



# ACTA

Alameda Corridor Transportation Authority

*Item 2*

# Groundwork for Increasing Cargo Transportation by Rail

ACTA Governing Board

July 13, 2023

# Cargo Transport Influences



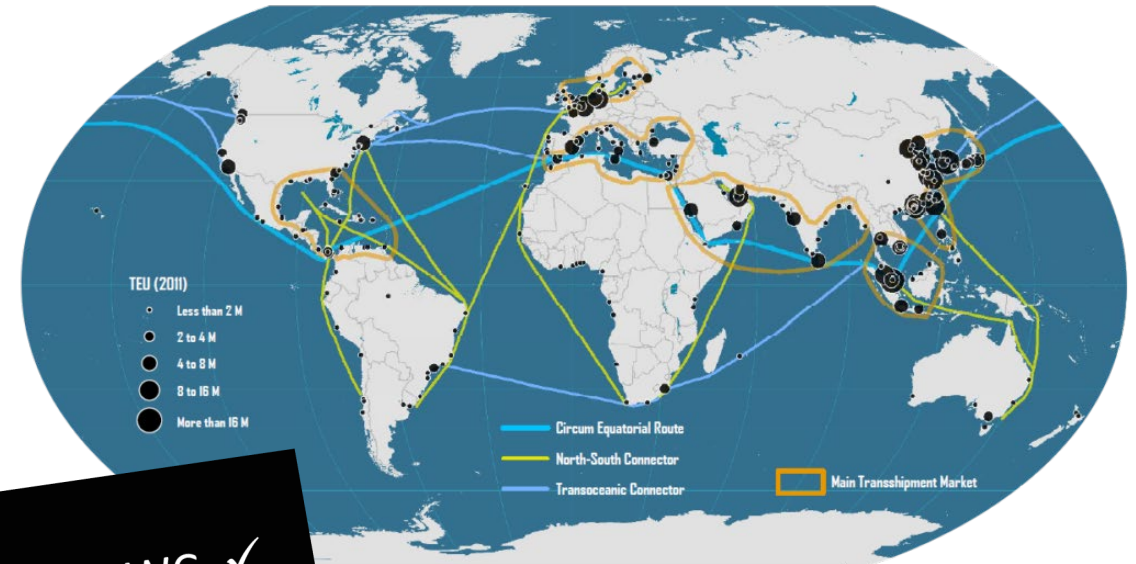
# What We Can't Control

Manufacturer Location

Shipping Line Price

Shipping Line Fees

Vessel Utilization



## Shipping Route

Trans-Pacific to USWC ✓

Panama Canal to USEC

Panama Canal to USGC

Suez Canal to USEC

# What We Might Influence

Shipping Time

Railroad Price/Profit

Drayage Price/Profit

Class I Railway Capacity

Warehouse Availability

Highway Capacity



## Shipping Route

- Trans-Pacific to USWC ✓
- Panama Canal to USEC
- Panama Canal to USGC
- Suez Canal to USEC

## Landside Transport

- Direct Intermodal (IPI) ✓
- Short-haul Rail ✓
- Long-haul Truck
- East/Gulf by Rail or Truck

# What We Can Control

Port Capacity

On-dock Capacity

Port Rail Network Capacity

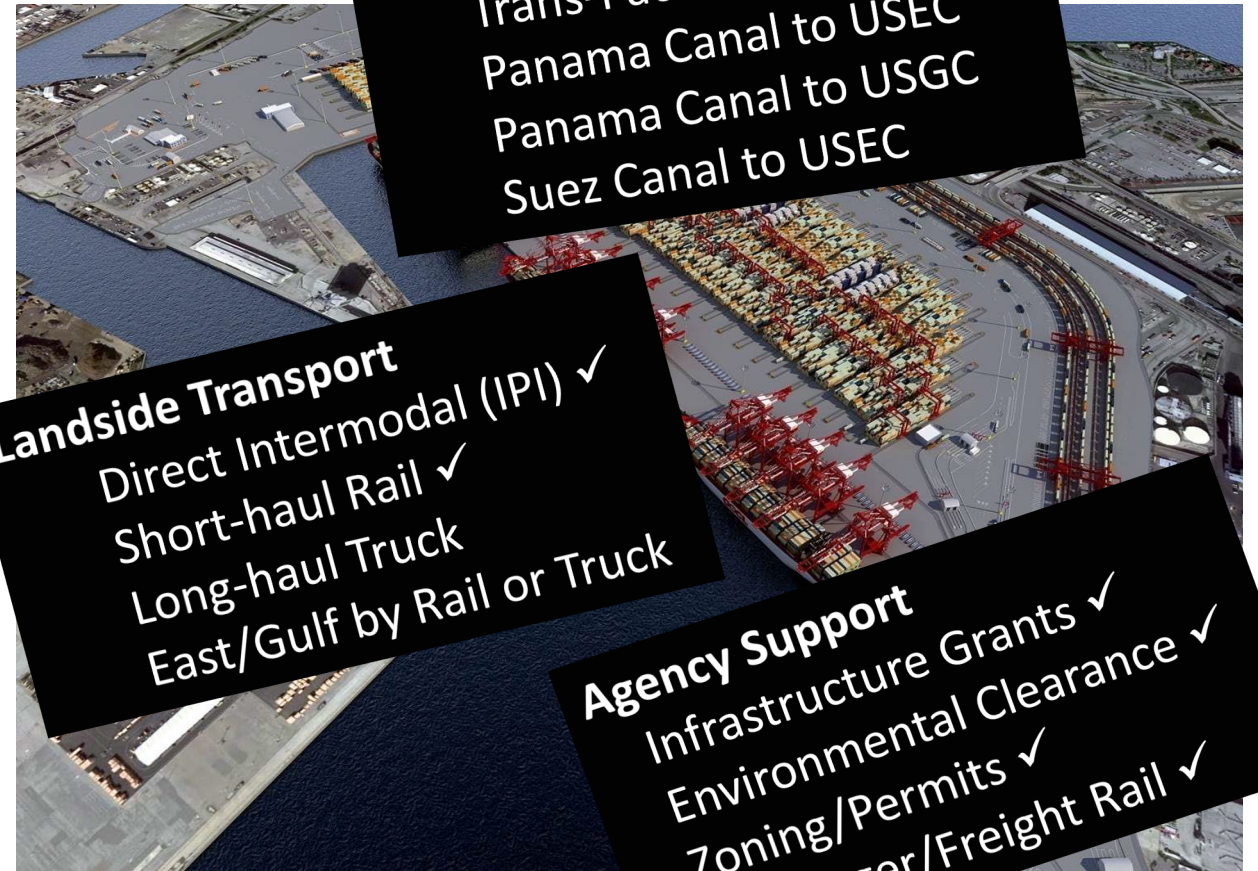
Alameda Corridor Capacity

Intermodal Yard Capacity

Regional Rail Capacity

Cargo Visibility

Rail Service/Reliability



## Shipping Route

- Trans-Pacific to USWC ✓
- Panama Canal to USEC
- Panama Canal to USGC
- Suez Canal to USEC

## Landside Transport

- Direct Intermodal (IPI) ✓
- Short-haul Rail ✓
- Long-haul Truck
- East/Gulf by Rail or Truck

## Agency Support

- Infrastructure Grants ✓
- Environmental Clearance ✓
- Zoning/Permits ✓
- Passenger/Freight Rail ✓



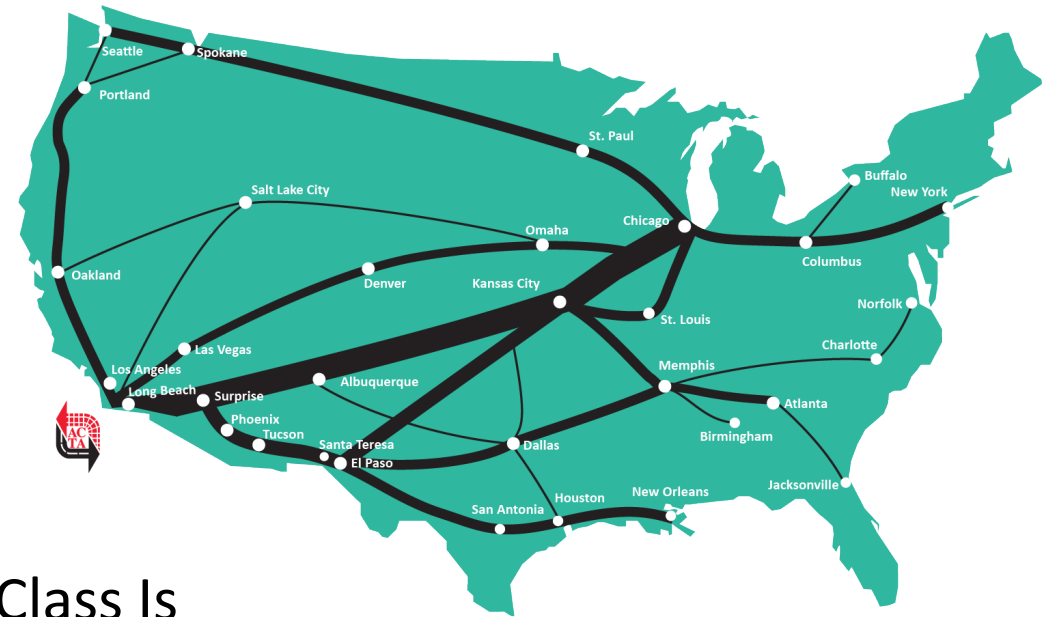
# Increase Cargo Transport by Rail

- Improve SPB Market Share
- Increase Utilization of Near-dock Rail
- Short-haul Rail/Western Logistic Centers

# Improve SPB Market Share

## Strategic Approach

- Market SPB Advantages
- Seek Equitable Use of Harbor Tax
- Advocate National CAAP for Ports
- Discuss Rail Fees/Service/Reliability with Class Is
- Promote Trains as Efficient by Cost/Environment



# Increase Utilization of Near-dock Rail

## Reduce Truck Traffic by Optimizing Origin-Destination

- ICTF is Underutilized
- Near-dock Trains Use Alameda Corridor
- Drayage to Port Area Warehouses, then to Near-dock reduces truck miles (VMT)



## Strategic Approach

- Attract Transload Cargo that is Closer to Port than to Downtown
- Consider Any Impediments to Transload Cargo at ICTF
- Discuss Improvements to Attract Cargo with Class Is



# Short-haul Rail to Inland Empire

- Transload trucking from Port to IE Uses Most Congested Roadways
- Rail from Port to IE would Significantly Reduce Drayage from Ports

## Challenges

- Development Cost/Permits
- Requires Rail Yard in Urban Setting
- Economics might require Subsidy
- Warehouses are Widely Distributed which increases VMT



# Short-haul Rail to Inland Empire (continued)

## Strategic Approach

- Study Feasibility with Class I Input
- Verify Rail Capacity LA to Colton
- Evaluate Rail Yard Locations/Cost
- Determine Benefit/Cost
- Advocate Public Subsidy

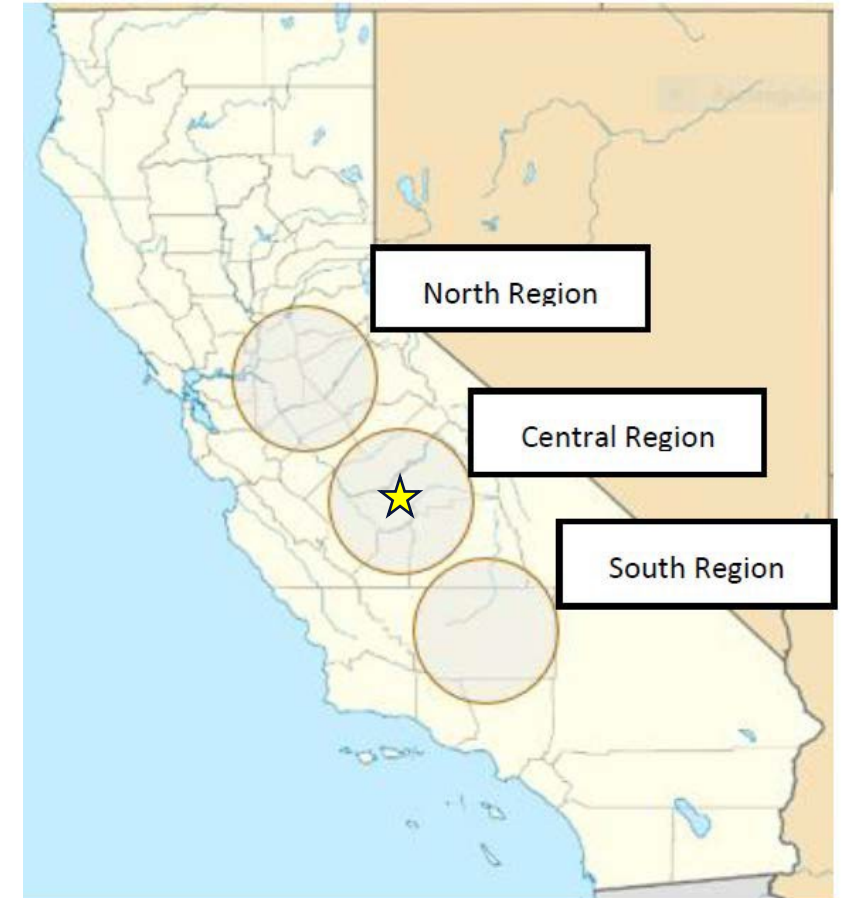


# Short-haul Rail to Central CA

- Encourage Import IPI transport
- Enable Export IPI using same boxes
- Reduce local and statewide VMT

## Challenges

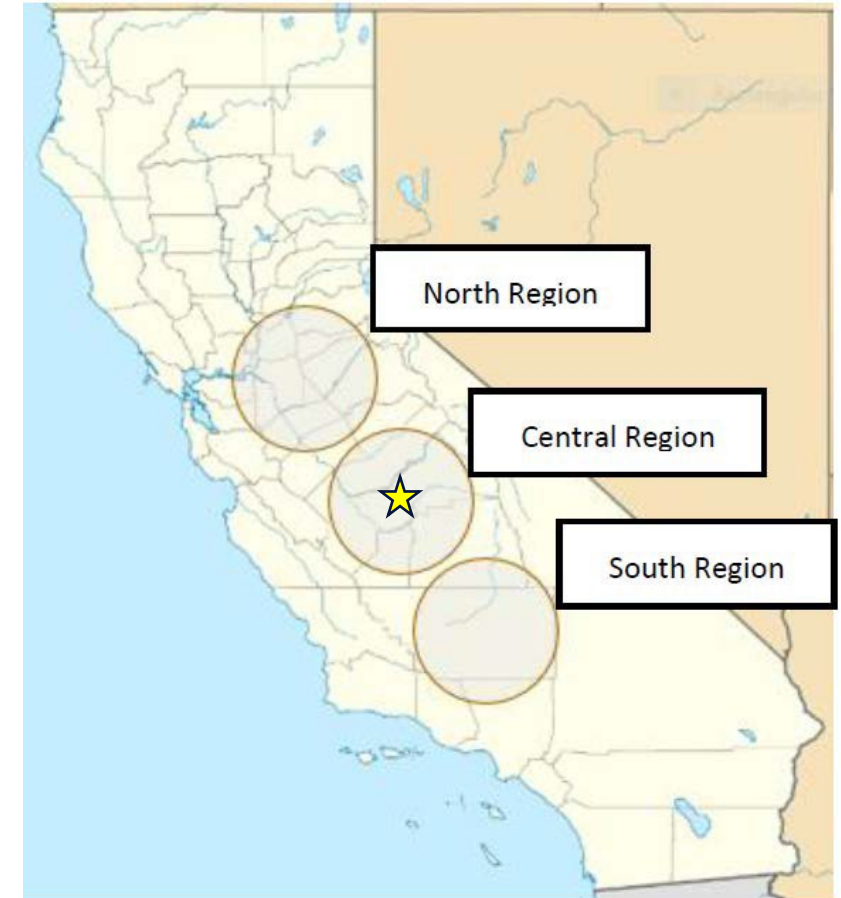
- Economics are better than IE, but still unproven
- Potentially requires multiple rail yards
- Warehouse development adjacent to rail yards



# Short-haul Rail to Central CA (continued)

## Strategic Approach

- Evaluate On-going Feasibility Study
- Verify Rail Capacity LA to Central CA with Class I
- Coordinate with Valley Inland Ports group
- Evaluate Benefit/Cost
- Collaborate with POLA/POLB on support



# Short-haul Rail to Western Region

- Encourage Import IPI transport
- Enable Export IPI using same boxes
- Help Rail Compete with Truck
- Reduce VMT

## Challenges

- Economics are better than IE, but will be private
- Rail yard and warehouse development costs
- Environmental Impacts for development
- Benefit/Cost



# Short-haul Rail to Western Region (continued)

## Strategic Approach

- Coordinate with Development Groups
- Obtain Information Relevant to Short-haul Rail
- Incorporate into Short-haul Rail Study
- Collaborate with POLA/POLB



# Conclusions

- Conduct Short-haul Rail Study \*
- Evaluate/Enhance ICTF Utilization \*
- Survey Locomotive Technology
- Conduct Port Rail Study Update \*
- Rail Efficiencies
  - Incorporate Rail KPIs
  - Seek Rail Efficiencies at ACTA/Port/Terminals
- Support Ports on Marketing

\* - Funding/Collaborate with Ports



# Questions?





# ACTA

Alameda Corridor Transportation Authority

# Governing Board

**July 13, 2023**

