Comprehensive Regional Goods Movement Plan and Implementation Strategy

Regional Truck Lanes System Discussion

presented to

SCAG Steering Committee

presented by

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CAMBRIDGE SYSTEMATICS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Steering Committee Input on RTP Strategies

Existing Strategy Discussion

- **Regional clean truck lane concepts *(Today's meeting)***
- **Rail improvement concepts *(March Steering Committee meeting)***
- **Alternative technologies *(Later Steering Committee meeting)***

New Strategies

- **Developments / ideas since the RTP: e.g., Land use strategies, new goods movement strategies, etc. *(Later Steering Committee meeting)***

What is the Regional Clean Truck Lane Strategy? Currently Not Fully Defined

Constrained RTP

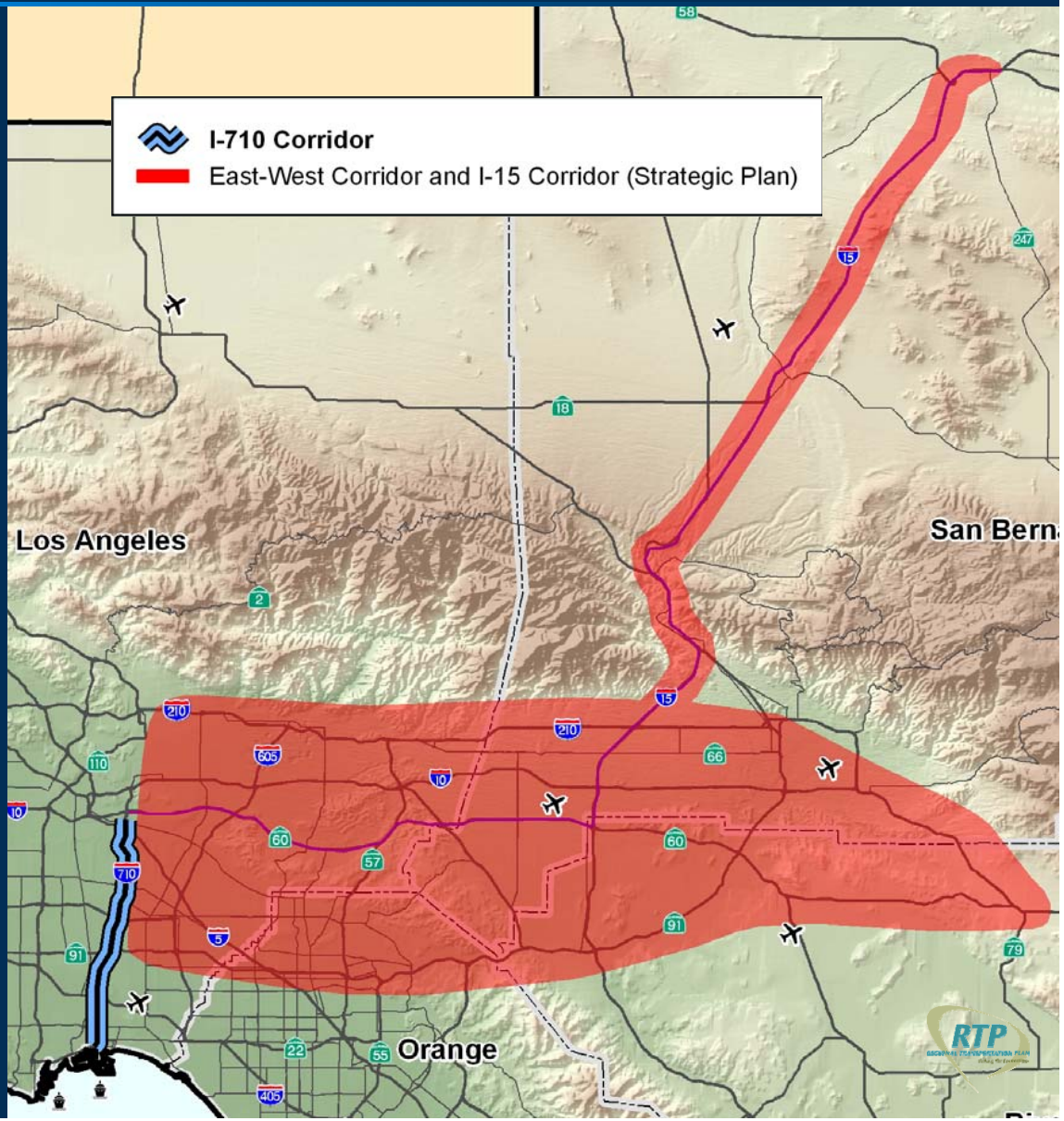
- I-710 Only

Strategic RTP

- East-West Corridor and I-15

Challenges

- Lack of Consensus on East-West Alignment
- Environmental/Community Impacts
- Financial Feasibility



What Has Happened Since the 2008 RTP? The Clean Truck Concept

- Detailed assessment of clean truck lane concept
  - I-710 Corridor Project EIR/EIS
- What do we mean by “clean truck”?
- How does it affect users?

Financing the System

- What are the likely costs?
- Are there options for public-private partnerships or shared use agreements?
- What is the role of user-fees/pricing programs and how does this affect system usage?

Steering Committee Questions

What would a regional truck lane system accomplish?

Are regional truck lanes a strategy that we should continue to assess? Are they a reasonable solution to the Region's needs?

If So:

How do we define success?

What alignment should the E-W corridor use?

How could the system achieve maximum environmental benefit?

How can the region pay for the system?

What We've Heard from Regional Stakeholders

Alignments

There are no ideal alignments - each have some problems or shortcomings

Alignments previously "off the table" might be open for new discussion if technology is "clean"

The E-W alignment is a pure physical planning exercise and will go where the ROW exists

A high desert corridor option is an intriguing concept, but it won't address all regional mobility/warehousing needs

Need to consider new options for E-W capacity that "share the pain" among several stakeholder groups

What We've Heard from Regional Stakeholders

Criteria

Emissions will drive the selection of any project or mode in the future

The opportunities provided by expanded tax base and jobs may mean that groups previously opposed to new capacity projects may re-think their opinions

Safety issues – including proximity to schools – must be a serious consideration for any strategy

Strategies should be driven purely by where the physical ROW space exists

Strategies should be based on providing maximum capacity for freight movement

What We've Heard from Regional Stakeholders

Technology/Operational Concepts

Clean transportation technologies should be the only ones considered as part of a E-W capacity discussion / strategy

New operational arrangements – including "directional running" on several different truck corridors or similar options – should be investigated

The intended use of any truck lane concept could be provided by rail. This should be the focus of any new E-W capacity discussion / strategy.

Future Warehousing Supply and Demand *(Preliminary Figures)*

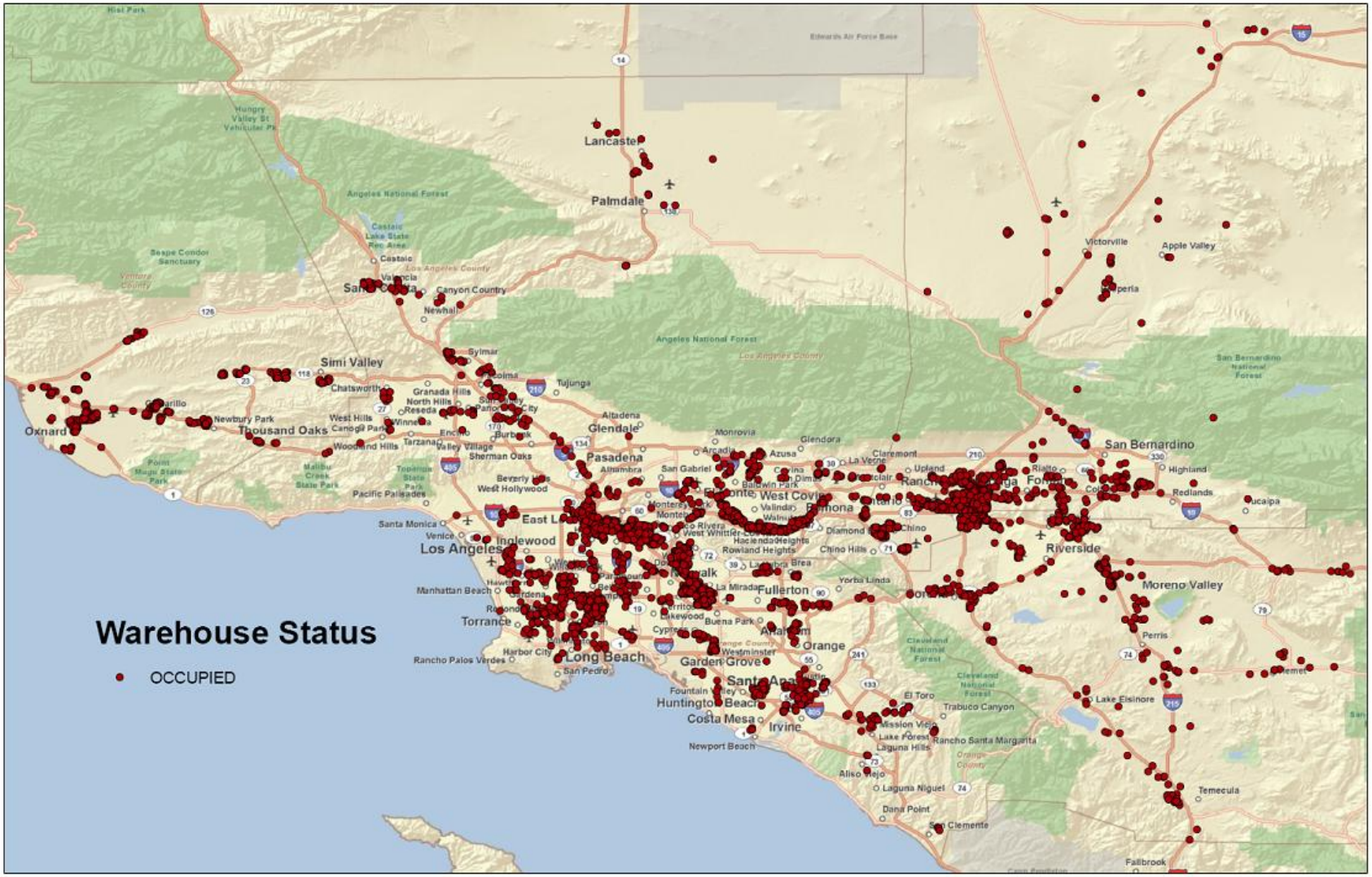
Total warehouse space (includes occupied and available space)	*837 million sq. ft.*
Available warehouse space	*143 million sq. ft.*
Undeveloped suitable space	*185 million sq. ft.*
Growth in demand (2008 to 2035) to accommodate port growth to 2035	*356 million sq. ft.*

New space needed to accommodate port growth to 2035 (assumes port cargo consumes 42% of currently "available" space)

= 356 (demand) -.42 (% port cargo) x 143 (available)

295 million sq. ft.

Total Occupied Warehousing Facilities



Total Available Warehousing Facilities

Availability of Land Suitable for Warehousing Development

Available land = 185 million square feet

Truck Volumes on SCAG Highways

Highway	Peak Segment Truck Volume	Total Daily Vehicle Volume on Same Segment	% Trucks as Part of Total Vehicle Count
I-110	23,900	266,000	9%
I-710	38,300	227,000	17%
I-405	15,700	289,000	5%
SR-91	39,900	283,000	14%
I-105	18,800	212,000	9%
I-5	23,200	249,000	10%
SR-60	23,200	265,000	9%
I-10	21,600	284,000	8%
I-605	41,900	297,000	14%

Source: Multi-County Goods Movement Action Plan

How do we Measure Success? Evaluating Alternatives

- Two-phase process (screening and modeling)
- Potential Criteria:

→	Right-of way constraints
→	Sensitive environment
→	Other community impacts
→	Safety concerns
→	Air quality concerns
→	Mobility (freight and general transportation)
→	Physical feasibility
→	Markets served and level of use
→	Financial feasibility
→	Economic impacts

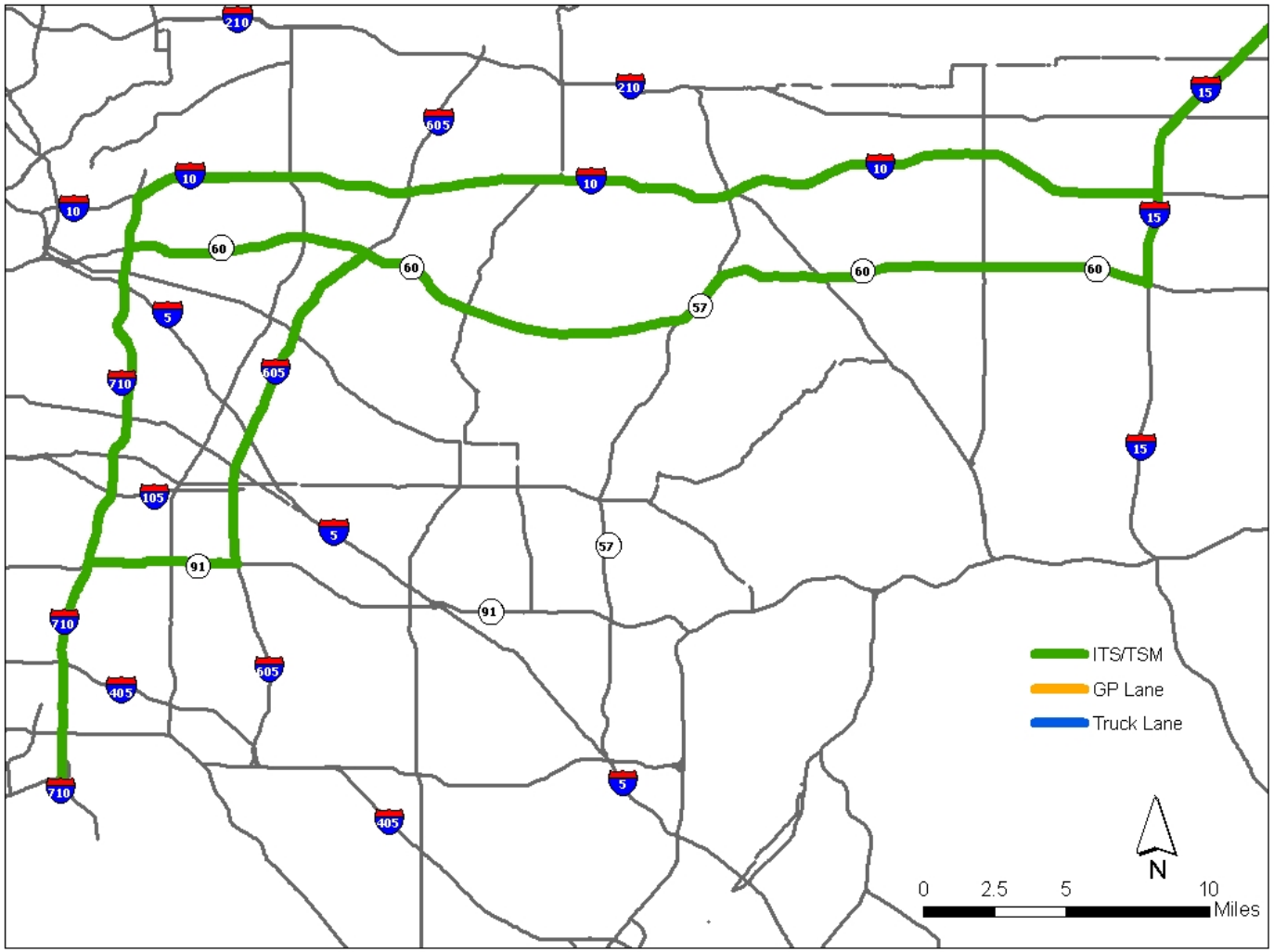
What Alignment Should the E-W Corridor Use? Possible System Alternatives

- **Alternative 1: Do Nothing**

Alternative #2

ITS/TSM on:

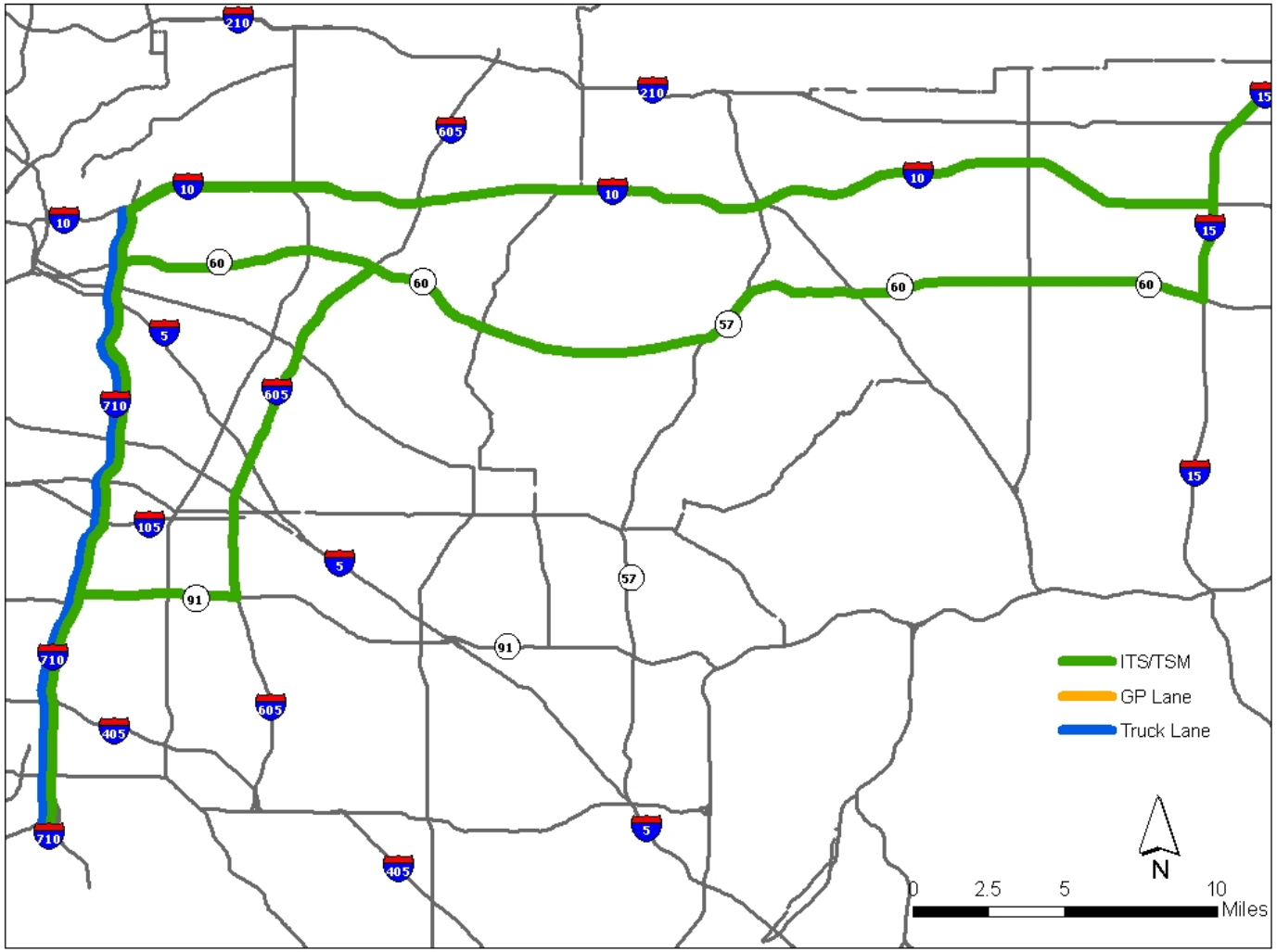
- I-710
- SR-60
- I-10
- SR-91
- I-605
- I-15



Alternative #3

Includes:

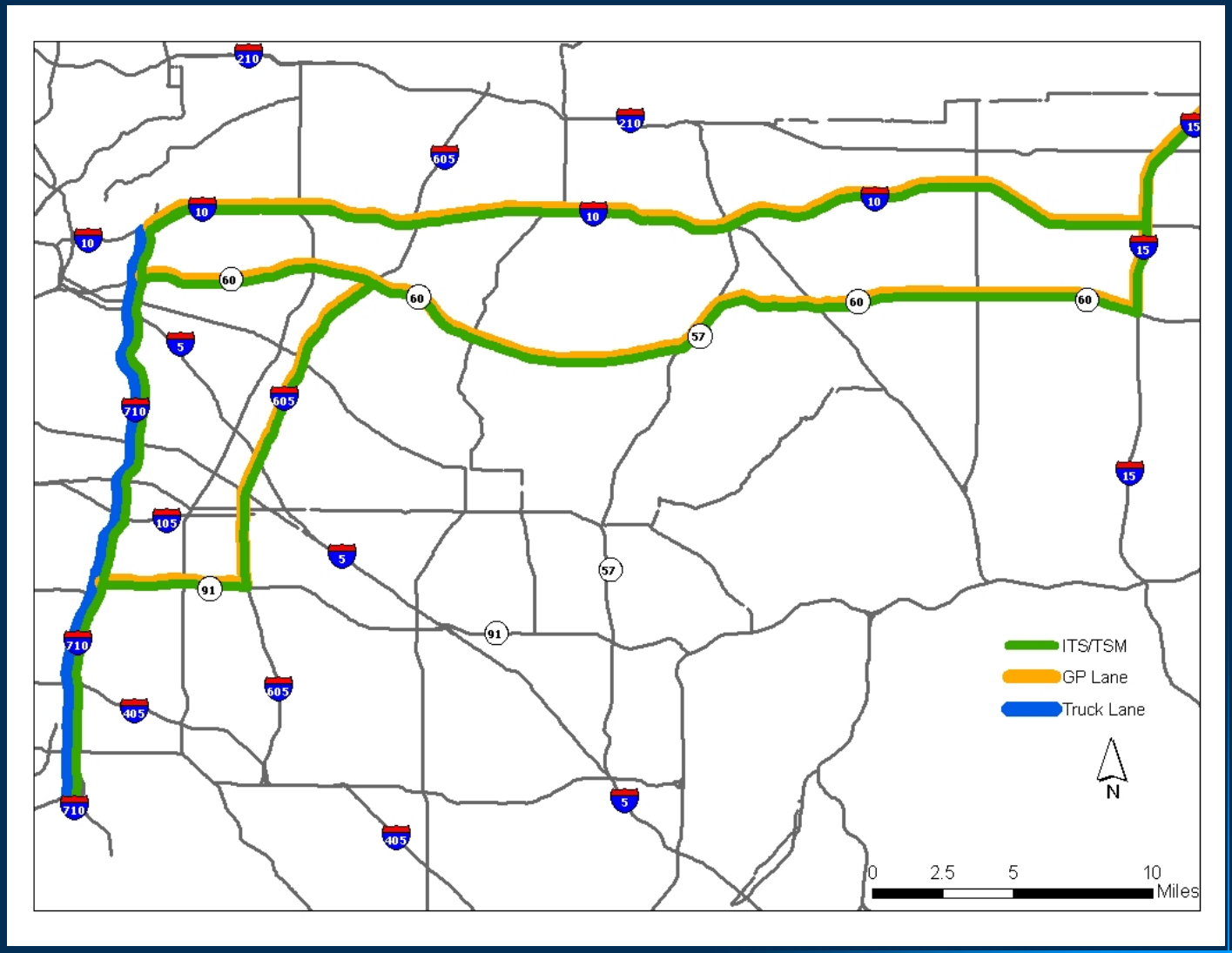
- Alt #2
- Truck lanes on I-710



Alternative #4

Includes:

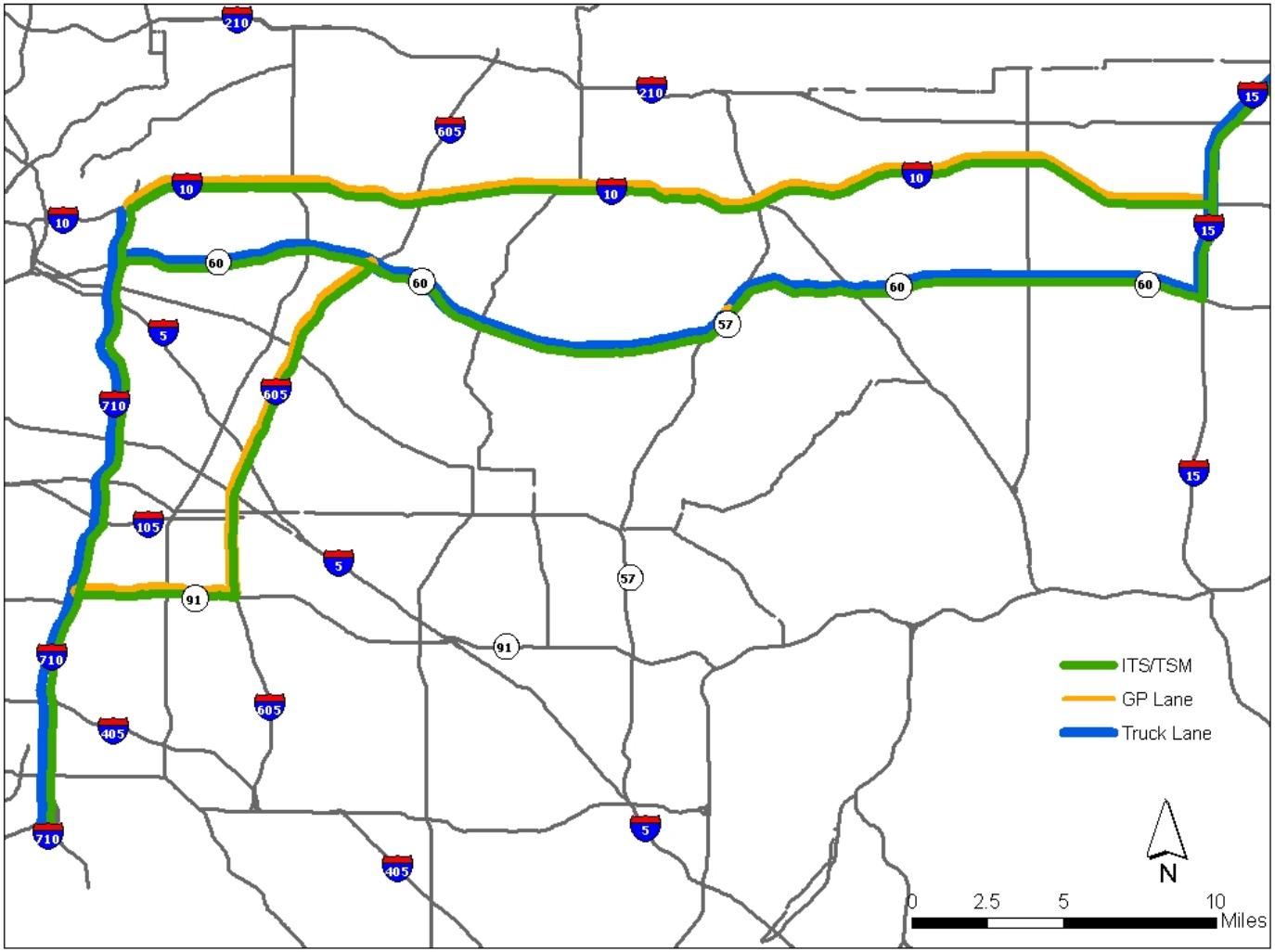
- Alt #2
- Truck lanes on I-710
- GP lanes on SR-60
- GP lanes on I-10
- GP lanes on SR-91
- GP lanes on I-605
- GP lanes on I-15



Alternative #5

Includes:

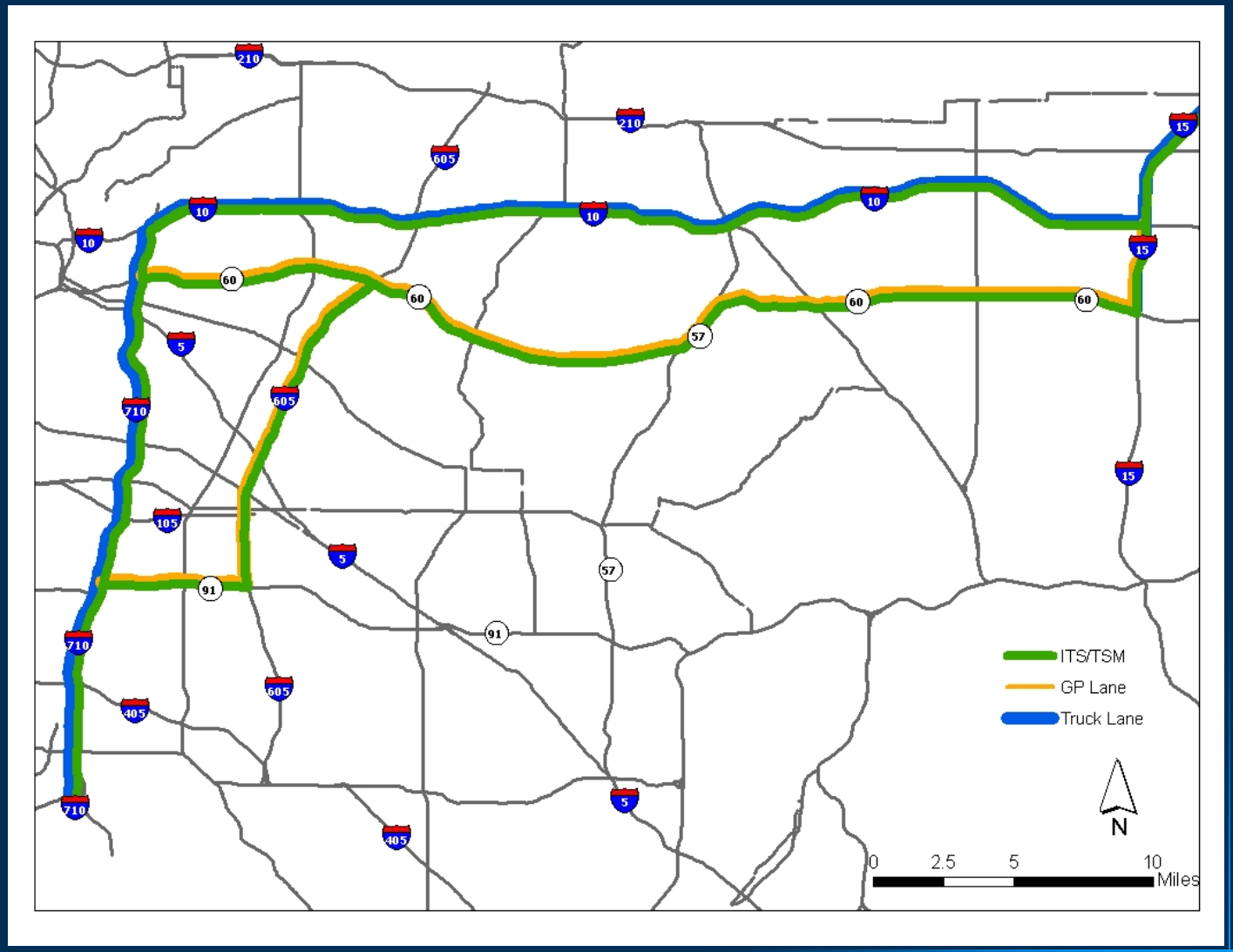
- Alt #2
- Truck lanes on I-710
- GP lanes on I-10
- GP lanes on SR-91
- GP lanes on I-605
- Truck lanes on SR-60
- Truck lanes on I-15



Alternative #6

Includes:

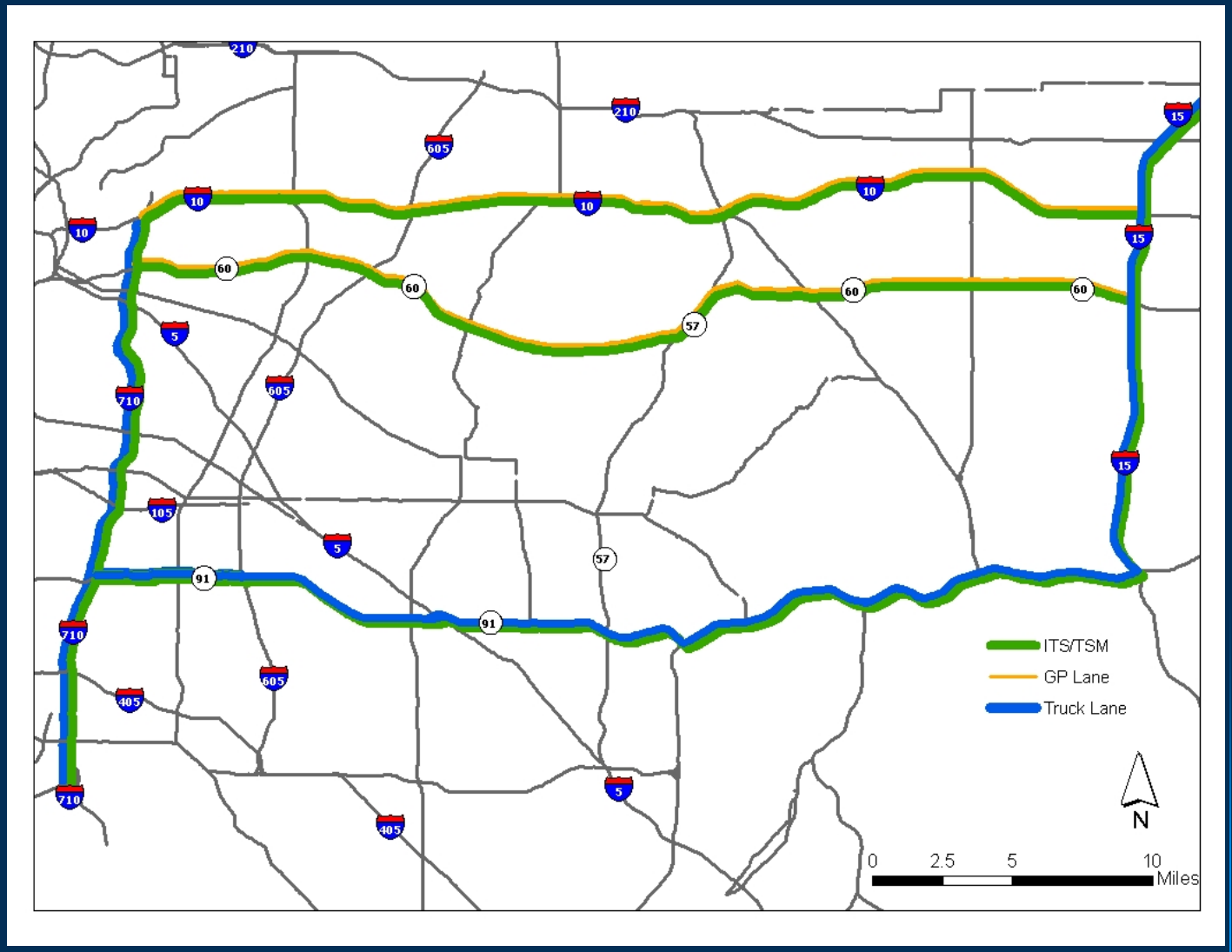
- Alt #2
- Truck lanes on I-710
- GP lanes on SR-91
- GP lanes on I-605
- GP lanes on SR-60
- Truck lanes on I-10
- Truck lanes on I-15



Alternative #7

Includes:

- Alt #2
- Truck lanes on I-710
- GP lanes on I-605
- GP lanes on SR-60
- GP lanes on I-10
- Truck lanes on SR-91
- Truck lanes on I-15

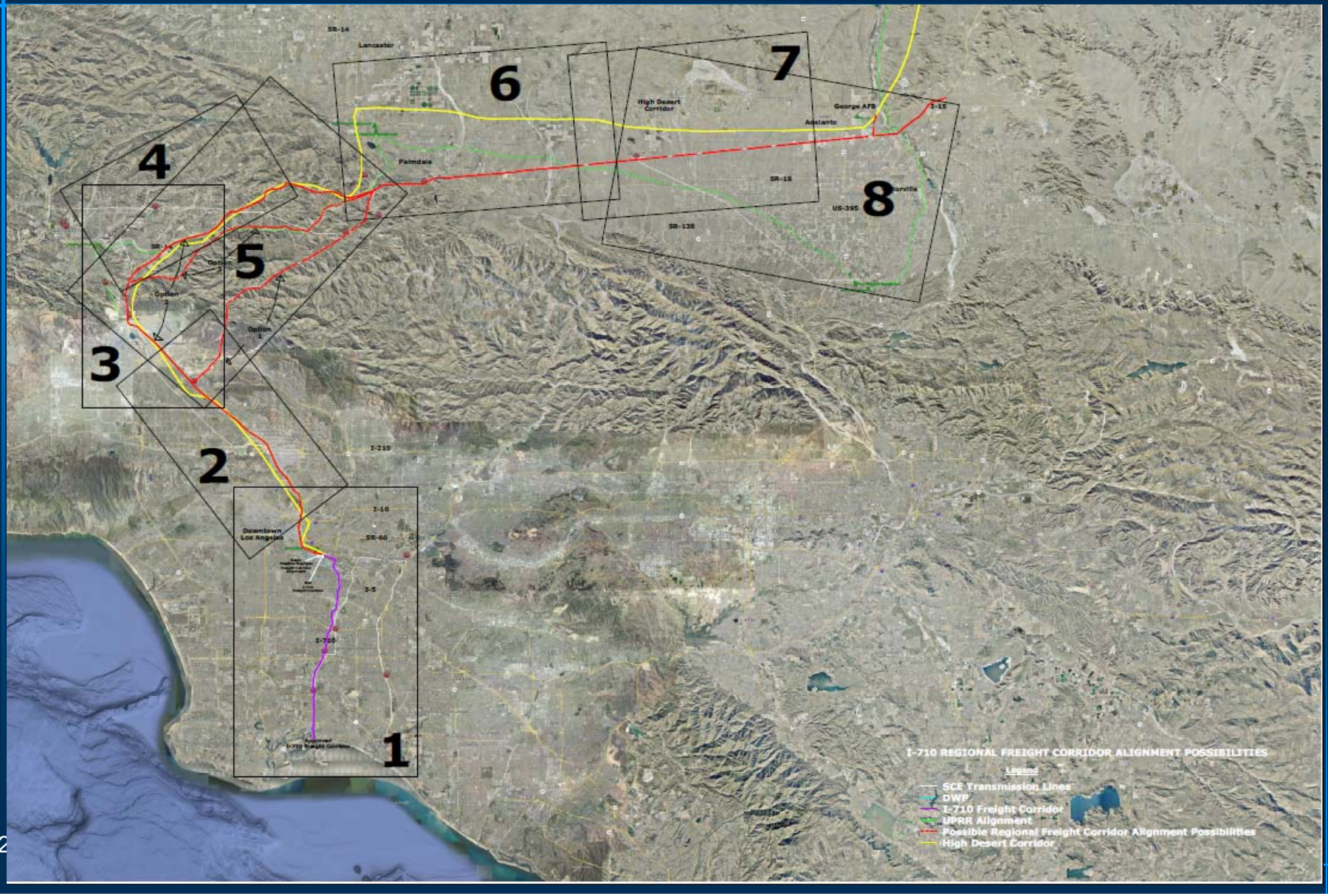


Alternative #8

Includes:

- **Alternative 4**
- **SCE alignment through San Fernando Valley to Palmdale (connecting to High Desert Corridor from Palmdale to Victorville)**

Alternative #8: Joint Use Utility / Transportation Corridor



Environmental and Financial Questions

- How could the system achieve maximum environmental benefit?
  - Does strategy need to reduce truck emissions from current levels or just reduce growth in truck emissions?
  - Are there specific technology options that need to be evaluated as part of a clean freight corridor strategy? Specific operating concepts?
- How can the region pay for the system?
  - Does system need to be “user-fee” financed
  - Who benefits vs. who pays

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