



**Metro**

Metropolitan Transportation Authority

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REVISED  
PLANNING AND PROGRAMMING COMMITTEE  
November 17, 2004

**SUBJECT: MULTI-COUNTY GOODS MOVEMENT ACTION PLAN**

**ACTION: APPROVE RECOMMENDATION**

**RECOMMENDATION**

- A. Authorize the Chief Executive Officer to execute Funding Agreements with Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), Ventura County Transportation Commission (VCTC), San Bernardino Associated Governments (SANBAG), Southern California Association of Governments (SCAG) and Caltrans Districts 7, 8, 11 and 12 to develop the Multi-County Goods Movement Action Plan (see funding commitment letters in Attachment A);
- B. Direct the Chief Executive Officer to utilize the Transportation Planning Bench to advertise, **and** procure, ~~and award~~ a contract(s) for specialized consultant expertise for the Multi-County Goods Movement Action Plan based on the draft task outline described in Attachment B for a not-to-exceed amount of \$1.275 million, with the understanding that a combination of LACMTA, OCTA, SANBAG, RCTC, VCTC, SCAG and Caltrans staff resources will be used in addition to the consultant effort; and
- C. Receive and file attached initial list of Los Angeles County Goods Movement projects (Attachment C) from LACMTA's TEA-21 reauthorization list to be included in a multi-county goods movement effort to seek new funding sources.

**ISSUE**

At its June 2003 meeting, the Board directed the Chief Executive Officer to prepare a proposal 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; to determine various corridors for goods movement; and to apply a "systems approach" to solving the goods movement problem.

At its September 2003 meeting, the Board directed the Chief Executive Officer to provide leadership in the area of countywide freight movement planning; consult with key public and private stakeholders; and coordinate with transportation agency partners to develop a comprehensive and cohesive freight and passenger movement policy and plan for Los Angeles County.

At the January 2004 Planning and Programming Committee meeting, staff presented a study work scope to address these Board motions. Planning Committee members expressed concerns regarding the cost and length of time required to conduct the recommended study. Additionally, the Committee members asked staff to focus on short-term goods movement strategies with particular emphasis on increasing the utilization of Alameda Corridor and requested staff to explore conducting much of the work in-house to reduce cost.

Subsequent to these Board motions and directions, staff has been working with various agencies and stakeholders to pursue goods movement solutions. Current LACMTA efforts are described in the Background section of the report.

In May 2004, officials from the county transportation commissions and SCAG requested that LACMTA take the lead in developing an action plan to address the multi-county challenges in freight/goods movement and to seek solutions. In lieu of redefining and broadening the scope of work for the East/West Corridor Improvement Study, an earlier study led by SCAG and Caltrans, all parties agreed to work in partnership on developing an action plan. To that end, the county transportation commissions, SCAG and Caltrans (Districts 7, 8, 11 & 12) have pooled their resources (budget and personnel) and formed a Multi-County Goods Movement Action Plan Steering Committee (MCGMAP) to develop the action plan. While much of the work outlined in Attachment B will be performed in-house, some specialized elements of the Multi-County Goods Movement Action Plan will have to be contracted out. In the interest of expediting this effort to meet the schedule that has been established with partner agencies, staff is requesting authorization to utilize the Planning Bench to procure consultant services for a fixed price contract in the not-to-exceed amount of \$1.275 million. ~~This action will enable the CEO to issue, negotiate and execute a consultant contract for up to \$1.275 million without the need to return to the Board for further authorization.~~ The recommended actions will also enable joint funding from the county transportation commissions, Caltrans and SCAG.

## POLICY IMPLICATIONS

The recommendation is consistent with the planning efforts set forth in the Long Range and Short Range Transportation Plans.

## ALTERNATIVES CONSIDERED

The Board could decide not to enter into a funding agreement with other regional agencies for the Multi-County Goods Movement Action Plan. However, this would mean that staff would be working on goods movement issues without additional contributions from other regional agencies. Without coordinated efforts among these regional agencies, individual efforts may be duplicated and inefficient. In addition, as a regional transportation planning

and funding agency, it is appropriate to take a leadership role in identifying corridor improvements and/or management strategies that will address the projected growth in freight traffic.

## **FINANCIAL IMPACT**

The total project funding contribution to date is estimated to be \$1.075 million. This anticipates contributions from LACMTA, OCTA, RCTC, SANBAG, SCAG and a grant from Caltrans. An additional \$200,000 grant is currently pending final approval by Caltrans. If approved, the total contributions for this effort will be \$1.275 million.

<u>Funding Source</u>	<u>Funding Amount</u>
Caltrans Grant	\$300,000
LACMTA	\$250,000
OCTA	\$125,000
RCTC	\$125,000
SANBAG	\$125,000
SCAG	\$150,000
Total	\$1,075,000

The LACMTA's contribution in the amount of \$250,000 is included in the FY 2004-05 Cost Center 4360 budget using Prop C 25% funds. The remaining funds required for the project will be submitted to the LACMTA from the other participants and budgeted for expenditure in future years' budgets.

## **BACKGROUND**

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 region, the state and the nation. However, accommodating freight/goods movement traffic must be balanced against the impacts and quality of life issues of the surrounding local communities. As the regional transportation planning and funding agency and per Board direction, LACMTA has taken a leadership role in pursuing goods movement solutions and strategies that would benefit Los Angeles County and the Los Angeles Basin as a whole.

As part of the Multi-County Goods Movement Action Plan, staff has accomplished the following:

- Defined the Multi-County Goods Movement Action Plan objectives, stakeholder groups and stakeholder outreach strategy
- Prepared a draft Scope of Work for the action plan
- Prepared the Multi-County Goods Movement Action Plan Fact Sheet
- Implemented the outreach strategy by:
  - Coordinating and initiating meetings/interviews with key stakeholder groups including but are not limited to representatives from the public sector, elected officials, sub-regional council of governments, **affected neighboring counties** (i.e. Kern, San Diego, etc.), air and sea ports, regulatory agencies, Metrolink,

railroads, community groups, private sector (see Attachment D for a detailed list of stakeholders); and

- Developing survey instruments for businesses, stakeholders and communities.
- Initiated an inventory of existing goods movement studies
- Initiated the development of a website for the action plan

Concurrently, staff has compiled potential short-term strategies including elements from Alameda Corridor Transportation Authority's (ACTA) Extended Mission, the Ports of Los Angeles and Long Beach's efforts, and other related efforts. These short-term strategies have been identified to reduce truck traffic on freeways and arterials and increase Alameda Corridor utilization within a three to five year time period (See Attachment E). This work will help accelerate the first tasks of Multi-County Goods Movement Action Plan: identification and compilation of potential short-term strategies.

Additionally, staff is actively involved with other goods movement efforts throughout the region.

- In August of 2004, LACMTA convened the 3<sup>rd</sup> Annual Mobility 21 Transportation Summit with a major focus on goods movement system improvements.
- LACMTA along with OCTA, RCTC, SANBAG, VCTC, SCAG, SCRRA, UP and BNSF is also participating in an effort to conduct outreach and promote the establishment of new and innovative public and private funding sources dedicated to goods movement projects and programs. As part of this work, the partner agencies have identified priority projects that would directly benefit from these funding sources. Staff has initially identified the attached goods movement projects (Attachment C) based upon Board action of September 2002 which included these as priority or supported projects to receive TEA-21 funding. These projects will be used to underscore the funding levels that are essential to enhance roadway and rail capacity to address the increasing congestion due to goods movement within Southern California. This effort is currently closely coordinated with the multi-county Action Plan and it is anticipated that it will be folded into the Action Plan effort in the near future.
- Staff continues to participate in existing freight and goods movement working groups to identify freight-related transportation improvements that enhance safety and improve mobility, with minimal impact to the community. Such groups include but are not limited to Coalition for Americas Gateways & Trade Corridors, Regional Transportation Efficiency Team (LA City Councilwoman Janice Hahn), and SCAG's Goods Movement Advisory Task Force.

## **NEXT STEPS**

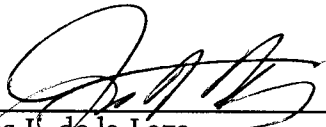
Upon approvals of the recommendations, staff will work toward executing the financial agreement with the involved agencies and initiate the contract procurement process for parts of the action plan. In addition, staff will 1) continue to work with stakeholders to identify goods movement issues and concerns through the survey instruments, 2) complete database of existing goods movement studies, 3) complete and maintain website for the Multi-County

Goods Movement Action Plan, and 4) continue to work with involved agencies to follow up with the implementation of identified short-term strategies.

## **ATTACHMENTS**

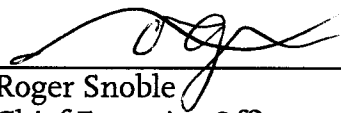
- A. Funding Commitment Letters
- B. Multi-County Goods Movement Action Plan
- C. Initial Regional Goods Movement Funding Priority List
- D. Stakeholder List
- E. Potential Short Term Goods Movement Strategies

Prepared by: Carol Inge, DEO, Transportation Development and Implementation  
Shahrazad Amiri, Director, San Gabriel Valley Area Team  
Linda Hui, Project Manager, San Gabriel Valley Area Team  
Michelle Smith, Project Manager, San Gabriel Valley Area Team



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James L. de la Loza  
Chief Planning Officer  
Countywide Planning and Development



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Roger Snoble  
Chief Executive Officer

## **ATTACHMENT A**

### **Funding Commitment Letters**

- Orange County Transportation Authority
- Riverside County Transportation Commission
- San Bernardino Associated Governments
- Southern California Association of Governments



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September 22, 2004

Mr. James de la Loza  
Chief Planning Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Dear Mr. <sup>Jim</sup> de la Loza:

The purpose of this letter is to confirm that the Orange County Transportation Authority (OCTA) Board of Director's approved \$125,000 in general revenue funds to contribute to the Southern California Regional Goods Movement Strategy Study. The funds are included in OCTA's Fiscal Year 2004-05 budget.

The availability of the funds for the regional effort is contingent upon award of the California Department of Transportation Partnership Planning grant that was submitted in January 2004, requesting \$300,000 for the regional study. It is our understanding that the grant has been approved but Caltrans has not yet issued a formal announcement.

OCTA has enjoyed working with your staff thus far as we pre-position our ideas and individual needs prior to the award of the grant. We look forward to a continued successful working relationship as we address regional goods movement issues.

Sincerely,

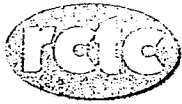
Richard J. Bacigalupo  
Deputy Chief Executive Officer

RJB:db

EXECUTIVE OFFICE

Arthur T. Leahy  
Chief Executive Officer





**Riverside County  
Transportation Commission**

Riverside County Regional Complex  
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Mailing Address: Post Office Box 12008 • Riverside, California 92502-2208  
Phone (951) 787-7141 • Fax (951) 787-7920 • [www.rctc.org](http://www.rctc.org)

September 23, 2004

Mr. James de la Loza  
Chief Planning Officer  
Los Angeles County Metropolitan  
Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Dear Mr. de la Loza: *Jim*

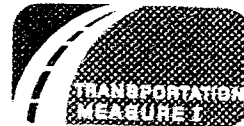
The purpose of this letter is to confirm that the Riverside County Transportation Commission (RCTC) Board has endorsed the Multi County Goods Movement Action Plan. In support of this effort, we understand that Metro, OCTA, and SANBAG are contributing \$125,000. Contingent upon Commission approval next month, we also will contribute \$125,000.

The availability of the funds for the regional effort is contingent upon award of the Caltrans Partnership Planning grant that was submitted in January 2004, requesting \$300,000 for the regional study. It is our understanding that the grant has been approved but Caltrans has not yet issued a formal announcement.

We appreciate Metro agreeing to be the lead agency for this effort and look forward to a continued successful working relationship as we address regional goods movement issues.

Sincerely,

Eric A. Haley  
Executive Director



- 
- San Bernardino County Transportation Commission
  - San Bernardino County Transportation Authority
  - San Bernardino County Congestion Management Agency
  - Service Authority for Freeway Emergencies
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September 27, 2004

Mr. James de la Loza  
Chief Planning Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Dear Mr. de la Loza:

This letter confirms the intent of the San Bernardino Associated Governments (SANBAG) to participate in the development of the Multi-County Goods Movement Action Plan. SANBAG's Plans and Programs Policy Committee has endorsed our participation and the contribution of \$125,000 toward the funding of the project. This recommendation will go before the SANBAG Board of Directors at its October 6 meeting. It is understood that MTA, the Orange County Transportation Authority, and the Riverside County Transportation Commission are also contributing a minimum of \$125,000 each. In addition, we are hopeful that the \$300,000 State Planning and Research grant submitted in January, 2004 will also be available for this effort.

This is a very important undertaking to San Bernardino County and the region. The efficient movement of goods and the management of the impacts of freight movement are crucial to Southern California's current and future economy and quality of life. We look forward to playing an active role in the development of the Action Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Ty Schuiling".

Ty Schuiling  
Director of Planning and Programming

JL040927-ty

SOUTHERN CALIFORNIA



**ASSOCIATION of GOVERNMENTS**

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Riverside County: Marion Ashley, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Kingler, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Jerts, Temecula

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Dominguez • Edward Burgon, Town of Appleton • Lawrence Dale, Barstow • Lee Ann Garcia, Fontana • Susan Longville, San Bernardino • Yvonne, Ontario • Deborah Robertson, Rialto

Santa Clara County: Judy Mikels, Ventura County • Tom Becerra, Simi Valley • Carl Morehouse, Sanaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: John Lowe, Hemet

Santa Clara County Transportation Commission: Bill Hiss, Simi Valley

September 20, 2004

Mr. James L. de la Loza  
Chief Planning Officer  
Countywide Planning and Development  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012

RE: SCAG Funding Commitment to the Multi-County Goods Movement Action Plan

*James*  
Dear Mr. de la Loza:

This letter is to confirm to you that the Southern California Association of Governments will be contributing \$150,000 in Fiscal Year 2004-2005 to the Multi-County Goods Movement Action Plan effort. SCAG will commit these funds with the understanding that the Los Angeles County Metropolitan Transportation Authority will serve as the administrative lead on this project and will also contract portions of this work to an outside consultant.

As you are aware, goods movement provides important economic benefits to the Southern California economy. However, as the volume of goods traversing the region's ports and on our streets and highways is forecast to grow significantly, it is critical that this region develop an action plan that not only addresses this growth but also the environmental and community impacts of freight.

SCAG is committed to partnering with the County Transportation Commissions, Caltrans, and other stakeholders throughout the region to develop regional solutions for goods movement and looks forward to our involvement in this project.

If you have any questions, please do not hesitate to contact me at (213) 236-1944.

Sincerely,

Hasan Ikhrata  
Director of Planning and Policy

P.W.  
Docs #103362

**DRAFT TASK OUTLINE**

**Multi-County Goods Movement Action Plan**

Developed Collaboratively by: Caltrans, LACMTA, OCTA, RCTA, SANBAG, SCAG and VCTC

Agencies within the Southern California region are developing a goods movement “action plan.” The action plan will be a regional framework for goods movement initiatives, to be developed collaboratively by the county transportation commissions, the Southern California Association of Governments (SCAG), Caltrans, councils of governments, the private sector (the ports, railroads, trucking companies, shippers, etc.), and other agencies involved in the movement of freight (e.g. Alameda Corridor Transportation Authority). Substantial work in the goods movement arena already has been undertaken in this region with some notable successes. But these efforts have not always been guided by a coordinated, overall framework. Such a framework is needed to ensure prudent investment of both public and private resources in the region’s extensive and complex goods movement system. The continued economic vitality and quality of life of the region are at stake, given the extent to which the economy depends on an efficient freight logistics system. The creation of a goods movement action plan is particularly important in today’s financially constrained environment to minimize duplication of effort and ensure that agencies are not inadvertently working at cross purposes. The action plan will build on and seek to coordinate with activities already initiated by both the public and private sector, not duplicate prior or ongoing efforts. The action plan must also identify ways to minimize the impacts of goods movement on existing infrastructure, nearby communities and the environment.

The participation of the private sector is integral to the development and implementation of the action plan. The movement of freight is essentially a private enterprise, but relies heavily on use of public infrastructure. The public sector also uses portions of the privately owned infrastructure (e.g. Metrolink shares track with the rail freight system). The intent is to engage key representatives of the freight and shipping community in the development of all aspects of the action plan. Their involvement is needed to help identify the existing and forecast constraints in the goods movement system, define needed physical and operational improvements, and chart a realistic course by which those improvements can be funded and implemented. This must be done while maintaining private sector confidentiality in the areas of data and business practices. The action plan must also respect the needs of local communities affected by freight-related activities and seek to mitigate the impacts of goods movement on the environment. The development of the action plan must be a partnership, cutting across a complex array of public and private institutions.

**Objectives**

The action plan has the following objectives:

1. Document the existing systems of truck and rail freight movement in Southern California, the flow of goods on that system (including both geographic and modal distribution), and the constraints that currently exist within the system.

2. Identify the projected growth in freight demand in Southern California, trends in the logistics industry that will affect the demand, potential private sector responses to accommodate the demand (absent public intervention/assistance), and how constraints in the freight movement system may change or be impacted.
3. Identify the optimal infrastructure and operational strategies (short-, mid-, and long-term and long term) to improve mobility, reduce delay, improve reliability, and improve safety for the movement of goods on truck and rail.
4. Identify where these strategies should be implemented, which are most appropriately addressed by the private or public sector (or some combination), and how the strategies should be funded.
5. Identify strategies that can be put in place to lessen the impact of industrial development and freight movement operations on local communities and the environment (e.g. to mitigate congestion, rail crossing delay, land use, noise, air quality impacts, etc.).
6. Identify institutional arrangements needed to advocate for, finance, and implement the public share of the regional freight strategy, and identify the public sector role in facilitating private investment in infrastructure and improved operations. Identify potential obstacles to implementation (institutional and otherwise), how those obstacles may be overcome, and potential impact on agency budgets (e.g. for maintenance and operations).

The action plan will address short-term (0 to 5 years), mid-term (6 to 15 years), and long-term (15+ years) initiatives. It will be developed using a combination of agency staff and consultant resources and will be coordinated with other on-going good movement initiatives such as the freight “Joint Venture,” being conducted by the Los Angeles Economic Development Corporation under the auspices of Metrolink and the CEOs of the region’s transportation agencies. Agency staff and appropriate private sector representatives will develop the initial short-term action plan. The mid-term and long-term elements of the plan will be developed with consultant assistance, and the short-term plan will be refined.

## **Management Structure**

The details of the action plan development will be managed by staff representatives of the following: county transportation commissions (Los Angeles County Metropolitan Transportation Authority - LACMTA, Orange County Transportation Authority - OCTA, Riverside County Transportation Commission - RCTC, San Bernardino Associated Governments - SANBAG, and Ventura County Transportation Commission - VCTC), SCAG, Metrolink, and Caltrans Districts 7, 8, 11, and 12. Periodic progress reports will be provided at the monthly CEO meetings. The LACMTA will serve as the lead agency by coordinating meetings, contracting for certain consulting services, and monitoring the overall progress of the effort. Other agencies may also be involved in hosting meetings, developing scopes of work, contracting for services, and serving as lead for county-level or specific private sector efforts. Public agency staff and staff from appropriate quasi-public and private entities will be represented on a Steering Committee for the action plan. A Technical Advisory Committee of agency staff, led by LACMTA, will provide day-to-day oversight of the project. Periodic progress updates will be provided by Steering Committee representatives to their individual agency committees and boards and at selected meetings of the agency CEOs. The action plan will be developed as a guiding and

coordinating document across multiple counties. Elements of the action plan will be implemented only through the properly authorized decisions of the individual agencies and organizations represented. This will be determined through the evaluation of individual priorities at the county level, but with a recognition that regional continuity and consistency is also at stake. The goal is to provide consistency in strategies and implementation activities among county transportation plans and between county-level and regional-level plans. It is expected that actions mutually agreed upon in the action plan will be incorporated into county plans and the next update of the SCAG Regional Transportation Plan. The regional view should influence local priorities, and local priorities should also influence the regional view. Any new inter-jurisdictional arrangements needed to implement strategies in the action plan will be developed by mutual agreement of the agencies responsible for funding and implementing inter-jurisdictional elements of the plan.

### **Task Structure**

The task structure for the development of the action plan addresses portions to be conducted in-house by agency staff as well as portions potentially to be contracted out to consultants. The in-house staff activities will focus on short-term elements of the action plan, allowing work to be accomplished while developing consultant scopes of work and arranging for the consultant selection process to occur. Stakeholder outreach will also be managed largely by agency staff, allowing consultant resources to focus on the necessary technical studies.

The action plan will use the following task structure:

#### Agency tasks

1. Define overall scope of work (July/August, 2004)
2. Develop stakeholder outreach plan (July-September, 2004)
3. Conduct initial stakeholder outreach (e.g. interviews and surveys with public and private stakeholders - September-November, 2004)
4. Assemble existing studies/data/analysis and document goods movement problems and issues (October-December, 2004)
5. Identify short-term goods movement strategies (November/December, 2004)
6. Prepare consultant scope of work and select consultant (October-December, 2004)

Tasks to be performed with consultant assistance (will include integration of in-house and consultant efforts)

7. Compile and collect additional data and report on a consistent basis region-wide (Early 2005)
8. Assess growth in freight demand, trends in the logistics industry, and how the goods movement system will be affected (Mid-2005)
9. Evaluate economic, environmental, and community impact of freight generators (ports, intermodal facilities, industrial clusters, etc. – Mid-2005)
10. Identify and evaluate strategies for improving the movement of goods (truck and rail; operational, infrastructure and policy; short-, mid-, and long-term (late 2005)
11. Identify strategies for mitigating the effect of goods movement on local communities and the environment (late 2005)

12. Develop freight movement policy and action plan and identify institutional/funding arrangements needed to implement the plan (Fall/Winter 2006)

### **Task 1. Define Overall Scope of Work**

This task is in process. The scope of work will be developed based on the overall objectives outlined earlier and using the task structure listed above. The task structure may be modified as the scope of work is developed.

The first six tasks of the scope of work describe tasks to be conducted entirely with in-house agency staff. The Technical Advisory Committee for the action plan will coordinate work for all of these in-house tasks. Tasks 7 through 13 represent tasks to be conducted with consultant assistance. Agency staff will be responsible for providing data to the consultants, provide guidance on the technical conduct of the work, serve as the communications channel to and from their respective agency policy makers, and conduct any portions of the work specifically identified for agency staff. The consultant will take direction from the contracting agency, anticipated to be LACMTA.

Deliverable:

- Scope of work for overall action plan

### **Task 2. Develop Stakeholder Outreach Plan**

Agency staff will be largely responsible for conducting initial stakeholder outreach and maintaining communication with key stakeholder groups. Possible activities will include the following:

- Communication of progress to and obtaining input from agency CEOs and agency boards
- Preparing and maintaining a comprehensive stakeholder list, defining the agency/organization, contact person, areas of interest, and type of involvement anticipated
- Conducting interviews with key stakeholders
- Conducting surveys with a broader cross-section of stakeholders, representing a complete cross-section of interests in goods movement issues. The surveys will identify problems, issues, and concerns of the stakeholders regarding the movement of goods and their impacts
- Arranging meetings with private sector representatives to discuss specific goods movement issues
- Making presentations to subregional public agencies, elected bodies, business and industry associations, community associations, etc.
- Posting information about the action plan on the LACMTA web site, with links to other web sites

The outreach subcommittee of the TAC will be responsible for developing the outreach plan.

Deliverable:

- Stakeholder outreach plan

- Comprehensive list of stakeholders

### **Task 3. Conduct Initial Stakeholder Outreach**

Task 3 will involve conducting outreach in accordance with the outreach plan. Outreach will be a continuing effort, but an initial thrust will occur early in the project with the objective of documenting the perspectives of stakeholders on a wide range of issues related to goods movement. Agency staff will solicit opinions through interviews and surveys on the type and magnitude of goods movement problems, availability of data, existence of system constraints, environmental concerns, community impacts, potential solution ideas (short-term and long-term), etc. An interview format and a set of survey instruments to solicit these opinions will be developed for consistent use by all participating agencies. Several survey formats will be used so that questions can be tailored by type of stakeholder. Partial review and documentation of the results will be undertaken by agency staff, but full documentation and reporting may be deferred until a consultant has been retained, depending on the magnitude of the effort. Sufficient documentation will be provided by agency staff to serve as a basis for defining problems and issues for the review of short-term needs. A standard presentation package will also be prepared and provided to agency staff making project presentations to various groups.

#### **Deliverables**

- Summary of interviews and survey results
- Project presentation package
- Project fact sheet

### **Task 4. Assemble Existing Studies/Data/Analysis and Document Goods Movement Problems and Issues**

In Task 4, agency staff will compile previously conducted goods movement studies, existing data, and analyses that may be relevant to the development of the action plan. Much of this material has already been identified and summarized. The LACMTA's *Compendium of Truck/Freight Information for the Greater Los Angeles Metropolitan Area* is an example of such a compilation. A database of goods movement resources will be developed, building on work already accomplished and expanded to other agencies within the region. A standard format will be developed for summarizing the information, and contributors to the database will utilize that format.

Existing goods movement problems and issues will be summarized based on the review of existing data, studies, survey results, and interviews. The problems and issues will be identified in a list format, categorized by nature of the issue, geographic area, magnitude of the problem and other factors. Each agency may be responsible for compiling its own listing of issues, which will be assembled and documented in a consistent format. This information will be used as the basis for identifying short-term goods movement strategies in Task 5. The documentation of issues and identification of strategies will focus on truck and rail freight movement within the region. Airfreight will not be addressed except to the extent that trucks to and from air cargo facilities may impact landside access and highway mobility.



#### Deliverables

- Database of existing studies and data collection/analysis efforts and summary of key findings for each
- Listing of goods movement problems and issues by issue type, geographic area, etc.

### **Task 5. Identify Short-term Goods Movement Strategies**

Task 5 will identify an array of short-term strategies for improving goods movement. Short term is generally defined as zero to five years. Strategies may include lower-cost infrastructure improvements, operational improvements, legislative efforts, and other policy initiatives. Strategies will be developed in a collaborative process of discussion among public and private stakeholders and will be based on the problems and issues identified in Task 4. The strategies will take the form of a listing of actions that should be undertaken within the short-term horizon, identifying who should be responsible for implementation, estimated cost and funding requirements. Each participating agency will be responsible for identifying potential goods movement actions that are specific to their county or area, and these will be compiled using a common format. Initiatives that are inter-jurisdictional or inter-county in nature will be further discussed to ensure that a consensus of support exists.

#### Deliverable

- Summary of short-term goods movement strategies

### **Task 6. Prepare Consultant Scope of Work and Select Consultant**

A scope of work will be prepared specific to the proposed consultant contract. The consultant scope will be drawn from this overall scope of work, with additional detail added to specifically delineate the work that the agencies expect the consultant to perform. The scope will be tailored to the funding expected to be available for consultant services. Contract documents will be prepared and Requests for Proposal(s) disseminated by LACMTA. Proposals will be reviewed and the consultant recommended by a selection committee consisting of representatives of the agencies participating in the development of the Action Plan.

#### Deliverable

- Consultant scope of work to be included in LACMTA contracting documents
- Recommendation of consultant to be contracted by LACMTA

### **Task 7. Compile and collect additional data and report on a consistent basis region-wide**

Existing data on the movement of goods will be compiled from throughout the Southern California region. The data gathering will include a physical inventory of the principal goods movement systems in the region and travel on those systems. A major objective will be identifying the location and magnitude of existing deficiencies on the freeways and railways within the region and within the logistics network in general. This will be accomplished by identifying known capacity deficiencies and the extent of delays experienced in various parts of the logistics system. The assessment of the extent of delays will include the ports, intermodal

terminals, freeways, and rail lines, at a minimum. The technical analysis of the freeway system will generally be limited to the freeway mainlines, but specific problems and issues will also need to address freeway interchanges and arterials. Historical growth trends in traffic and rail freight will also be documented. Future deficiencies will be addressed in Task 8. To a large extent, this task will utilize existing and ongoing studies and data such as the SCAG Inland Empire Railroad Mainline Study, simulation modeling of the rail network and intermodal yards by Metrolink and the railroads, freeway traffic data from the Regional Transportation Monitoring and Information System, and modeling of the existing highway network by SCAG.

The traffic volume data will be documented for trucks only (by type) and for total traffic. The traffic analysis will examine both peak period and off-peak demand and capacity. Though most traffic studies focus on peak period congestion, it is important for the analysis of goods movement to make an assessment of available existing and future off-peak capacity. Much of the movement of freight takes place in off-peak hours, and the analysis must evaluate the degree to which off-peak movement is constrained in both the existing and forecast conditions. Traffic data will be generated at the segment level and by peak period and direction, but will not be generated for individual interchanges, ramps, or intersections.

The stakeholder interviews and surveys from Task 3 will be one source of information used in the assessment of existing conditions. Additional interviews and surveys may be conducted in Task 7 as part of a consultant effort. The interviews and surveys will be used, together with the technical data, to identify issues and problems from the perspective of agencies and groups located within and affected by the corridor. The survey and interview information from both Task 3 and Task 7 will be documented in this task.

Additional types of information expected to be gathered in this task include:

- Distribution of the movement of goods by mode (rail, truck, air) and general origin-destination patterns
- Capacity and design constraints/network limitations of all modes
- Operations/Maintenance/Safety Issues
- Growth in volume of goods projected by the ports
- Growth trends for major trip generators and special trip generators (e.g. large commercial, office and/or industrial business centers, airports, universities, warehouses, distribution centers, and intermodal yards)
- Future land use changes and trends that may heavily affect goods movement corridors
- Existing lane configurations on each freeway carrying a substantial amount of the goods movement traffic
- Physical constraints that exist along each freeway (which may have implications on the feasibility and cost of additional widening)
- Environmental constraints that could affect the feasibility of improvements (based on readily available information)
- Transportation Demand Management (TSM/TDM)
- Transportation System Demand/Intelligent Transportation System Infrastructure, e.g., changeable message signs, closed circuit television cameras, electronic data interchange, automated vehicle identification (AVI), positive train control (PTC), and global positioning systems (GPS)

- Institutional issues and policy affecting transportation system
- Bus and rail transit services
- Improvements identified in the Regional Transportation Improvement Program and in the 2004 RTP

Deliverables:

- Technical memorandum on existing conditions and constraints in the regional goods movement system
- Technical memorandum on results of interviews and surveys from Tasks 3 and 7

**Task 8. Assess growth in freight demand, trends in the logistics industry, and baseline (2030) system performance**

The purpose of Task 8 is to conduct a critical review of forecasts of growth in freight demand, to understand the inter-relationships between this growth and trends in the logistics industry, and to make an assessment of “baseline” system performance. For purposes of the action plan, baseline will be considered as year 2030, assuming only programmed and funded improvements from the RTP. It may also be appropriate to examine intermediate years, to define the estimated time periods in which constraints will be reached within various parts of the Southern California freight logistics system.

Current forecasts of freight demand for Southern California will be assembled. These will be compared and analyzed, along with any additional data on economic growth projections, trends and forecasts of international trade, etc. A projection of freight demand will be developed as the basis of further work in this study. It may be appropriate to express anticipated freight growth in terms of a range, rather than a single forecast, given the uncertainties involved in making these assessments. The initial forecasts will be based on the assumption of no constraints in the infrastructure needed to service the demand. An assessment will also be made of the potential effect of system constraints on future freight flows within and through the region.

The assessment of freight demands will also consider trends in the logistics industry. These trends may include technological changes in the industry, trends in the manufacturing and distribution of goods, changes in the management of containers, impact of security issues, etc. These trends may have to do with technology, manufacturing and distribution processes, or geographic and modal choices being made by manufacturers, shippers, and others creating the demand for freight movement. The industry creates its own efficiencies over time and adjusts to constraints, to competition, to labor availability, etc. An assessment will be made of how these changes and trends are likely to affect the need for publicly provided infrastructure and policy direction.

A baseline travel demand forecast will be prepared for both truck and rail as the basis for the evaluation of future truck and rail volumes, as well as for the identification of system deficiencies. This analysis will assess not only capacity deficiencies in the rail and freeway mainlines, but deficiencies in other parts of the logistics system as well, including constraints in intermodal freight transfer facilities. The baseline forecasts will provide projections of traffic,

truck, and rail volumes, and will also estimate delays that may occur on the freeway and rail system as a result, both peak and off-peak.

Baseline forecasts from the SCAG regional model, prepared for the 2004 RTP, will be used as a basis for the truck and traffic forecasts. Modeling being conducted by Metrolink and the railroads and for the Inland Empire Railroad Mainline Study should be used as the starting point for the rail forecasts. No new modeling runs will be prepared in the baseline analysis. However, additional modeling runs may be required in the assessment of potential improvement strategies. Task 8 will be conducted in coordination with modeling activities of other projects and studies in the area, such as the I-710 corridor study, the I-15 corridor study, and modeling of freeway traffic in all the counties.

A System Performance Report will be prepared, thoroughly evaluating baseline conditions. This assessment will identify future constraints in the rail and highway network for year 2030. It will also attempt to estimate intermediate years at which constraints will be reached on various parts of the system, including constraints at intermodal and freight handling facilities. The assessment of intermediate years is important to allow decision-makers to better understand the level of urgency that may be associated with specific parts of the goods movement infrastructure. The assessment will address both peak and off-peak conditions.

Deliverables:

- Technical memorandum on freight forecasts
- System Performance Report

### **Task 9. Evaluate economic, environmental, and community impact of freight generators (ports, intermodal facilities, industrial clusters, etc.)**

Task 9 will provide an assessment of the impact of goods movement on several important aspects of life in Southern California: the economy, the quality of life in local communities, and the environment. Though most people acknowledge the need for trucks and trains, they also acknowledge that trucks and trains have a definite impact on life in the region, much of which is viewed to be negative. This is especially true of those who live near facilities that carry or handle substantial amounts of freight. The positive aspects of goods movement to the economy are known to be an important reason for the growth and prosperity of Southern California, but the benefits are less visible.

Task 9 will document the economic benefits of continuing to support the movement of goods with the necessary infrastructure improvements (both public and private). The evaluation will include an assessment of the entire regional system, but will particularly focus on the potential benefits of supporting expansion of the ports, intermodal yards, industrial/distribution clusters, air cargo facilities, and other centers of freight activity.

Specifically, this assessment will evaluate the potential increase in revenue (taxes, goods sold, disposable income), business activities/expansions, employment opportunities and other benefits that will be realized by the region as a result of accommodating expansion of the freight system. 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 and relationships (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).

The economic assessment should be linked to the analysis of constrained versus unconstrained growth conducted in Task 8.

The evaluation of community impacts will identify locations around the region that present existing or potential impacts of freight movement on neighborhoods and quality of life. This may include locations along rail lines and freeways or where industrial and distribution uses abut residential communities. The types of impacts typically encountered within each of these settings will be documented (e.g. noise, visual, air quality, delays at rail crossings, etc.). The costs of infrastructure maintenance to local jurisdictions and to the State of California will also be estimated. This will serve as the basis for identifying mitigating strategies in Task 11. The intent is to identify strategies that will allow orderly expansion of the goods movement infrastructure while minimizing impacts on the community.

#### Deliverables

- Technical memorandum on the economic benefits of goods movement
- Technical memorandum on the community impacts of goods movement
- Technical memorandum on the environmental impacts of goods movement

#### **Task 10. Identify and evaluate strategies for improving the movement of goods (truck and rail; operational, infrastructure and policy; short-, mid-, and long-term)**

Based on the data and analysis conducted in previous tasks, a wide range of transportation options will be presented to address the identified issues, challenges and problems. Improvement needs will be identified in a broad, strategic sense, with consideration of all modes of travel, changes in policies and institutional arrangements, and possible private as well as public initiatives. The assessment will also address issues associated with user fees and other financing mechanisms for major infrastructure improvements and the operations/maintenance requirements to support them.

Improvement concepts may be formulated as a range of alternative strategies, from major infrastructure improvements to less costly operational, legislative, or policy initiatives. The concepts will address short-term, mid-term, and long-term time frames. The focus will be on improving mobility, reliability, and efficiency of goods movement, but also consider benefits to and impacts on passenger movement.

The identification of concepts will be conducted in two stages. The first stage will identify a broad set of options and evaluate those options at a “sketch planning” level. This first-stage

evaluation will consider potential benefits, costs, and impacts at a qualitative level. The analysis will include an assessment of the extent to which the improvements will facilitate continued expansion of the ports, intermodal facilities, and industrial/manufacturing jobs in general.

A subset of those concepts will be identified for more detailed evaluation, based on initial evaluation results. The options to be pursued further will be recommended by representatives of the Technical Advisory Committee, with approval by the agency CEOs and/or county-level policy bodies, as appropriate.

The potential role of major infrastructure projects (e.g. the potential role of truck lanes, express facilities, use of additional HOV and mixed flow lanes, etc.) will be addressed, as well as strategies that focus on management and operations of the highway and pertinent transit facilities. Infrastructure projects may include recommendations for improvements targeted at key constraints/bottlenecks, as well as more extensive and costly mainline improvements. Modeling of major infrastructure improvement alternatives is desired, but budgetary resources will need to be assessed to determine whether such modeling is possible. At a minimum, the following freeways will be considered within the Southern California region: 5, 10, 14, 15, 40, 57, 60, 91, 101, 110, 138, 210, 215, 405, 605 and 710. Prior studies along these routes will be used to assist in defining potential improvements. Challenges that would need to be surmounted to implement major mainline infrastructure improvements will be highlighted. The analysis will also identify strategies for working with the railroads and Metrolink to best utilize existing rail lines.

Estimates of capital, operations and maintenance costs will be developed for proposed capital and freight management improvements. This will include an assessment of the extent to which any of the costs may be offset by revenue generated through user fees or other use-generated sources.

#### Deliverables:

- Technical memorandum on evaluation of initial goods movement strategies
- Technical memorandum on evaluation of detailed goods movement strategies
- Cost estimates for proposed capital and freight management improvements

### **Task 11. Identify strategies for mitigating the effect of goods movement on local communities and the environment**

Task 9 will have identified issues associated with potential community and environmental impacts of goods movement by geographic area. In Task 11, a set of strategies will be proposed for mitigating the effects of goods movement activities in general, and mitigating the potential effects of the proposed Task 10 strategies in particular. This is not intended as a CEQA-type analysis of mitigating strategies, nor will it identify specific obligations of individual agencies. Rather, it is intended to delineate a range of approaches for dealing with the community impacts of goods movement. It will bring together a set of “good practices” that individual jurisdictions, transportation agencies, and the private sector can use to diminish the potential negative consequences of infrastructure projects and industrial/manufacturing development. Examples may include: land use and traffic planning principles for industrial and manufacturing

development (e.g. buffering, site layout, landscaping, circulation, lighting, clustering, special requirements for truck terminals and truck stops, etc.); noise mitigation techniques; visual mitigation techniques; pavement design and maintenance for local roadways in high-truck areas; highway-rail crossing mitigation, etc. Although much of the work in truck and train-related air quality will be outside the scope of this study (e.g. truck emission standards and controls), general guidance will be provided on actions that can be taken to minimize the effect of truck emissions on local air quality. Local jurisdictions will be the principal target audience of this work. The product will be a technical memorandum containing a shopping list of strategies from which local jurisdictions, the development community, and industrial employers may draw for guidance in dealing with the impacts of good movement.

Deliverable:

- Technical memorandum on the mitigation of the community and environmental impacts of goods movement activities

### **Task 12. Develop goods movement action plan and identify institutional/funding arrangements needed to implement the plan**

The strategies evaluated in Task 10 will be grouped into generalized categories reflecting strategy type (i.e. infrastructure, operational, policy, etc.) potential implementation time frame (short, medium, long), implementation responsibility, and potential funding sources. A review will be conducted of funding opportunities and challenges for each of the strategies. The strategies will also be identified as to their potential payoff for relieving constraints and reducing delays in the regional goods movement system, as a function of both cost and benefit. Early-action strategies will be identified and be given additional attention in the implementation steps. Both traditional and non-traditional funding sources will be identified, such as:

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

Changes in institutional structures needed to implement specific strategies will also be identified, and steps that need to be taken to make those changes will be delineated.

The Goods Movement Action Plan Report will contain sections addressing goods movement actions for the region, as well as separate sections that address actions for individual counties. The individual county sections will be structured in a way that makes it easy for county commissions to communicate county-specific actions to their decision-makers. The regional issues and issues common to the counties will be addressed in the regional sections.

Deliverables:

- Draft action plan
- Final action plan

**Los Angeles County**  
**Initial Regional Goods Movement Funding Priority Project List**

- Grade Separations – This will include Alameda Corridor East grade separations.
- I-710 Freeway Goods Movement Corridor – Efforts to include construction of a truckway as well as other improvements to facilitate goods movement through this corridor.
- Gerald Desmond Bridge – This includes demolishing and replacing the bridge which serves the Ports.
- Rail Capacity Improvements – This includes construction of double and triple tracks.



**Multi-County Goods Movement Action Plan – Stakeholder List**

- Mobility 21 Freight Subcommittee Representative(s)
- Ports of Los Angeles and Long Beach
- Federal Highway Administration/Federal Transit Administration
- Caltrans
- SCAG
- Metrolink
- Los Angeles Department of Transportation
- Los Angeles World Airports
- Air Quality Management District
- Council of Governments/Subregions
  - Arroyo Verdugo
  - Gateway Cities
  - Las Virgenes/Malibu
  - San Fernando Valley/North Los Angeles County
  - San Gabriel Valley
  - Southbay Cities
  - Westside
  
- Transportation Commissions/Authorities-OCTA, SanBag, RCTC, Ventura
- Los Angeles-San Diego Rail Corridor Agency (LOSSAN)
- Elected Officials/Representatives
- Coalition for America Gateway & Trade Corridor
- Waterfront Coalition
- Goods Movement Committee of the Mayor’s Transportation Taskforce-Los Angeles
- Alameda Corridor Transportation Authority
- Alameda Corridor East Construction Authority
- Freight Industry Representatives (trucking/railroad/airlines)
- Academia Representatives-Metrans (USC and CalState Long Beach)
- Economist(s)
- Automobile Club of Southern America
- California Highway Patrol
- Los Angeles County Department of PublicWorks
- California Marine and Intermodal Transportation System Advisory Council (CALMITSAC)
- Orange North-American Trade Access Corridor (ONTRAC)

**SUMMARY OF POTENTIAL  
SHORT TERM GOODS MOVEMENT STRATEGIES**

Prepared by LACMTA Countywide Planning Development Department  
September 2004

LACMTA staff has compiled potential short-term goods movement strategies that would reduce truck traffic on freeways and arterials and increase Alameda Corridor utilization within a three to five year time period. These strategies, includes elements from Alameda Corridor Transportation Authority's (ACTA) Extended Mission, the Ports of Long Beach and Los Angeles and other related efforts. To effectively reduce truck traffic and improve emission and freight mobility, some major capital improvements are necessary. All strategies depend on the full cooperation of multiple public and private entities throughout the goods movement supply chain.

The potential short-term goods movement strategies:

- Extended Port Operation Hours
- Short- Haul Rail Service
- Virtual Container Yard
- On-Dock Rail Facility
- Near -Dock Rail Facility

These strategies have been evaluated and described by the following outline:

- Description
- Key Players
- Benefit
- Current Efforts
- Issue Assessment
- LACMTA's Role
- Cost
- Schedule
- Feasibility of Implementation

## **Extended Port Operation Hours**

### **Description:**

This program will extend the hours of marine terminal operation to reduce port-generated truck congestion during peak hours and shift truck traffic to off-peak hours when freeways are less congested.

### **Key Players:**

Port of Los Angeles (Lead Agency), Port of Long Beach, marine terminal operators, trucking companies, maritime industry labor unions, shippers and cargo owners, warehousing companies, ocean carriers, and railroad companies.

### **Benefit:**

- Reduce truck trips during peak hours by as much as 40% if gates are open during nights and weekends.
- Reduce auto emission by reducing truck idling.

### **Current Efforts:**

- Regional Goods Movement Efficiency Team, led by Los Angeles City Council-member Janice Hahn, proposes to extend hours of terminal operations at Ports of Los Angeles and Long Beach.
- The Federal Maritime Commission recently approved a proposal by marine terminal operators to operate terminals during nighttime and weekend hours.
- As part of the proposal, marine terminal operators identified a fee structure to be assessed on cargo moved during daytime/peak hours.

### **Issue Assessment:**

- Marine terminal operators are concerned that there may not be enough usage during the night to offset the cost for operation.
- Trucking industry is concerned that the program may not be effective if there is no consistency among marine terminal operators. They require all marine terminal operators to be open at the same time and for the same numbers of hour.
- Cargo owners and shippers are concerned that the cost will be passed on to them, which ultimately will be passed on to consumers.
- There may be potential environmental impacts, especially noise.

### **LACMTA's Role:**

Continue to participate in Regional Goods Movement Efficiency Team (led by L.A. City Councilwoman Hahn) to support implementation of extended operation hours.

### **Cost:**

Marine terminal operators estimated that opening all the terminals in both Ports at night would cost an additional \$150 million per year. Revenue from the day-use fee will be used to offset the cost. The fee will be administered by a private sector, special-purpose entity called Pier Pass Inc.

### **Schedule:**

Marine terminal operators plan to deploy the extended operation at both Ports in November 2004, and hope that the distribution centers and warehouses will follow suit.

## **Short-Haul Rail Service**

### **Description:**

A short-haul rail service is a rail shuttle service between the Ports and a remotely located intermodal freight transfer facility that would result in reducing truck trips on the freeways.

### **Key Players:**

Alameda Corridor Transportation Authority (Lead Agency), Clean Air Partners Transportation Systems (Lead Private Entity), Port of Long Beach, Port of Los Angeles, railroad companies, warehousing companies, trucking companies.

### **Benefit:**

More than 40,000 truck trips generated weekly between the Ports and inland/north county distribution centers and warehouses may be reduced/eliminated with a short haul rail service.

### **Current Effort:**

- ACTA's Proposed Pilot Program: shuttle service between the Ports and an Inland Empire intermodal freight transfer facility via BNSF and/or UP tracks.
- CAPTS' Pilot Program: CAPTS, entity initiated by Hunter & Hunter Trucking Inc., proposes a shuttle service between the Ports and Antelope Valley Freight Transfer Center via Alameda Corridor, SCRRRA Antelope Valley Line track and UP track.

### **Issue Assessment:**

- One major assumption is that shippers will shift to shuttle services from trucking. Without public subsidies, the shuttle services may be too expensive and may not compete with trucking.
- The railroads are concerned that the existing track capacity beyond Redondo Junction (north end of Alameda Corridor) may not accommodate the shuttle service in addition to the expanding commuter service and intermodal growth in the long term.
- In order to handle the increased long-term shuttle usage, the existing tracks will have to be upgraded. The cost of tracks upgrade has not been determined but been estimated to be costly.
- Determining inland terminal/transfer sites will be an issue.

### **LACMTA's Role:**

- Possibly assisting with identifying new sources of funds, which could be used to expand railroad tracks and freight transfer facilities.
- Possible property owner depending on the final track selection.

### **Cost:**

- CAPTS has received \$1.7 million from AQMD for the development of Liquid Nitrogen Gas (LNG) powered locomotives to be used for the shuttle service. Also, the intermodal freight transfer site has been identified and secured for development.
- Development and/or long term operating funding for both ACTA and CAPTS programs is unknown at this stage.

### **Schedule:**

- ATCA is planning a pilot program (short-haul rail service between the Ports and Inland Empire) and has indicated it may be implemented in Spring 2005.
- CAPTS is planning a pilot program (short-haul service between the Ports and Antelope Valley), and has targeted to be implemented in late 2005.

## **Virtual Container Yard**

### **Description:**

The virtual container yard would match service for empty containers away from the Ports via Internet. Once import containers are unloaded at warehouses or distribution centers, empty containers can be made available to the Internet service, offering exporters near the same location the option of obtaining these empties and sending loaded containers back to the Ports.

### **Key Players:**

Port of Long Beach (Lead Agency), Port of Los Angeles, railroad companies, warehousing companies, trucking companies, container/rail yard companies, ocean carriers, cargo owners, marine terminal operators, Alameda Corridor Transportation Authority.

### **Benefit:**

The objective of the virtual container yard is to reduce trips generated by trucks carrying empty containers. This could significantly reduce vehicle miles and trips associated with the movement of empty containers.

### **Current Efforts:**

Port of Long Beach is currently in the process of developing an implementation plan.

### **Issue Assessment:**

It would require an extensive coordination between truckers and ocean carriers (ocean carriers own most containers).

### **LACMTA's Role:**

No direct role

### **Cost:**

Minimal capital cost

### **Schedule:**

Port of Long Beach currently has issued an RFP for vendor/consultant to develop an implementation plan. It is anticipated to implement the program in January 2005.

## **On-Dock Rail Facility**

### **Description:**

- On-dock rail facility is a cargo facility located within the port area and used primarily to sort cargo containers and assemble into trainloads bound for common destinations.
- Increase use of limited on-dock rail facilities by having tenants share these facilities.

### **Key Players:**

Port of Los Angeles and Port of Long Beach (Lead Agencies), railroad companies, and Port tenants (marine terminal operators, ocean carriers, etc.).

### **Benefit:**

- Reduce truck trips on highways destined for remote rail yards and increase the use of Alameda Corridor by increasing rail movements.
- Reduce truck emissions.

### **Current Effort:**

Ports of Long Beach and Los Angeles and ACTA are jointly developing different scenarios to increase on-dock rail facility usage.

- Tenant sharing on-dock capacity – containers from different terminals will be combined to assemble an entire train length. This will enable an optimal utilization of trains for long-haul containers.
- Tenant sharing on-dock rail facility – if an on-dock rail facility has excess capacity on a certain day, the facility can be made available for shared-use for that day. This will enable ocean carriers to unload/load containers at these available on-dock rail facilities, reducing the need for trucking containers to/from intermodal facilities outside of the Ports.

### **Issue Assessment:**

- In order to effectively reduce truck trips, the sharing of on-dock capacity scenario needs to focus on long-haul intermodal containers.
- Convincing terminals to share their on-dock rail facilities may be a problem.
- Requires extensive coordination between railroad companies and ocean carriers to ensure usage of shared on-dock rail facilities.

### **LACMTA Role:**

No direct role

### **Cost:**

TBD

### **Schedule:**

The Ports and ACTA plan to implement the increased use of on-dock rail facility in January 2005.

## **Near-Dock Rail Facility**

### **Description:**

- A near-dock rail facility is usually located outside of but in close proximity to a port and used primarily to sort cargo containers and assemble them into trainloads bound for common destinations.
- Construct new near-dock rail facilities that would accept containers trucked from the Ports for transport on the Alameda Corridor, reducing the need to truck containers via I-710 to other rail facilities.

### **Key Players:**

Port of Los Angeles (Lead Agency), Port of Long Beach, Cities of Los Angeles and Long Beach, railroad companies, ACTA, and COGs.

### **Benefit:**

- Transfer truck trips from highways on to the Alameda Corridor.
- Reduce truck emissions.

### **Current Effort:**

The Port of Los Angeles board has approved the Rail Policy which includes the development of a new near-dock rail facility. This proposed near-dock rail facility will be operated by BNSF.

### **Issue Assessment:**

- Finding an ideal location will be challenging.
- An adequate usage of these rail facilities, which translates to the use of the Alameda Corridor, would be required to effectively reduce truck trips on freeways. Cargo destined for long hauls (i.e. beyond the state) are good candidates. (About 50% of cargo stays within a 50 mile radius and is usually still trucked).

### **LACMTA Role:**

- Possibly assisting with identifying new sources of funds.
- Help with institutional arrangements and/or provide support for Ports' efforts to identify existing rail yards for use in adjacent counties and/or new off-dock sites in Los Angeles County.

### **Cost:**

**TBD**

### **Schedule:**

Facility could be built in 2008/2009 depending on funding, location selection and completion of the environmental process.