



Seaports handled trade valued at \$336 billion in 2010, including over 14 million twenty-foot equivalent units (TEUs) of containerized cargo



Interstate, Highways, and Local Roads make up over 53,400 road miles, some averaging over 25,000 trucks per day, that carry a mix of local, domestic trade, and international cargoes and provide critical “last mile” connections to ports, airports, manufacturing facilities, intermodal terminals, warehouses, and distribution centers

GOODS MOVEMENT

in the Southern California Region

VISION: A world-class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region’s economic vitality, attainment of clean air standards, and the quality of life for our communities.

In 2010, over 1.15 billion tons of cargo valued at almost \$2 trillion moved across the region’s transportation system. Whether carrying imported goods from the San Pedro Bay Ports to regional distribution centers, supplying materials for local manufacturers, or delivering consumer goods to Southern California Association of Governments (SCAG)* residents, the movement of freight provides the goods and services needed to sustain regional and national industries and consumers on a daily basis. As part of its 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), SCAG has identified nearly \$50 billion of needed investment in its regional goods movement system.

Read more inside about the challenges and proposed strategies identified by SCAG in the 2012–2035 RTP/SCS designed to ensure that international and domestic trade in Southern California and the nation continue to thrive.



Warehousing and Distribution Centers totaling an estimated 837 million square feet (and another 185 million square feet with the potential for development) are clustered along major goods movement routes and concentrated near the San Pedro Bay Ports and much farther east in the Inland Empire



Land Ports at international border crossings were responsible for over \$10.4 billion in trade in 2010 despite the recent economic downturn



Railroads serving the region include two Class I railroads (Burlington Northern Santa Fe Railway and Union Pacific), that carry international and domestic cargo to and from distant parts of the country, multiple major intermodal terminals and railyards, and Class III railroads (Pacific Harbor Line, Los Angeles Junction Railway, and the Ventura County Railway) serving local and regional origins and destinations



Air Cargo Facilities at regional airports handled over \$78 billion in air cargo in 2010, much of it moving through the regional intermodal system upon arrival

*SCAG is the nation’s largest metropolitan planning organization, representing six counties, 191 cities and more than 18 million residents. SCAG undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California now and in the future.

2012–2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) FOR GOODS MOVEMENT

MAINLINE RAIL IMPROVEMENTS & EXPANSION

By considering routing alternatives, the 2012–2035 RTP/SCS identified a number of potential regional rail improvements and capacity expansion strategies critical to accommodate projected levels of future train traffic on the BNSF and UP lines. These strategies are intended to reduce capital costs, increase safety, reduce train volumes through the worst bottlenecks, avoid the most costly line expansions, separate passenger rail from heavy UP traffic expansion, and route freight lines where they are the most environmentally friendly.



BOTTLENECK RELIEF STRATEGY

Heavy truck congestion, often stemming from highway bottlenecks, results in delays, wasted labor hours, and increased fuel usage costing the SCAG region approximately \$2.6 billion in 2010 alone. In the 2012–2035 RTP/SCS, SCAG identified \$5 billion in total investments over the next 25 years to address the top 50 regional priority truck bottlenecks that would reduce delay and associated emissions.



ON-, NEAR-, AND OFF DOCK RAIL IMPROVEMENTS

Additional capacity is needed at regional on-, near-, and off dock railyards to accommodate anticipated growth in regional cargo. The 2012–2035 RTP/SCS includes almost \$2.7 billion in rail improvements within the harbor area. It also supports projects such as modernization of the Intermodal Container Transfer Facility (ICTF) and the Southern California International Gateway (SCIG) to add intermodal capacity, reduce vehicle-miles-traveled, and reduce emissions.

REGIONAL CLEAN FREIGHT CORRIDOR SYSTEM

A system of zero- and/or near-zero emission truck-only lanes, extending from the San Pedro Bay Ports to downtown Los Angeles and then eastward to the Inland Empire, is expected to address growing truck traffic on core regional highways mitigating impacts on communities and the environment. Physically separated from mixed-flow traffic, these truck-only lanes effectively add capacity in congested corridors, improve operations, and increase safety by separating trucks and autos. The 2012–2035 RTP/SCS includes an SR-60 adjacent east-west freight corridor concept to link to the initial north-south segment (I-710) originating near the San Pedro Bay Ports.

RAIL SAFETY & GRADE SEPARATIONS

Seventy-one grade separations throughout the SCAG region, estimated at \$5.6 billion, were included in the financially constrained 2012–2035 RTP/SCS to reduce traffic congestion and delays, reduce emissions from idling vehicles, and address other critical rail crossing related concerns such as noise and safety.

ENVIRONMENTAL STRATEGY

For the near term, the regional strategy supports the deployment of commercially available lower-emission trucks and locomotives while centering on continued investments in improved system efficiencies.

For the long term, the 2012–2035 RTP/SCS strategy focuses on taking critical steps now toward phased implementation of a zero- and near-zero emission freight system. This includes planning for new infrastructure to incorporate evolving technologies—to fuel vehicles as well as to charge batteries and provide power.

For 2013–2015, the regional strategy includes demonstration and initial deployment of zero- and/or near-zero emission trucks receiving wayside power.

EXISTING GOODS MOVEMENT SYSTEM

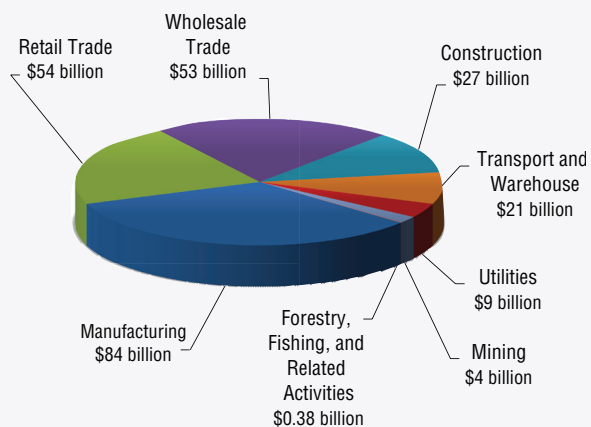
- Warehouses
- Intermodal Facilities
- Main Line Rail Network
- Alameda Corridor
- Major Goods Movement Highway Corridors
- Major Airports
- Ports
- Ports of Entry

BENEFITS OF AN EAST-WEST FREIGHT CORRIDOR STRATEGY

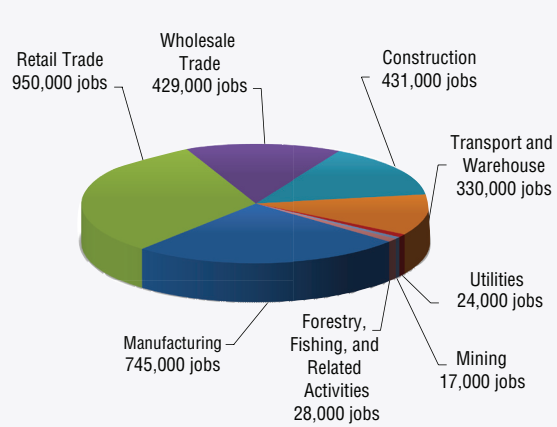
- | Category | Benefits |
|-------------|---|
| Mobility | <ul style="list-style-type: none">Truck delay reduction of approximately 11 percentAll traffic delay reduction of approximately 4.3 percentReduces truck volumes on general purpose lanes – 42 percent to 82 percent reduction on SR-60 |
| Safety | <ul style="list-style-type: none">Reduced truck / automobile accidents (up to 20-30 per year on some segments) |
| Environment | <ul style="list-style-type: none">100 percent clean truck utilization removes: 4.7 tons NO_x, 0.16 tons PM_{2.5}, and 2,401 tons CO₂ daily. (2.7 percent to 6 percent of region's total) |
| Community | <ul style="list-style-type: none">Preferred alignment has least impact on communitiesReduces traffic on other freewaysZero- and/or near-zero emission technology reduces localized health impacts |

2010 CONTRIBUTIONS OF REGIONAL GOODS MOVEMENT DEPENDENT INDUSTRIES

Economic Contributions – \$253 Billion GRP



Employment Contributions – 2.9 Million Jobs



BENEFITS OF THE RAIL STRATEGY

- | Category | Benefits |
|-------------|--|
| Mobility | <ul style="list-style-type: none">Reduces train delay to 2000 levelsProvides main line capacity to handle projected demand in 2035 (includes 43.2 million twenty-foot equivalent units, or TEUs)Eliminates 5,782 vehicle hours of delay per day at grade crossings in 2035 |
| Safety | <ul style="list-style-type: none">Eliminates 71 at-grade railroad crossings |
| Environment | <ul style="list-style-type: none">Reduces 22,789 lb of emissions per day (CO₂, NO_x, and PM_{2.5} combined) from idling vehicles at grade crossingsFacilitates on-dock railReduces truck trips to downtown railyards and associated emissions |



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Goods movement and freight transportation are essential to supporting the Southern California regional economy and quality of life. As the regional Metropolitan Planning Organization (MPO) for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties, SCAG is responsible for providing a blueprint for long-term transportation investments in Southern California through its Regional Transportation Plan (RTP), including those designed to increase mobility for goods moving through Southern California. Through its 2012–2035 RTP/SCS, SCAG identifies nearly \$50 billion in needed investments for goods movement, including over \$8 billion in near-term initiatives.



FREIGHTWORKS
SOUTHERN CALIFORNIA DELIVERS THE GOODS

To address the continuing challenges associated with growth in international cargo and domestic freight in the region over the next 25 years, SCAG has partnered closely with local, state, and federal stakeholders from the public and private sectors to pursue and implement strategies that would facilitate goods movement activities through partnerships such as FreightWorks. To learn more about some of these efforts, please visit www.scag.ca.gov/goodsmove/video.htm or visit the homepage of the Southern California National Freight Gateway Collaboration at www.freightcollaboration.org.

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