

# Multi-County Goods Movement Action Plan



**Metro**



**County Workshop Presentations**

**December, 2007 through  
February, 2008**

# Workshop Purpose

- Present an overview of the Multi-County Goods Movement Action Plan
- Introduce topics of goods movement and associated issues
- Gather stakeholder reactions & comments

**YOUR COMMENTS ARE IMPORTANT!**

# Overview of Action Plan

“The Action Plan is the master plan for goods movement in Southern California and is intended to be used as a guide in preparation of state, regional, and local transportation plans.”

- Regional in scope

## What's New

- > **Partnership** necessary to accelerate regional mitigation of environmental and community impacts
- > **Regional modeling** of freight facilities
- > **Innovative approach** to addressing goods movement, environmental, community, and funding issues

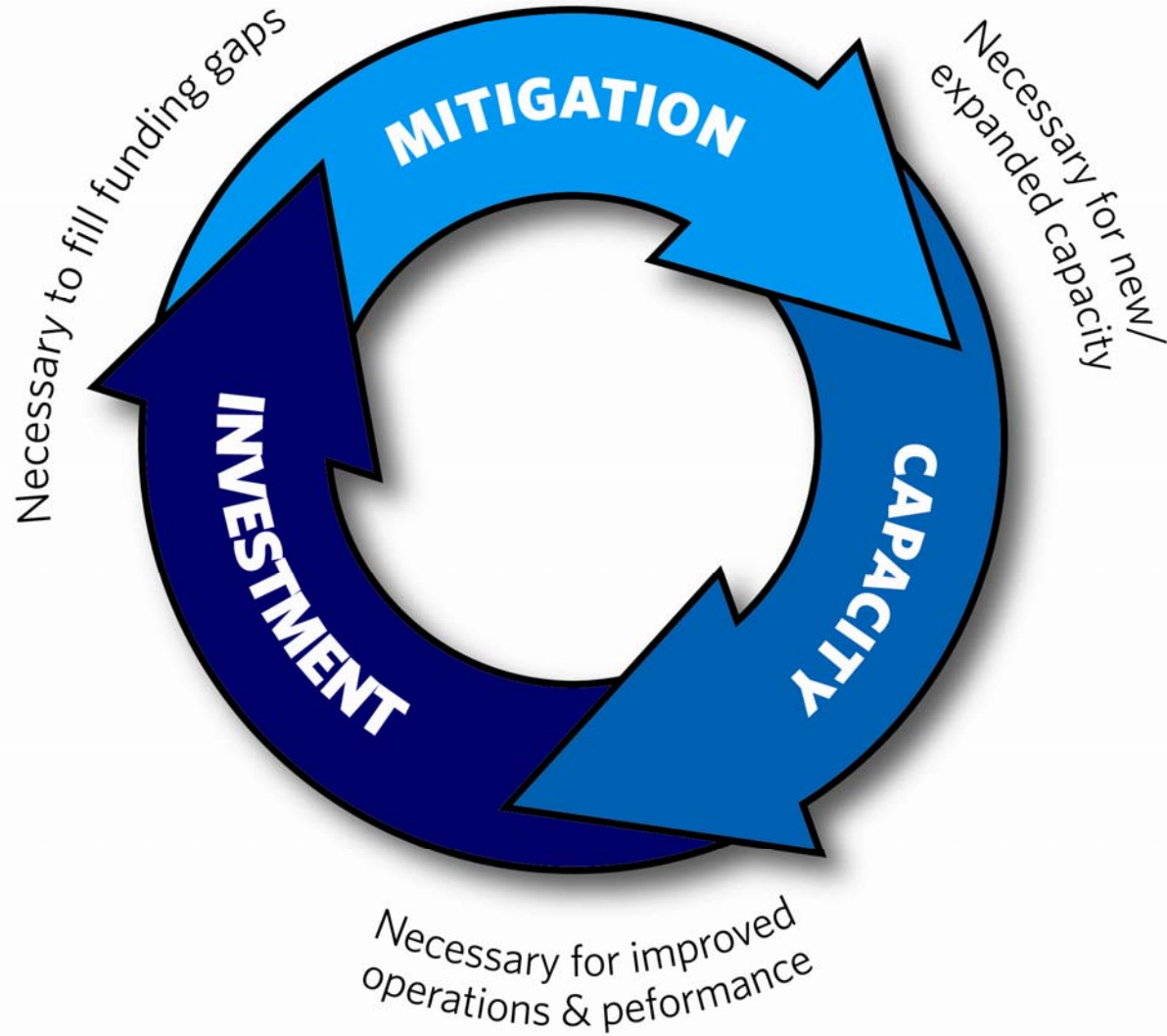
# Agency Roles

- > **The MCGMAP partners** are the transportation and planning agencies that co-manage the development of the Action Plan.

# MCGMAP Study Area



# SIMULTANEOUS AND CONTINUOUS



## Core Mandates

### Environment

- Avoid, reduce and mitigate environmental, community, and health impacts.

### Mobility

- Promote the safe and efficient movement of all transportation modes and reduce congestion.

### Economy

- Ensure the economic well-being of the region and the state.

### Funding

- Secure the region's fair share of public and private funds for investment in the freight transportation system.



# Implementation Principles

- 1. Guideline**
- 2. Investment**
- 3. Cost Distribution**
- 4. Management**
- 5. Public Benefit**
- 6. Land Use Compatibility**

# Challenges

Major Container Port Gateway (2005)

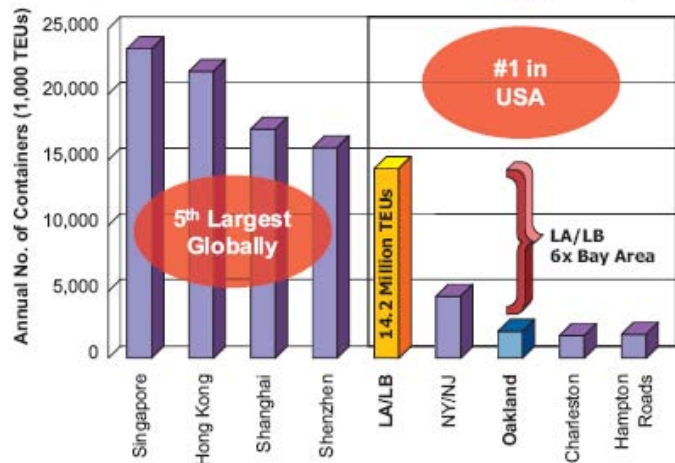
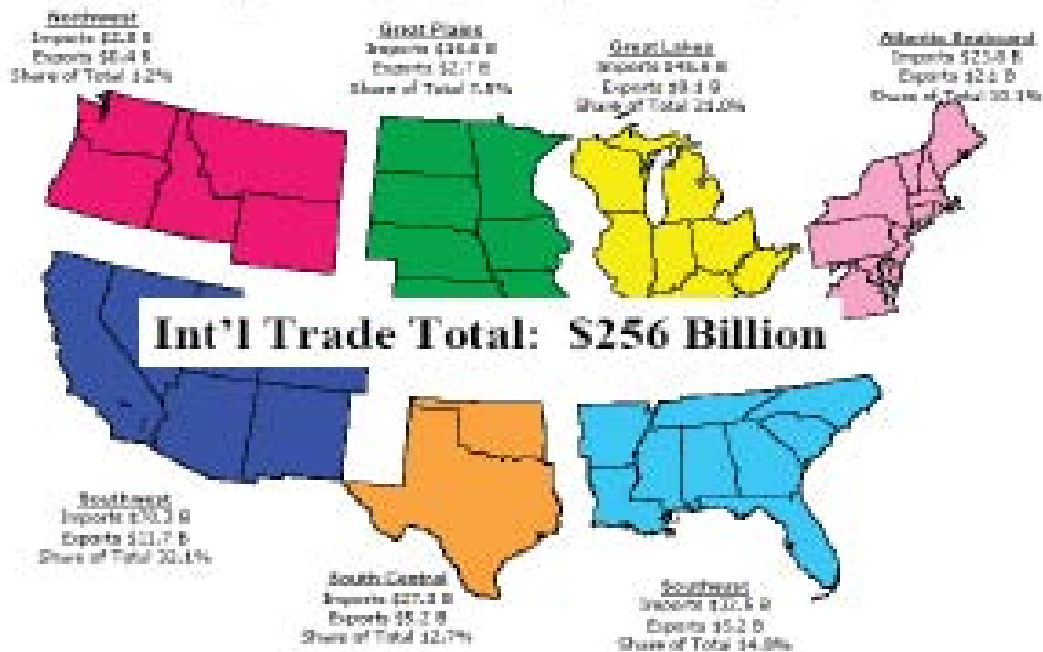


Figure 2 – Total Value of Containerized Trade Moving through the Ports of Los Angeles and Long Beach, 2005



# Challenges (Continued)

## > **Mobility**

- > Congestion
- > Delay to travelers
- > Safety

## > **Environment and Community**

- > Premature deaths
- > Health costs
- > Air quality
- > Major roadways are pollution “hot spots”
- > Additional emission reductions needed

# Challenges (Continued)

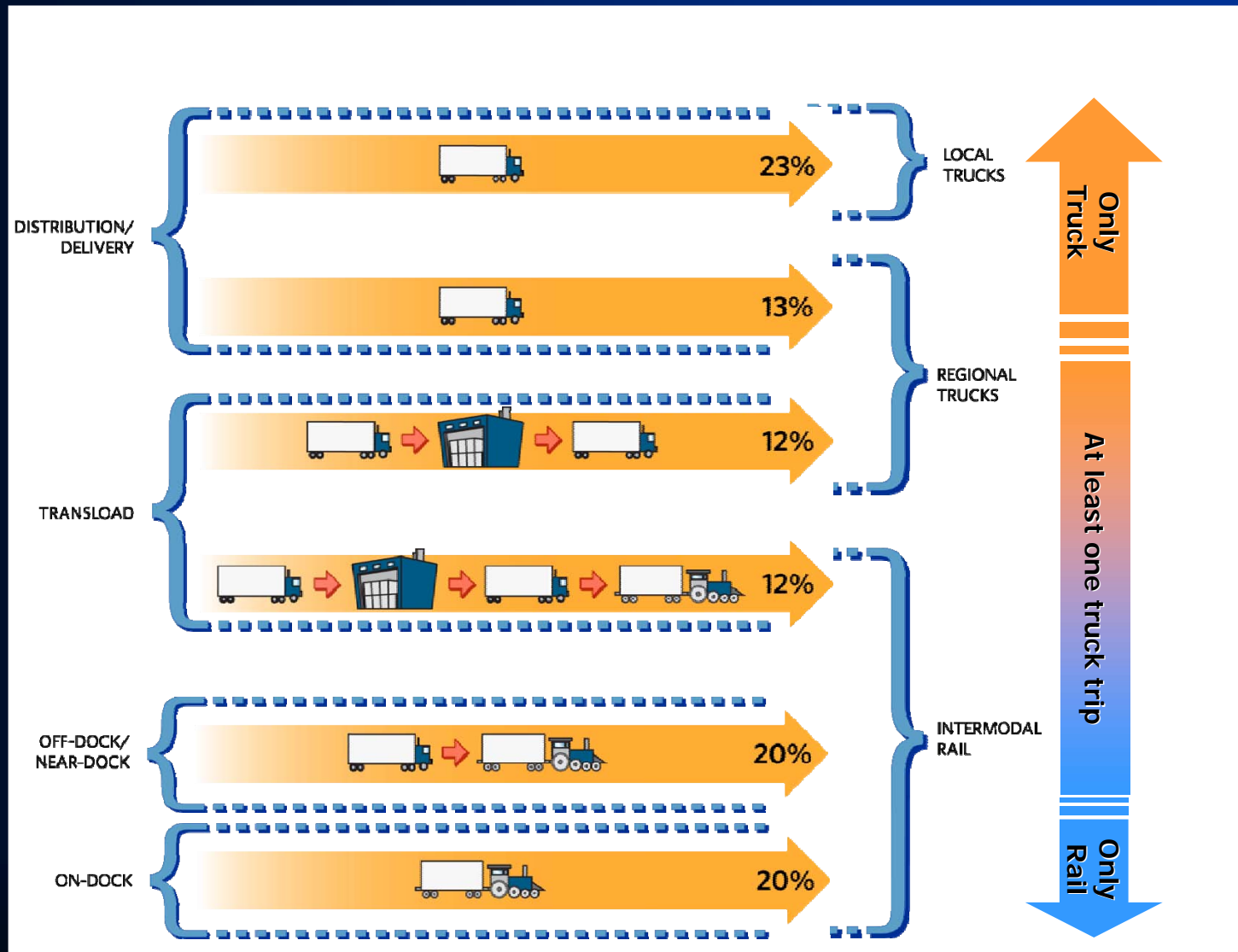
## > Funding

- > \$50+ billion required

## > Economic

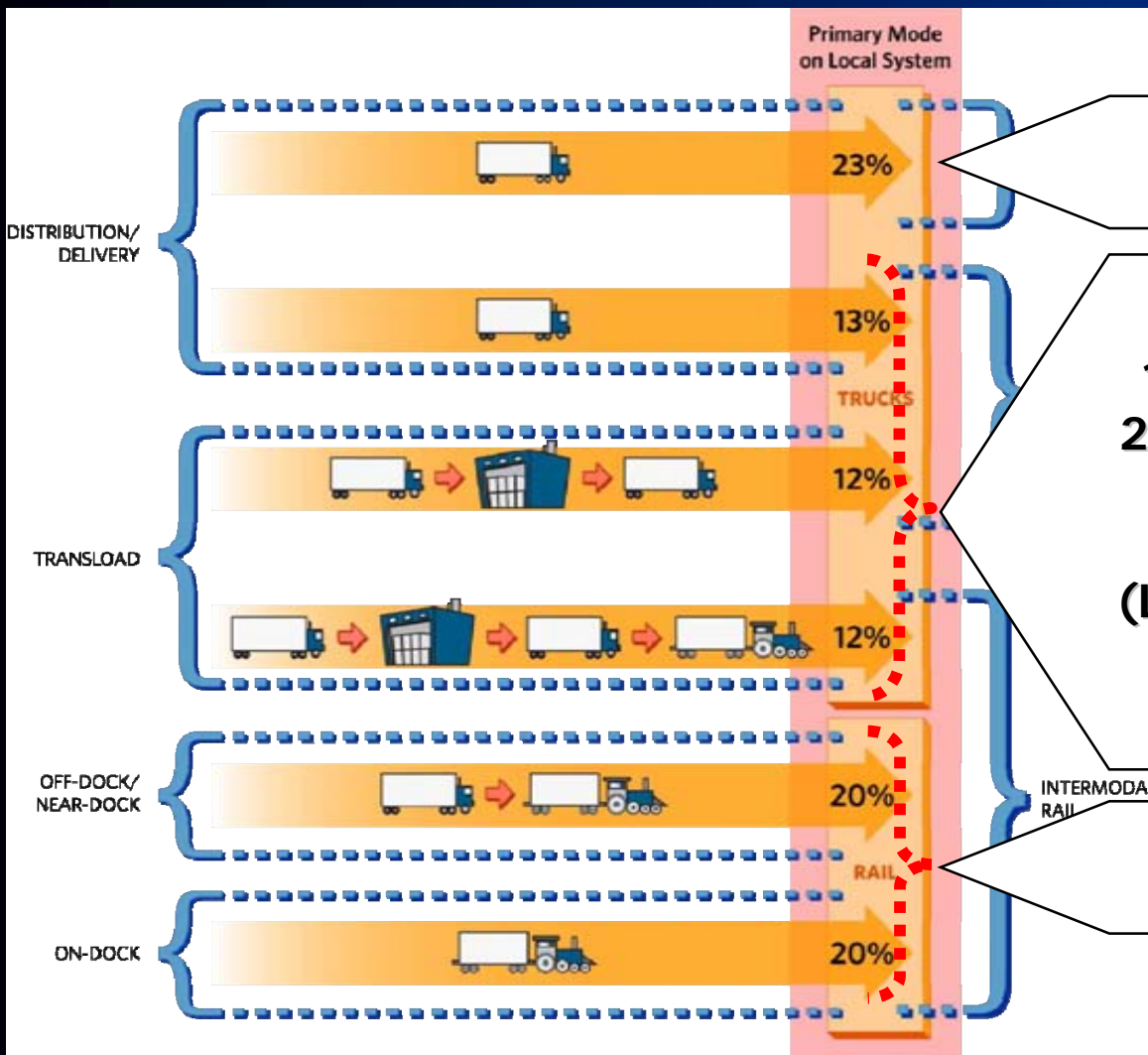
- > Substantial employment
- > Contributes to region's economy
- > National trade
- > Cross-border trade
- > International trade

# Modal Market Segments



\* All percentages estimated based on 2005 data.

# Strategic means to address ... Truck Issues



## Hwy Operations & Capacity

General purp. hwy network

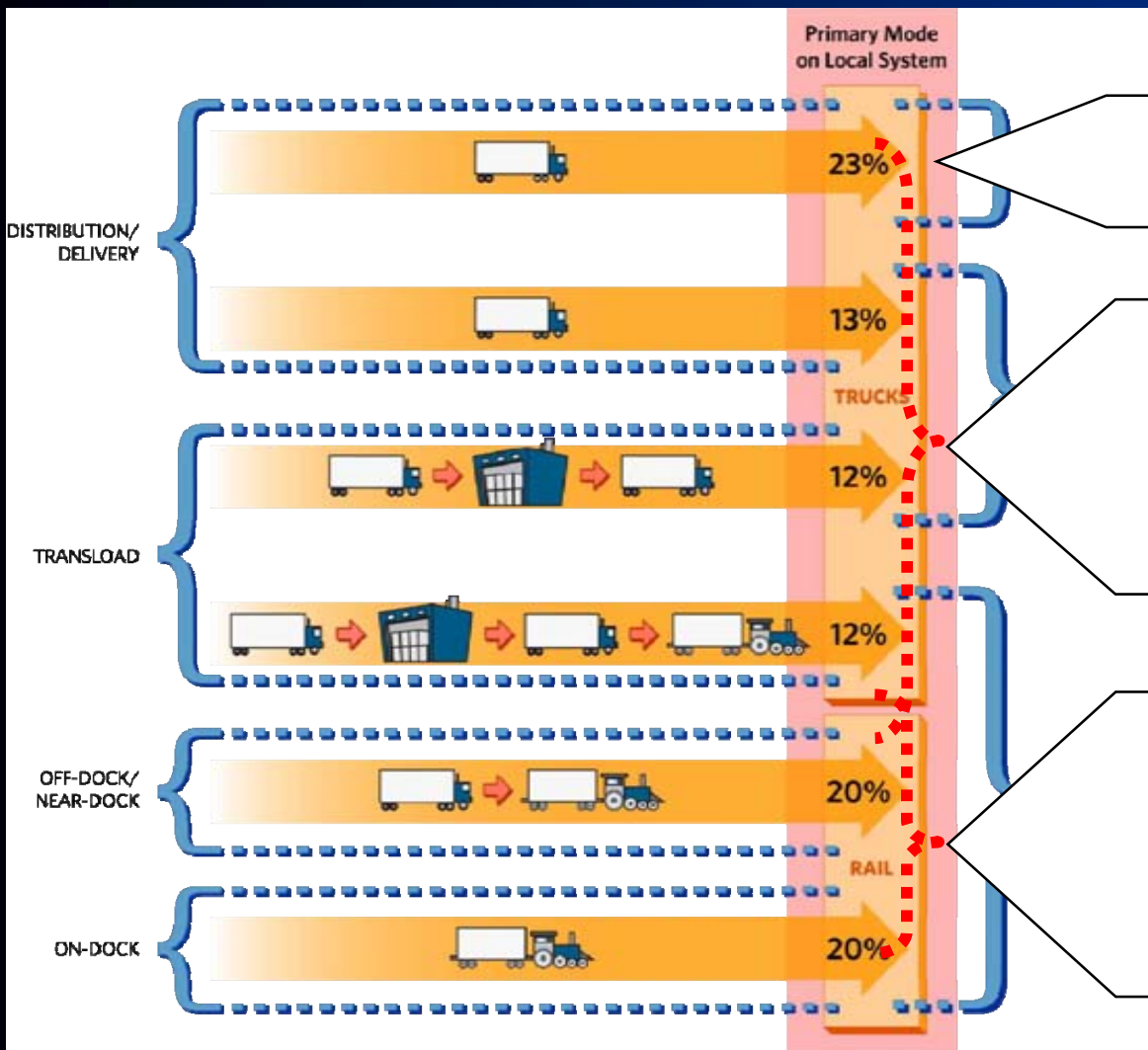
## Innovative Strategies

- 1) Inland staging areas (inland port);
- 2) Separated corridor (truck lanes, rail, maglev, other shuttle technologies);
- 3) Clean fuels & efficient vehicles (LNG trucks, maglev, LNG locomotives);
- 4) Warehouse clustering around inland port.

## Maximize On-Dock Rail

Minimize local truck drayage

# Strategic means to address ... "Fair Share" Funding



**Minimal Opportunity**  
Traditional funding sources – strained

**Moderate Opportunity**  
Target specific users/beneficiaries

- Regional truck markets
- Combine with innovative strategies

**Maximum Opportunity**  
Target ALL users/beneficiaries

- 1) State and Federal
- 2) User fees

# Four Sets of Actions



## ACCELERATE Regional Environmental Mitigation

- 1) Region-wide approaches
- 2) Project specific mitigation measures



## RELIEVE Congestion and Increase Mobility

- 1) Increased intermodal and mainline rail capacity
- 2) Improved highways/roadways



## IMPROVE Operational Efficiencies

- 1) Improve marine terminal productivity, truck turn times, and intermodal operations
- 2) Improve highway operations

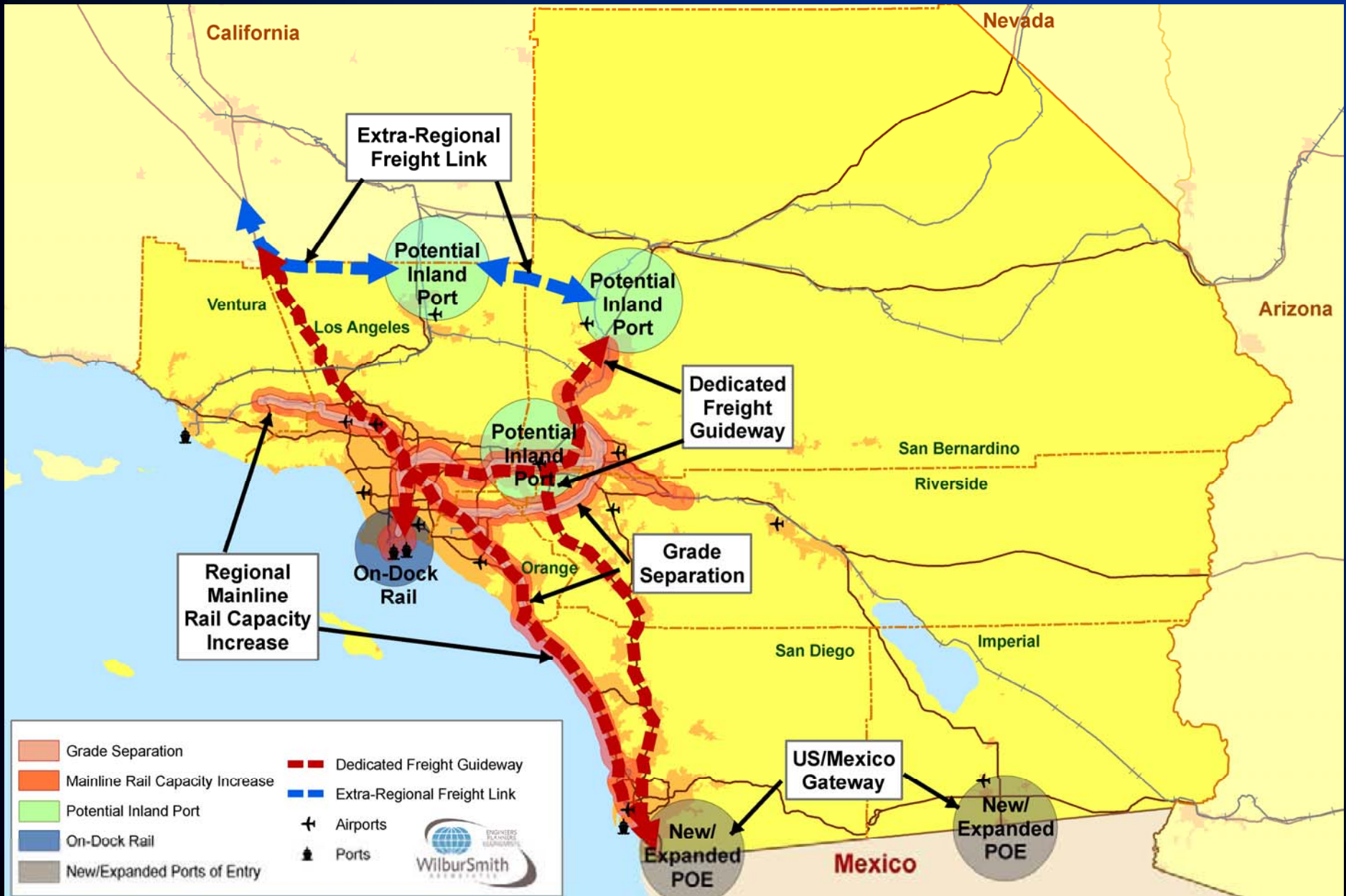


## DEVELOP EQUITABLE Public/Private Funding Strategy

- 1) Maximize the region's fair share of Federal/state funds
- 2) Obtain private sector contribution

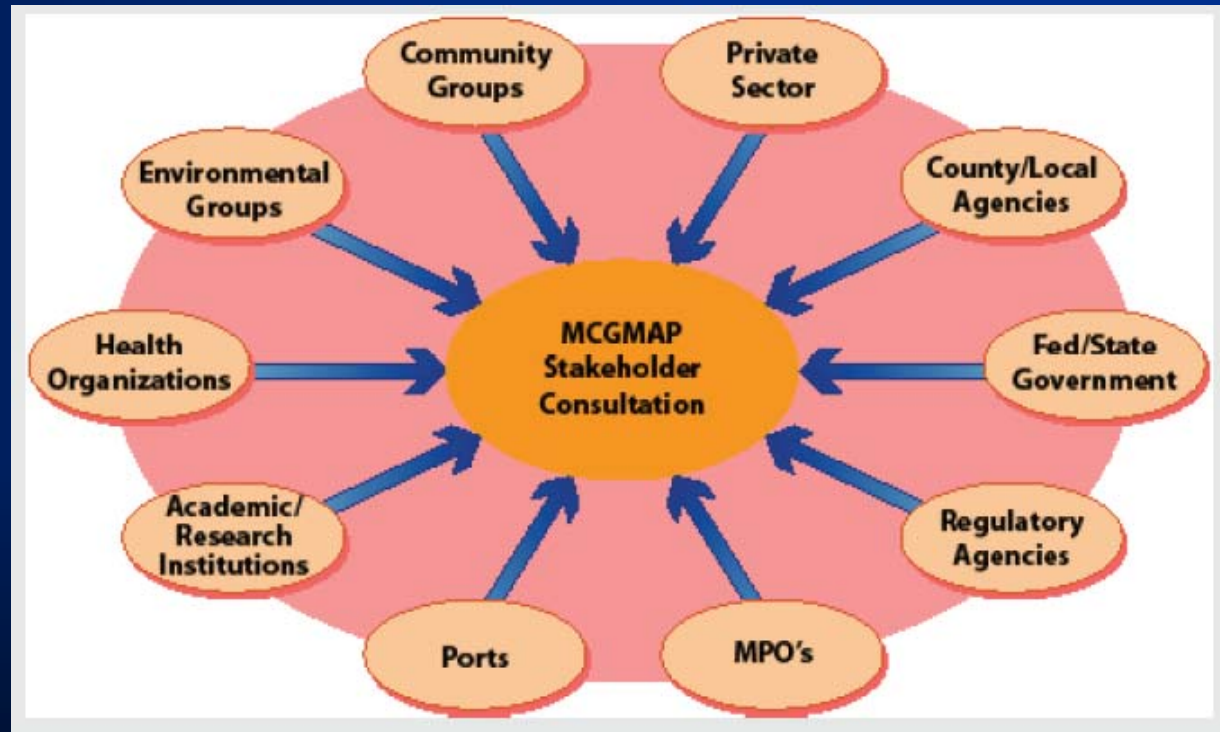


# Potential Future System



# Outreach Efforts

- > Occurred throughout plan development
- > **Stakeholder Advisory Group Meetings**
  - > Began in 2005
  - > Various locations
  - > Diverse attendance
- > **One-on-one meetings**



# Key Stakeholder Concerns

1. More aggressive environmental mitigation strategies to reduce current impacts.
2. Dedicate new private/public funding sources to reduce health and environmental impacts.
3. More aggressive use of alternative fuels and technologies.
4. Study all costs and benefits of meeting a seemingly unlimited goods movement demand.
5. Consider limiting trade growth to invest in clean industries.

# Freight Growth Scenarios & Evaluations

Scenario	Assumptions	2030 Employment impact (number of jobs)	Change relative to Scenario 1
1	San Pedro Bay port growth of 42.5 million TEUs by 2030; SCAG 2004 Regional Transportation Plan baseline implementation	1,601,476	-
2	San Pedro Bay port growth of 24 million TEUs by 2030; SCAG 2004 Regional Transportation Plan baseline implementation	1,013,101	-36.7%
3	San Pedro Bay port growth of 33 million TEUs by 2030; SCAG 2004 Regional Transportation Plan baseline implementation	1,303,490	-18.6%
4	San Pedro Bay port growth of 42.5 million TEUs by 2030; SCAG 2004 Regional Transportation Plan baseline implementation supplemented by additional projects and private investment sources and fees	1,601,476	0.0%

SPB Ports to High Desert

Bundle	Description	Distance (mi)	Reduction of Hours of Delay (vs. 2030 Baseline)		Schools*	Residential* (Acres)	Warehouse* (Acres)
			Autos	Trucks			
1	Operational and safety improvements	N/A	+42,000	-1,000	N/A	N/A	N/A
2	I-710 to SR-60 to I-15	101.5	203,000	78,000	35	9,933	6,290
3	I-710 to I-10 to I-15	98.7	289,000	83,000	60	11,329	3,135
4	I-710 to SR-91 to I-15	87.5	192,000	87,000	48	8,684	4,716
5	I-710 to I-10 (WB) / SR-60 (EB) to I-15	100.1	252,000	81,000	77	16,702	6,767
6	I-710 to SR-91 to SR-57 to SR-60 to I-15	110	207,000	76,000	41	10,533	5,057
7	I-710 to SR-91 to I-605 to I-10 to I-15	96.1	273,000	83,000	57	11,177	2,691
8	I-5 (I-710 to Kern County)	74.6	347,000	89,000	31	4,979	579
9	I-5 (U.S./Mexico Border to Kern County)	204.6	112,000	122,000	78	12,806	3,054
10	Mixed-flow toll expressways: I-710 > SR-60 > I-15	101.5	225,000	32,000	35	9,933	6,290
11	Alternative technologies (e.g. Shuttle Trains, Maglev) between POLA/POLB and inland destinations	N/A	98,000	23,000	N/A	N/A	N/A
12	I-15 (U.S./Mexico Border to Victorville)	161.7	185,000	76,000	23	5,500	3,151

Note: \*Data does not include San Diego County information.

# Action Plan Projects/Strategies

- > **Included in Draft Executive Summary**
  - > Two lists – Regional and County level
  - > Over \$50 billion in total cost, of which approximately \$2.4 billion is currently committed
- > **Project/Strategy Categories**
  - > Project-specific environmental mitigation emissions reductions
  - > Rail
  - > Intermodal ground access
  - > Alternative technology
  - > Freeway/highway

# Next Steps

- > **Environmental and Community Impacts**
  - > Develop a specific set of feasible actions to accelerate implementation air quality and emission reduction plans
  - > Initiate an activity to generate funds to accelerate implementation
  - > Environmental Justice Analysis and Outreach

# Next Steps (Continued)

## > Partnership and Advocacy

- > Maintain dialogue
- > Incorporation of MCGMAP into other plans
- > Continue to convene multi-county meetings
- > Support and propose legislation
- > Developing dedicated funding sources
- > Continue to work closely with all stakeholders
- > Seek industry involvement

# Next Steps (Continued)

## > **Mobility**

- > Investigate the linkage between supply chain and related transportation movements
- > Continue project development, including mitigation
- > Initiate a Regionally Significant Transportation Investment Study
- > Initiate localized studies



# Next Steps (Continued)

## > Funding

- > Pursue new avenues of funding consistent with impacts and benefits
- > Continue fair share discussions with private sector stakeholders to fill funding gaps
- > Establish structures to manage user fees and revenue

# Application of the Action Plan

- > Master plan for goods movement in Southern California
- > Use as a guide for transportation plans
  - > Projects and strategies are at different stages of development
  - > Implementation consistent with roles & responsibilities

# Completion Schedule

- > **Receive stakeholder comments on the Draft Action Plan and Executive Summary** – through March 17, 2008 (close of business)
- > **County workshops** – December, 2007 through February, 2008
- > **Release of Final Action Plan and Executive Summary** – April, 2008
- > **Board presentations and approval** – February through May, 2008

# Questions & Comments

**More Information:**  
[www.metro.net/mcgmap](http://www.metro.net/mcgmap)