Port Container Traffic - Rail vs. Truck

Leaves or Arrives So Cal By Rail (50%)

Stays In or Leaves So Cal By Truck (50%)
Port Container Traffic - Rail vs. Truck

- Transloaded to Rail (12.5%)
- Transloaded to Truck (18.0%)
- Truck to / from Railyards (12.5%)
- Truck to / from Exist ICTF (11.7%)
- On-Dock No Truck (13.3%)
- Other Truck (32.0%)
Initiative No. 1: Extended Operating Hours

- **Objective**: Assist the Regional Goods Movement Efficiency Team in implementing an Extended Hours Program
  - Shift 20-40% of day gate moves to 2nd or 3rd work shifts
  - Spread gate moves over longer period

- **Desired Outcome**: Reduce congestion by shifting truck traffic to off-peak hours
**Objective:** Increase utilization of existing on-dock rail facilities

- Consolidate containers from multiple terminals bound for the same destination
- Combine cuts of cars in central location to form complete intermodal trains

**Desired Outcome:** Reduce truck traffic and diesel emissions and increase use of the Alameda Corridor
Initiative No. 3: Evaluate the Viability of a Shuttle Train Operation

• **Objective:** Evaluate all aspects of a rail shuttle system
  – On-dock assembly
  – Inland intermodal terminal(s)
  – Short and long term operations – facility size
  – Cost differentials

• **Desired Outcome:**
  – Rail shuttle demonstration project within one year
  – Regular scheduled shuttle train operation within 2 to 4 years
Initiative No. 4: Support the Development of a New Near-Dock ICTF

- **Objective**: Assist in the development of a new Near-Dock Intermodal Container Transfer Facility (ICTF) similar to existing UPRR ICTF Facility

- **Desired Outcome**: Transfer over 1,000,000 truck trips annually from the freeways to the Alameda Corridor
Initiative No. 5: Continue Planning SR-47

- **Objective**: Improve port access by increasing utilization of Alameda Street
  - Provide third highway link from Terminal Island.
  - Joint project with Caltrans & ACTA
  - Reconstruct existing Commodore Heim lift bridge
  - Build 1.7 mile elevated 4-lane highway to bypass 3 traffic lights and 5 rail crossings

- **Desired Outcome**: Reduce truck traffic on I-710, I-110 and arterial surface streets and improve traffic safety in Wilmington
Initiative No. 6: Participate in Goods-Movement Studies

Objective: Participate with the LA County MTA and other public agencies studying goods-movement in the region.

Initiative No. 7: Funding Options

Objective: Identify funding for potential project development.
### Potential Weekday Port Truck Trip Reductions

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Time Frame</th>
<th>% Reduction</th>
<th>Daily</th>
<th>Annual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extended Hours</td>
<td>6-12 months</td>
<td>20-40%</td>
<td>5 - 10,000</td>
<td>1.3 – 2.6 Million</td>
</tr>
<tr>
<td>Optimize On-Dock</td>
<td>6 months</td>
<td>2-3%</td>
<td>480 - 800</td>
<td>125 - 208,000</td>
</tr>
<tr>
<td>Shuttle Trains</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pilot</td>
<td>9-12 months</td>
<td>1-2%</td>
<td>300 - 500</td>
<td>78 - 130,000</td>
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<tr>
<td>Permanent</td>
<td>3 years</td>
<td>2-4%</td>
<td>600 - 1000</td>
<td>156 – 260,000</td>
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<tr>
<td>New Near Dock Facility</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Initial</td>
<td>4 years</td>
<td>8%</td>
<td>2500</td>
<td>650,000</td>
</tr>
<tr>
<td>Full Service</td>
<td>6 years</td>
<td>10%</td>
<td>3500</td>
<td>850,000</td>
</tr>
<tr>
<td>SR-47</td>
<td>5 years</td>
<td>8%</td>
<td>2600</td>
<td>682,000</td>
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</tbody>
</table>
I-710 Port Truck Projections - all Initiatives
20% Shift to Night Gate and 6% Growth

[Diagram showing truck projections from 2004 to 2014, differentiated by time of day and initiatives.]