

Gateway Cities Council of Governments Intelligent Transportation Systems Implementation Plan for Goods Movement

Streets and Freeways Subcommittee
July 14, 2011



The Regional Problem



Southeast Los Angeles County

- Growing truck traffic, mobility and safety issues

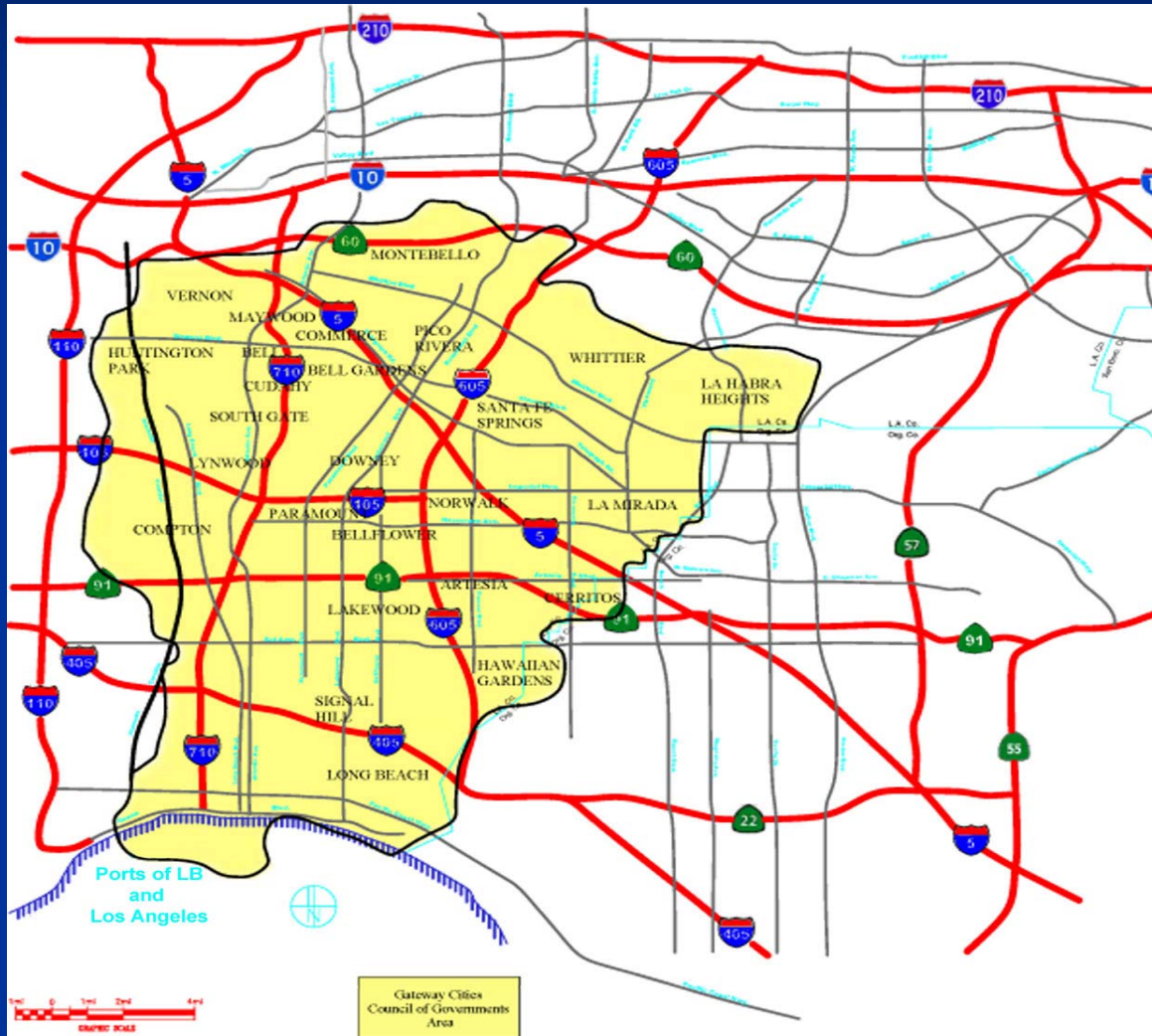


- Greater exposure to diesel emissions
- Increased health risks

Addressing the Problem

- Gateway Cities COG, MTA, FHWA and Stakeholders
- Technology-based program of projects to achieve efficiencies in the goods movement network.
- Cambridge Systematics, Inc.
- 20 month feasibility study
- \$2.04 million earmark
- Southeast Los Angeles County

The Study Area



Background

2008 ITS Integration Plan

- Private sector - an integral partner in developing GM solutions
- Technology infrastructure feeds information to the private and public sectors
 - Informed business decisions efficiencies and profits
 - Decision making and guides infrastructure investments
- Day to day business is improved through coordinated, actively monitored operations
- ITS Integration Working Group
- 14 proposed projects

Approach and Look Ahead

- Consensus developed/driven
- Public agency/private sector participation
 - wide industry use
 - generate maximum congestion, AQ and cost benefits
- Program of improvements

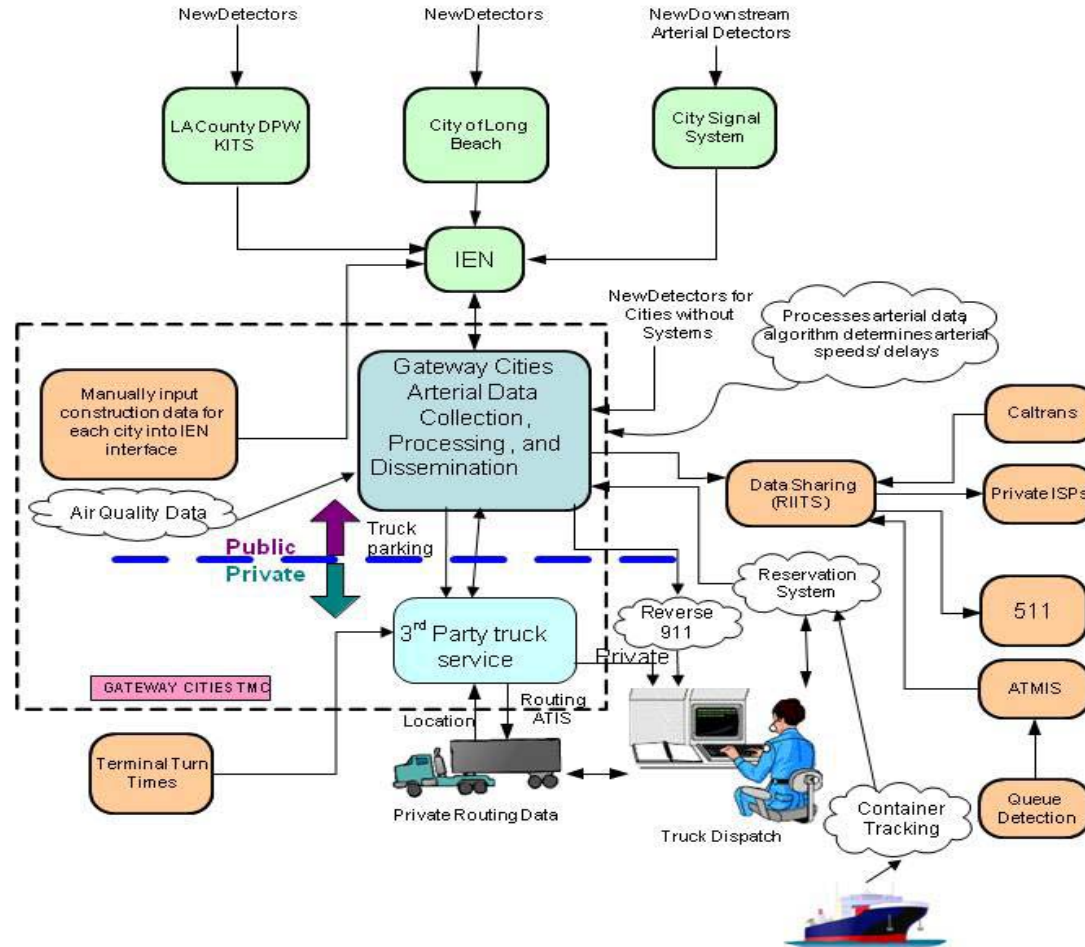
- Relatively low cost, short term and long term delivery, immediate and long term benefits
- Private sector funding
- Regional and beyond application

Study Elements

- 14 projects, a “master plan”
 - define projects in detail
 - Current status
 - Means and method to develop
 - Technology options
 - Operational alternatives/requirements
 - Equipment requirements
 - Projected outcomes and information
 - Costs – capital, operations and maintenance
 - Phasing
 - Outline results for each project
 - Flexibility to consider/study new projects

Study Elements

■ Concept of Operations



Study Elements

■ Business Plan

- Foundation “case” to move projects forward
 - Costs, benefits, risks, a schedule other key decision factors
 - Basis for investment/support by federal, state, local agencies and the private sector

■ ITS Working Group

- Truck operators, ports, distribution services, rail operators, MPOs, RTPAs, State DOT, FHWA, etc.
 - Wide involvement in the planning process
 - Establish private sector needs and issues

ITS Projects

- Queue Detection and Drayage Turnarounds



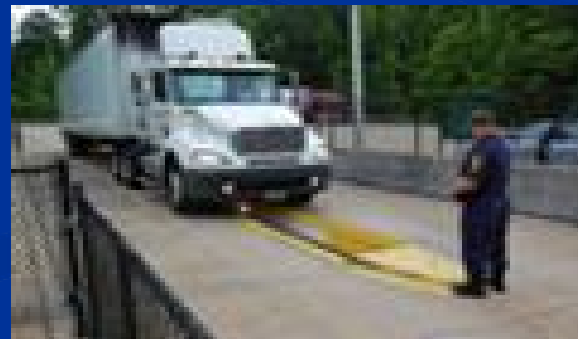
- Container Reservation



- Arterial /Freight-focused Traveler Information



- Truck Enforcement Strategies



ITS Projects

■ In the Ports

■ Queue Detection

- Tracks when shipments are ready to be picked up - eliminates wait times/idling trucks from traveling to ports when shipments are not ready

■ Container Reservation

- Allows operators to decide what is the best time to pick up container

■ On Freeway or Arterial

■ Arterial Travel Time

- Provides accurate travel times along arterial corridors allowing drivers to divert onto other routes

■ Truck Parking Coordination

- Allows truck drivers to reserve spots at rest stops. This prevents trucks from driving to full lots and decreases their time on the road

ITS Projects

- **Comprehensive Goods Movement Scheduling Systems**
- This project will assess the feasibility of deploying a container reservation and tracking system across the POLB/POLA complex. The two primary applications of this project are a container reservation system for use in scheduling pick-up and delivery of containers to port terminals, and a container tracking system to support intermodal logistics planning and freight security functions.
- **Benefits:** This System could significantly improve the efficiency of the intermodal handoffs between terminals and intermodal dray carriers, thereby reducing truck vehicle miles traveled, reducing truck idling, and improving air quality.

ITS Projects

- **Truck Enforcement Strategies, Systems, and Sites Study**
- This project is in response to the closing of two CVEFs on the I-5 due to their inability to handle the large volume of trucks. A previous study has identified two potential areas on the I-710 where CVEFs may be constructed. This project will conceptually design these CVEFs to minimize the impacts of congestion on truck movements off I-710 and their return to I-710.
- **Benefits:** Include fewer incidents/crashes involving trucks due to focused enforcement on high safety risk carriers; less congestion in the station and on the highway in the vicinity of the station; improved compliance with weight and safety regulations; reduction of environmental impacts through less emission of pollutants into the air and less noise pollution from trucks; and more efficient movement of trucks.

For More Information

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