



# *Collaborative Planning for Goods Movement*

Southern California's Experience

**Presented to  
Joint Informational Meeting of  
the California Transportation Commission  
and  
the Washington State Transportation Commission  
August 19, 2014**

**Hasan Ikhata  
Executive Director  
Southern California Association of Governments**

# 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.



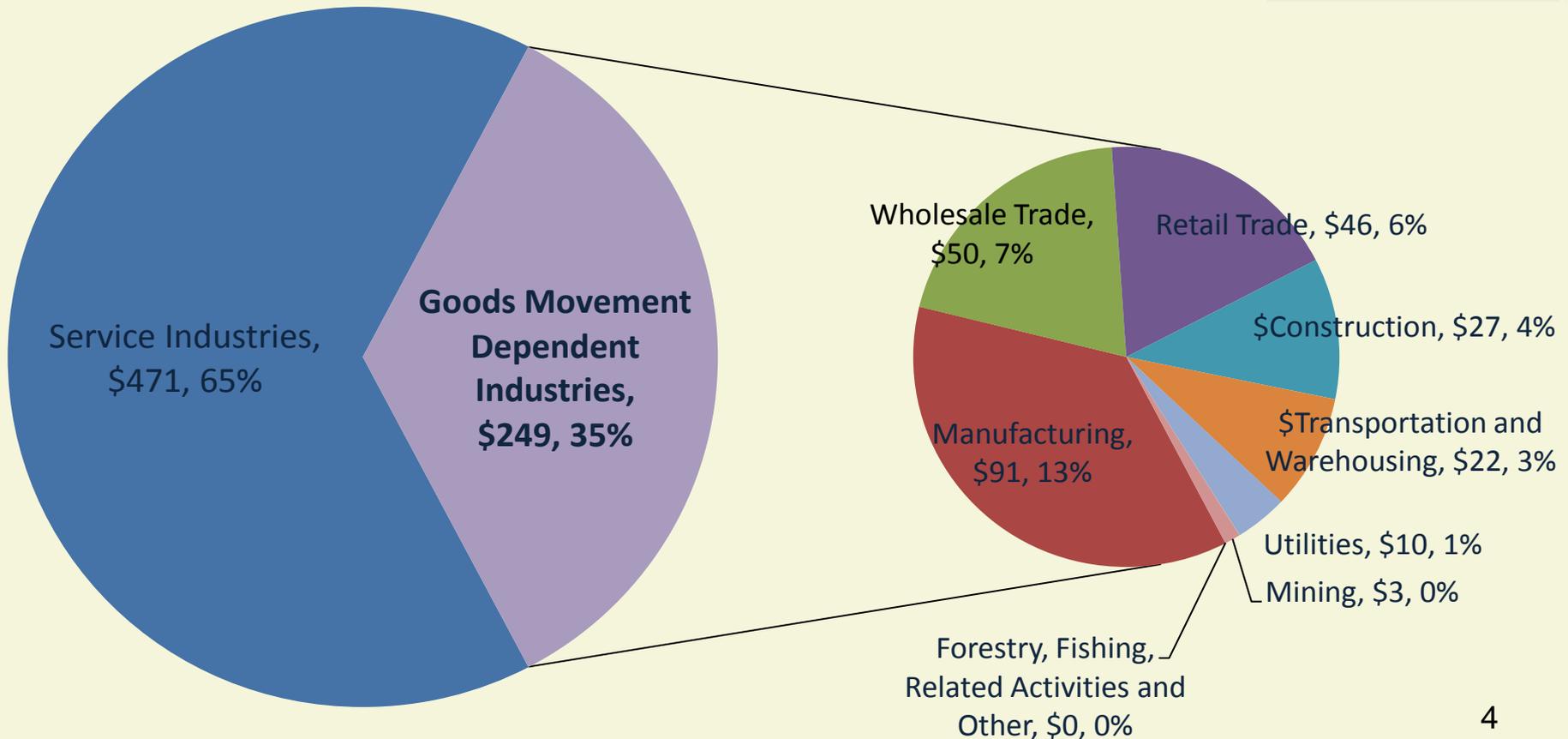
In 2012, over **\$48 billion** of trade passed through POEs in San Diego and Imperial Counties.

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)

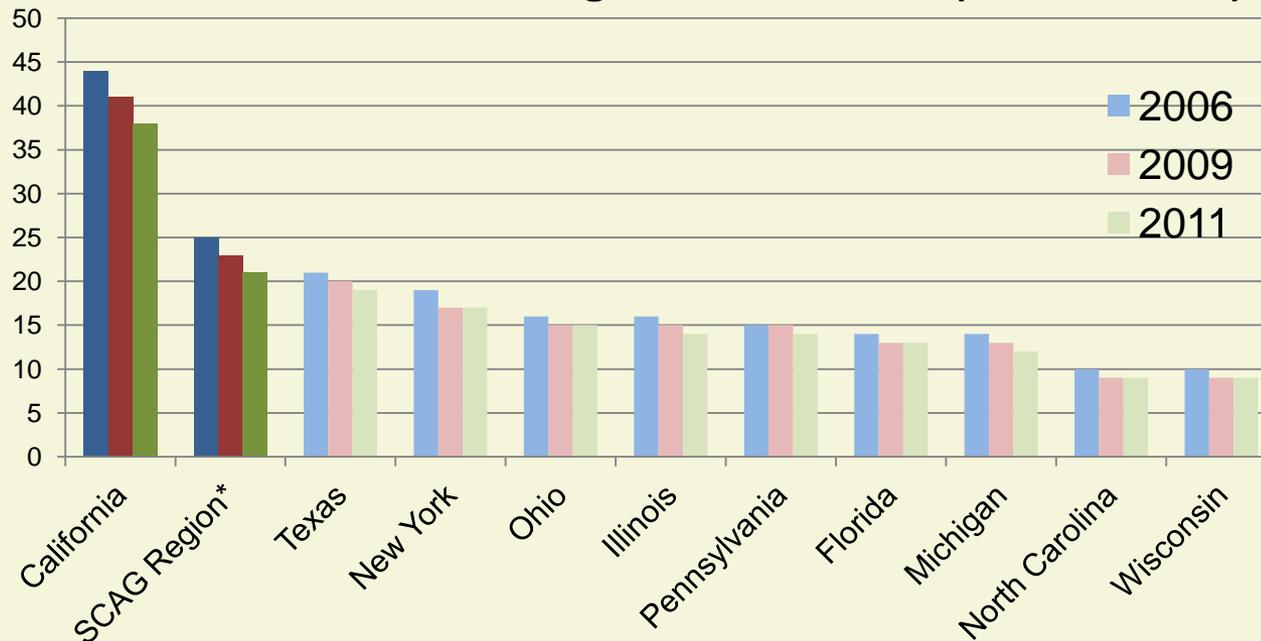


# Goods Movement Supports Regional Manufacturing

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



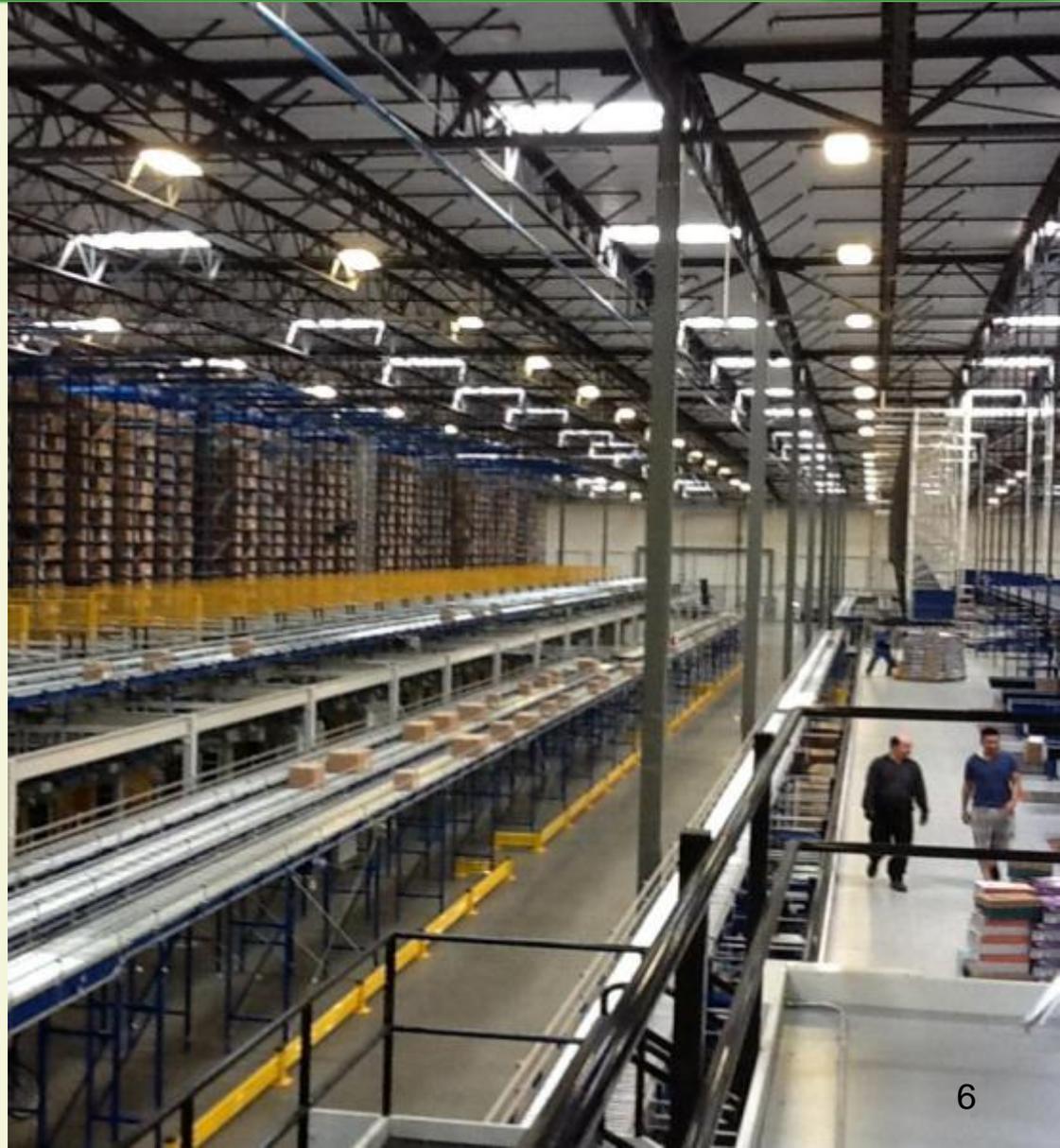
**Total Number of Manufacturing Establishments (in thousands)**



\*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**

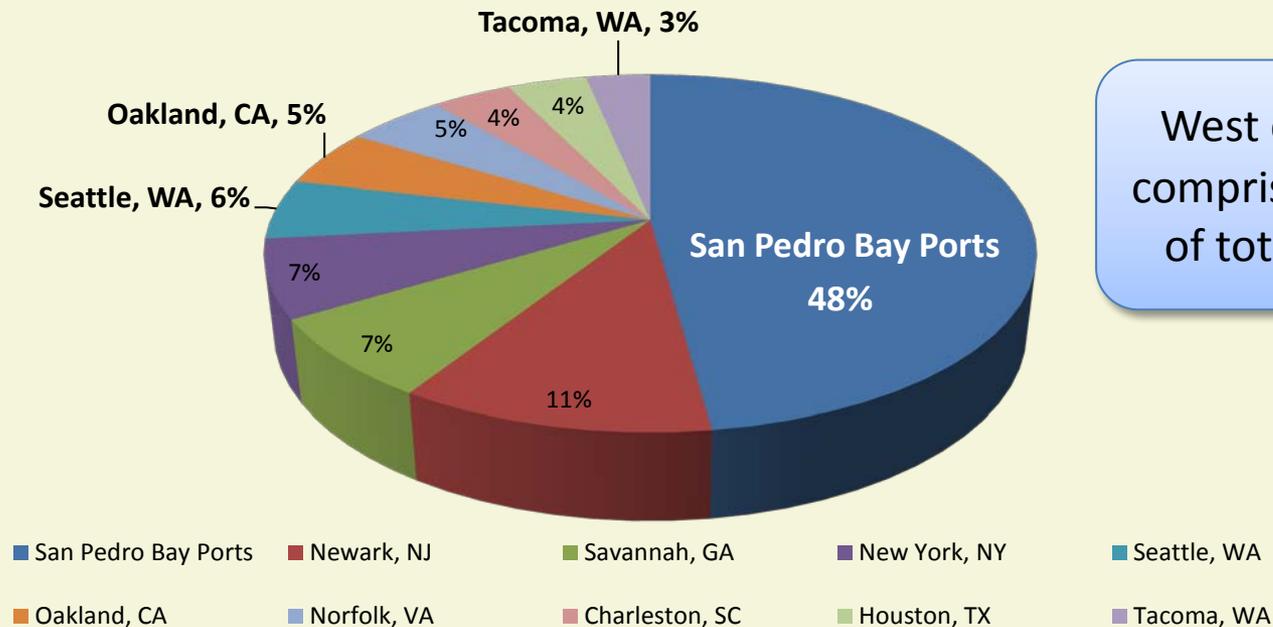


# Still a Major Trade Gateway for U.S.

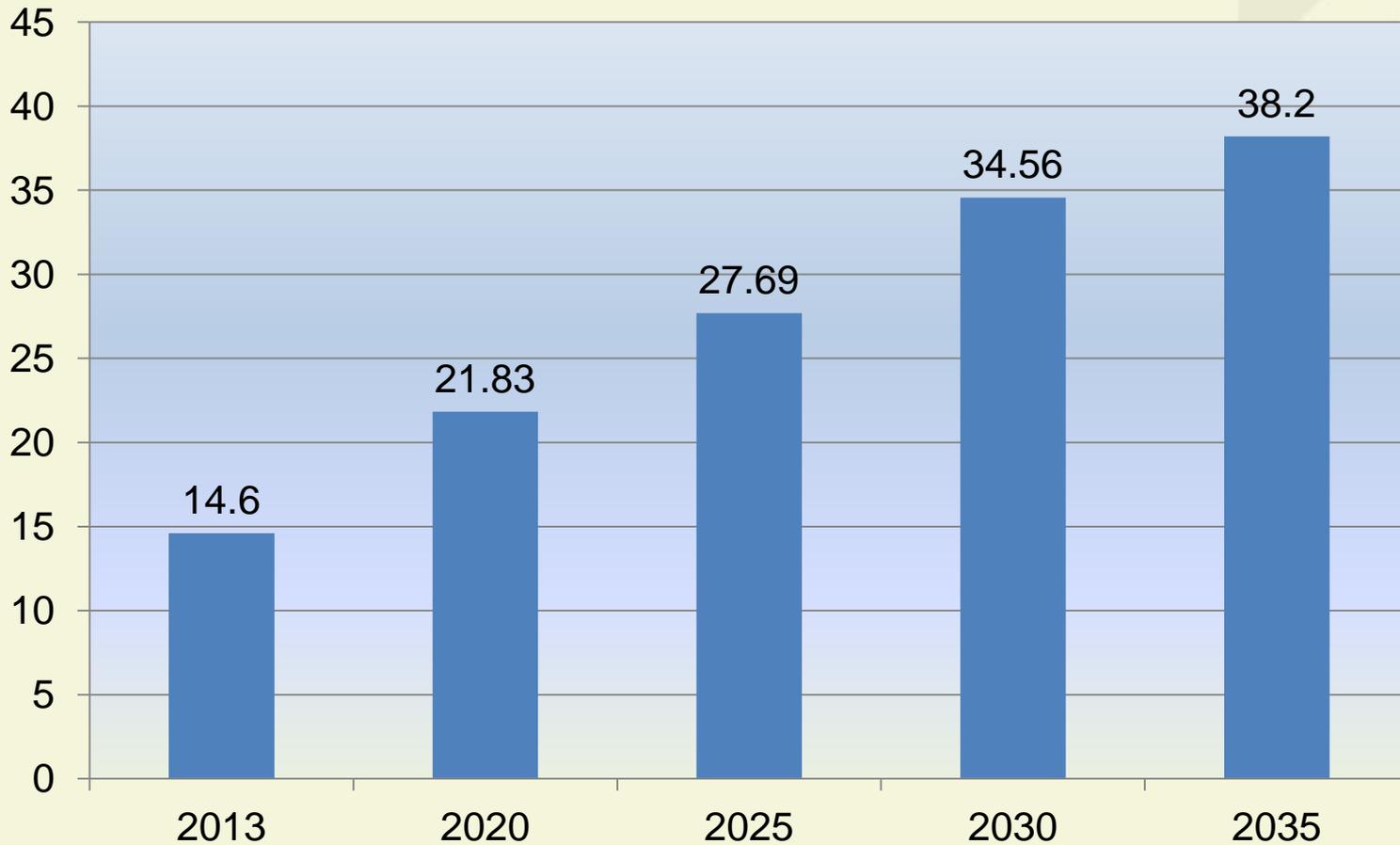
- Import supply chains are diversifying
- Shifting trade volumes among various ports of entry
- Panama Canal widening may redistribute Asian trade
- Growth in trade with Europe and Latin America favor east and gulf coast ports



## 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
<b>BNSF Subdivisions</b>			
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%
<b>UP Subdivisions</b>			
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%
<b>Total</b>	<b>2,361</b>	<b>8,721</b>	<b>269%</b>

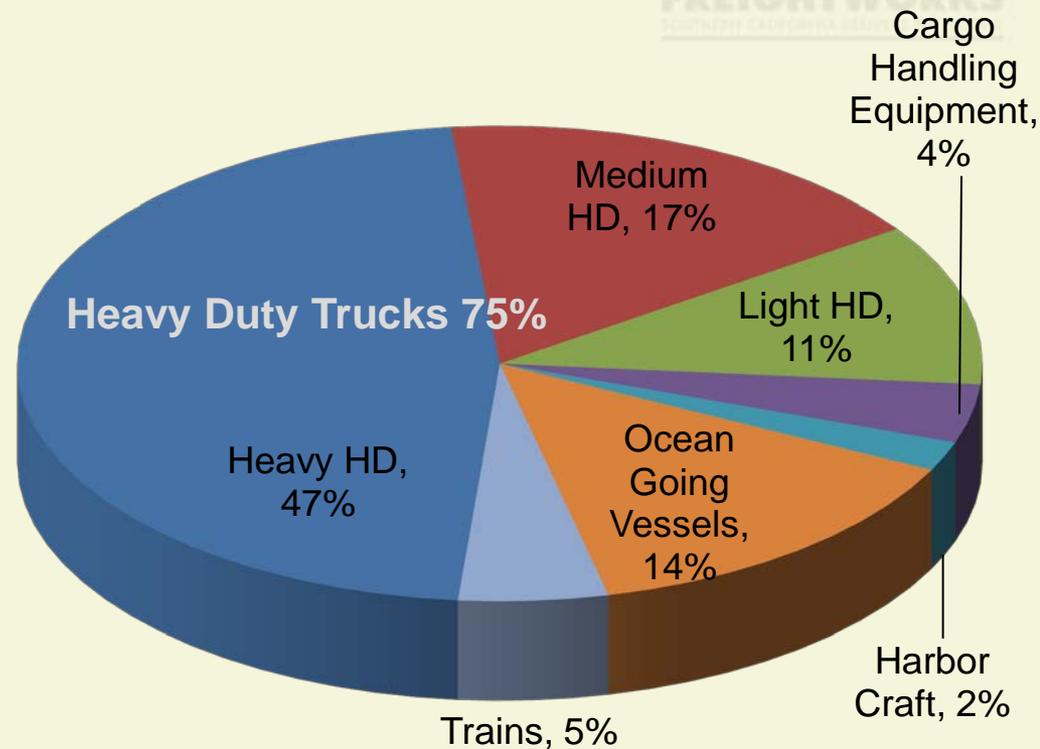
\* Excludes combined segment of LA and Alhambra subdivisions in Pomona and Montclair area

# Environmental Challenges and Quality of Life

## Air Quality Concerns

- The oxides of Nitrogen (NO<sub>x</sub>) is a precursor to ozone
- Ground-level ozone can trigger a variety of health problems
- Mobile sources contribute 80% of regional NO<sub>x</sub>
- Diesel engines are a major source of NO<sub>x</sub>
- Goods Movement sources share a significant amount of all NO<sub>x</sub> emissions in the region

NO<sub>x</sub> 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



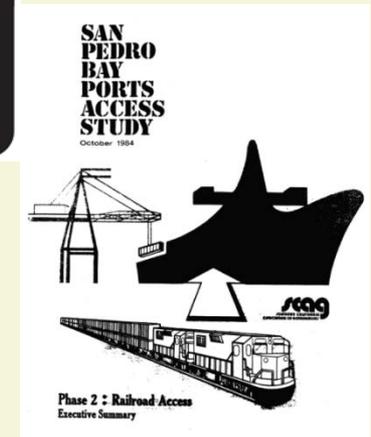
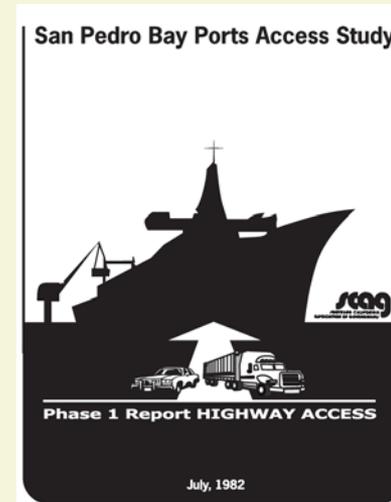
# Alameda Corridor Planning (1981 – 1989)

**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)



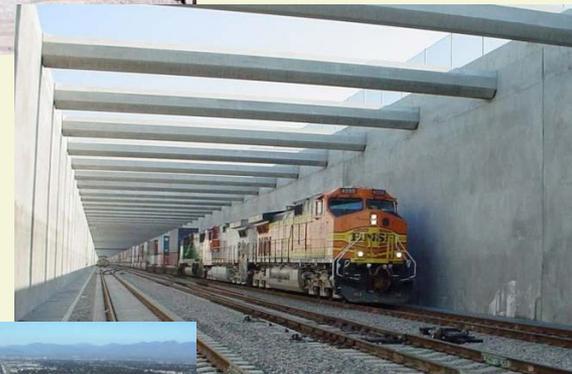
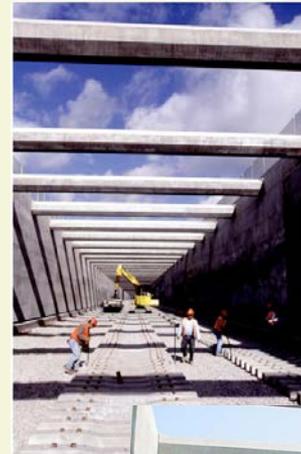
# Alameda Corridor Implementation

**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

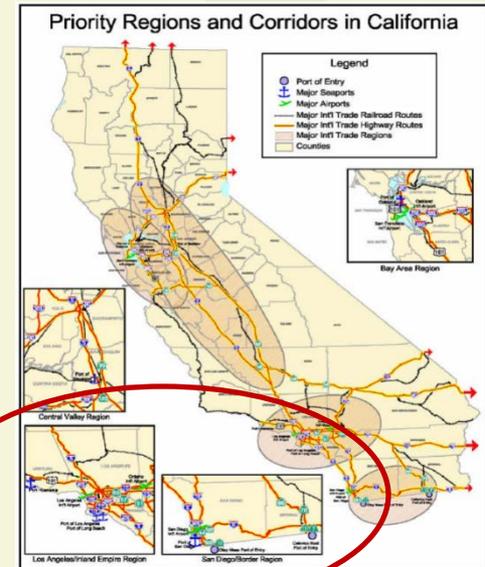
## California Goods Movement Action Plan

- 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



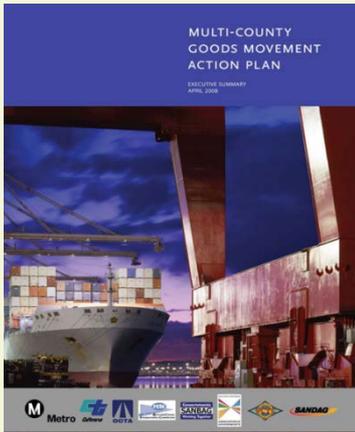
Consensus TCIF Projects



## 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



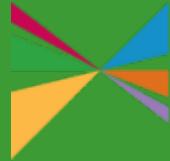
- Established in response to MAP-21 guidance
- A cross-sectional representation of public and private freight stakeholders tasked to
  - (1) **advise** the State on freight-related priorities, issues, projects, and funding needs;
  - (2) serve as a **forum for discussion** for State transportation decisions 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](http://www.scag.ca.gov).

Hasan Ikhata  
Executive Director  
Southern California Association of Governments

