% | 28 | 18% |
| Increased truck traffic in and around marine port terminals or land ports of entry. | 43 | 28% | 27 | 17% | 21 | 13% | 26 | 17% | 39 | 25% |
| Increased truck traffic in and around industrial/warehouse areas. | 25 | 16% | 20 | 13% | 47 | 30% | 30 | 19% | 35 | 22% |

The following were listed as other ports and industrial issues of importance:

Environmental

- Environmental fall-out
- Marine terminals holding up trucks for hours with no accountability to the trucker for making them work for free or the community for the pollution this causes.
- Pollution, noise and traffic from off-port facilities e.g. Rail yard intermodal & inspection facilities, container storage yards and distribution centers.
- Wastewater discharges by ships and harbor craft, port and ferry terminal expansion air and water pollution and the impact to people and wildlife; also lighting impact from terminals on people and wildlife, ship collisions with whales and other marine mammals.
- Visual impact - providing landscape buffers to reduce visual blight
- I don't live near the ports but they are very unhealthy for residents living near them.

Operations

- Delays at commercial and auto ports of entry
- Delays at marine terminals
- Lack of integration with other SC Ports
- Port/container security... terrorist threat, nuclear, bio-chemical, WMD/smuggling
- Hours of operation. The ports and truck traffic would be better if operated during night time.
- Security



**Public Agencies**

- ARB failing to incorporate best available control technologies for all sources and failure to have the political will to adopt container handling fees.
- Congress controls a number of the above issues not local agencies.

Local Issues

- Adequate freeway access minimizing truck impact to residents of Barrio Logan from the Port of San Diego must be developed.
- Destroying neighborhoods
- Taking residential land use areas and agriculture land for industrial uses.

Other Comments

- Outreach
- Silo mentality along the supply chain causes inefficiencies.





| AVIATION ISSUES | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | | | | | | |
|---|--|-----|-------------|------------|-----------|------------|---------------|-----|-------------|-----|
| | Not at All | | Very Little | | Some | | Substantially | | Major Issue | |
| Aircraft noise | 34 | 21% | 41 | 26% | 49 | 31% | 23 | 14% | 13 | 08% |
| Air pollution from aircraft, including health impacts | 33 | 20% | 40 | 25% | 44 | 27% | 26 | 16% | 19 | 12% |
| Increased truck traffic in and around airports | 31 | 20% | 32 | 20% | 41 | 25% | 31 | 19% | 25 | 16% |

The following were listed as other aviation issues of importance:

Airport Operations

- Our biggest concerns with the airports are expanding the airports to meet demands of business/tourism travel and proposed larger aircraft that will keep LAX competitive. We support regionalization with the understanding that all airports need to expand.
- Need to take advantage of the County’s centralized location and either improves our existing airport or build a new regional airport to better handle freight/goods coming to and from Mexico.
- Actual aircraft operations at the airport (ramp space, hours of operation, type of aircraft)
- Airport capacity/land availability
- Lack of runway to handle largest aircraft
- Need additional runway length to accommodate regional passenger jets and cargo planes

Environmental

- ARB and EPA’s total unwillingness to improve conditions for airport communities and selling our communities out with weak MOU’s.
- Aviation industry failure to incorporate new pollution & noise control technologies and mitigate environmental & public health impacts
- Congress control FAA regulations
- Air quality for ground support equipment

Local Issues

- Flight of military aircraft over residential neighborhoods
- Neighborhood intrusion
- Influx of air cargo ports near residential areas

Other Comments

- Demands for air freight and passengers are not being met.
- It would seem that this plan should include Imperial County not only with regard to the related transportation issues for freight from a through the County but also with regard to San Diego’s airport and the plan to possibly locate a cargo airport.





- Lack of vision for future needs and lack of future funding sources
- Outreach





| GOODS MOVEMENT BENEFITS | <i>Level of importance to you, your agency, organization or business (Please check only one box per line.)</i> | | | | | | | | | |
|--|--|-----|-------------|-----|------|-----|---------------|-----|-------------|-----|
| | Not at All | | Very Little | | Some | | Substantially | | Major Issue | |
| 51. Job creation | 03 | 02% | 16 | 10% | 33 | 21% | 50 | 31% | 58 | 36% |
| 52. Higher paying jobs that do not require college degree. | 08 | 05% | 21 | 13% | 34 | 21% | 54 | 34% | 42 | 26% |
| 53. Increased economic activity that improves my job or business. | 10 | 06% | 13 | 08% | 32 | 20% | 46 | 29% | 57 | 36% |
| 54. Opportunities for private entrepreneurship and creation of wealth. | 08 | 05% | 21 | 13% | 34 | 22% | 50 | 32% | 44 | 28% |
| 55. Maintaining our standard of living in Southern California. | 04 | 03% | 12 | 08% | 17 | 11% | 60 | 39% | 61 | 40% |
| 56. Abundance of low cost goods to purchase at retail stores. | 11 | 07% | 27 | 17% | 59 | 37% | 37 | 23% | 27 | 17% |

The following were listed as other goods movement benefits of importance:

Economic Analysis

- Comparison of goods movement vs. other economic opportunities benefits to California from handling nation’s freight at natural gateway.
- Goods movement industrial jobs provide economic diversity and means that we are not solely dependent on tourism/high tech.
- I do not agree with the analysis that we have an overall economic benefit from goods movement when we factor in health costs, etc.
- Need an economic analysis to be sure that this industry is in fact supplying career ladders into mid level jobs.
- Want a cost-benefit study to prove goods movement benefits vs. made in America and US companies.
- Developing strategies that optimize performance of high-intensity, urban industrial development, reduction of regional ton-miles, while increasing local enterprise and economic activity opportunities.
- Ports creating “high paying jobs” higher than what – McDonalds. I don’t see the costs/benefits for Long Beach... I see pollution; traffic and increased risk of terrorism without any benefits... containers just pass through the port on their way to somewhere else for the most part.

Other Comments

- Accepting that our region’s future depends solely on the goods movement sector due to the belief by some that our kids are too stupid to get a job that is more skilled than typing on a keyboard (i.e., the Housing [Husing] theory).
- Emergency service access; elimination of death due to accidents; elimination of deal due to pollution.
- The goods movement is not equitable to working Americans, only corporations and foreign interests being accommodated.
- This world is flat so we can not afford not to participate.





- We have the land, the work force, the power and the water, we only need the jobs.
- We need everything.
- Establishment of international institution – world peace.
- Focus planning and investment.
- Keep Southern California and Los Angeles specifically as the gateway to/from the Pacific Rim for the US economy, and keeping us competitive with the rest of the world.





Other Solutions

Funding and Investment

- Bring businesses back to America.
- California needs more federal and state funding for transportation projects, and more opportunities for public private partnerships.
- Dedicated state and federal funding source for goods movement needs. Container fees or tolls to finance projects through partnership with private sector. Increase pressure on congress to regulate ship emissions in US ports.
- Earmarked funding for researching and correcting truck movement problems at the local, county and state level. E.G., MTA call for projects should include a goods movement category, as reflected in the RTIP. Educational campaign for elected officials.
- Government and private infrastructure investment.
- Imperial County would be a willing partner. There is inexpensive land, plenty of water, a stable power supply and a good labor force available.
- Increased funding to increase capacity and improve efficiencies.
- Investment in infrastructure. Finding new ways to move cargo besides adding more freeway lanes, reforming bureaucratic log jams, requiring goods movement to pay true cost of doing business by requiring environmental compliance, fees on infrastructure.
- Major infrastructure funding to construct improvements to relieve backlog/bottlenecks. Full integration of SC ports and rail plan to provide strategy for handling all freight (not losing it to others, ensuring that it works).
- Major infrastructure funding to construct improvements to relieve backlog/bottlenecks. Full integration of SC ports and rail plan to provide strategy for handling all freight (not losing it to others, ensuring that it works).
- More funding for grade separations and traffic management.
- More funding to cities/counties for rebuilding or reinforcing their highways and streets.
- More funding to cities/counties for rebuilding or reinforcing their highways and streets.
- Protect existing transportation funding sources, reduce regulatory barriers that slow planning and development, and support new user fees (such as truck toll lanes) to help finance capital projects.
- Provide funding sources to small cities that does not depend on population numbers.
- Provide funding to local jurisdictions for traffic modeling and to improve intersections with LOSE or F.
- We need our agencies to step up to industry and require BACT for all source categories and administer programs to finance these actions like container fees.
- Win fall tax on oil companies.



*Public/Private Partnerships*

- Public private partnerships in the creation of infrastructure improvements to facilitate goods movement.
- Public/private partnerships to address impacts of goods movement, e.g. container/trip fees to finance needed infrastructure improvements. Continued strong federal lobbying to acknowledge goods pass through the area to reach intended customers east of CA.

Environment and Technology

- Air quality issues from trains – interstate commerce – SCAQMD can't regulate – feds should be more mindful of effects trains have in SO. CA due to size of port.
- Alternative fuel, smaller trucks.
- Clean up the pollution... rebuild the Alameda Corridor the way it was suppose to have been w/truck as well as train lanes, increase pre-inspections outside of Port explosive/hazard limits.
- Cleaner burning engines in the trucks and trains.
- Greater penetration of alternative fuels.
- I think a container premium makes sense. Natural gas trucks must be deployed to reduce our dependency on foreign oil and harmful diesel emissions.
- Improve the massive public transportation systems increase smog fees & off incentives for cleaner burning fuels put screens up when dealing with an accident.
- Innovative technology.
- International border air pollution issues, goods movement need enforcement of emission standard Mandatory rules, regulations and Laws for reducing air, water and land pollution by 90%. Mandatory best available control technology.
- Let's worry first about significantly improving our air quality (and by that I mean attaining air quality that approaches fully clean air- not a 2 or 3 percent of even 10 percent improvement) Before we even remotely consider expanding port and trucking operations.
- Making the polluters clean up their mess.
- New fuels, better enforcement of laws already in place. Ports/diesel pollution are causing measurable, verifiable conditions that are very unhealthy and borderline carcinogenic.
- Replace all petroleum fuel transportation technologies (trains and trucks).
- Require electrical hook ups for ships and use electric vehicles imports areas.
- Seriously investigate the application of new technology and modes of transportation. I believe the maglev technology is a great application for goods movement.
- Sound wall installation, HOV lanes and pavement replacement with "quiet" pavement materials.
- Stricter emission controls on railroads and trucking operations. Let local air districts have control in their region.
- This cannot be answered in a simple box. Refer to our comments and those of other environmental and community groups on the goods movement action plans and the ARB port emissions reduction plan.
- Utilize technology to significantly mitigate emissions to substantially reduce the negative impact on health.



*Public Education and Outreach*

- Demonstrations, protests, actions, press conferences.
- Education and enforcement.
- Educate the public on the rail role of trucking to our economy.

Other Comments

- Incentives to attract companies to relocate to Palmdale. Re-evaluate existing truck route planning and coordinate with train operators regarding problems areas.
- Extending the Alameda Corridor easterly.
- Planning.
- Produce products in USA.
- Reduce fuel taxes, fix the roads.
- Routes of travel.
- Orange County needs to continue to fight for its fair share. Current goods movement plans are LA -centric.



Highway/Truck Issues

- Besides road repairs and highway widening, add additional corridors improve flow of movement across the East and West counties. Add rapid transit systems and bike paths.
- Caltrans should look comprehensively at needed interchange improvements and evaluate funding sources.
- Expand rail and highway systems or construct a new high capacity transportation system.
- Highway safety/maintenance
- Improve signal coordination between agencies. i.e. Local agency, county, state.
- Perhaps restricting trucks movements to non-peak runway traffic hours.
- Routing trucks and trains away from schools and residential neighborhoods. Truck restrictions on city streets.
- Seems each local agency is addressing warehousing/industrial developments and associated truck traffic individually. Perhaps a more regional approach should be taken to look at truck routes within the entire valley area and high desert area.
- The next gold rush for California is the increased logistical jobs that increasing international trade will bring. But we must improve our freeways to insure the jobs remain in Southern California.
- We need truck bypass done ASAP I. We have been waiting six years for the Imperial County Public Works Department to get going.

Freight Train Issues

- Amount of rail Spurs available
- Better use of rail and expansion of rail for multi-users
- Need additional rail to inland port.
- Need PUC to create “quiet zones” in residential areas to eliminate train whistles after 10pm at night.
- Railroads can reduce congestion on our roads and highways. As well moving hundreds of trucks and containers with fewer engines that are less pollutant.

Ports & Industrial Areas Issues

- Cargoes should flow to the nearest port to maximize waterborne delivery (short sea shipping) and avoid truck/rail congestion.
- Greater effort on land port issues
- Ports of entry are just as important in goods movement as seaports

Aviation Issues

- Much of the LAX air cargo arrives in the bellies of passenger planes. Therefore, it is difficult to ship air cargo to other airports.
- Need better airport access for shipping.

Goods Movement Benefits

- Future planning for goods movement is critical to Palmdale and Lancaster. The High Desert Corridor included planning for goods movement. When considering funding for projects, those making the decisions, should reward proactive planning rather than react.
- Goods movement and its importance has not been an issue at this chamber. Do appreciate learning more so as to pass along to our members.
- Goods movements/traveling should be scheduled to work in off-peak hours as to reduce congestion on freeways and local arteries.
- Improvement to goods movement infrastructure should be combined with other transportation improvements, e.g. the inclusion of commuter rail with freight rail.
- The current goods movement debate in Southern California is focusing on headlines rather than solutions. This will prolong the inability to achieve real solutions – and may result in the imposition of “solutions” which have very negative consequences.
- There should be more national and state resources focused on the issue of goods movement.

Other Comments

- 90% or so of the negative impacts visited upon 2% of the population, usually low income, neighborhoods of color.
- An imperial county partner should be added to the list of involved agencies heading this effort, hopefully the public at large could be solicited for input.
- Call me 951-333-9514.
- Continued immigration studies along with scrutinized drug traffic that presents problems throughout the area.
- Gridlock issues have driven manufacturers and distribution centers from the LA/Orange County areas. Continued congestion at the unprecedented scale seen to date may cause additional large business to leave the state.
- Hard to find good people due to high cost of living.
- I commend this group on attempting to put together a plan to mitigate the problems associated with goods movements in Southern California. However, I believe that we are framing the questions in the wrong way—our efforts are skewed by an ideology that doesn't work. As a resident of San Pedro, I am APPALLED that there is an apparently acceptable level of sickness and death in our communities. This happens despite our understanding of exactly what that's related to—a major portion of that being past and current goods movement practices and technology. I, for one, understand that economic growth is not a birthright and is not even necessarily a good thing all of the time. All of this discussion boils basically down to the fact that I have an extremely high chance of getting cancer because someone needs that extra-cheap Wal-Mart bath mat. That is unacceptable. I will soon want to have children, and believe me, even though I do care that MY health is compromised by living here, I certainly will not expose any children to it. I am not the only young, highly educated, highly motivated person to feel this way. Many like me have the ability to get out. Others do not. Sadly, one of the economic costs that no one seems to be taking into consideration is the brain drain that is going to happen to this area if we can't figure out a way to clean it up and SOON.

- I think disaster response it's totally overlooked – we're working on another concept called Supply Chain Restoration.
- Imperial County encourages these types of facilities. There is no NIMBY.
- Issues need to be addressed from an overall systems approach with institutional management, operations and infrastructure funding designed to support Southern California's role in overall global trade/shipping.
- It is a privilege not a right to do business in CA. If a company refuses to incorporate clean fuel and technologies we do not need or want them. We do not need to import 90% of the products being imported.
- It is extremely severe in my neighborhood and would like it moved to an industrial area away from our families and add stricter measures to the air emissions.
- It is insane to base our economy on moving foreign product making us more reliant upon foreign oil (trucks, trains, ships, etc). We should put our emphasis on creating jobs in green manufacturing.
- It is very important for our local and nation economy, however, it is impacting our quality of life and we are not getting enough assistance from other States and Federal to address related impacts.
- Keep them moving at a reasonable pace.
- Major nationwide issue
- Many industrial businesses rely on just in time materials deliveries.
- More industrial business for job creation and higher paying jobs.
- Much is being done in the urban areas. Need to spread out facilities to areas like Needles. Easy access to Nevada, Arizona and CA and East from hub. Rail access, freeway, airport with larger runways but no water. We can create a great logistics position.
- Need to train logistics personnel.
- No questions were asked about opinion on container fees or tolls to help finance projects needed to address issues
- Redevelopment, warehouse location near schools
- Regions that support parts benefit rest of county - when talking about "fair share" perhaps other states should be sending transportation \$ to SOCA to support parts + their (other states) consumption demands.
- Safety is very important. Concerned about border trucks and lack of regulation of equipment and drivers.
- SCAG as the region's MP should lead the region in designating a primary goods movement corridor through the region and build support and power to lobby for funds to improve that corridor before considering other facilities. The logical primary corridors
- The cities of Pomona, Chino Hills, Diamond Bar and Brea have created a non-profit coalition of cities and private sector businesses called the Four Corners Transportation Coalition.
- The major problem is the antiquated infrastructure and the best remedy is to get a higher utilization from what exists by more efficient usage.
- The manufacturing job loss has been a killer in southern California

**Appendix J: Survey Results – Other Goods Movement Issues and Comments**

- The work has been done by the center for the commercial deployment of transportation technologies. Long Beach is very encouraging. I suggest contacting them at 562-985-2412 for more information.
- There is a need for one organization to take the lead on prioritizing projects, and for all of the regulatory agencies (CARB, SCAQMD, ports, City of LA, etc.) to work together to solve air quality issues.
- They need to be addressed because the problem is only getting worse and reversing the existing damage could become impossible at some point.
- This is critical for our future.
- We need some organization to take the lead.
- Would like to see container fees to address improving air quality and reducing premature deaths and health problems.
- Yes, we will oppose all efforts to triple trade if government at all levels is unwilling to do what it takes to make this region whole.
- You must include community, environmental justice and environmental groups from the inception of the planning process, and conduct on-the-ground outreach, and impose restrictions that provide real air and water pollution benefits with enforceable mechanisms.
- I truly feel the shipping industry has been enjoying absolute freedom from responsibility for a long time.



*Agencies*

- City of Calexico County Public Works Department
- City of Imperial County Public Works Department
- Community Development Directors
- Economic Development Agencies
- Members of Air Pollution Control Districts; leaderships/community adjacent to ports
- City of Needles City Manager
- State and Federal Legislation Offices

Business

- AMER on Pole Division, Fillmore, CA
- BNSF
- Major hauling companies (i.e. Yellow Freight, railroads, FedEx, UPS, etc...)
- Would like to intensify involvement of current area operations, such as UPS, DHL, and FedEx.
- Would like to link into research resources/interest with American Railroad Association, et al. on non-highway/freeway capacity enhancement potentials
- Coordination of good movements between different business to reduce redundancies and duplication of trips when the deliveries can be coordinated

Non-Profit

- Chambers of Commerce
- Local transportation commissions

Individuals

- Residents who live near railroad tracks at at-grade railroad crossings. Ask them if they “enjoy” train warning whistles at 2:00 a.m.
- People near train stations and rail lines.
- Professor Amelia Regan, UCI, aregam@uci.edu
- The Goods Movement and ARB Stakeholder Lists.

