

**Multi-County Goods Movement Action Plan**

Metro   rctc   Caltrans   Governments SANBAG Working Together   VCTC   OCTA   SANDAG

Presentation to  
Stakeholder Advisory Group Meeting

November 8, 2007

1

The slide features a blue-tinted background image of a BNSF freight train and a white freight truck. The title 'Multi-County Goods Movement Action Plan' is at the top in a black bar. Below it is a row of logos for Metro, rctc, Caltrans, Governments SANBAG Working Together, VCTC, OCTA, and SANDAG. The main text is centered in yellow, and a small '1' is in the bottom right corner.

## 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

- > The Action Plan is a partnership between county, regional, and state transportation agencies, resulting in ongoing collaboration with State and Federal agencies.
- > The Action Plan included regional modeling of freight facilities.
- > The Action Plan presents a market segmented approach to addressing goods movement and associated issues.

3

## Agency Roles

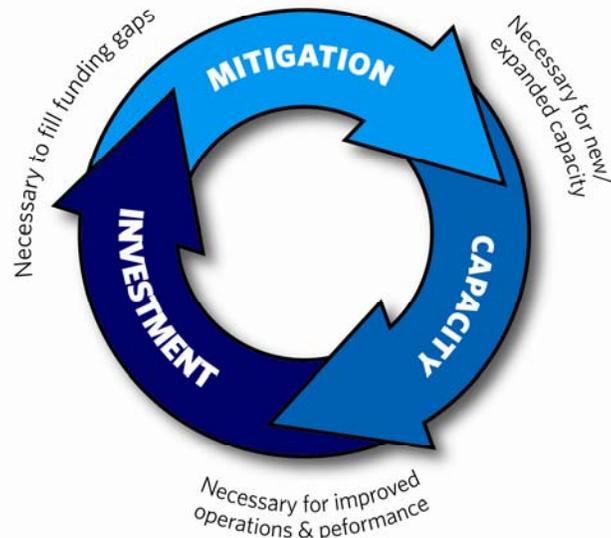
- > **The MCGMAP partners are the transportation and planning agencies that co-manage the development of the Action Plan.**
  - > The MCGMAP partners plan, fund, maintain, operate, construct and implement multi-modal transportation projects .
  - > The MCGMAP partners influence the goods movement system through the regional planning and programming of funds to transportation projects.

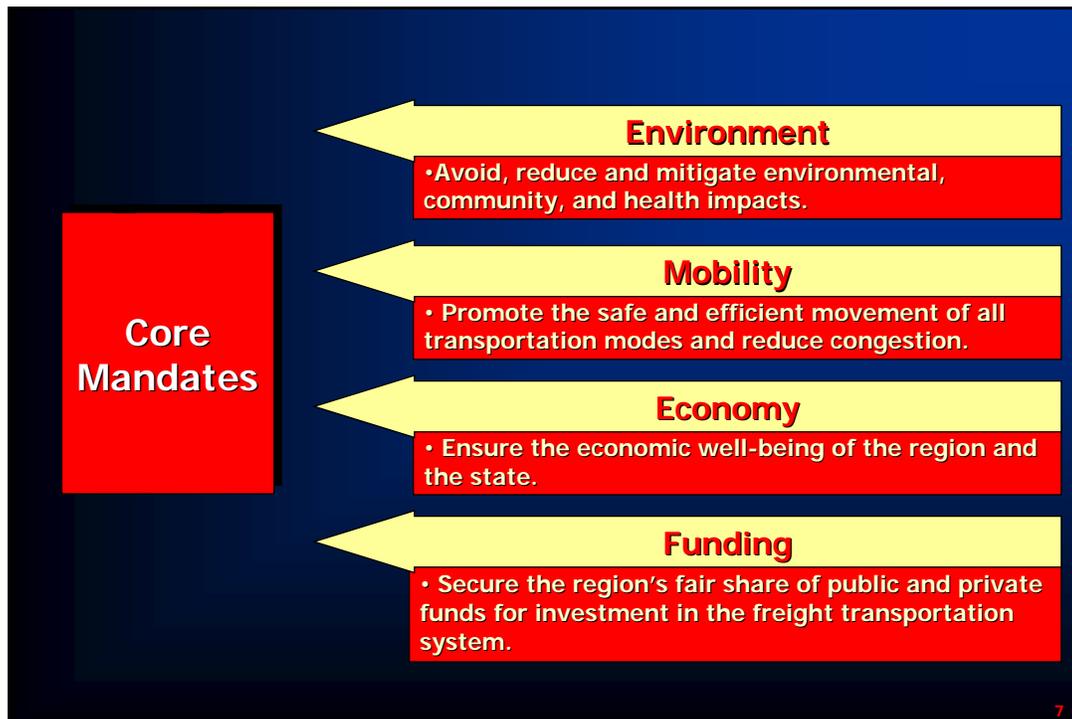
4

# MCGMAP Study Area



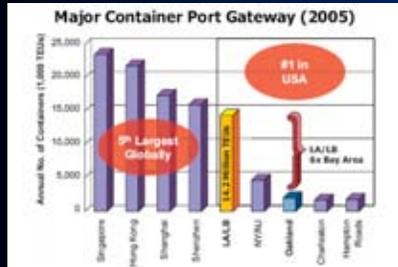
## SIMULTANEOUS AND CONTINUOUS





- ## Implementation Principles
1. **Guideline** – For state, regional, and local planning.
  2. **Investment** – Simultaneous and continuous.
  3. **Cost Distribution** – Users and beneficiaries will pay their fair share.
  4. **Management** – Define institutional structures as needed.
  5. **Public Benefit** – In order to use public funding a clear public benefit must be demonstrated.
  6. **Land Use Compatibility** – Separate goods movement infrastructure from sensitive receptors.
- 8

# Challenges



# Challenges (Continued)

- > **Mobility**
  - > More than doubling of regional VMT and freight rail traffic by 2030
  - > 5.4 million hours of daily delay by 2030
  - > Some freeways may carry more than 80,000 trucks per day
- > **Environment and Community**
  - > In 2005, almost \$19.5 billion is health costs due to freight transport in California
  - > Premature deaths – 2,400 (CARB) statewide, 1,200 in South Coast Air Basin

## Challenges (Continued)

- > **Environment and Community (continued)\***
  - > California counties not meeting the basic public health standard for fine particles
  - > Major roadways are pollution “hot spots”
  - > Even full fleet turnover to 2010 truck standards and to the Tier 4 locomotive standards proposed by USEPA will not provide sufficient reductions
  - > Additional emission reductions — over and above the control measures the agencies have been able to identify for inclusion in plans to date — will have to be implemented

\* Source: “Southern California’s Freight Movement Challenge” presentation to California Bar Association Environmental Law Conference, October 2007 (SANBAG)

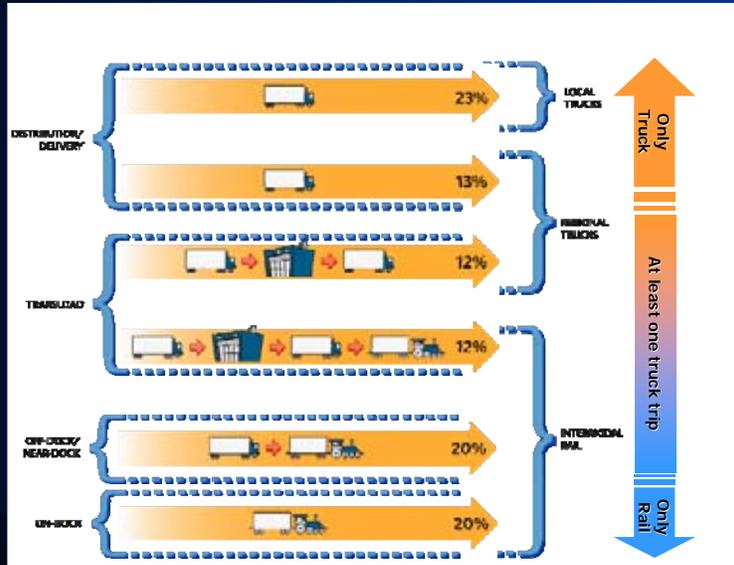
11

## Challenges (Continued)

- > **Funding**
  - > More than \$50 billion required to fund Action Plan projects and programs in the next 30 years
- > **Economic**
  - > Logistics activity is directly responsible for 6.6% of the region’s economy
  - > One logistics job supports 2.2 new jobs
  - > Border crossing delays resulted in the loss of \$3.9 billion from the binational economy

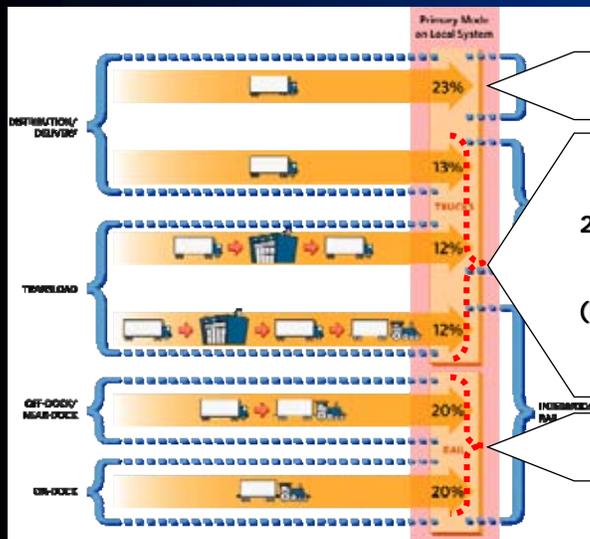
12

# Modal Market Segments



\* All percentages estimated based on 2005 data.

## Strategic means to address ... Truck Issues

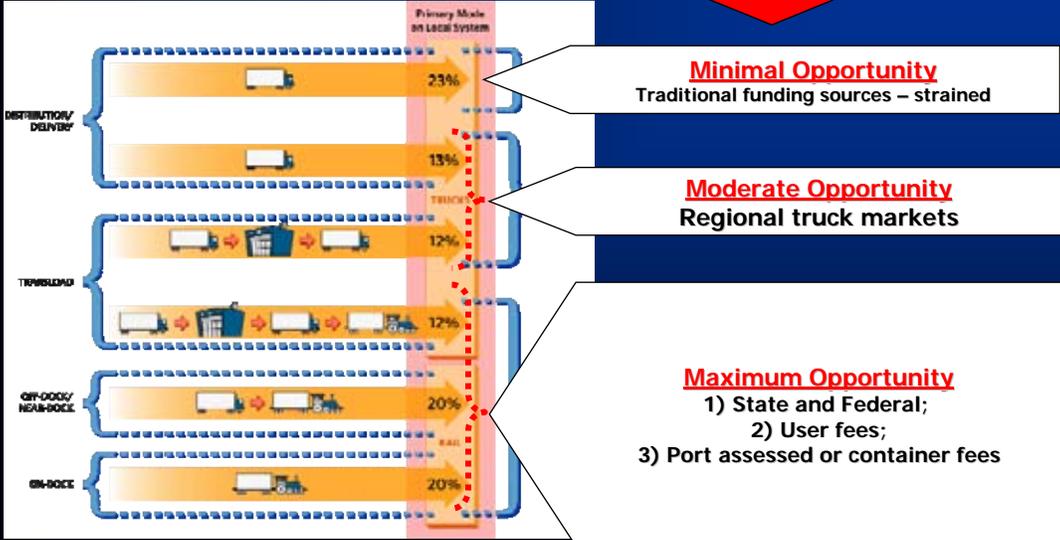


**Hwy Operations & Capacity**  
General purp. hwy network

- 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

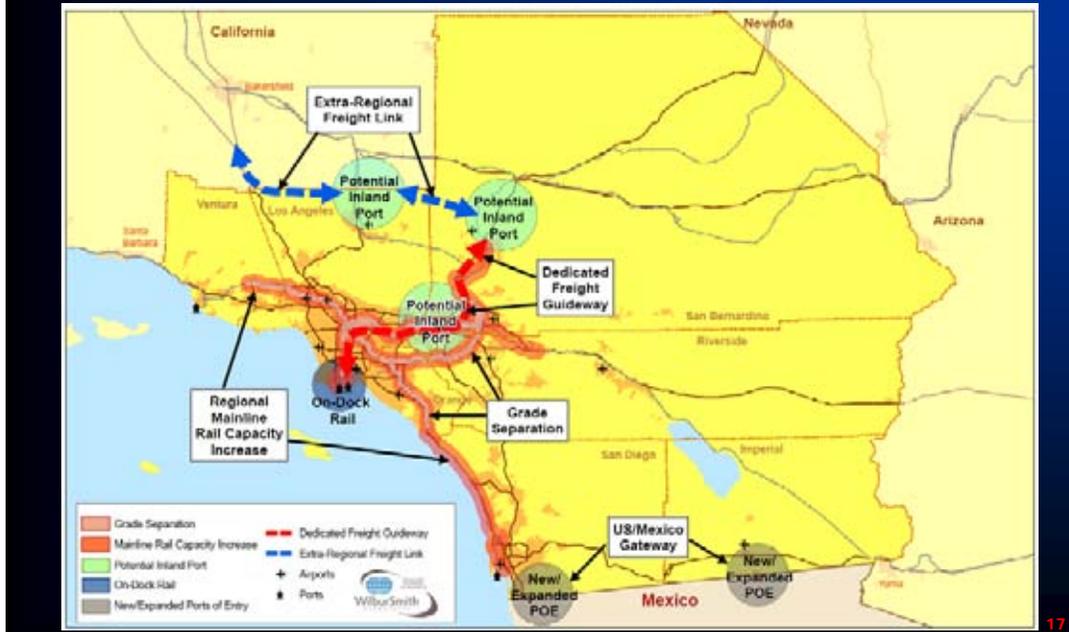
**Strategic means to address ...  
"Fair Share" Funding**



**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



## Potential Future System (Continued)

- > **Maximize Regional Intermodal Rail Traffic**
  - > On-dock rail facilities
  - > Regional mainline capacity
  - > Grade separations
- > **Minimize Regional Truck Traffic**
  - > High priority freight corridors
  - > Dedicated freight guideways
  - > Inland ports and staging areas
  - > Land use policies
- > **Target the Mitigation of Environmental and Community Impacts**
  - > Grade Separation
  - > Technology solutions
  - > Simultaneous and continuous
  - > Federal government, regulatory agencies, and private industries must play a proactive role

## 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.

19

## Freight Growth Scenarios

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%

20

## Evaluation Results

SPB  
Ports  
to  
Victorville

Bundle	Description	Distance (mi)	Reduction of Hours of Delay (vs. 2050 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.

21

## 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

22

## Next Steps

- > **Environmental and Community Impacts**
  - > Through the Southern California National Freight Gateway (SCNFG) Cooperation Agreement and other related activities, develop a specific set of feasible actions to accelerate implementation of the strategies contained in the various air quality and emission reduction plans that are within the scope of responsibility of the project partners.
  - > In partnership with CARB, air districts, the logistics industry, and local governments, initiate an activity to generate public and/or private funds to accelerate implementation of air quality improvement strategies being undertaken by these and other entities.
  - > Initiate the Environmental Justice Analysis and Outreach for the MCGMAP in Fall 2007.

23

## Next Steps (Continued)

- > **Partnership and Advocacy**
  - > Implement the SCNFG Cooperation Agreement among federal, state, regional, and other implementing agencies to maintain dialogue to address the challenges outlined in MCGMAP.
  - > Request the incorporation of MCGMAP strategies and actions into other state, regional and local plans.
  - > Continue to convene multi-county meetings.
  - > Support and propose legislation that: 1) Provides funding mechanisms; and 2) improves mobility and facilitates regional multi-county goods movement goals without undermining local community priorities and quality of life.
  - > Support groups such as Mobility 21 and the Coalition for America's Gateways and Trade Corridors in developing dedicated federal and state goods movement funding sources.
  - > Continue to work closely with all stakeholders.
  - > Seek goods movement and logistics industry involvement throughout planning and project development phases.

24

## Next Steps (Continued)

### > Mobility

- > Initiate a study to investigate the linkage between industry supply chain trends and port and trade related transportation patterns and movements.
- > Continue project development efforts of the regional and county-specific projects listed in the Action Plan, including the mitigation of the impacts of those projects.
- > Initiate a Regionally Significant Transportation Investment Study (RSTIS) to evaluate the feasibility of implementing a Dedicated Freight Guideway System/Regional Truck Lanes (I-710 From Port of Long Beach to SR-60; East-West Corridor between the I-710 and to I-15; and I-15 to Victorville) inclusive of potential non-freeway implementation
- > Initiate localized studies, as appropriate

25

## Next Steps (Continued)

### > Funding

- > Pursue new avenues of goods movement funding for projects, including the region's fair share of Proposition 1B trade Corridor Improvement Funds, other state appropriations, federal funds, and private sector contributions consistent with the impacts of the benefits they derive from the use of the transportation system
- > Continue fair share and user fee discussions with private sector stakeholders to seek their support in addressing goods movement impacts and filling funding gaps.
- > Establish structures to manage user fees and revenue that are acceptable to both public and private sector stakeholders.

26

## Completion Schedule

- > **Receive stakeholder comments on the Draft Action Plan and Executive Summary – November/December, 2007**
- > **County workshops – November/December, 2007**
- > **Release of Final Action Plan and Executive Summary – January, 2008**
- > **Board presentations and approval – January through March, 2008**

27

## Questions & Answers

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

28