

Proposed Goods Movement Control Measures

Special Board Workshop
August 16, 2007



Metro

Overview

- SCAQMD has been developing its 2007 AQMP
- SCAG is responsible for the transportation component of AQMP
- Projects identified as control measures in plan are important
- Must be funded and done on schedule
 - Priority for federal transportation funds
 - Risk the loss of federal transportation funds to region

2007 AQMP Development

- AQMP was released for public review in late 2006
- In April 2007, SCAG proposed new Goods Movement Control Measures
 - High Speed Rail and Truck Lanes
 - Implementation by 2014
 - Estimated cost: \$40 billion
 - Reduce 22 tons per day of NOx
 - Meet new PM 2.5 Plan requirements

2007 AQMP Development (continued)

- **County Transportation Commission concerns regarding feasibility and funding – risk to federal transportation funds**
- **SCAG asked SCAQMD to remove strategies from proposed Air Plan**
- **SCAQMD approved Air Plan without strategies**
 - requests ARB increase emission commitment by 22 tons
- **SCAG to continue consulting with counties on goods movement strategies**

New Goods Movement Strategy

- SCAG proposed new goods movement strategy:
 - Freight Electrification of key corridors
 - New track capacity
 - Grade separation projects
 - Lower emission locomotives
- Cost: \$8 – 13 billion
- Seek ARB to “backstop”

New Goods Movement Strategy (continued)

- **SCAG Identified Potential Funding Sources**
 - **County Transportation Commission Funding and Local Revenues**
 - **New Metrolink Bonding**
 - **State TB Bonds – Goods Movement & Air Quality**
 - **SB 974 Goods Movement Container Fees**
 - **Public/Private Partnership Study**
- **SCAG to develop strategy for release with draft RTP in October/November**

Metro Staff Assessment

- Potential as long range strategy
- Support need for implementing all feasible emission reduction strategies
- SCAG has conducted system level analysis to date
 - High level of uncertainty regarding feasibility for implementation by 2014
 - High level of uncertainty regarding project cost or availability of funding
- Needs certain funding source beyond existing funds, or could compete with funding for near term LRTP projects.
- Could risk loss of federal transportation funds to region.
- Work with SCAG/SCAQMD to seek greater State and Federal emission reduction assistance

Recommended Board Action

- Request SCAG ensure that Goods Movement recommendations:
 - Clear implementation plan for 2014
 - Have an approved funding plan
 - Strategy does not risk loss of federal funds
- Seek ARB commitment to “backstop” in advance
- Obtain county transportation commission approval prior to SCAG Board approval