

# Multi-County Goods Movement Action Plan

**M** Metro    rctc    Caltrans    Governments SANBAG Working Together    VCTC    OCTA    SANDAG

Preview of the Draft Action Plan

January 31, 2007

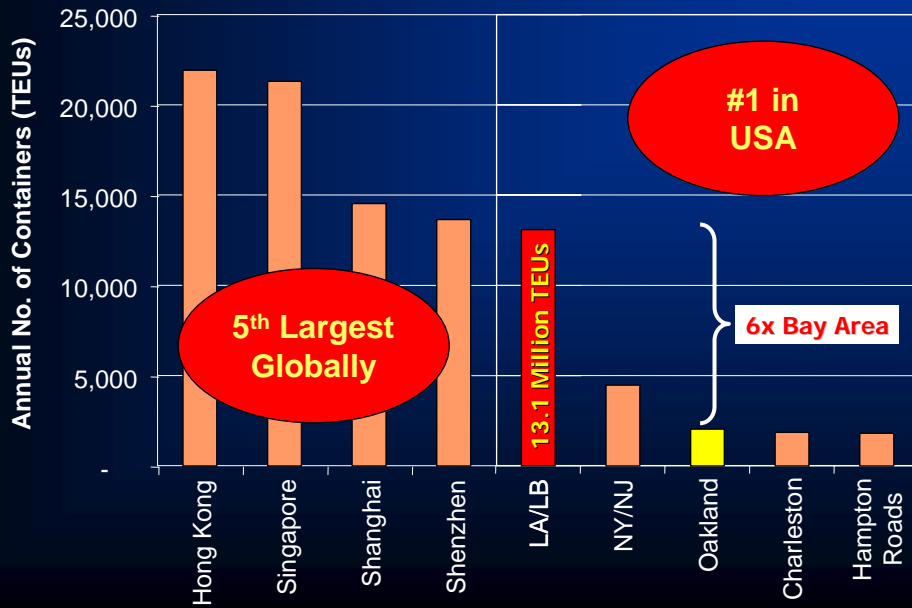
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## Building an Action Plan

1. Project Management / Administration
2. Outreach Assistance
3. Compile and Collect Goods Movement Data
4. Assess Growth in Freight Demand
5. Community, Environmental, & Economic Impacts
6. Strategies for Improving Goods Movement
7. Mitigating the Effect of Goods Movement
8. Multi-County Goods Movement Action Plan

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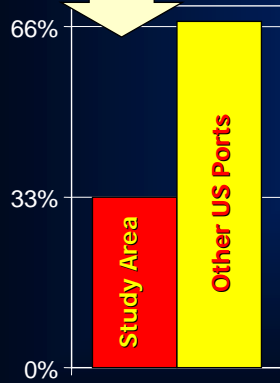
## Major Container Port Gateway (2004)



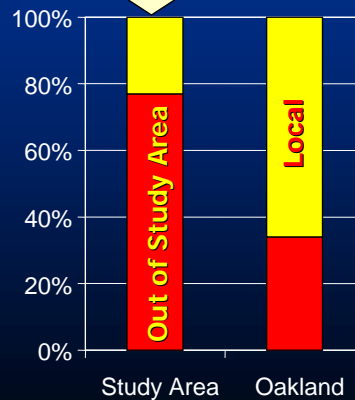
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## Major Container Port Gateway

1/3 of US Int'l Containerized Cargo



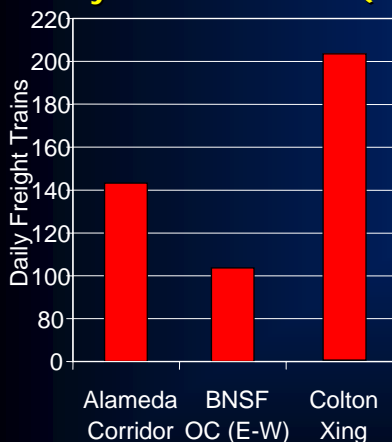
77% is Through Traffic



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# Freight Rail

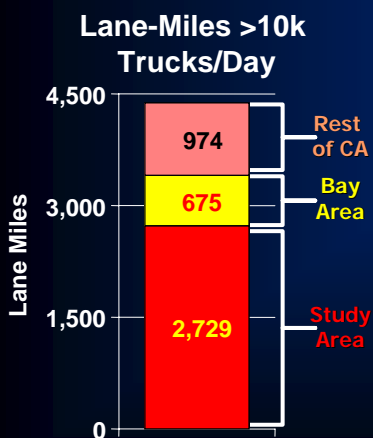
**Forecast  
Daily Train Volumes (2025)**



- Extensive system -- BNSF and UP
  - 5 million intermodal lifts annually
  - 64% are international containers
  - Largest single intermodal op. in US
- Strategic role – int'l container cargo
  - 52% of international container trade (40% direct and 12% transloaded)
- Key role in reducing truck traffic
  - 20% transferred on-dock
  - Congestion, emissions, safety
- System also transports commuters

BNSF - Burlington Northern Santa Fe Railway  
UP - Union Pacific Railroad

# Highways (Trucking)



**Study Area's Highways**

**Ranked #1 Congested Nationally**

Over 9,000 lane miles of freeways

• 25% carry > 10,000 trucks per day

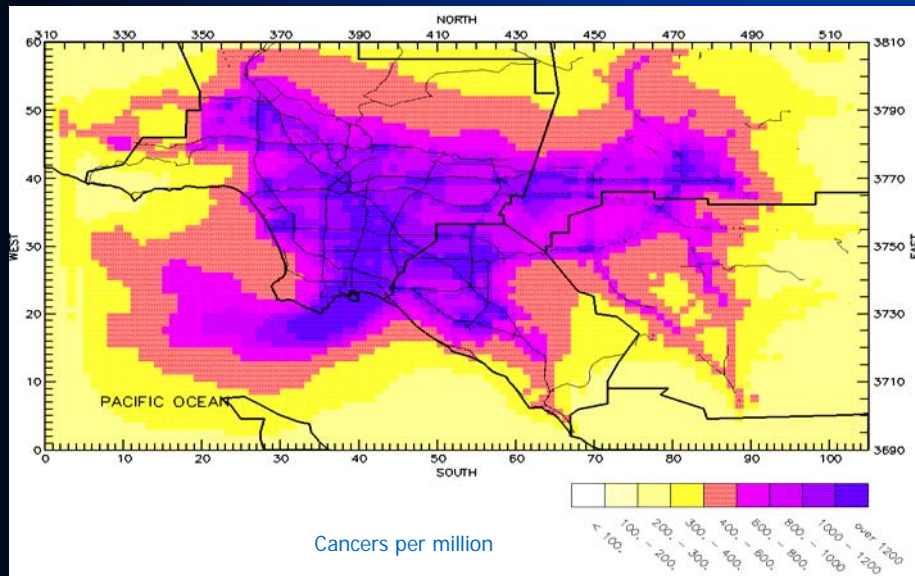
As much as 40,000 trucks daily

• I-710, I-605 and SR 91

Trucking Bottlenecks

• 6 of the most congested in nation

## Estimated Risk of Cancer from Air Toxics: All Emission Sources



Source: SCAQMD, Multiple Air Toxics Exposure Study II, March 2000

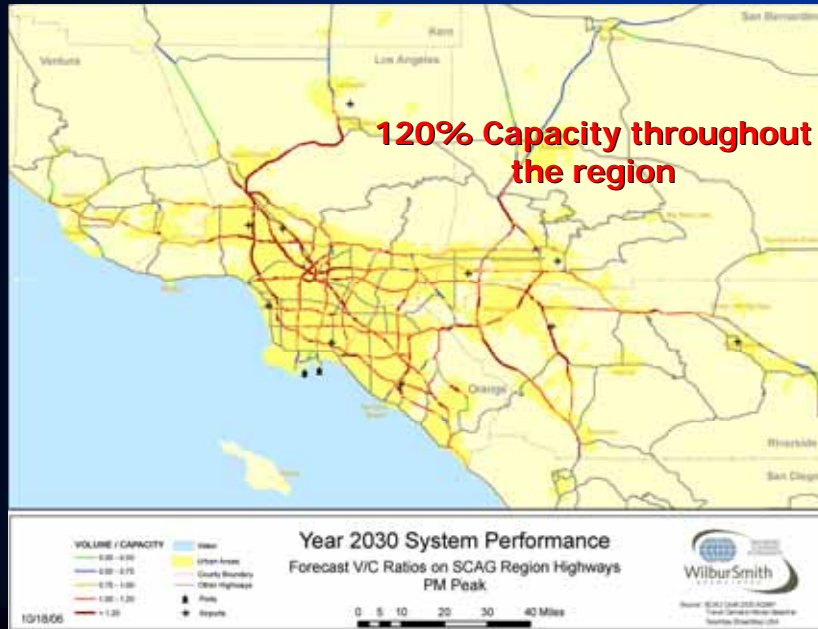
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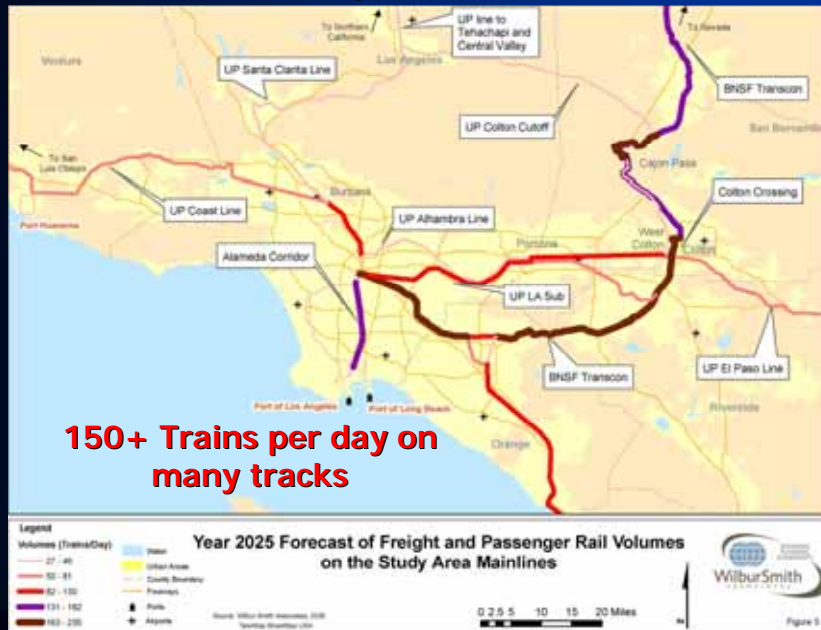
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## Future Highway Systems Performance



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## Future Rail Systems Performance



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## Task 4 – Growth in Freight Demand

### SCENARIOS FOR STRATEGY EVALUATION

Scenario 1:

**High Growth - Current Investment Levels**

Scenario 2:

**Low Growth – Current Investment Levels**

Scenario 3:

**Moderate Growth - Current Investment Levels**

Scenario 4:

**High Growth - Full Investment Levels**

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## Building an Action Plan

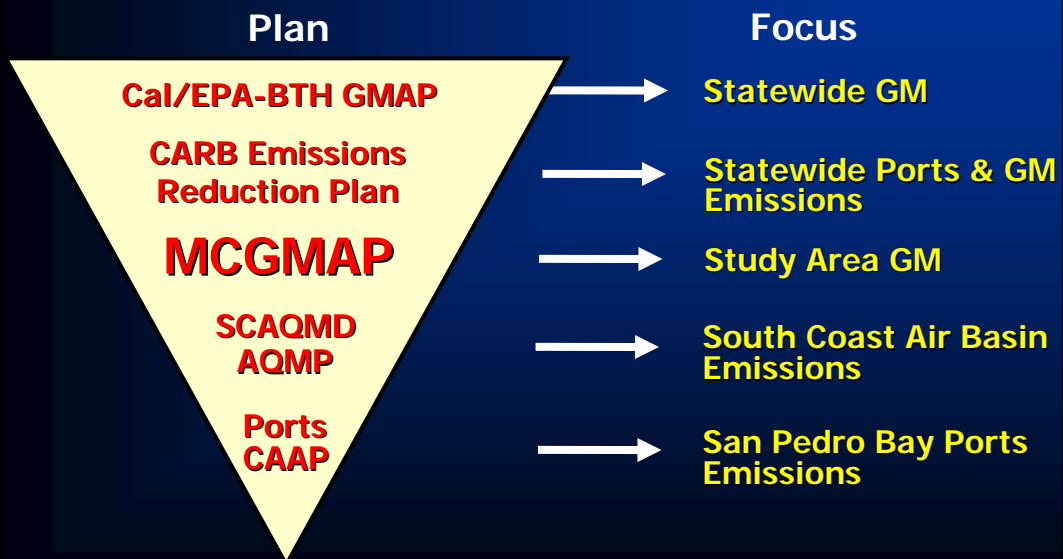


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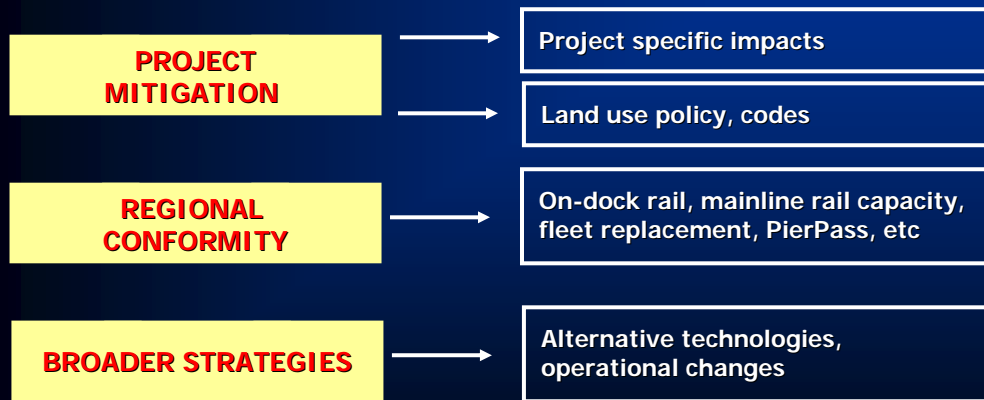
# Issues

- Community Concerns about Environmental and Health Impacts
- Port and Airport Facility Efficiency, Capacity and Throughput
- Highway Congestion, Delay and Maintenance
- Truck Access and Turnaround Times at Goods Movement Facilities
- Mainline Rail Capacity
- Rail Intermodal Capacity Constraints
- Grade Crossings
- Truck Safety
- Changes in Regional Shipping and Transloading
- Shifting of Land Uses and Development Patterns
- System-wide Goods Movement Data and Information
- Security
- Availability of Funding
- A Disparate Goods Movement System and Community

# Agency Environmental Plans



**TASK 7 – MITIGATION STRATEGIES**  
(examples)



**Interactive SAG Question #1**

**“What other mitigation measures would you like to see?”**

- A) Establishing mitigation banks**
- B) Establishing habitat conservation plans**
- C) Establish region-wide mitigation effort to maximize the benefits of wetland and upland habitats**



Port and Airport Facility Efficiency, Capacity and Throughput

PORT STRATEGIES

**OPERATIONAL**

Container stacking, storage, dwell, service hours, labor

Per acre throughput – 4,700 – 11,000/yr

**PHYSICAL**

Berth space, acreage, cranes

**STRATEGIC**

Inland port, shuttle rail, maglev, dedicated clean fleet

Regional port niche roles

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Highway Congestion, Delay and Maintenance

**OPERATIONAL**

Interchanges, intersections, managed lanes, tolling, ITS

**PHYSICAL**

Additional lanes, exclusive lanes

**MODAL**

On- and near-dock rail, mainline rail capacity

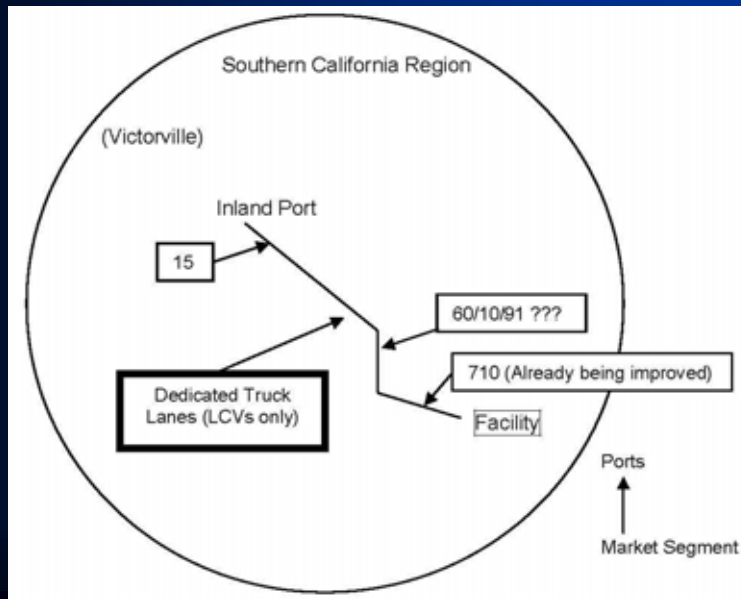
**OTHER**

Productivity (LCV)

Demand Management (PierPass)

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# Regional Truck Lane System?



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## Truck Safety

**PHYSICAL**

Exclusive lanes

**MODAL**

Diversion to other modes

**REGULATORY/  
ENFORCEMENT**

Truck inspection and enforcement

**OTHER**

Fleet replacement

Driver training

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## Interactive SAG Question #2

**“Do you support the idea of dedicated truck lanes on freeways?”**

- A) Yes**
- B) No**

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### Mainline Rail Capacity

**PHYSICAL**



Additional track

**OPERATIONAL**



Longer trains

### Grade Crossings

**PHYSICAL/OPERATIONAL**



Improved or grade-separated crossings (On-Trac, ACE, etc)

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## Rail Intermodal Capacity Constraints

**PHYSICAL**

On- and Near-Dock Lift Capacity

**OPERATIONAL**

Per acre throughput –  
Stacking vs wheeled operations

Train blocking

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## Shifting of Land Uses and Development Patterns

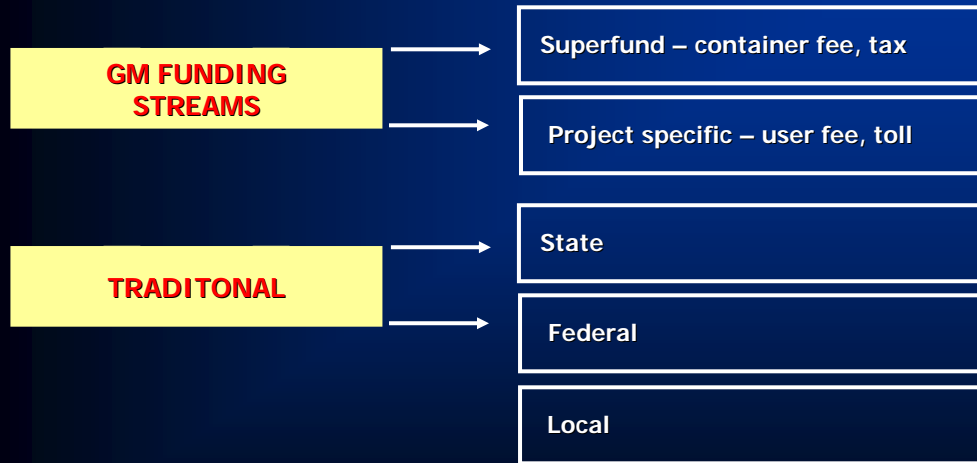
**POLICY**

Local jurisdictions

General plans, building codes

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## Availability of Funding



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## Interactive SAG Question #3

**“Which type of funding mechanism do you most support?”**

- A) Tolls**
- B) Container Fees**
- C) Taxes**

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A Disparate Goods Movement System and Community

**MULTIJURISDICTIONAL**



"Super agency"



Project specific – JPA

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**Interactive SAG Question #4**

**"Do you support the idea of a 'super agency'?"**

**A) Yes**

**B) No**

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## End Product

- > **What** – Reach consensus on projects, strategies and options for implementation
- > **When** – Fall 2006: Develop projects, strategies and options for evaluation  
  
Winter 2007 (March) : Complete Multi-County Goods Movement Action Plan
- > **How** – Develop and maintain partnerships, seek innovative financing scenarios, complement State GM Plan

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## Questions & Answers

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

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