



Collaborative Planning for Goods Movement

Southern California's Experience

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Southern California's Goods Movement System

The Importance of Southern California Goods Movement



- 7 Air Carrier Airports
- 2 largest U.S. container ports (Long Beach/Los Angeles), Port of Hueneme, and Port of San Diego
- Extensive network of freeways and arterials
- 2 Class I rail-roads (BNSF/UP)
- 6 international border crossings
- Abundant warehousing facilities
- Large internal market

Goods Movement System and the Economy

The region is the largest **international trade gateway in the U.S.**, supported by marine ports, air cargo facilities, railroads, and freeways. In 2012, the Ports of Los Angeles, Long Beach, and Hueneme collectively handled **\$392 billion** of maritime cargo.



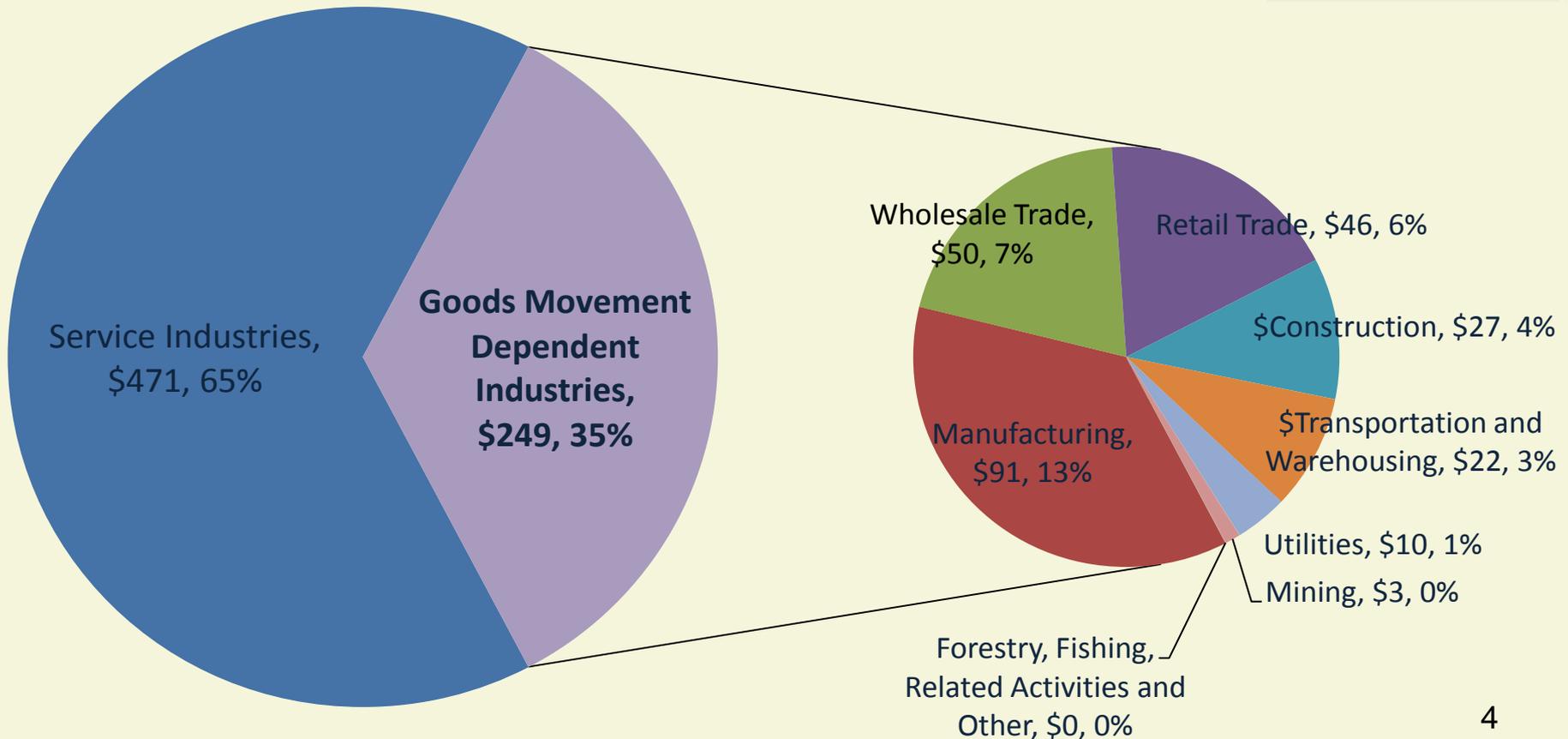
In 2012, over **\$48 billion** of trade passed through POEs in San Diego and Imperial Counties.

Regional airports handled over **\$96 billion** in international air cargo in 2012.

One Third of the Regional Economy

Is Generated by Goods Movement Dependent Industries

Goods Movement Contribution to Gross Regional Product
(Billions of 2010 Dollars)

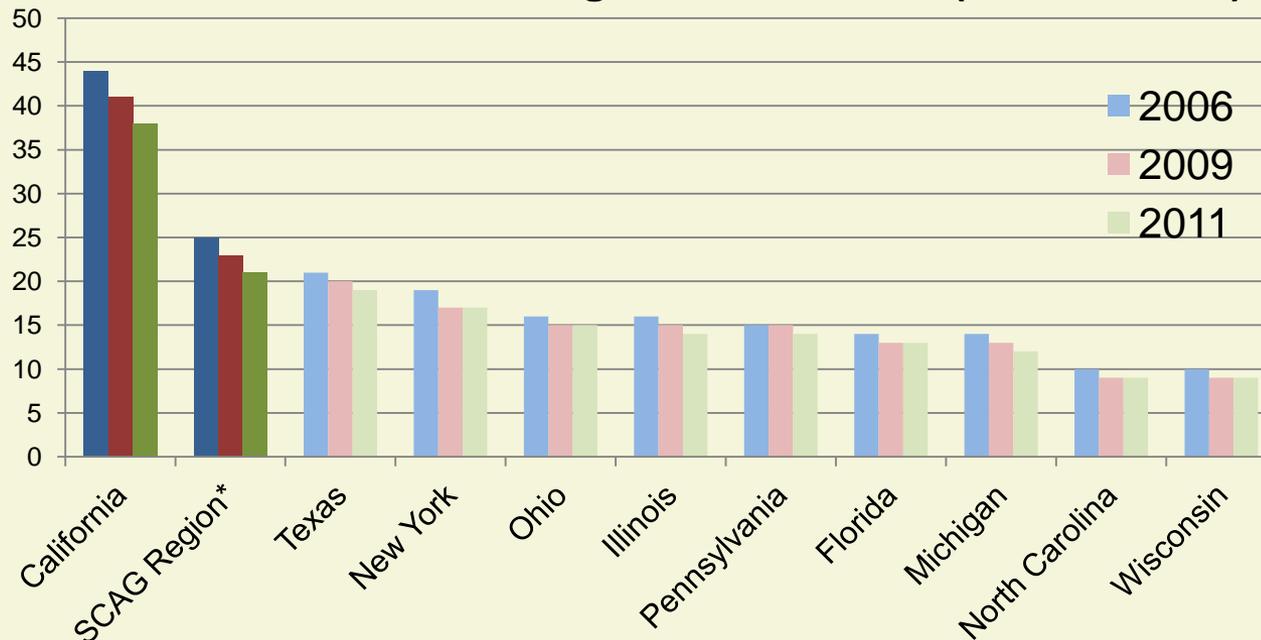


Goods Movement Supports Regional Manufacturing

- California is the leading U.S. manufacturing center, just followed by the SCAG region.
 - Supports President Obama's **National Export Initiative**



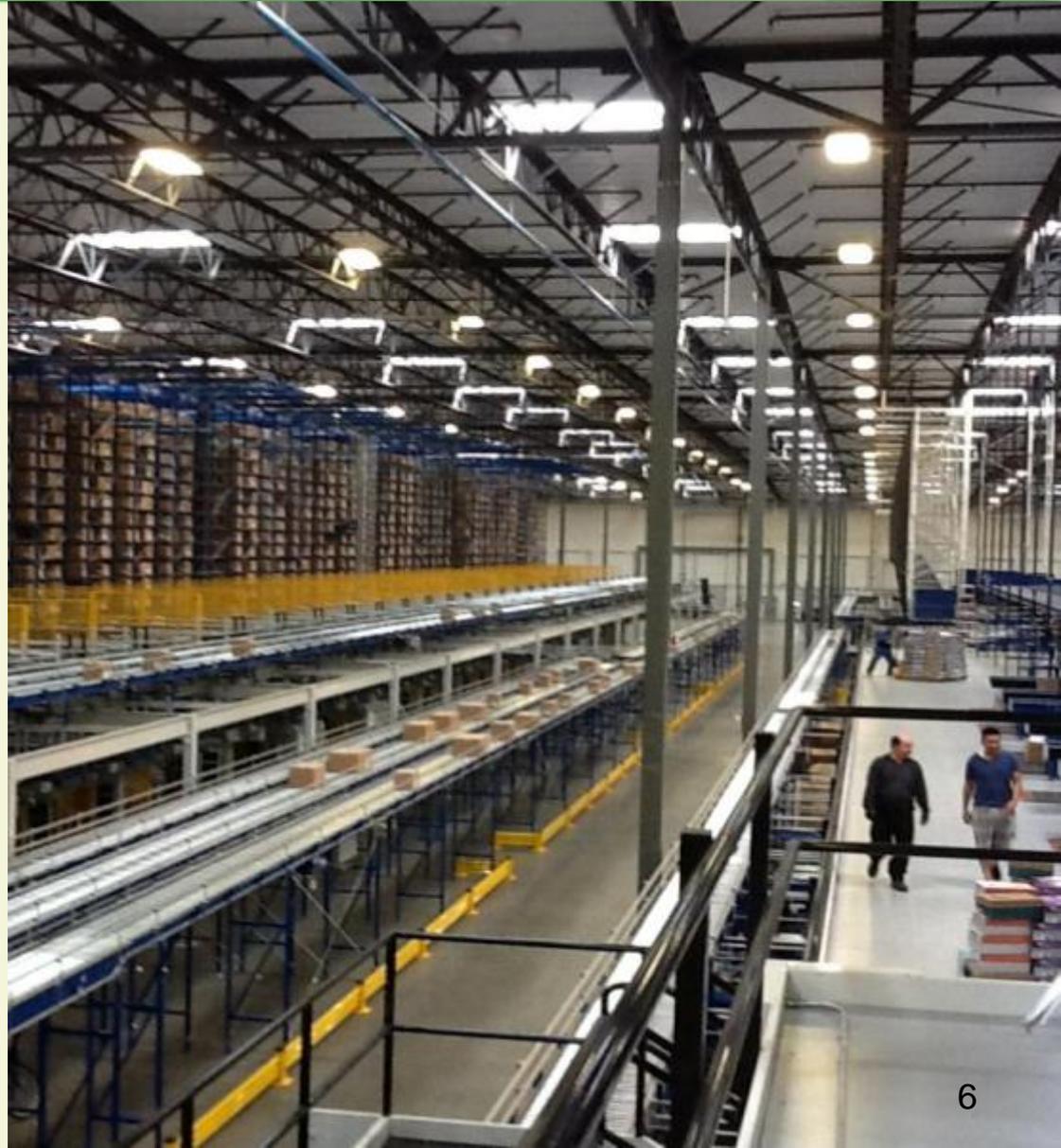
Total Number of Manufacturing Establishments (in thousands)



*Includes Counties of Imperial, Los Angeles, Orange, Riverside, and San Bernardino
Source: US Census, County Business Patterns

Importance of a Thriving Logistics Industry

- Southern California has more warehousing space than any other area in the country
- The region has nearly **1 billion sq. ft.** of distribution centers
- Logistics activities, and the jobs that go with them, depend on our **freight transportation infrastructure**
- Our freight infrastructure supports **imports, exports, and domestic trade**

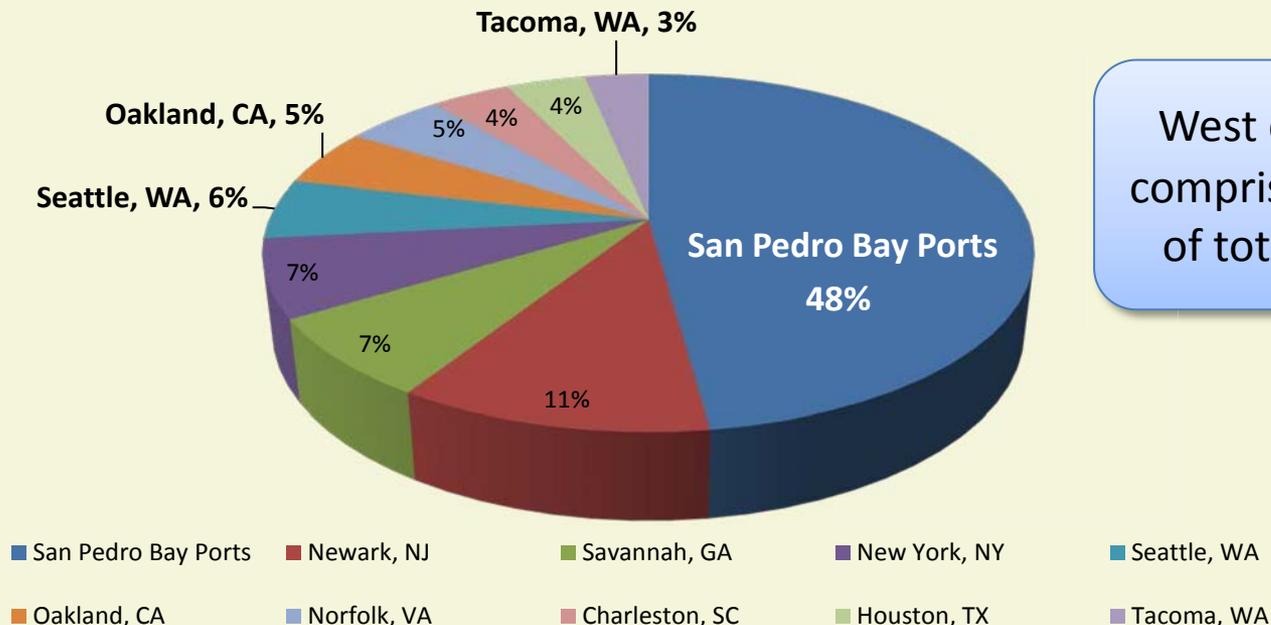


Still a Major Trade Gateway for U.S.

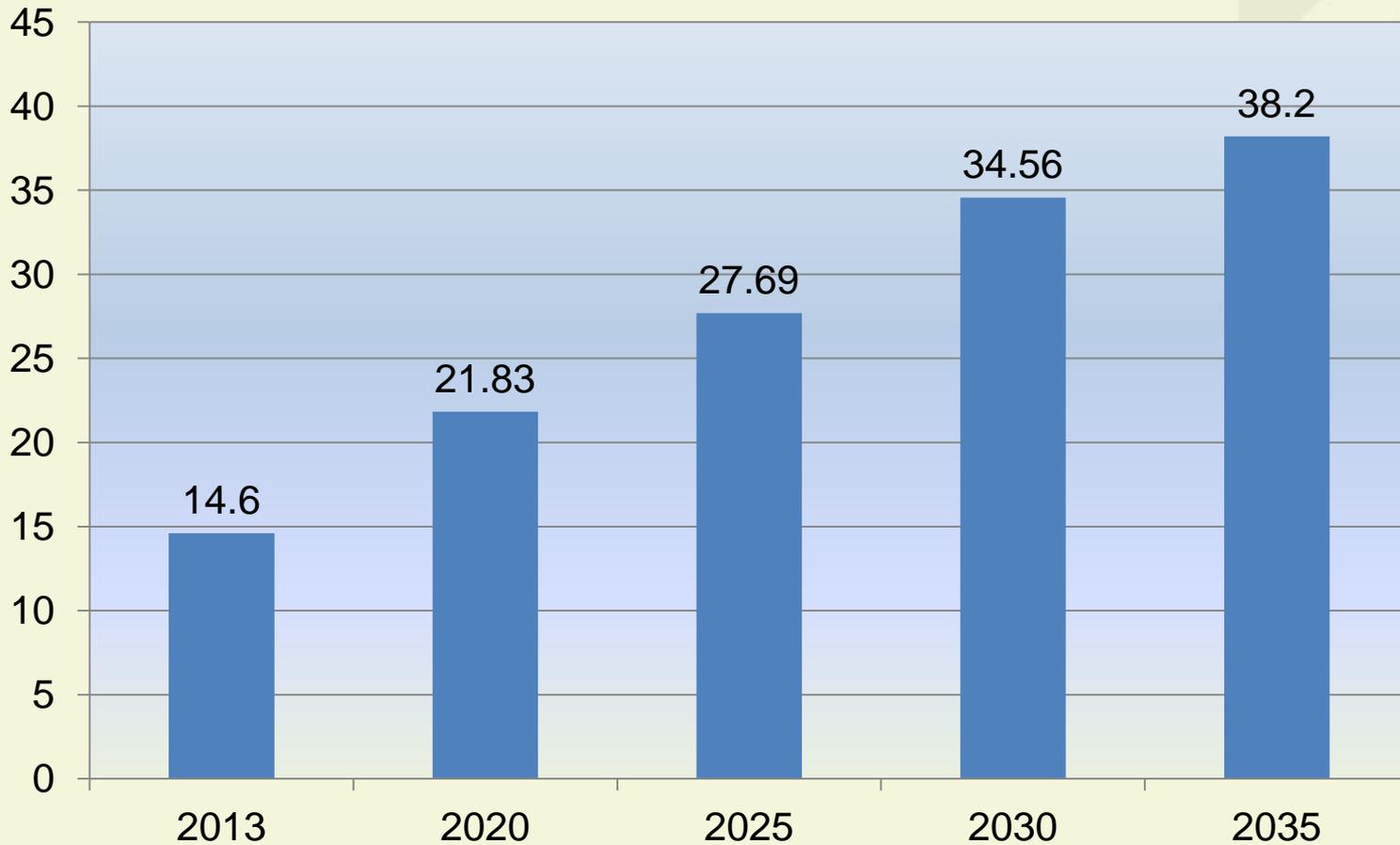
- Import supply chains are diversifying
- Shifting trade volumes among various ports of entry
- Panama Canal widening may redistribute Asian trade
- Growth in trade with Europe and Latin America favor east and gulf coast ports



2011 Imported TEU Volume Top 10 U.S. Ports



San Pedro Bay Ports Container Forecast (millions of TEUs)



Note: Forecast for Year 2035 reflects estimated Port terminal capacity

Growing Volumes

Trucks



Trains

Peak Day Train Volumes
(Metrolink Volumes in Parentheses)

Line Segments	Type	2010	2035
BNSF San Bernardino Subdivision <i>Hobart–Fullerton</i>	Passenger	54(28)	77(51)
	Freight	45	90
BNSF San Bernardino Subdivision <i>Atwood–W. Riverside</i>	Passenger	26(24)	42(40)
	Freight	49	99
BNSF San Bernardino Subdivision <i>W. Riverside–Colton</i>	Passenger	10(8)	42(40)
	Freight	67	147
BNSF Cajon Subdivision <i>San Bernardino–Silverwood PLUS</i> UP Mojave Subdivision <i>W. Colton–Silverwood</i>	Passenger	2(0)	2(0)
	Freight	93	147
UP Los Angeles Subdivision <i>East LA–Pomona PLUS</i> UP Alhambra Subdivision <i>Yuma Jct.–Pomona</i>	Passenger	13(12)	21(20)
	Freight	52	98
UP Los Angeles Subdivision <i>Pomona–W. Riverside PLUS</i> UP Alhambra Subdivision <i>Pomona–West Colton</i>	Passenger	13(12)	21(20)
	Freight	51	109
UP Yuma Subdivision <i>Colton–Indio</i>	Passenger	1(0)	1(0)
	Freight	45	93



Delay at Grade Crossings

Vehicle Hours of Delay per Day at At-Grade Crossings by Line Segment

	2010 (Hours)	2035 (Hours)	% Growth
BNSF Subdivisions			
San Bernardino (Hobart to San Bernardino)	1,049	4,034	285%
Cajon (San Bernardino to Barstow)	85	341	301%
Subtotal BNSF	1,134	4,375	286%
UP Subdivisions			
Alhambra (LATC to Colton Crossing) *	643	1,988	209%
Los Angeles (East Los Angeles Yard W. Riverside) *	287	1,075	275%
Combined Segment (Alhambra/LA Subdivisions, Pomona/Montclair Area)	132	411	211%
Yuma (Colton Crossing to Indio)	165	872	428%
Subtotal UP	1,227	4,346	254%
Total	2,361	8,721	269%

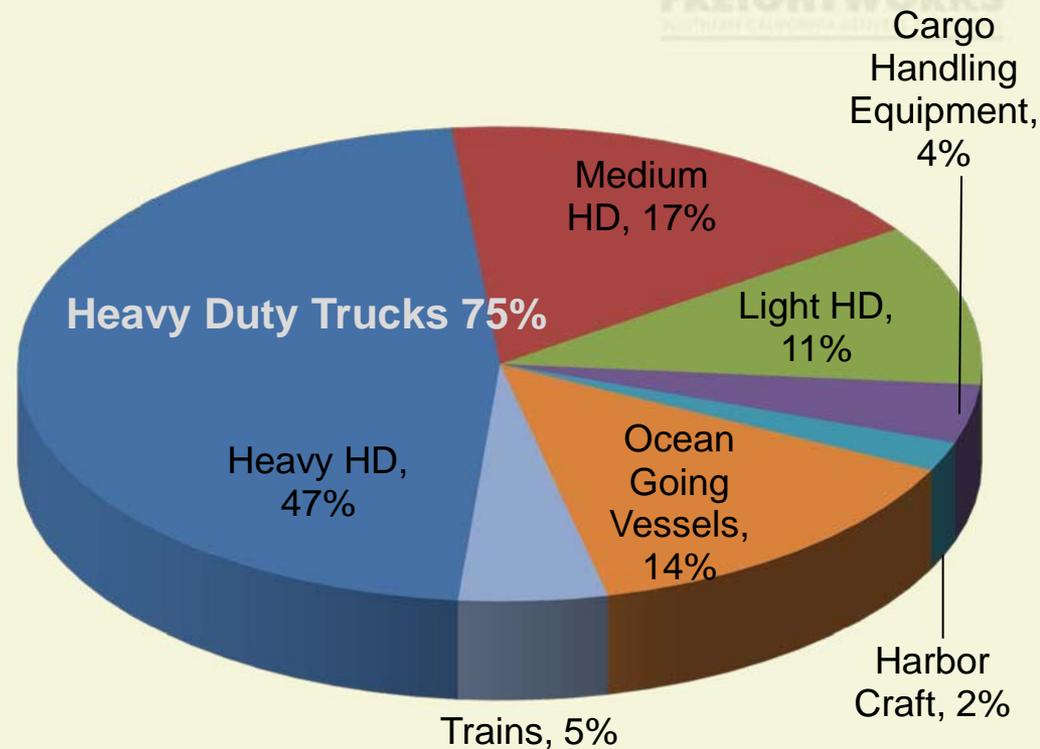
* Excludes combined segment of LA and Alhambra subdivisions in Pomona and Montclair area

Environmental Challenges and Quality of Life

Air Quality Concerns

- The oxides of Nitrogen (NO_x) is a precursor to ozone
- Ground-level ozone can trigger a variety of health problems
- Mobile sources contribute 80% of regional NO_x
- Diesel engines are a major source of NO_x
- Goods Movement sources share a significant amount of all NO_x emissions in the region

NO_x by Goods Movement Source, 2010



Goods Movement Projects and Strategies

Goods Movement Investments

Over \$70 Billion

East-West Freight
Corridor

Port access

Freight rail capacity

Grade separations

Truck mobility
improvements

Intermodal facilities

Emission reduction
strategies



A History of Collaborative Freight Planning

- Over **30 years** of collaborative freight planning with local, state, federal, and industry partners
- Inclusive process offering **“something for everyone”**

1981 – 2002: Alameda Corridor Planning, the formation of Alameda Corridor Transportation Authority, and the completion of Alameda Corridor

2005 & 2007: California Goods Movement Action Plan

2006: Trade Corridor Improvement Fund (California Proposition 1B) Southern California Consensus Group

2007: Southern California National Freight Gateway Collaboration

2008: Multi-County Goods Movement Action Plan

2012: Comprehensive Regional Goods Movement Plan and Implementation Strategy

2013: California Freight Advisory Committee and the California Freight Mobility Plan



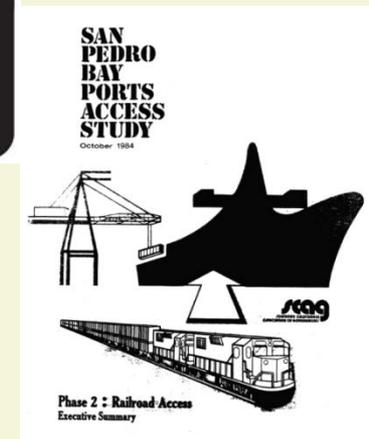
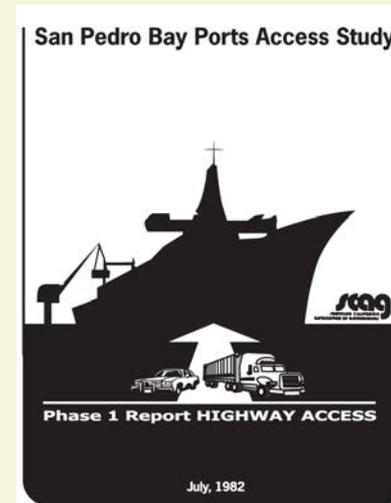
Alameda Corridor Planning (1981 – 1989)

Issue: growing concern about the region's ability to accommodate increasing port area traffic

Early stakeholder engagement leading to successful project concept development

1981: Port Advisory Committee (PAC) formed by SCAG - members included

- local elected officials,
- Port of Long Beach
- Port of Los Angeles,
- US Army Corps of Engineers,
- UP,
- BNSF,
- Trucking industry,
- LA County Transportation Commission (now LA County Metropolitan Transportation Authority)



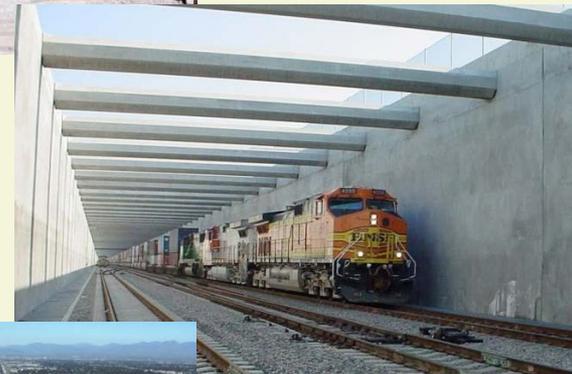
Alameda Corridor Implementation

1985: the Alameda Corridor Task Force (ACTF) formed to pursue **consolidation of rail corridor** to connect the Ports to intermodal yards near downtown Los Angeles - members included

- PAC members,
- California Public Utilities Commission,
- Each of the seven cities along the corridor and Los Angeles County

1989: the formation of **Alameda Corridor Transportation Authority** (ACTA) to have design and construction authority

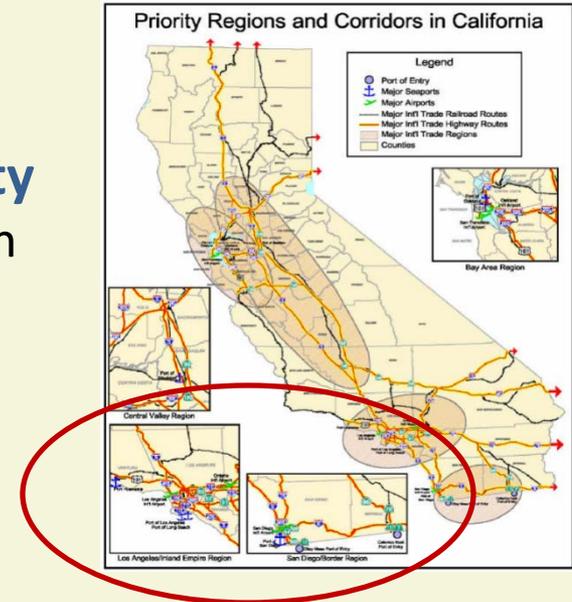
April 2002: Completion of **Alameda Corridor** - Fully grade-separated, dedicated freight rail corridor connecting the San Pedro Bay ports to intermodal yards near downtown Los Angeles with minimal impacts to the neighboring communities



The State's Role & Process: Trade Gateway and Corridor Designation

California Goods Movement Action Plan

- Identified statewide **goods movement priority regions and corridors** to focus investments on facilitating robust trade while addressing environmental issues



SOUTHERN CALIFORNIA CONSENSUS GROUP
TRADE CORRIDOR IMPROVEMENT FUND
PROJECT APPLICATION BRIEFING BOOK



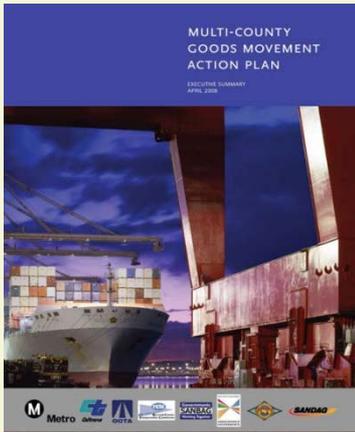
Consensus TCIF Projects



Trade Corridor Improvement Fund Process

- Voter approved Proposition 1B Fund (\$2 billion) to improve federally designated **“Trade Corridors of National Significance”**

Defining Regional Freight Systems & Strategies

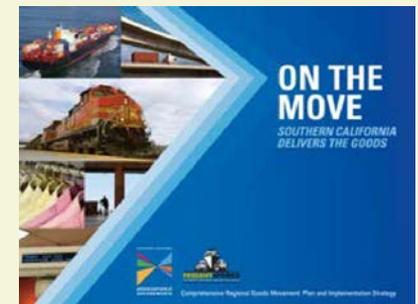


Multi-County Goods Movement Action Plan

- A planning document that identifies actions to maintain Southern California's competitiveness while mitigating environmental and community impacts

Comprehensive Regional Goods Movement Plan and Implementation Strategy

- A long-range goods movement planning document for Southern California focusing on the region's role in the global supply chain, mobility challenges, environmental issues, and community livability and quality of life concerns



Solidifying Collaborative Partnership

Southern California National Freight Gateway Collaboration

- A Memorandum of Understanding galvanizing our commitment, through partnership, to achieve Southern California's economic vitality and strategic growth while addressing environmental issues and advancing quality of life
- Signatory agencies include federal, state, and local agencies that oversee transportation infrastructure development, environmental protection, and economic development
- Advisory role in development of SCAG's

Comprehensive Regional Goods Movement Plan and Implementation Strategy



Solidifying Collaborative Partnership

California Freight Advisory Committee



- Established in response to MAP-21 guidance
- A cross-sectional representation of public and private freight stakeholders tasked to
 - (1) **advise** the State on freight-related priorities, issues, projects, and funding needs;
 - (2) serve as a **forum for discussion** for State transportation decisions affecting freight mobility;
 - (3) communicate and **coordinate regional priorities** with other organizations;
 - (4) promote the **sharing of information** between the private and public sectors on freight issues; and
 - (5) participate in the **development of the State freight plan**
- SCAG and our Southern California partner agencies are active members

California's Collaborative Planning Model

- **Establish a bottom-up process**—identify and designate critical trade gateways and corridors
- **Commit to early stakeholder engagement**—from system level planning to project concept development
- **Develop an Institutional framework**—MOUs or Joint Powers Authority (JPA) to convene multijurisdictional and multimodal interests for project implementation



Inclusive process offering “something for everyone”



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

To learn more about SCAG and our efforts to encourage a more sustainable Southern California now and in the future, please visit www.scag.ca.gov.

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