

Multi-County Goods Movement Action Plan



Metro



Briefing to the OCTA Board

January 22, 2007

Building an Action Plan

8. Multi-County Goods Movement Action Plan

7. Mitigating the Effect of Goods Movement

6. Strategies for Improving Goods Movement

5. Community, Environmental, & Economic Impacts

4. Assess Growth in Freight Demand

3. Compile and Collect Goods Movement Data

2. Outreach Assistance

1. Project Management / Administration

Issues

Community Concerns about Environmental and Health Impacts

Grade Crossings

Highway Congestion, Delay and Maintenance

Inadequate Funding

Mainline Rail Capacity and Impacts of Additional Trackage

Changes in Regional Shipping and Transloading

Shifting of Land Uses and Development Patterns

Truck Safety

Security

Truck Access and Turnaround Times at Goods Movement Facilities

System-wide Goods Movement Data and Information

Port Facility Efficiency, Capacity and Throughput

Rail Intermodal Capacity Constraints

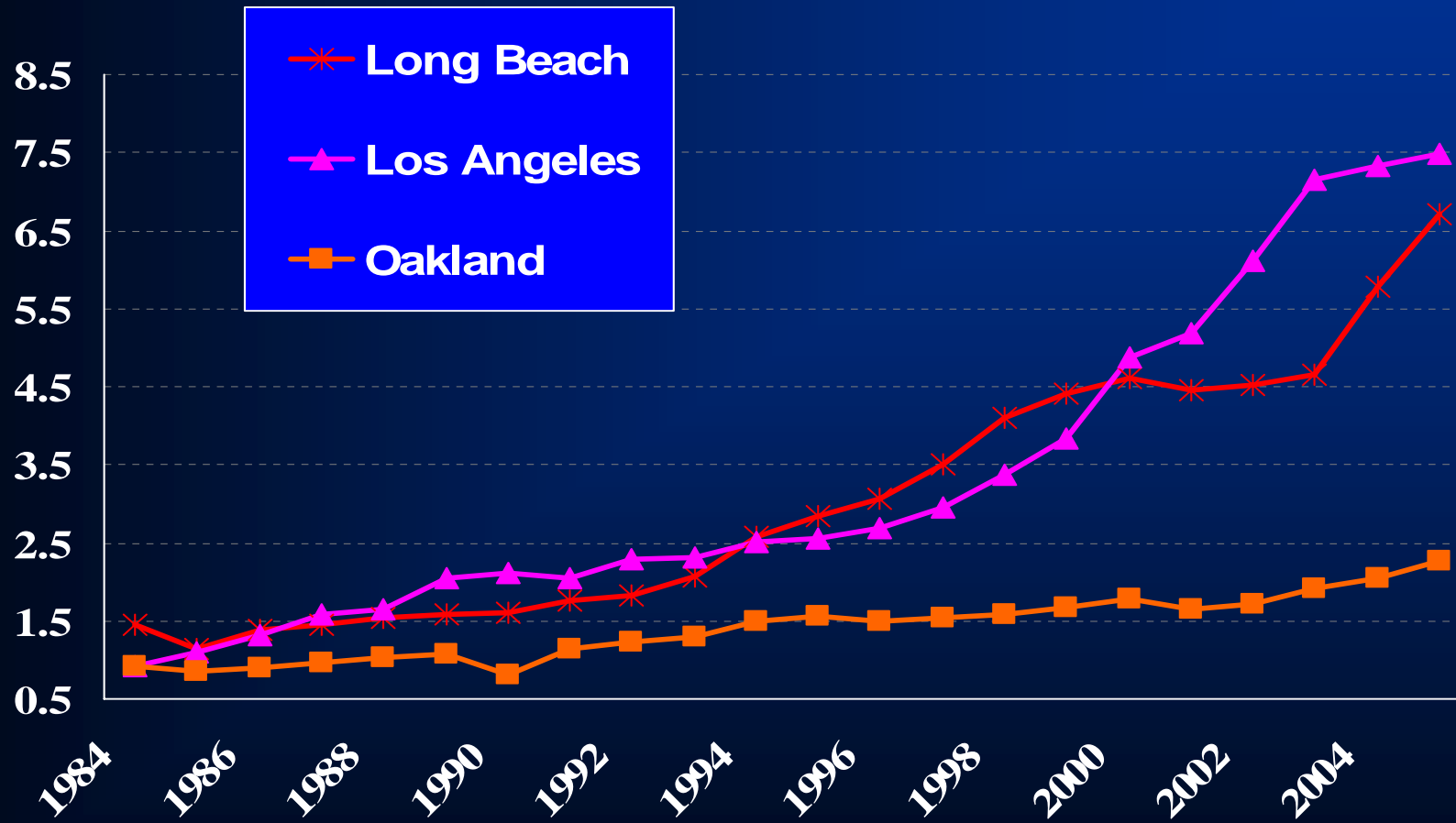
A Disparate Goods Movement System and Community





Container Traffic at California Ports 1984-2005

(Millions of TEUs)



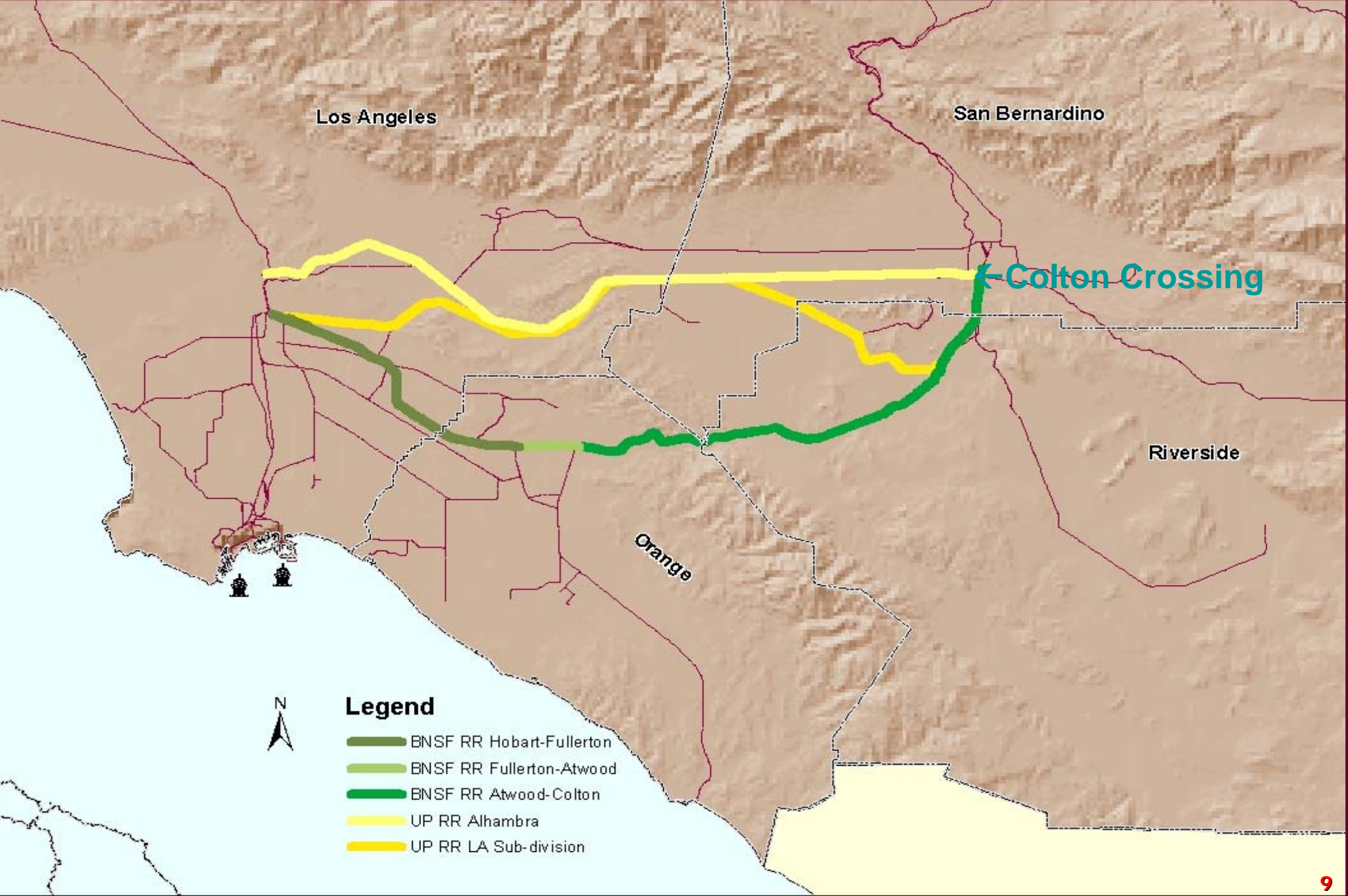
POLA/POLB Cargo Forecasts

Millions of Twenty-foot Equivalent Units (TEUs)

2005	14.2
2010	19.7
2020	36.0
2030	42.5

Serious Deficiencies in Rail Yard and Main Line Capacity and Inadequate Mitigation

- > 52% of Ports' containers are transported by rail.
- > ICTF, Hobart and East L.A. Yards operating at near capacity.
- > By 2030, international lift capacity shortfall of 2.3 million TEUs/yr.
- > Main Lines east of L.A. need triple or quadruple tracking.
- > Streets need grade separations.
- > Noise mitigation required.
- > Colton Crossing needs to be grade separated.



Los Angeles

San Bernardino

← Colton Crossing

Riverside

Orange



Key Rail-Related Projects

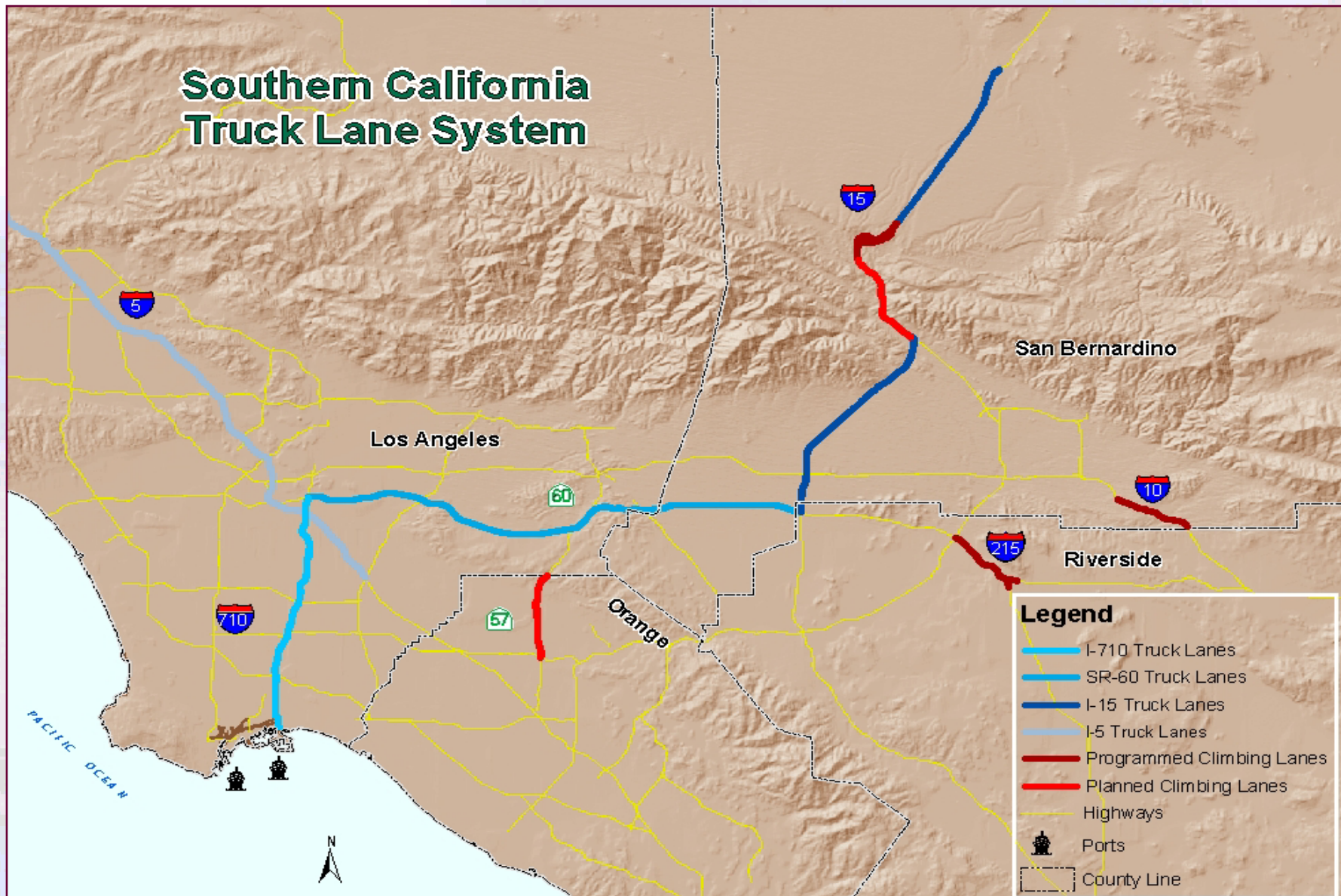
- > **Grade Separations** **\$3.46 billion**
- > **Mainline capacity** **\$2.30 billion**
- > **On-dock Rail** **\$631 million**
- > **Near-dock Rail** **\$300 million**
- > **Colton Crossing** **\$280 million**



Key Highway Projects

- > **Gerald Desmond Bridge** **\$800 million**
- > **I-710 Corridor** **\$7 billion**
- > **East-West Truck Lanes** **?**
- > **SR-47 Expressway** **\$557**
- > **I-110 Connectors** **\$134 million**
- > **Navy Way Connector** **\$40 million**

Southern California Truck Lane System



Economic Imperative: Improving Job Opportunities

- > High wages for California workers
(\$45K per year average)**
- > Trade jobs – one of every seven in California**
- > California Trade – 40% of the national total**
- > Economic impact of logistics in So. Cal.
(including direct, indirect, and induced impacts)**
 - \$170B or 12.4% of economic activity**
 - 1.4M or 12.7% of jobs**
 - \$15B or 23.5% of local taxes and fees**

Public Health Imperative: Reducing Goods Movement-Related Impacts Wherever They Occur

- > Majority of emissions are from mobile sources, including ships.**
- > Goods movement is a key contributor to air pollution and disease.**
- > Diesel PM: a toxic air contaminant**
- > Without new control strategies, more cargo means more pollution.**
- > Noise impacts: need Quiet Zones along rail corridors and sound walls along freeways.**

Highlights of Ports' Clean Air Action Plan

- > Eliminate dirty diesel trucks within five years.
- > Shore side power for vessels (“cold ironing”) within five to ten years.
- > Vessel speed reduction, low sulfur fuels.
- > Cargo handling and locomotive emission reductions.

Major Categories of Funding

- > Existing grant & loan programs (e.g., STIP funds, transportation reauthorization)
- > New federal or state funding (e.g., State General Obligation bonds)
- > Negotiated fees or tolls for specific projects; i.e., Public-Private Partnerships

SAFETEA-LU: Not Enough

- > **Gerald Desmond Bridge: \$100 million**
- > **I-710: \$9.5 million (plus \$2.4 tunnel study)**
- > **Alameda Corridor-East: \$212 million**
- > **ACTA: \$10 million SR-47 design plus \$5 million shuttle train**
- > **Inland Empire Goods Movement Gateway (Norton Air Force Base): \$75 million**
- > **Port of L.A.: Vincent Thomas Bridge study plus I-110/SR 47/Harbor Blvd. Interchange: \$5.6 million**
- > **Port of Hueneme access projects: \$7.4 million**

State General Obligation Bonds

Proposition 1B

\$19.925 billion for Transportation

- > \$2 billion for trade corridors infrastructure
- > \$1 billion for trade-related emissions reductions
- > \$100 million for port security
- > \$4.5 billion for corridor mobility improvements
- > \$2 billion in new STIP funding
- > \$1 billion for SR 99
- > \$200 million for school bus retrofit
- > \$4 billion for public transit
- > \$1 billion for state-local partnership program
- > \$1 billion for transit safety and security
- > \$125 million for local bridge seismic retrofit
- > \$250 million for railroad grade separations
- > \$750 million for SHOPP funds
- > \$2 billion for local streets and roads

Public-Private Partnerships: Keys to Success

- > Consensus on what to build, funding shares, method of payment (industry buy-in essential)
- > Legal authority
- > Stable revenue stream
- > Funding firewalls and sunset clauses
- > Appropriate allocation of risk
- > Cost and schedule control
- > Experienced project management
- > Product orientation not process orientation
- > Focused agency mission
- > Clear decision making authority

Questions & Answers

More Information:

www.metro.net/mcgmap