



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
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PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 15, 2003

SUBJECT: GOODS MOVEMENT STUDY

ACTION: APPROVE STAFF RECOMMENDATIONS

RECOMMENDATION

Authorize staff to proceed with a Goods Movement Study based on the draft Scope of Work outline described in Attachment A, with the intent that the study will be conducted using a combination of MTA staff and consultant expertise.

ISSUE

At its June 2003 meeting, the MTA Board acted on a motion by Director Fasana that instructed staff to (1) return to the Board with a proposal and cost estimate to evaluate the financial, economic and environmental impacts of expansion of the Ports of Los Angeles and Long Beach on the Los Angeles County region, (2) determine various corridors for goods movement that include Routes 5, 10, 57, 60, 91, 110, 138, 210, 605 and 710 and (3) apply a "systems approach" to solving the goods movement problem. Completion of the recommended Goods Movement Study will address the Board's June 2003 motion.

The Board acted in September 2003 to call for the development of a comprehensive and cohesive freight movement policy and plan. It is anticipated that the Goods Movement Study will provide some of the analysis that would be helpful in developing goods movement policy. Staff will return, however, in 60 days with a comprehensive Work Plan to address freight management and funding strategies.

POLICY IMPLICATIONS

Staff's response to the Board's actions are consistent with the planning efforts set forth in MTA's Long Range and Short Range Transportation Plans. The recommended study would respond directly to the June Board motion and would provide some data to ultimately respond to the September motion.

ALTERNATIVES CONSIDERED

The MTA could decide not to pursue the Goods Movement Study. However, as the regional transportation planning and funding agency, it is appropriate for the MTA to take a lead role in conducting a study that identifies corridor improvements and/or management strategies that will address the projected growth in freight traffic.

Caltrans and SCAG recently issued a Request for Proposal for an Eastern Gateway Freeway Corridor Improvement Study. The first part (Phase I) of this study is proposed to be a system level analysis of the Eastern Gateway Study area. Caltrans staff has offered to expand the scope of the Phase I system level analysis to include additional freeway corridors using MTA funds. Staff considered, but does not recommend, Caltrans' suggestion to augment the Eastern Gateway Study to address the Board's action. The main objectives of the two studies are slightly different. The MTA study focuses on a system level plan while the Eastern Gateway Study has defined I-10, I-60 and I-210 as its primary study area "to identify one strategic route that would be most significant for goods movement activities".

FINANCIAL IMPACTS

There is no immediate impact on the FY 04 budget. However, funds would have to be identified prior to awarding any consultant contracts for specialized portions of the Goods Movement Study. It is anticipated that this effort could cost approximately \$1.5 to \$2 million including internal staff costs and any consultant expertise. The expenditures will occur in FY 04 and FY 05.

BACKGROUND

Goods flowing through the Ports of Los Angeles and Long Beach represent billions in trade and tax revenue and support millions of jobs throughout the country. As such, the ability to efficiently move freight/goods through Los Angeles County's transportation network is crucial to the mobility and economic vitality of the county, the state and the nation. Accommodating goods movement traffic must, however be balanced against the impacts and quality of life issues of the surrounding local communities.

Staff proposes to conduct the Goods Movement Study, in consultation with key public and private sector stakeholders and an Advisory Taskforce, to address the challenges in truck/freight movement. The Advisory Taskforce would include the Mobility 21 Freight Subcommittee members and other stakeholders.

The Goods Movement Study will accomplish the following:

- Assess the economic, financial and environmental impacts of the Ports' Expansion Plans on Los Angeles County's economy, local communities and transportation system.
- Conduct high-level system and corridor performance analysis of Routes 5, 10, 57, 60, 91, 110, 138, 210, 605, 710 and other corridors and major arterials, as appropriate, to identify a system of corridor improvements that could help address truck/freight movement. This analysis also explores operational and freight management strategies that can be implemented by the Ports or other major truck traffic contributors to improve mobility and mitigate traffic congestion.
- Develop an action plan that includes both freight management strategies and corridor improvements, along with the potential funding strategies, to address the anticipated increase in truck/freight movement needs.

NEXT STEPS

Upon approval of the attached outline, staff will finalize the Scope of Work and initiate the contract procurement process for portions of the Study that will require specialized consultant services. Staff will return to the Board, as necessary, to obtain approval to execute any consultant contracts for the Goods Movement Study.

In response to the September motion, Staff will return to the Board in 60 days with a comprehensive work plan that sets forth a process to (1) address the County's freight movement issues, and (2) develop policies and programs for implementation.

ATTACHMENTS

- A. Goods Movement Study Draft Scope of Work Outline

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**DRAFT GOODS MOVEMENT STUDY
SCOPE OF WORK OUTLINE**

Study Background/Overview

Over the years, truck/freight movement activities originating from the Port of Los Angeles and Long Beach, as well as other trade gateways, have resulted in a substantial increase in the number of trucks traversing local arterials and highways throughout Los Angeles County. It is anticipated that freight movement will continue at an accelerated rate. Without adequate infrastructure and/or improved freight traffic management, traffic operations will continue to deteriorate. Increased impacts on communities will also occur. As such, the MTA is undertaking a comprehensive study to identify current and future freight traffic in Los Angeles County and to assess the economic, environmental and mobility impacts of the region's Ports expansion plans and other major truck contributors. Additionally, the Study will focus on the impact of freight traffic on specific corridors in the County and identify various systems level improvements including operational and management strategies and capital improvements that can mitigate this impact. Finally, the Study will explore potential funding strategies.

As a part of the Study, the MTA will establish an Advisory Taskforce composed of the Mobility 21 Freight Movement Subcommittee and representatives from the public sector (Caltrans, SCAG, County Transportation Commissions) as well as Councils of Government and other local elected bodies, Ports, freight industry representatives, ACTA, environmental regulatory agencies and academia to identify stakeholders issues and needs and to provide input on various aspects of the Study.

The Study will review, and where appropriate, utilize existing data and information from local, regional and national studies/reports completed or underway that pertain to the economy in Los Angeles and truck/freight movement management strategies and improvements.

The specific major task descriptions for the Study are summarized as follows:

MAJOR TASK DESCRIPTIONS (& DELIVERABLES)

1. **Collect, Forecast and Evaluate Data**- The Study shall identify the current and projected goods movement traffic and mobility patterns countywide and within the designated corridors and other corridors including freeways and major arterials. The Study shall establish the baseline and estimate future baseline transportation system performance for the years 2015 and 2030 using available data from local agencies, MTA, Caltrans, SCAG, and other entities, as appropriate. Contractor shall collect data, to forecast and evaluate goods movement, countywide and within the designated corridors to:

- Determine the existing and projected increase in truck traffic countywide and for each corridor;
- Assess the impacts of the truck traffic on the designated freeway corridors and major arterials; and
- Identify the magnitude of potential improvements required to address the projected increase.

(Technical Memorandum- Methodology and Travel Demand Forecasting Analysis)

2. **Conduct Regional Impact Analysis**- The Study shall identify the potential traffic, infrastructure, community and environmental impacts associated with expanding the Ports. Such impacts may include, but are not limited to:

- Truck traffic;
- Air quality impacts;
- Energy issues; and
- Livable communities issues/concerns (e.g. local traffic impacts, acquisitions and displacements; community characteristics, population increases, housing needs, land use and environmental justice issues).

The Study shall evaluate the Port's beneficial influence on the economy in Los Angeles County. The Study shall provide an explanation and an assessment of the potential increase in revenue (taxes, goods sold, disposable income), business activities/expansions, employment opportunities and other benefits that will be realized by the County as a result of expanding the Ports. Factors to be utilized in this analysis may include, but are not limited to:

- Domestic and international freight/goods movement patterns;
- Market trends, revenue/cost projections and forecasts;
- Employment trends (including increases and decreases in wages); and
- Economic development plans, freight logistics and planning (e.g. major warehouse and distribution centers, rail-yards, inter-modal container facilities, retail and industrial centers).

(Technical Memorandums- Economic Analysis; Environmental Analysis, Financial Analysis and the Regional Economic Impact of the Ports Expansion Plan)

3. **Conduct Systems-Level Analysis-** The Study shall conduct a systems-level performance analysis that (1) focuses on developing freight management and/or operational strategies that addresses the Ports Expansion Plan, (2) addresses policy decisions and/or institutional changes that may be required to implement freight management strategies and (3) includes working with the railroads and Metrolink to best utilize existing tracks. Such strategies may include, but are not limited to:

- Trip reduction measures
- Terminal operational strategies;
- Traffic system management strategies;
- Transportation demand management; and
- Intelligent transportation systems and new technologies applications.

(Technical Memorandum- Systems-Level Performance Analysis)

4. **Conduct Corridor Level Analysis-** Contractor shall conduct a corridor-level analysis of the designated highways (e.g. Routes 5, 10, 57, 60, 91, 110, 138, 210, 605 and 710) and other corridors and major arterials that are impacted, as appropriate, to identify potential capital improvements to address freight movement. The Study shall assess corridor level impacts and/or benefits with respect to accommodating freight traffic. The truck/freight movement factors to be considered may include, but are not limited to:

- Capacity constraints (e.g. geometric constraints and chokepoints at interchanges/intersections, etc.);
- Current and future freight/goods movement demand;
- Flow patterns (e.g. origins and destinations);
- Travel times;
- Inter-modal connectivity; and
- Freight logistics and land-use requirements.

(Technical Memorandum- Corridor-Level Performance Analysis)

5. **Evaluate Costs and Identify Funding Strategies-** The Study shall develop estimates for capital, operations and maintenance costs for proposed capital and freight management improvements. The Study shall conduct an analysis that reviews funding opportunities and challenges for freight/goods movement. Contractor shall evaluate traditional as well as non-traditional funding sources that may include, but are not limited to:

- Jointly funded scenarios with freight industry stakeholders;
- User fee mechanisms;
- Truck tolling; and
- Public/private partnerships.

(Technical Memorandum- Cost Evaluation and Potential Financial Strategies)

6. Identify Alternatives/Recommendations and Develop Action Plan- The

Study shall develop recommendations for a system of corridor and other improvements and/or freight management strategies that are based on:

- Regional costs and benefits;
- Local community impacts;
- Input from key stakeholders;
- Systems and corridor-level performance analyses; and
- Funding scenarios.

(Los Angeles County Freight Movement Action Plan)