



Implementing ACTA's Expanded Mission

January 8, 2004

INITIATIVE NO. 1: ASSIST IN THE EVALUATION AND IMPLEMENTATION OF EXTENDED OPERATING HOURS OF THE CARGO DISTRIBUTION SYSTEM.

OBJECTIVE: To provide the Regional Goods Movement Efficiency Team with ACTA’s Warehouse and Distribution Center Survey data and assist in the development of a program to facilitate the shift of truck traffic to off-peak hours when freeways are less congested

Tasks:

1. Industry Data

Update recent ACTA survey of distribution centers and warehouses and provide the data for use by the Efficiency Team to support Extended Hours Program.

2. Identify Obstacles and Solutions to Implementation

Work with the team to identify and evaluate the economic, operational, regulatory, and other obstacles that could impede the adoption of extended hours of operation and recommend solutions.

3. Quantify Truck Reduction

Work with the team to quantify truck reduction during peak hours.

4. Identify and Evaluate Incentives

Work with the team to identify and evaluate stakeholder incentives, which would encourage extended hours of operation.

5. Implement Program

Work with the team to commence implementation of extended hours.

PRELIMINARY SCHEDULE								
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Task								
Update survey data		(new survey)						
Identify obstacles and solutions								
Quantify truck reduction								
Identify and evaluate incentives								
Implement program								

DESIRED OUTCOME: Reduce Port-generated truck congestion by extending the hours during which marine terminals and inland distribution centers are open to shift more of the traffic to off-peak hours when freeways are less congested.

INITIATIVE NO. 2: ASSIST THE PORTS IN OPTIMIZING THE USE OF EXISTING ON-DOCK RAIL FACILITIES.

OBJECTIVE: To assist the Ports in evaluating, recommending and developing a potential consolidation system to reduce container truck trips on freeways destined for remote rail facilities by increasing the use of existing on-dock rail facilities

Tasks:

1. Survey of existing on-dock facilities

Survey existing on-dock facilities, their current throughput and operational characteristics, as well as their estimated capacity under existing operating practices to identify candidate terminals.

2. Develop potential scenarios for increasing utilization

In conjunction with railroad and marine terminal operators, develop potential alternative operating scenarios for the utilization of the on-dock facilities that generate a higher level of rail movements from the ports.

3. Evaluate economic and operational characteristics of alternatives

Evaluate the economic, operations and business implications of potential alternatives, including the identification of train consolidating locations and methods.

4. Propose implementation/transition plan

Recommend a potential implementation plan, which may be phased in over a transition period.

PRELIMINARY SCHEDULE							
	Jan	Feb	Mar	Apr	May	Jun	Jul
Task							
Conduct survey	█	█					
Develop potential scenarios		█	█				
Evaluate economics, operations		█	█	█	█		
Develop implementation plan					█	█	
Implement service							█

DESIRED OUTCOME: Increase utilization of on-dock rail facilities by increasing coordination between terminals to combine less than trainload volumes from multiple terminals to complete a full train. This will reduce truck trips on local freeways and will result in reduced traffic congestion and diesel emission impacts on local communities.

INITIATIVE NO. 3: EVALUATE THE VIABILITY OF A SHUTTLE TRAIN OPERATION.

OBJECTIVE: To evaluate all aspects of a rail shuttle system from the Ports to the Inland Empire. The most effective way to evaluate the merits and performance of a rail shuttle is to implement, monitor and evaluate a well-conceived demonstration project

Tasks:

1. Background data

Review existing short haul rail and rail shuttle services currently in operation or in planning stages to identify key characteristics and performance considerations.

2. Market Identification

Identify terminals and customers who can commit to a sufficient volume of business to support daily round-trip shuttle service.

3. Develop Operating and Business Plan For a Demonstration Project

Work with railroads, rail car leasing entities, yard operators, and drayage companies to develop an operating and business plan to accommodate the daily service that a demonstration project would anticipate.

4. Develop Financial Plan

Using the business plan, quantify operating costs and other investment requirements as well as public benefits to determine the required level of operating subsidy that may be necessary. With this data, alternative sources of financing can be evaluated, including Federal, State and local demonstration project funds and other sources.

5. Finalize Plans and Initiate Service

Review the draft operating and business plan with all relevant parties, and make any final refinements. The necessary agreements will be drafted for execution and service will commence.

6. Service Monitoring and Adjustments

Perform a rigorous monitoring program in order to make changes and refinements as needed, and to develop information necessary for the implementation of a permanent service.

PRELIMINARY SCHEDULE								
Task	2004				2005			
	1 st	2 nd	3 rd	4 th	1 st	2 nd	3 rd	4 th
Evaluate existing shuttle services	█							
Market Identification	█	█						
Develop Operating and Business Plan	█	█	█					
Develop Financial Plan		█	█					
Finalize Plans and Initiate Service			█	█				
Service Monitoring and Adjustments					█	█	█	█

DESIRED OUTCOME: Introduce a rail shuttle service between the Ports and the Inland Empire that creates significant public benefits by reducing truck trips on the freeways.

INITIATIVE NO. 4: SUPPORT THE DEVELOPMENT OF A NEW NEAR-DOCK ICTF.

OBJECTIVE: To assist the Port of Los Angeles and/or railroad to develop a new Near-Dock Intermodal Container Transfer Facility (ICTF) that would accept containers trucked from Port marine terminals for transport on the Alameda Corridor rather than trucking the containers on the I-710 to downtown rail yards

Background:

The BNSF does not have a near-dock facility similar to the near-dock ICTF north of Sepulveda Blvd. in Carson as established by the two Ports for the Southern Pacific Railroad, now the Union Pacific Railroad, in the mid-1980s.

International containers that are transported by the BNSF into and out of Southern California are today trucked via the Long Beach Freeway to the BNSF Hobart Yard near downtown Los Angeles.

Tasks

1. Meet with Ports and/or railroad to determine ACTA's development role.
2. Develop long-term tasks and schedule.

DESIRED OUTCOME: Construction of a new, Near-Dock Intermodal Container Transfer Facility that will transfer over 1,000,000 truck trips annually from the freeways to the Alameda Corridor.

INITIATIVE NO. 5: CONTINUE THE PLANNING OF AN IMPROVED STATE ROUTE 47

OBJECTIVE: Extend the Caltrans Heim Bridge Replacement Project to improve port access and increase utilization of Alameda Street south of SR 91 as an alternative to the I-710 and I-110 freeways, and other parallel local arterial streets. Caltrans has tentatively allocated \$3 million toward the EIS/EIR and Project Report phase of the project and is expected to commit funds for future construction of the Heim bridge portion of the project in July 2004.

PHASE I TASKS:

1. **Conclude Interim Cooperative Agreement** - Finalize and execute an interim Cooperative Agreement with Caltrans for the environmental phase.
2. **Identify Alternatives for Study** - Identify one or more “build” alternatives for the project.
3. **Engineering Development** – Prepare geometric plans for each “build” alternative, including structure advance planning studies and traffic handling and staging plans. Prepare cost estimates for each “build” alternative.
4. **Technical Studies** - Update technical studies including traffic, biology, air quality, noise, economic justice and community impacts.
5. **Public Outreach** - Coordinate and support Caltrans in conducting public hearings. Conduct initial public information and outreach program including preparation of exhibits, conducting presentations at public meetings and furnishing media information.

PHASE II TASKS:

1. **Complete Technical Studies** - Prepare conceptual relocation plans and right of way data sheets for each “build” alternative.
2. **Project Report/Project Study Report** - Prepare combined draft Project Report/Project Study Report.
3. **Draft Environmental Documents** - Prepare draft EIS/EIR and submit to Caltrans and FHWA for review and comment.
4. **Final Environmental Documents** – Prepare Final EIS/EIR documents.
5. **Project Funding Plan** - Identify and secure joint funding of the SR 47 Project.

PRELIMINARY SCHEDULE									
Task	2004				2005				2006
	1 st	2nd	3rd	4th	1st	2nd	3rd	4th	1st
Phase I									
Conclude Interim Cooperative Agreement	■								
Identify Alternatives	■	■							
Engineering Development		■	■	■					
Technical Studies	■	■	■						
Public Outreach and Information		■	■	■	■	■	■	■	■
Phase II									
Complete Final Co-Op Agreement			■	■					
Complete Technical Studies			■	■					
Project Report/Project Study Report					■	■	■	■	
Draft Environmental Documents					■	■	■	■	
Final Environmental Documents & ROD								■	
Final Design (2006/2007)									■
Construction (2006/2009)									■

DESIRED OUTCOME: The SR-47/Commodore Heim Bridge Project will reduce truck traffic on I-710, I-110 and arterial surface streets by as much as 8%. It will improve traffic safety in Wilmington by bypassing five at-grade rail crossings and three traffic signals on SR-47.

INITIATIVE NO. 6: PARTICIPATE IN GOODS-MOVEMENT STUDIES

OBJECTIVE: To participate with the Los Angeles County Metropolitan Transportation Authority (MTA) and other public agencies studying goods-movement in the region and offer ACTA's insights into the nature, volumes and trends of goods-movement.

As planned, the MTA's Goods Movement Study will take about two years to complete at a cost of \$1.5 to \$2 million. MTA has included ACTA among the stakeholders that will be asked to participate in this effort to study, assess and respond to issues pertinent to goods movement.

Task:

Provide information and perspective to MTA and other agencies.

Provide briefings on ACTA's Inland Distribution Study. This study identifies increasing container volumes, emerging distribution trends, locations and reasons for the development of millions of square feet of warehousing and distribution centers and other pertinent data. This data can be used immediately to gain insight into the issues, challenges and necessary improvements to the regional transportation system.

LA COUNTY MTA PRELIMINARY SCHEDULE													
Task	2004											2005	
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
Plan Background/Justification													
Stakeholders Participation Process					(throughout)								
Technical Analysis- Impacts & Benefits													
Alternative Solutions and Feasible Mitigation													
Freight Management Policy and Plan													
Plan Implementation					TBD								
Next Steps/ Remaining Challenges					TBD								

DESIRED OUTCOME: The MTA study will analyze the financial, economic and environmental issues of Port operation. The MTA is also developing a comprehensive Freight Movement Plan for Los Angeles County.

INITIATIVE NO.7: FUNDING OPTIONS

OBJECTIVE: To identify available funding for the recommended tasks and long-term funding for potential project development.

Task:

1. Identify available funding to complete the recommended tasks.

At its meeting held May 10, 2001, the ACTA Governing Board adopted Resolution No. JPA-2-01, which established the Alameda Corridor Related Projects Development Fund. The purpose was to fund certain costs of potential related projects necessary, convenient and desirable to enhance the efficient operation of the Alameda Corridor. The amount of the fund was established at \$5,000,000. The current remaining balance of this fund is \$4,400,000.

At its meeting held May 9, 2002, the ACTA Governing Board approved the expenditure of \$3,000,000 to evaluate the feasibility of the SR 47 Project. The remaining unexpended balance of that fund is \$1,050,000.

Sources and uses of funds for the expanded mission implementation program are shown in the table below. No implementation funds would be taken from ACTA's Contingency Account.

Initial Funding for Expanded Mission Initiatives

Task	Source		Subtotal ACTA Funds	Caltrans	Total
	Related Project Development Fund	SR - 47 Project ⁽¹⁾			
1. Extended Operating Hours	\$125,000		\$125,000		\$125,000
2. Optimize On-Dock Utilization	\$150,000		\$150,000		\$150,000
3. Shuttle Train Implementation	\$375,000		\$375,000		\$375,000
4. BNSF ICTF	\$60,000		\$60,000		\$60,000
5. SR-47 Environmental Phase	\$1,200,000	\$1,050,000	\$2,250,000	\$2,250,000	\$4,500,000
6. Participate with MTA Studies	\$50,000		\$50,000		\$50,000
Subtotal	\$1,960,000	\$1,050,000	\$3,010,000	\$2,250,000	\$5,260,000
7. Funding ⁽²⁾	\$250,000		\$250,000		\$250,000
Total	\$2,210,000	\$1,050,000	\$3,260,000	\$2,250,000	\$5,510,000

(1) Remainder of \$3,000,000 SR-47 fund from May 2002 Board authorization. Includes \$500,000 authorized to ACET at December meeting and reallocation of \$250,000 authorized to Myra Frank & Associates at the November meeting.

(2) Financial advisor and legal services

2. Identify long-term funds to develop the SR 47 project, extended hour incentives and a rail shuttle demonstration project.

Partial construction funding of the SR 47 Project, in the amount of \$138 million, may be made available by the CTC in June 2004 for use in FY 06/07 from Caltrans State Highway Operations and Protection Program (SHOPP) funds. Additional funding sources for the Caltrans and ACTA final design and construction portions of SR-47 Project must be identified.

ACTA will evaluate several funding sources to finance the SR-47 Project, the extended hour incentives and the rail shuttle demonstration project, including federal, state and local grants, as well as other funding sources. In addition, an evaluation of the feasibility and logistics of collecting fees on containers carried by truck, similar with the fees currently charged on containers moved by rail should be conducted, especially in view of ongoing national efforts to impose gate fees.

Beginning this month, railroads will be assessed an ACTA \$15.79 charge per TEU container, a 2.2% increase over last year's fees as per the escalation provision of the Use and Operating Agreement. A similar fee for trucked containers could provide a revenue stream for Board approved security and select congestion-relief infrastructure projects, as well as extended hour incentives and shuttle trains.

DESIRED OUTCOME: Development of a strategy to fund short and long-term congestion relief and other vital initiatives using a variety of sources.

POTENTIAL WEEKDAY PORT TRUCK TRIP REDUCTIONS

Initiative	Time Frame	% Reduction	Daily	Annual
Extended Hours	6-12 months	20-40%	5 - 10,000	2 - 4 Million
Optimize On-Dock	6 months	2-3%	480 - 800	125 - 208,000
Shuttle Trains				
<i>Pilot</i>	9-12 months	1-2%	300 - 500	78 - 130,000
<i>Permanent</i>	3 years	2-4%	600 - 1000	156 - 260,000
New Near Dock Facility				
<i>Initial</i>	4 years	8%	2500	650,000
<i>Full Service</i>	6 years	10%	3500	850,000
SR-47	5 years	8%	2600	682,000