

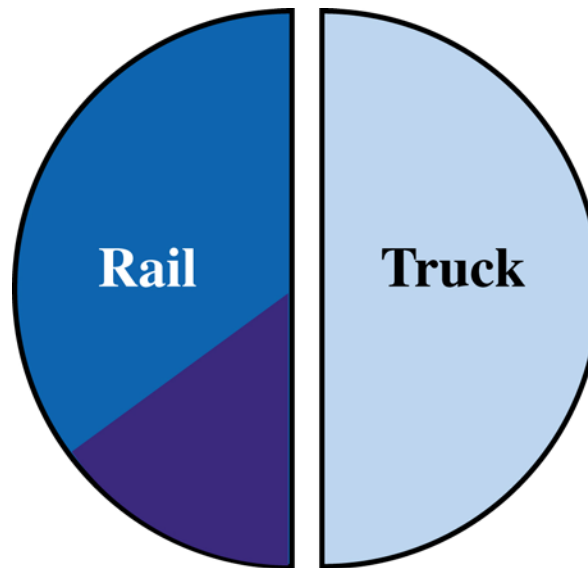


Presentation by John T. Doherty, ACTA CEO



Port Container Traffic - Rail vs. Truck

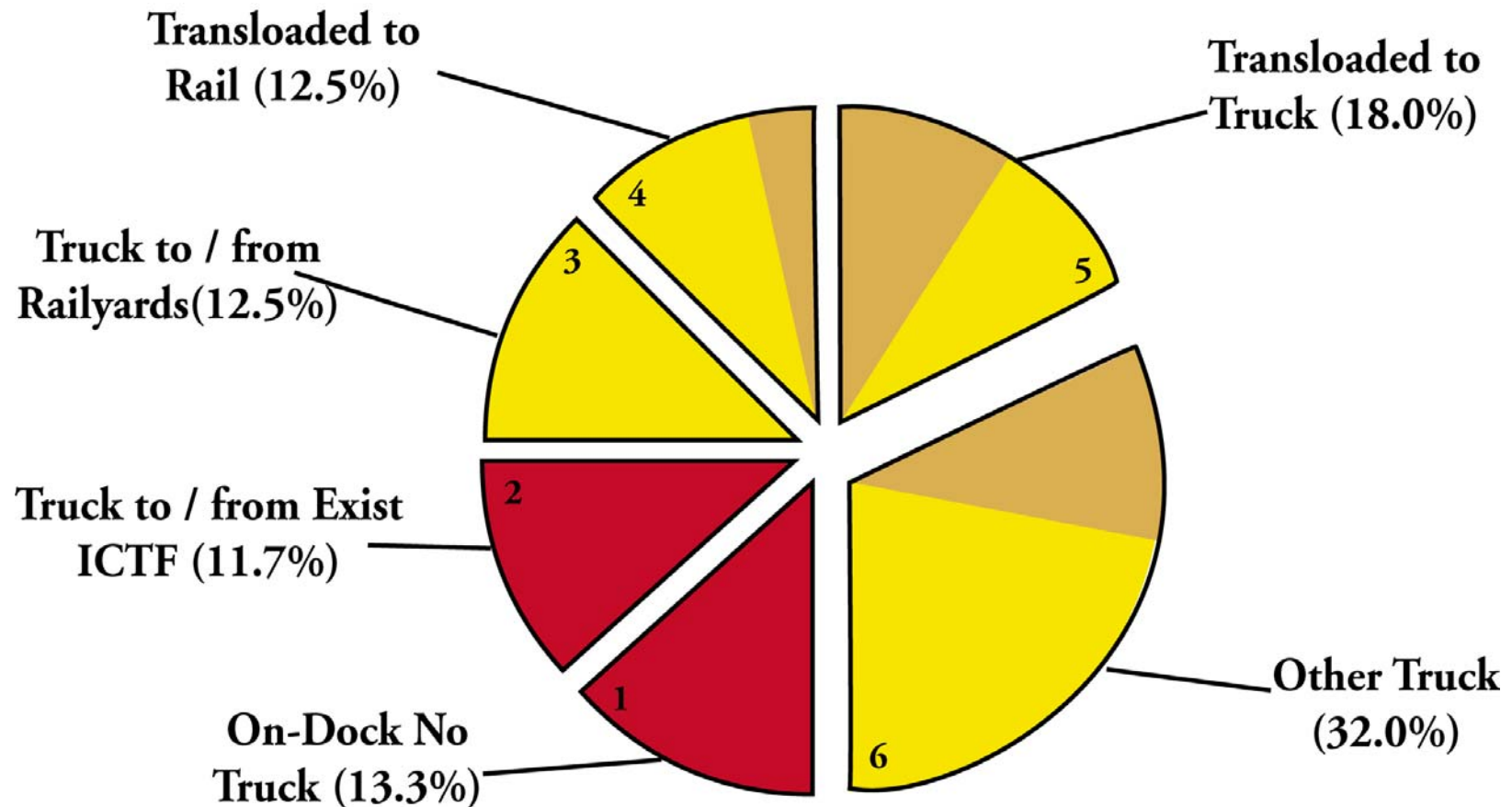
**Leaves or Arrives
So Cal By Rail
(50%)**



**Stays In or
Leaves So Cal
By Truck
(50%)**



Port Container Traffic - Rail vs. Truck





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



Initiative No. 2: Optimize Use of On-Dock Rail

- **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

Initiative	Time Frame	% Reduction	Daily	Annual
Extended Hours	6-12 months	20-40%	5 - 10,000	1.3 – 2.6 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



I-710 Port Truck Projections - all Initiatives
20% Shift to Night Gate and 6% Growth

