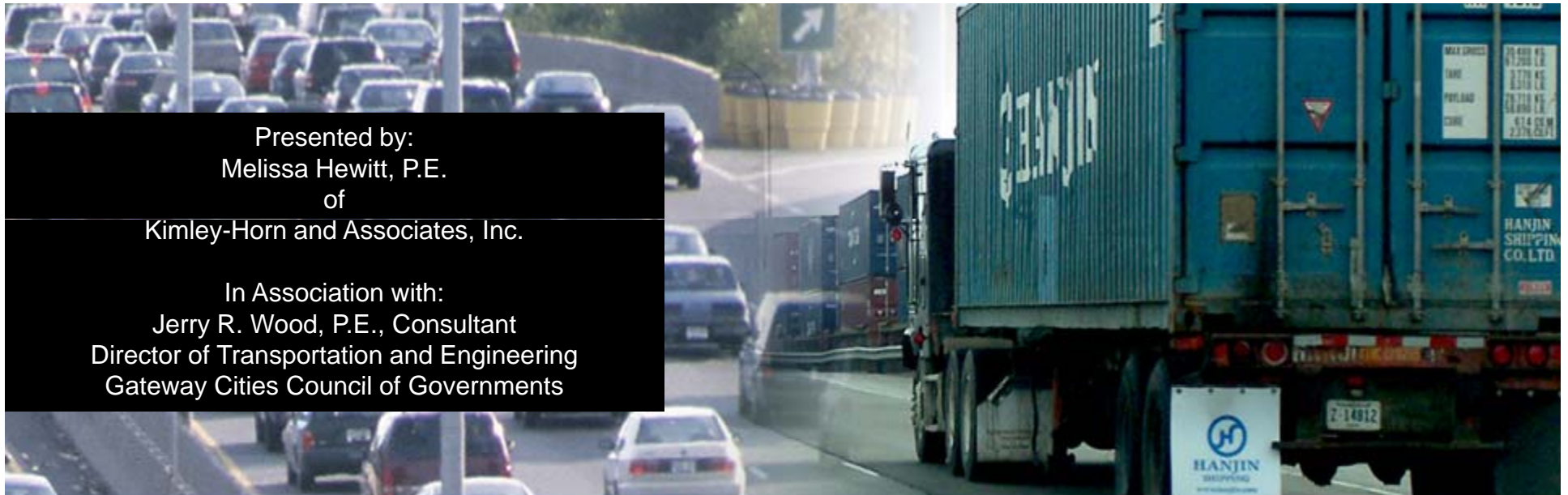




## 3rd METRANS National Urban Freight Conference

October 22, 2009 at 3:30 pm



Presented by:  
Melissa Hewitt, P.E.  
of  
Kimley-Horn and Associates, Inc.

In Association with:  
Jerry R. Wood, P.E., Consultant  
Director of Transportation and Engineering  
Gateway Cities Council of Governments

# Gateway Cities ITS Integration Plan for Goods Movement *Lessons Learned*





# Gateway Cities Council of Governments

## What is the GCCOG?

### And why is it interested in goods movement?

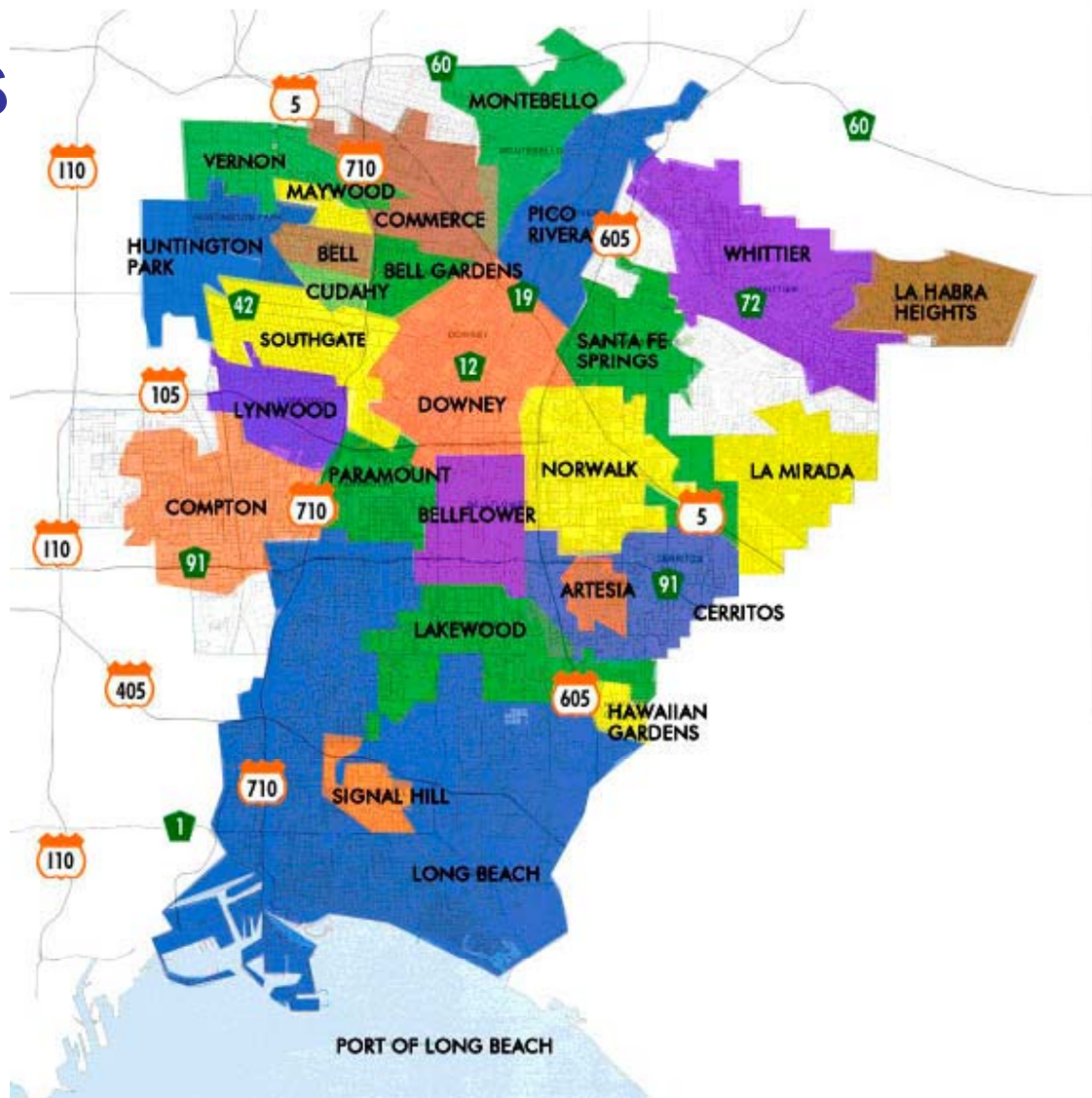
- Sub-regional agency of southeast Los Angeles County
- Represents:
  - 27 cities
  - Unincorporated portions of Los Angeles County
  - Port of Long Beach
  - 2.2 million residents







# Gateway Cities Area Map





## Gateway Cities Council of Governments Goods Movement Issues

- GCCOG area is bordered by the Ports of Long Beach and Los Angeles to the south
- Logistics industry that services the two ports has significant impacts to communities in the GCCOG area





# Gateway Cities Council of Governments Goods Movement Impacts/Needs

- Railroad System
  - Grade separate numerous existing at grade crossings
  - Large areas needed for additional rail yards (plus warehouses/distribution centers)
  - Significant mainline track additions
- Freeways
  - Major freeway improvements (modernize/expansions) for all freeways in the GCCOG area
  - Separate freight corridor is needed (at request of local communities) to separate passenger vehicles and trucks to greatest extent possible
- Environmental
  - Adverse air quality has resulted from port and logistic operations (especially diesel emissions)
  - Improving air quality is number one issue for GCCOG communities.

***Efficient goods movement will be critical element  
for any landside infrastructure improvements***





# Transportation Landside Goods Movement Issues and Needs in GCCOG

- Freeways
  - I-5 being widened and further studies being prepared
  - I-710: approved major corridor study in 2005, EIR/EIS underway (to be completed in 2011)
  - Remaining freeways (SR 91, I-405, I-605, and I-105) being analyzed in a feasibility analysis
- Railroad System
  - Ports and railroad companies developing projects for additional rail yards
  - Additional track capacity is planned throughout Southern CA
  - Improvements to equipment and operations are planned to reduce emissions
  - Numerous grade separation projects throughout Southern CA are planned, being designed, and/or under way
- Air Quality
  - Ports have developed and adopted a Clean Air Action Plan.
  - Railroad companies are making changes to operations and equipment to reduce emissions
  - I-710 EIR/EIS includes an extensive Air Quality/Health Risk Assessment Study (first of its kind in CA)
  - GCCOG is preparing a sub-regional Air Quality Action Plan.

***What is the role of Intelligent Transportation Systems (ITS)  
in addressing these goods movement issues and needs?***



# What is ITS?

The use of technology to improve safety and maximize the productivity and efficiency of the transportation network.

- GCCOG developed an ITS Strategic Plan for its area that included:
  - Meetings with both public- and private-sector representatives to determine transporting information needs
  - Developing a mission statement
- For the GCCOG area, ITS is about **real-time** information exchange:
  - Data gathering
  - Data processing through proven algorithms
  - Solutions
  - Instruction and notification to drivers and others making destination decisions





# What is ITS?

(continued)

- Understanding that there are a number of ITS projects already under way or planned in the area, the GCCOG
  - Formed a public agency and private sectors ITS working group
  - Proceeded with multiple agencies and prepared an ITS Integration Plan for Goods Movement with input from the ITS working group







# Fundamental ITS Objectives for Goods Movement in GCCOG

## “The Need for Information”

- Fill infrastructure gaps
- Arterial travel information
- Truck data
- Freight-focused real-time traveler information
- Terminal queues and turn times
- Comprehensive goods movement scheduling system
- Strategy for truck safety and credentialing



# Basic Objectives

## ITS Integration Plan for Goods Movement

- Creative technology solutions
- Specific data and information needs
- High level concepts
- No fiscal constraints
- No institutional constraints

***Private-industry and public-sector objectives both  
have to be met to achieve high impact results***



## Integration and Policy Task Force (ITS Working Group) Ongoing and Future Role

- Coordination for real-time operations strategies
- Liaison with long-term planning activities
- Recognize private sector as a crucial partner
- Management and/or operational oversight of a goods movement TMC's:
  - Operational strategies
  - Staffing
  - Legal issues
  - Future endeavors





# Based on Input from

## PRIVATE INDUSTRY

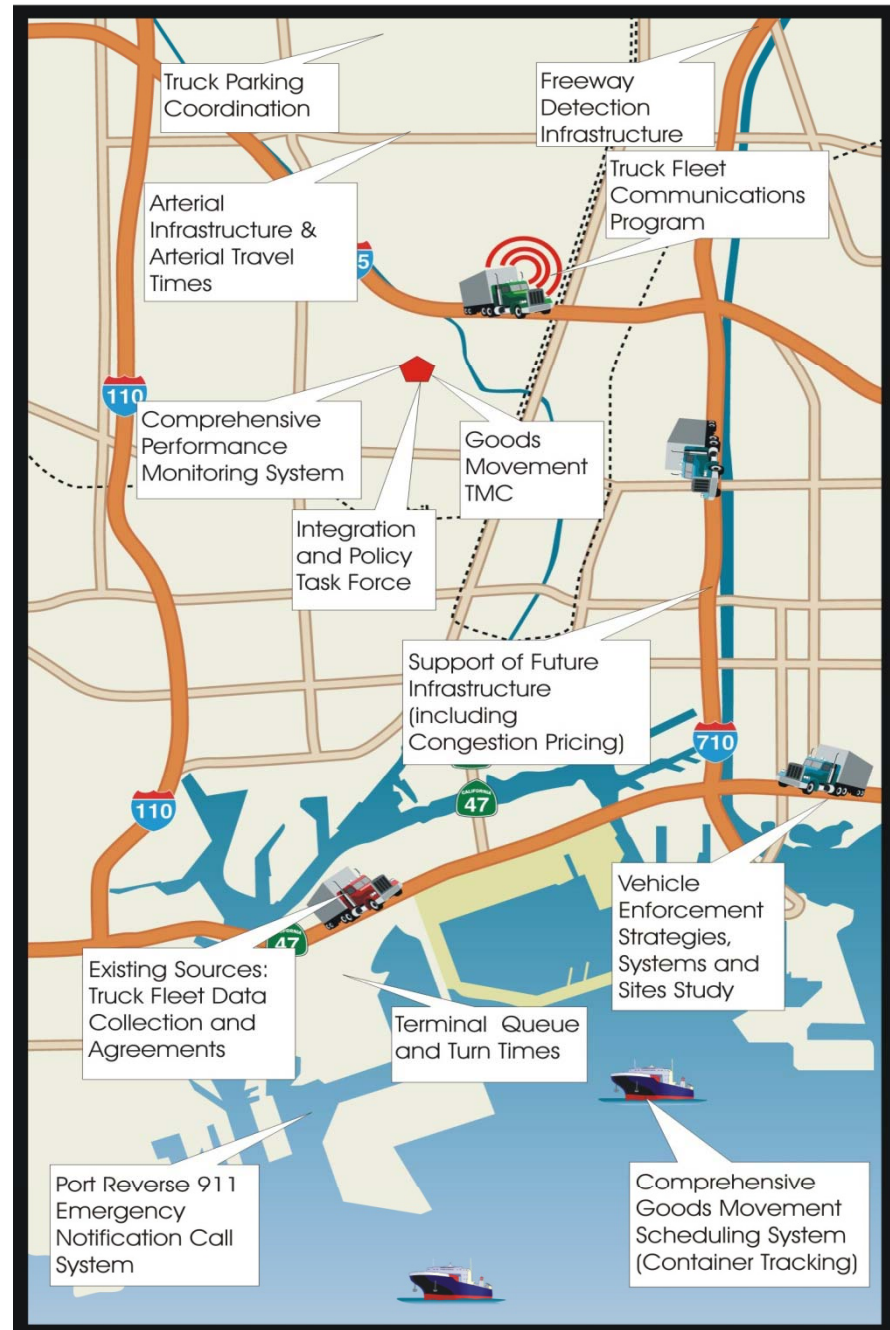
- International Warehouse Logistics Association (IWLA)
- Railroads
- Terminal Operators
  - Via ATMIS interviews
- Web-based GM Services
  - Via ATMIS interviews
- AAA
- CA Trucking Association
- West Coast Corridor Coalition

## PUBLIC SECTOR

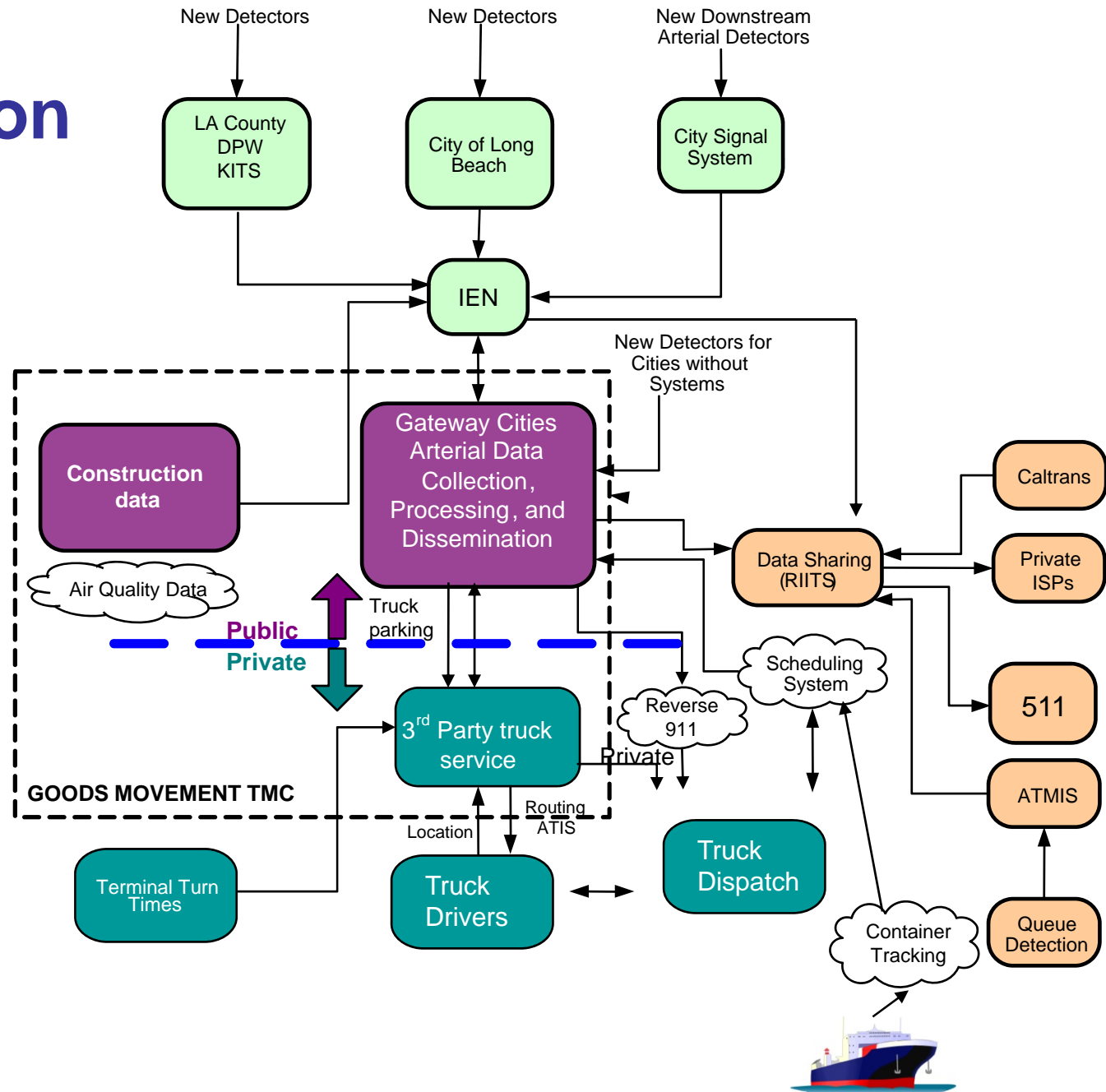
- California Highway Patrol
- Caltrans
- FHWA
- Federal Maritime Administration
- Gateway Cities Council of Governments
- LA County Department of Public Works
- LA County METRO
- Port of Long Beach
- Port of Los Angeles
- SCAG

# Recommended Projects

- Complete Critical Already Programmed Projects
- Short-Term Recommended Projects
- Future Potential Projects
- Support of Future Infrastructure



# Integration Plan







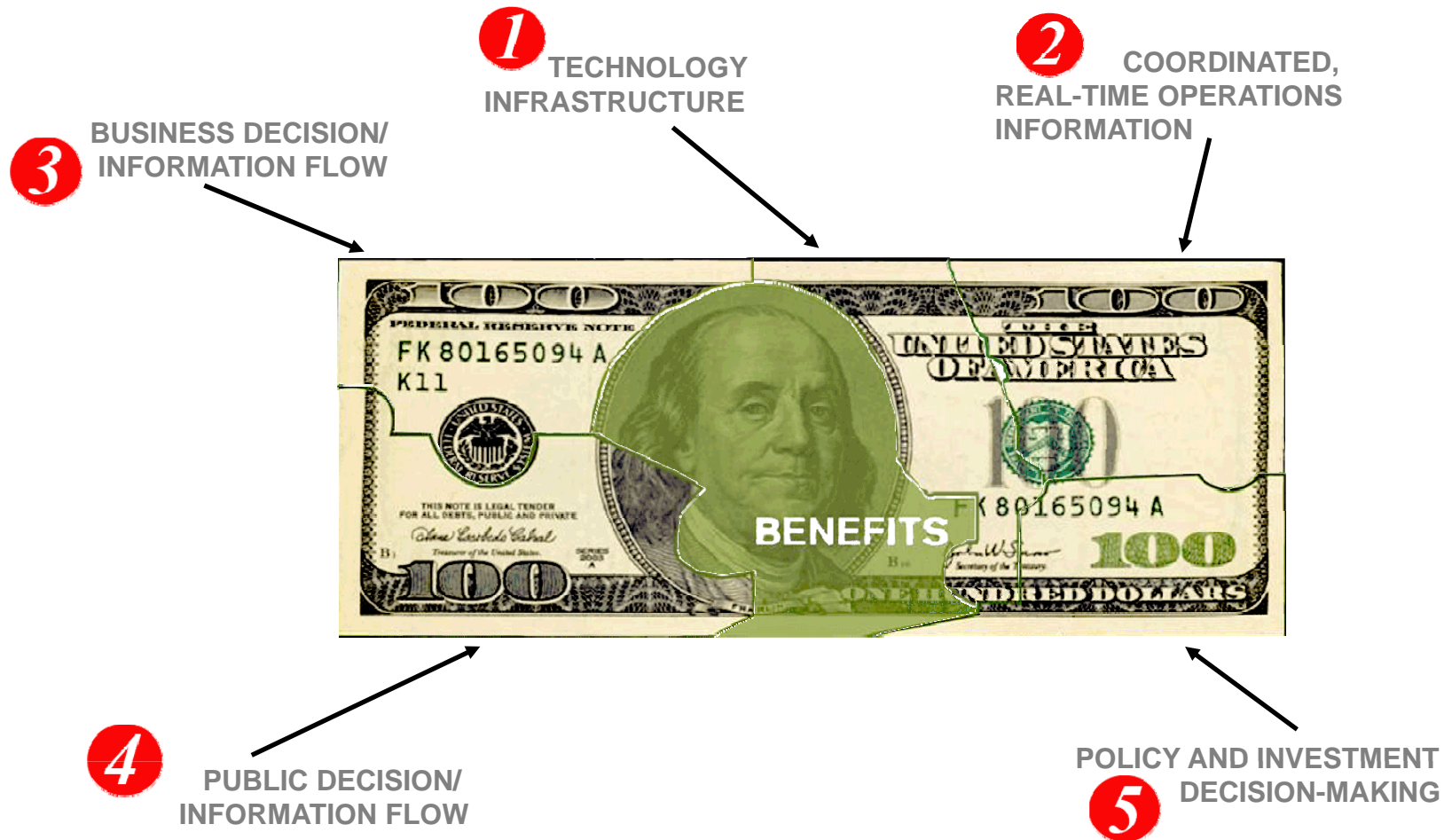
# Next Steps for ITS Projects

- Implementation: Plan to develop in more detail
  - Update and define recommended projects (ITS Implementation Plan to be developed in 2010)
  - Integrate Concept of Operations
  - Develop Business Plan for Implementation
  - Business considerations need to continue to be evaluated and factored in
  - Determine:
    - Procurement options
    - Institutional arrangements
    - Program costs (capital and permanent O&M)
- Continue and expand ITS Working Group Meetings



# ITS Business Plan for Goods Movement

## The Five Parts to Make it Pay-Off





# Lessons Learned

- Public-/private-sector ITS working group was effective and will continue
- Many potential but “discrete” ITS projects that can provide benefits for goods movement in GCCOG
  - Need to be blended together for implementation
- Any ITS implementation plan that does not provide benefits for both public and private sectors will not be successful
- A business plan is a critical element to successfully implement the variety of ITS projects for goods movement
- ITS projects for goods movement involve:
  - Multiple agencies which require coordination
  - Wide and diverse array of businesses which have to be considered.





## Conclusion

ITS has the “potential” to address both public and private sectors transportation information needs if successfully implemented and useful for both sectors





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