

# Multi-County Goods Movement Action Plan



**Metro**



**Draft Executive Summary**

**January 28, 2008**

**Board of Directors**

# Overview of the Action Plan

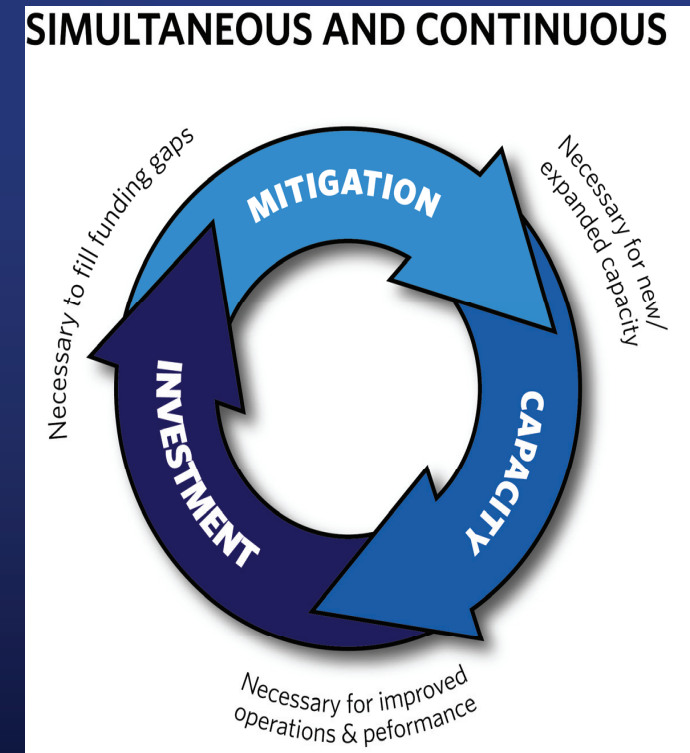
- > The master plan for goods movement in Southern California.
- > Intended to be used as a guide in preparation of state, regional, and local transportation plans.
- > Regional in scope.
- > Represents a partnership between county, regional, and state transportation agencies.
- > Presents regional modeling of freight facilities.
- > Presents a market segmented approach to addressing goods movement and associated issues.
- > Respects agency roles and authority.

# MCGMAP Study Area – Orange County



# 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.



# Challenges

## > Mobility

- > Congestion
- > Delay to travelers
- > Safety
  - > In Orange County, daily truck volumes on SR-91 will more than triple by 2030 (from 11,000 to 48,000+)

## > Environment and Community

- > Major goods movement corridors are pollution “hot spots”
- > Premature deaths
- > Health costs
- > Air quality
- > Additional emission reductions needed
- > Noise
- > Visual Impacts
- > Proximity to sensitive receptors

# Challenges (Continued)

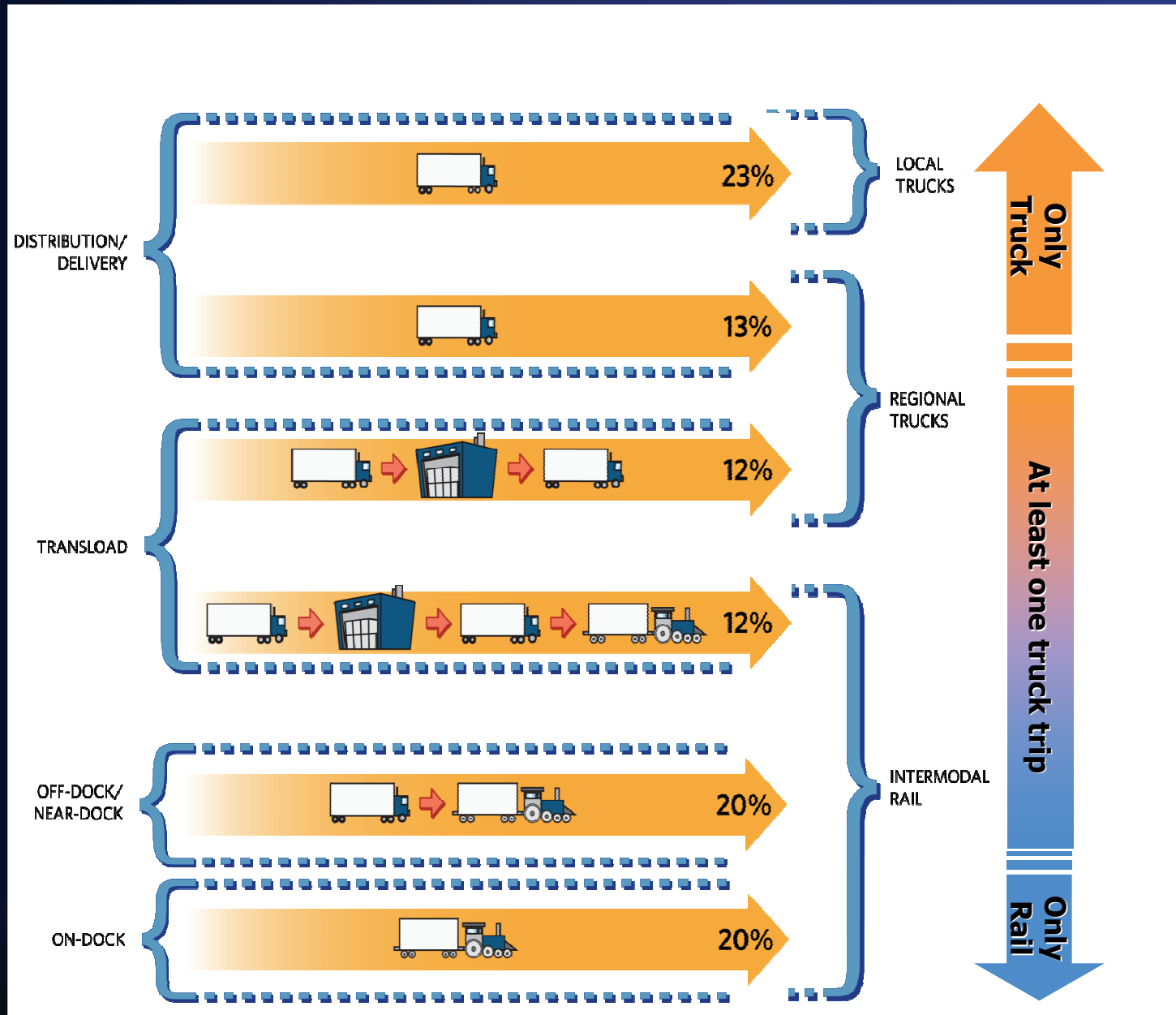
## > Funding

- > More than \$50 billion required to fund Action Plan projects and programs in the next 30 years

## > Economic

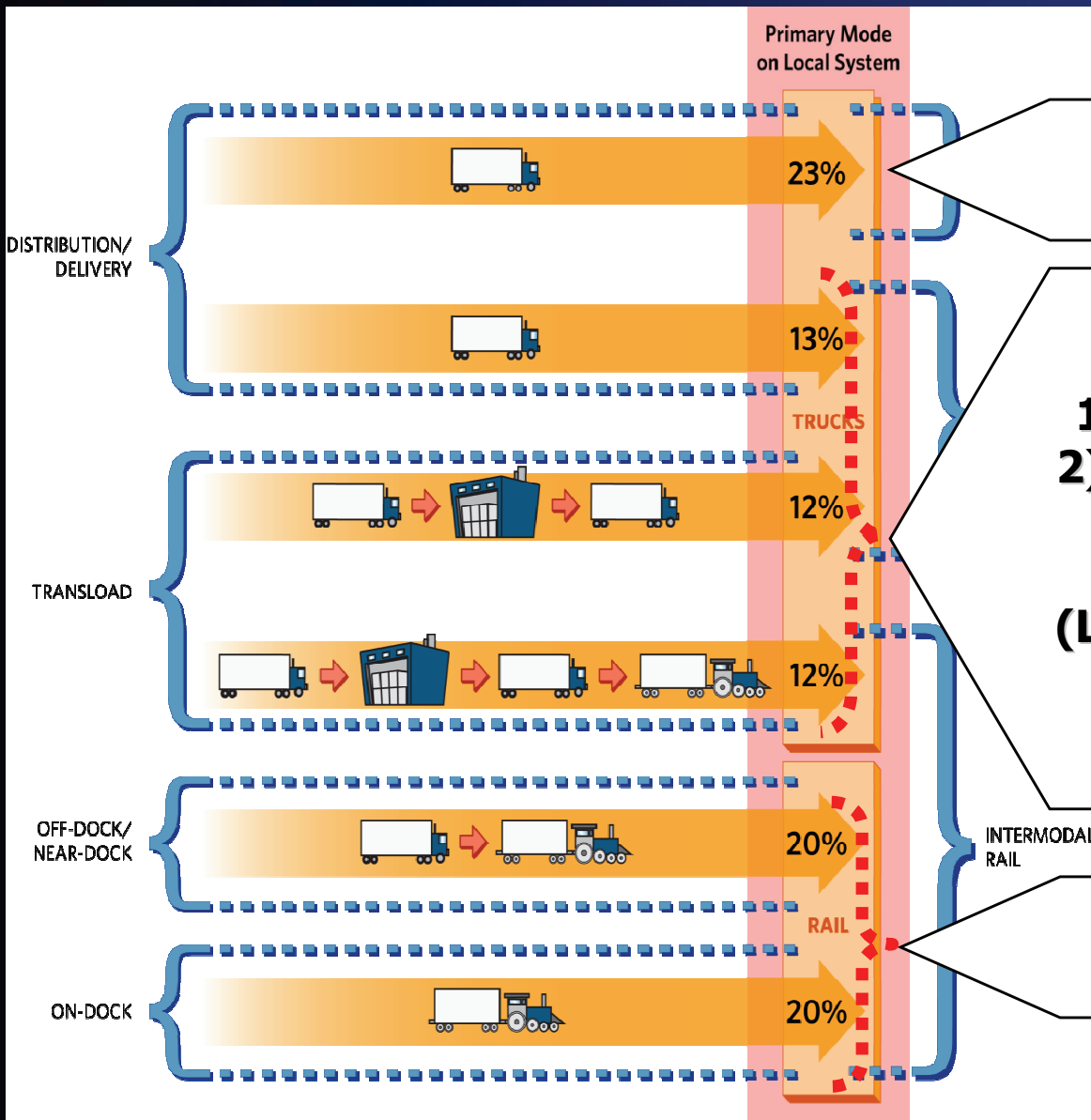
- > Logistics activity is directly responsible for 6.6% of the region's economy
- > One logistics job supports 2.2 new jobs
- > Border crossing delays resulted in the loss of \$3.9 billion from the binational economy
  - > Orange County, is a bridge between the ports and increasing warehouse activity in Inland Empire

# Modal Market Segments



\* All percentages estimated based on 2005 data.

# Strategic means to address ... Truck Issues



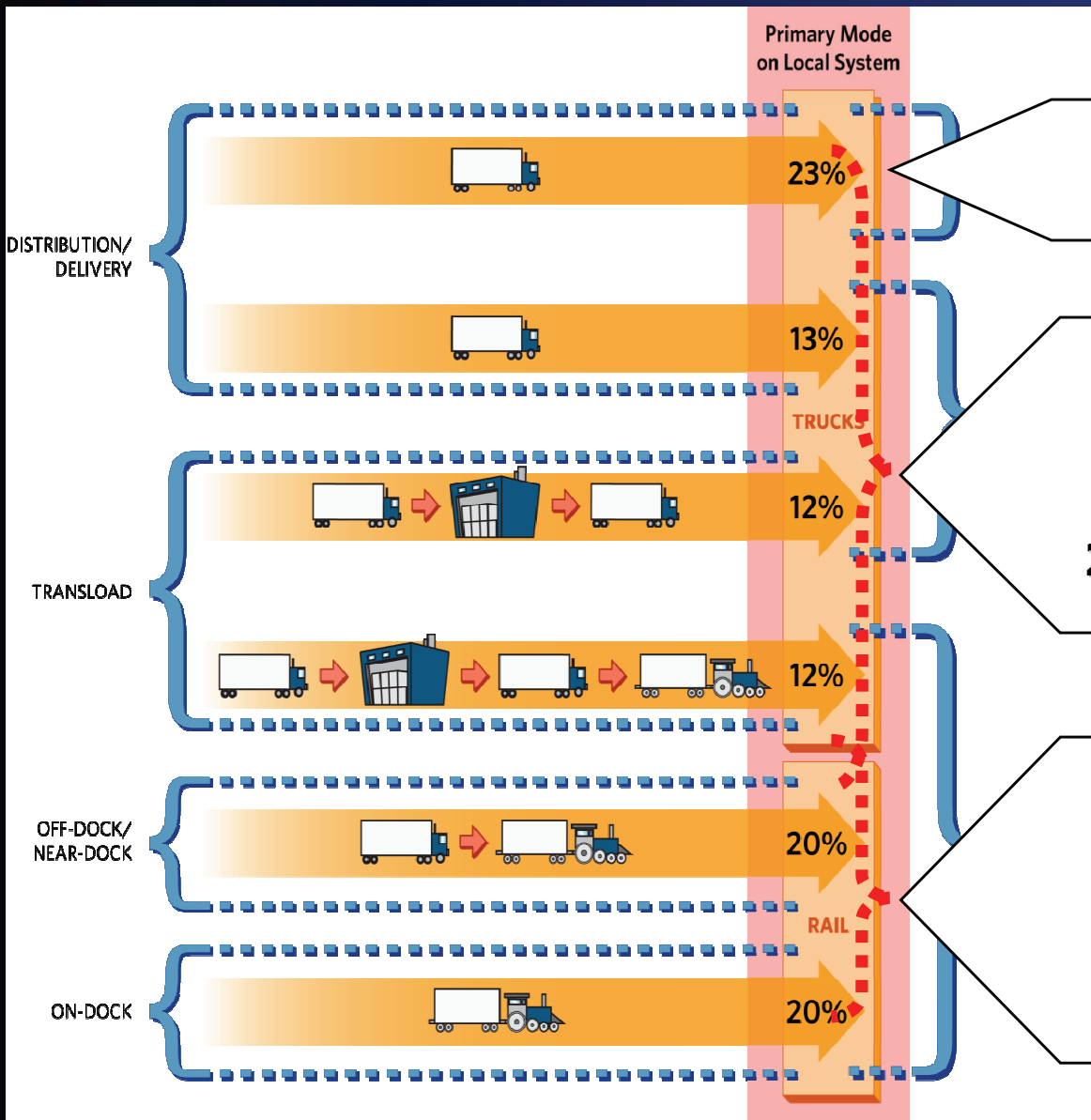
**Hwy Operations & Capacity**  
General purp. hwy network

- 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  
1) Regional truck markets  
2) 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



# Orange County Projects

Mode/System	Description	2007 Cost (in Millions) <sup>1</sup>	Time-frame <sup>2</sup>
Grade Separations	ACE Orange County	\$631	S,M
Freight Corridor Capacity Enhancement and Operational Improvements	I-5 general purpose lanes, auxiliary lanes, interchanges <sup>3</sup>	\$2,095.2	S,M,L
	SR-57 north of Orangewood, general purpose, auxiliary, and truck climbing lanes <sup>4</sup>	\$487.8	S,M
	SR-91 I-5 to SR-241 general purpose lanes, auxiliary lanes <sup>5</sup>	\$368	S,M
	I-405 I-5 to SR-55, general purpose lanes	\$328.9	L

1. All figures include environmental mitigation costs.

2. S = Short-term (2007-2015); M = Mid-term (2015-2025); L = Long-term (post 2025)

3. Includes 7 total projects

4. Includes 3 total projects

5. Includes 3 total projects

# Core Mandates

Identified based on stakeholder input and analysis by project team

## Environment

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

## Mobility

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

# Next Steps

- > **Environmental and Community Impacts**
- > **Partnership and Advocacy**
- > **Mobility**
- > **Funding**

# Application of the Action Plan

- > Master plan for goods movement in Southern California
- > Use as a guide for transportation plans
  - > Act as a Region
  - > 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 – December, 2007/February, 2008**
- > **County workshops – December, 2007/February, 2008**
- > **Release of Final Action Plan and Executive Summary – February, 2008**
- > **Board presentations and approval – February through March, 2008**



# Questions & Answers

**More Information:**

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