

On January 21, 2010, SCAG hosted its second steering committee meeting for Comprehensive Regional Goods Movement Plan & Implementation Strategy. The meeting had four main agenda items. 1) Review of key items from the October meeting (SCAG staff), 2) discussion of clean truck lane strategy (Cambridge Systematics), 3) presentation on regional warehousing analysis (Economics and Politics), and 4) updates on locomotive technology and regulatory status (Union Pacific Railroad).

Discussion on clean truck lane strategy was a response to the steering committee request from the October meeting. The regional rail strategy will be discussed at the next committee meeting.

### **Summary of the meeting**

#### **Review of Key Items from the October Meeting**

- SCAG is collecting extensive data to better understand market segmentation
- Efforts will be made to address air quality challenges throughout the study process
- Outreach efforts are on-going and will be extensive

#### **Clean Truck Lane Strategy Discussion—Highlights of Key Points**

- The discussion on the topic becomes inherently limited when the system (including the technology, specific structural needs, mode, number of lanes, expected truck volumes, etc.) is not defined well.
- The definition of “zero emission” needs to be clarified. Very likely, by the time a major project like a truck lane system is built, all trucks operating in the state will be “clean.” While promoting a zero emission strategy, the need for building supplemental infrastructure that would support clean technology should be discussed. Also, by restricting the system to clean trucks only, depending on the definition, could undermine existing clean POLA/POLB truck efforts.
- As part of a toll-facility discussion, other viable alternatives for users need to be analyzed and presented.
- Approaches to incorporate ITS in all alternative scenarios should be considered.
- It is too early to eliminate any corridors from consideration or further analysis at this time.

#### **Evaluation Criteria for Truck Lane Strategy – what items should be considered?**

- Enforceability – the strategy selected should be enforceable.
- Air quality and emission reductions, including GHG and criteria pollutants, and energy use.
- Congestion reduction
- Community/political support –address community concerns about safety, environmental impacts, relocation of housing, etc. to gain community support for projects. The I-710

project, for example, managed to gain community support by addressing community concerns over taking homes, then shifting the discussion to safety and environmental benefits of project development.

- Demand from system users - Will industry really use this new facility? Will there be demand? Will the facility provide enough benefits to the industry to encourage usage?
- Market demand for warehouse locations – truck lanes should be built to serve certain land uses. The location demand for warehouses will affect where the truck lanes should be built.
- CHP should be involved in safety and right-of-way discussions.

#### Truck Lane Alignments

- Mixed use alignments with utility corridors are possibilities, but pose many engineering challenges.
- The industry users need at minimum preliminary alignments for discussion and comments. At the same time, the alignments need to be attractive enough for the industry to use them.
- Has the truck forecast been completed to show that there is demand for E-W truck travel?
- It is important to study an E-W corridor as a means to accommodate clean transportation technologies. Should not stop at 710- but should continue out East.
- For many of the alignment options, there's really no physical capacity to expand.
- Too early to start eliminating routes, even if there are political actions against them. It is time to start from scratch and evaluate each of the potential alignments with an open mind.

#### **Regional Warehouse Analysis**

- Population and population growth drives growth and development patterns.
- John Husing's theory on job/housing balance development:
  - Stage 1: Rapid population growth, and migration toward inland area for affordable housing – major job/housing imbalance; residents in such areas mostly experience long commute to work.
  - Stage 2: Rapid blue collar job growth in inland area, and some migration of skilled workers for affordable and larger homes - somewhat balanced job/housing ratio
  - Stage 3: Migration of high paying employers to inland area – ideal job/housing balance achieved
- The analysis conducted took Ports' cargo forecast as given and analyzed geographically where the demand is likely to go, and if this happens, whether there is enough land to accommodate the demand.
- Cargo forecasts will also be affected by fuel prices. If fuel prices escalate, the cargo forecasts will likely be lowered.
- It seems that the population / economic / industry trend work shows that there will be continued expansion East, as well as possibly north.

### Warehouse Space Estimates

- Needs assessment based on Avison Young model to analyze “port related only” warehousing needs indicates that the region does not have enough available space to accommodate 43.2 million TEUs. Combined with the need for domestic warehousing space, the gap is even larger.
- “Available” means either vacant or about to become vacant and available. Currently idle spaces are also counted as available.
- It could be problematic to assume that existing land zoned for warehouse/industrial use will be available in the future for the same use. Many communities are re-zoning existing industrial sites for different land use categories.

### **Updates on Locomotive Technology and Regulatory Status**

- Railroads have made aggressive movements towards converting their fleet to Tier 0-4 engines. By 2018, 100% of the engines entering the port will be Tier 0 or better.
- 2 voluntary MOUs one in 2005, which included the 100% ICD installed, early introduction of low-sulfur diesel fuel, Health Risk Assessments of yards, remote sensing (AB 1222), etc.
- Implementing new technology requires national level coordination among railroads. Each new technology requires expensive infrastructure. If Western railroads and Eastern railroads implement different technologies, compatibility would be an issue.
- Federal law requires railroad to implement collision prevention measures by 2015. All railroads are considering various methods including Positive Train Control.