



Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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Transportation

Keith Millhouse, Ventura County
Transportation Commission

No. 1 MEETING OF THE

GOODS MOVEMENT SUBCOMMITTEE

**Monday, September 24, 2012
10:00 a.m. – 12:00 p.m.**

**SCAG Los Angeles Office
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017
(213) 236-1800**

Videoconference Available

**Orange County Office
600 S. Main Street, Suite 906
Orange, CA 92863**

**San Bernardino County Office
1170 W. 3rd Street, Ste 140
San Bernardino, CA 92410**

**Ventura County Office
950 County Square Drive, Suite 101
Ventura, CA 93003**

**Imperial County Office
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**Riverside County Office
3403 10th Street, Suite 805
Riverside, CA 92501**

SOUTHERN CALIFORNIA



**ASSOCIATION OF
GOVERNMENTS**

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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Ed Rodriguez at (213) 236-1863 or via email rodrigu@scag.ca.gov

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1928 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1928.

**Goods Movement Subcommittee
Member List**

- Los Angeles County: Hon. Barbara Messina, **Chair**/Member (LA)
 Hon. Paul Krekorian, 1st Alternate (LA)
 Hon. Jim Morton, 2nd Alternate (LA)
 Hon. Tim Spohn, 3rd Alternate (LA)
 Hon. Carol Herrera, 4th Alternate (LA)
- Riverside County: Hon. Russell Betts, **Vice Chair**/Member (Riv)
 Hon. Jim Hyatt, Member (Riv)
- Orange County: Hon. John Nielsen, Member (OC)
 Hon. Bert Hack, Alternate (OC)
- San Bernardino County: Hon. Ryan McEachron, Member (SB)
- Imperial County: Hon. Jack Terrazas, Member (Imp)

Ex-Officio Members

Paul Granillo, President & CEO, Inland Empire Economic Partnership
Wally Baker, President, Jobs 1st Alliance
Lupe Valdez, Director, Corporate Affairs, Union Pacific Railroad

GOODS MOVEMENT SUBCOMMITTEE

AGENDA

SEPTEMBER 24, 2012

The Goods Movement Subcommittee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Barbara Messina, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Subcommittee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three minutes. The Chair may limit the total time for all comments to twenty minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

	Time	Page
<u>ACTION ITEMS</u>		
1. <u>Subcommittee Work Plan and Deliverables</u> <i>(Alison Linder, SCAG staff)</i>	Attachment 15 mins.	3

Recommended Action: Approve Committee Work Plan

INFORMATION ITEMS

2. <u>Overview of 2012-2035 RTP/SCS and Comprehensive Regional Goods Movement Plan and Implementation Strategy</u> <i>(Annie Nam, SCAG Staff)</i>	Attachment 30 Mins.	4
3. <u>Border Crossing Study Update</u> <i>(Mike Jones, SCAG Staff)</i>	Attachment 30 mins.	24

CHAIR'S REPORT

(Hon. Barbara Messina, Chair)

STAFF REPORT

(Annie Nam, SCAG Staff)

GOODS MOVEMENT SUBCOMMITTEE

AGENDA

SEPTEMBER 24, 2012

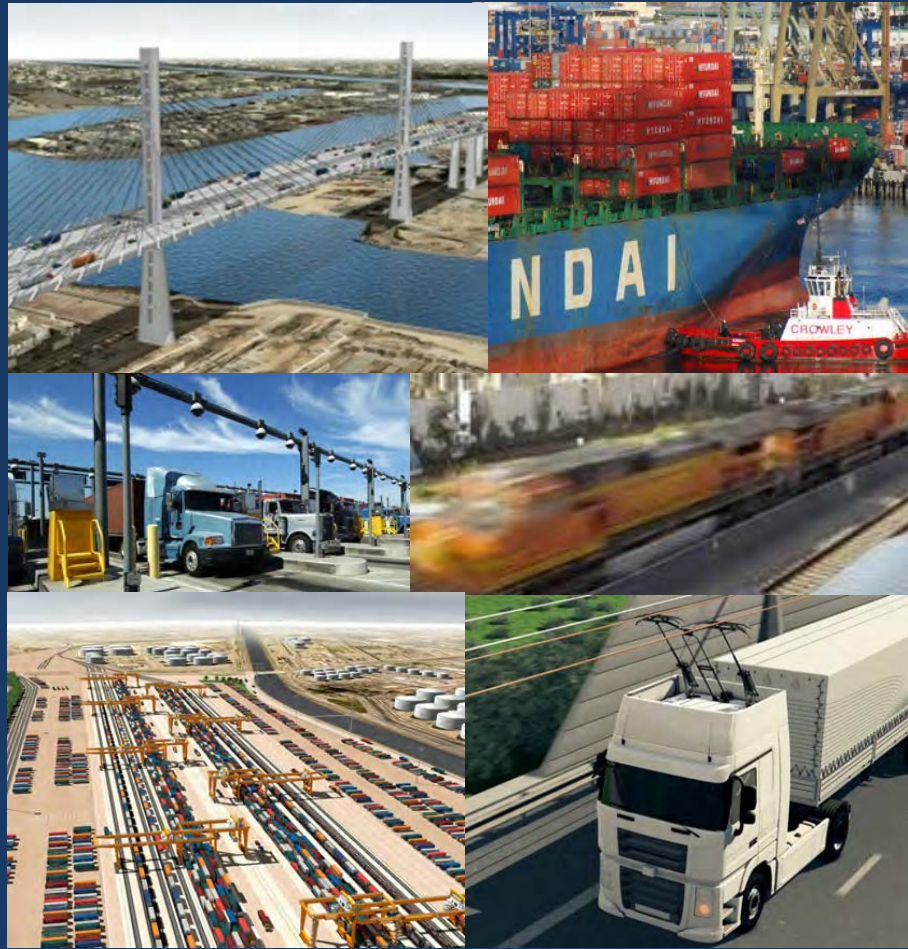
FUTURE AGENDA ITEMS

Any Subcommittee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT

The next regular meeting of the Goods Movement Subcommittee meeting will be determined at the September 24th meeting. It will be held at the SCAG Los Angeles Office.



GOODS MOVEMENT SUBCOMMITTEE

Deliverables:

1. Action Plan for moving forward implementation of key strategies identified in the 2012-2035 RTP/SCS (e.g., next steps for East West Freight Corridor)
2. Framework for the development of the goods movement plan for the upcoming 2016 RTP/SCS
 - Emphasis on funding/financing opportunities for critical regional goods movement initiatives

Meeting #1

Overview of Goods Movement Plan, Emerging Issues, and Work Plan

Objective: Introduce critical components of the goods movement plan and establish subcommittee work plan

- ◆ Review Comprehensive Regional Goods Movement Plan and Implementation Strategy
- ◆ Review of Border Crossing Study
- ◆ Present work plan for subcommittee and steps to achieve deliverables

Action: Approve Goods Movement Subcommittee Work Plan
Presenters: SCAG Staff

Meeting #2

Key Functions and Markets, and Economic Impacts of Goods Movement

Objective: Understand key functions and markets, and economic impacts of goods movement

- ◆ Identify opportunities to improve competitiveness of Southern California goods movement
 - Understand supply chain strategies to improve key nodes of the transportation system
 - Understand local jurisdiction policies impacting goods movement
 - Identify warehousing/manufacturing location and workforce development strategies
- ◆ Evaluate economic benefits of goods movement

Potential Presenters: SCAG, POLA/POLB, CSULB, John Husing, John Isbell, Gill Hicks, Majestic Realty, BCOS, terminal operators, CTA, railroads, labor representatives, manufacturing, NAIOP

Meeting #3

Goods Movement Environmental Action Plan and Emerging Technologies

Objective: Identify next steps to implement Goods Movement Environmental Action Plan

- ◆ Overview of Goods Movement Environmental Action Plan
- ◆ Update on Zero-Emission Demonstration Project and Regional Zero-Emission Collaborative
- ◆ Review of partner agency initiatives (CARB, AQMD, POLA/POLB Technology Advancement Program)

Potential Presenters: SCAG, Metro, AQMD, CARB, POLB/POLA, Siemens, other OEMs

Meeting #4—Joint Meeting

Public-Private-Partnerships, Innovative Financing, and Strategies for Goods Movement

Objective: Understand options for leveraging private sector participation; other innovative financing options; and strategies for good movement

- ◆ MAP-21 provisions for TIFIA and implications for regional initiatives
- ◆ Viable revenue sources to support PPP opportunities for project delivery and system preservation
 - Goods movement funding and financing options

Potential Presenters: Nossaman, FHWA Office of Innovative Finance, financial institutions, county transportation commissions, SCAG, California Finance Authority, Tioga Group (NCFRP Report 15), POLA/POLB

Meeting #5

Regional Freight Corridor Planning and Next Steps

Objective: Review regional freight corridor planning efforts and identify next steps

- ◆ Overview of regional freight corridor network planning efforts
 - I-710 South EIR/EIS and East-West Freight Corridor
- ◆ Identify emerging issues and considerations for a regional freight corridor network through the Inland Empire

Potential Presenters: SCAG, SANBAG, SGVCOG, Metro, City of Industry, City of Diamond Bar, City of Ontario, CTA

Meeting #6

2012-2035 RTP Implementation Action Plan and 2016 RTP Goods Movement Framework

Objective: Identify action plan for regional goods movement planning and integration of key strategies into 2016 RTP/SCS

- ◆ Review Action Plan for moving forward implementation of key strategies
- ◆ Discuss emerging issues for consideration in 2016 RTP/SCS

Action Item: Recommend action plan steps for regional goods movement planning and integration of key strategies into 2016 RTP/SCS

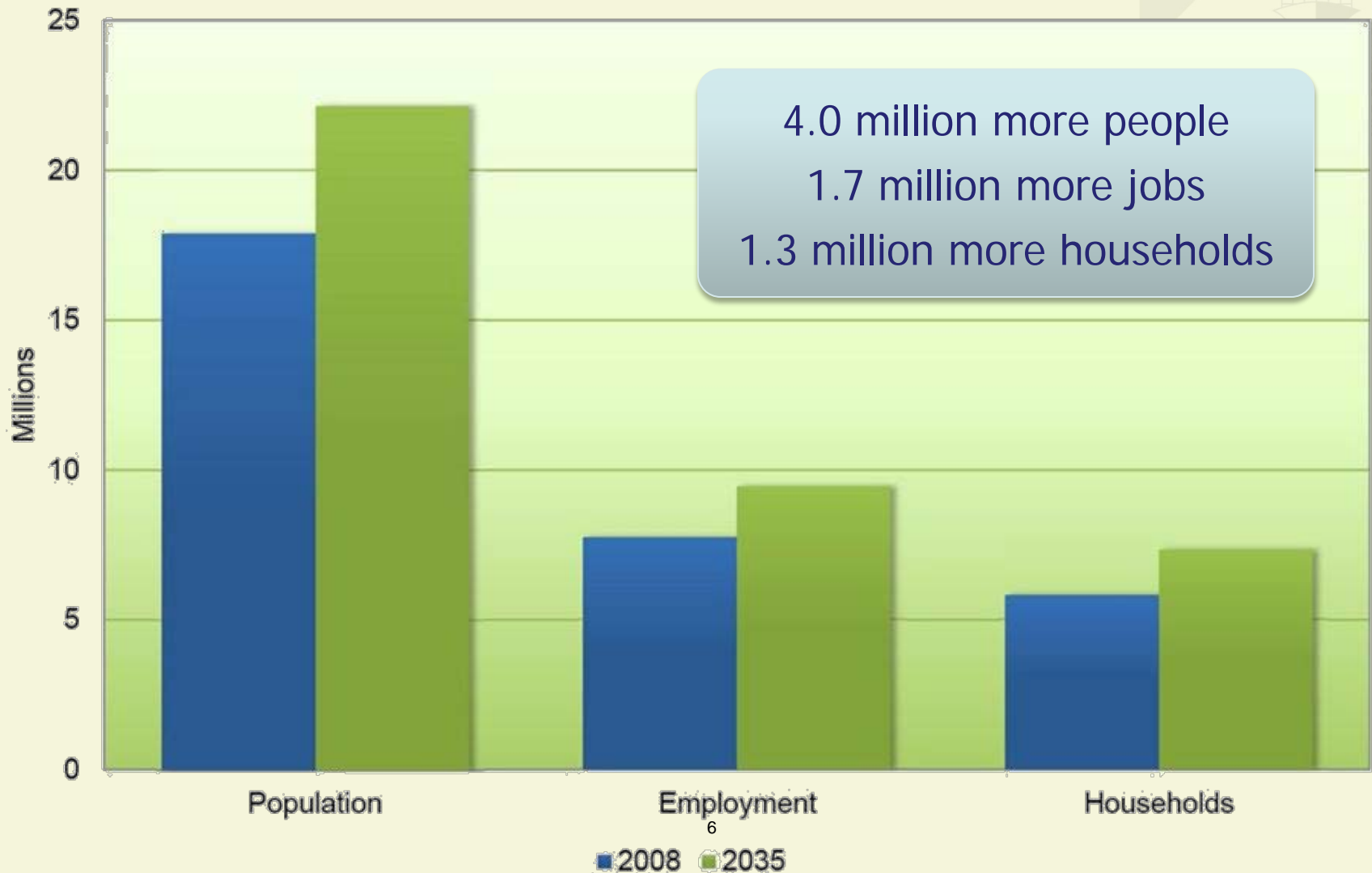
Potential Presenters: County Transportation Commissions, POLA/POLB, BNSF/UP Railroads, private and community stakeholders, AQMD, CARB, EPA, SCAG



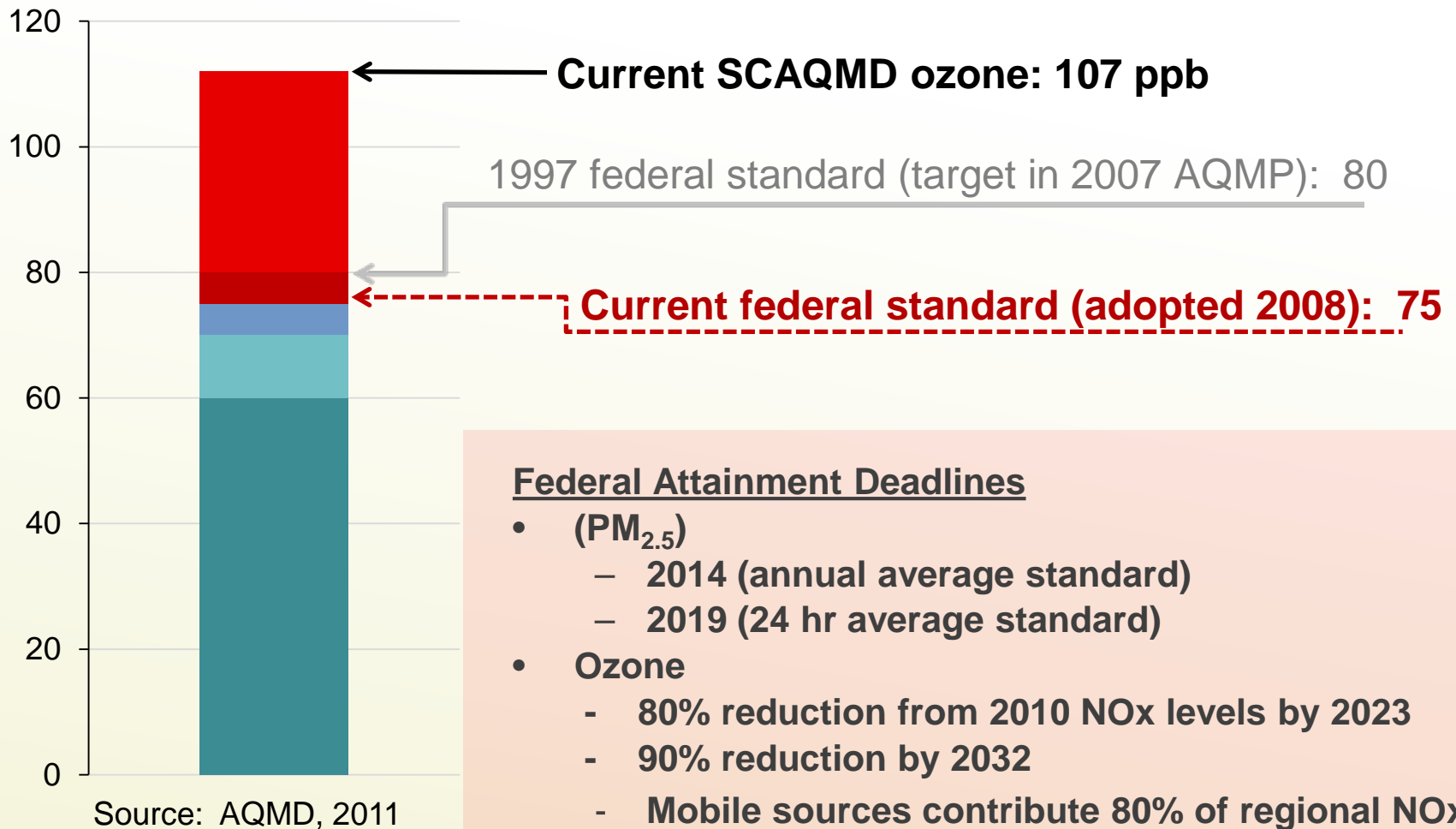
Comprehensive Regional Goods Movement Plan and Implementation Strategy

Goods Movement in the 2012 RTP/SCS

Challenges: Growing Demand



Challenges: Air Quality

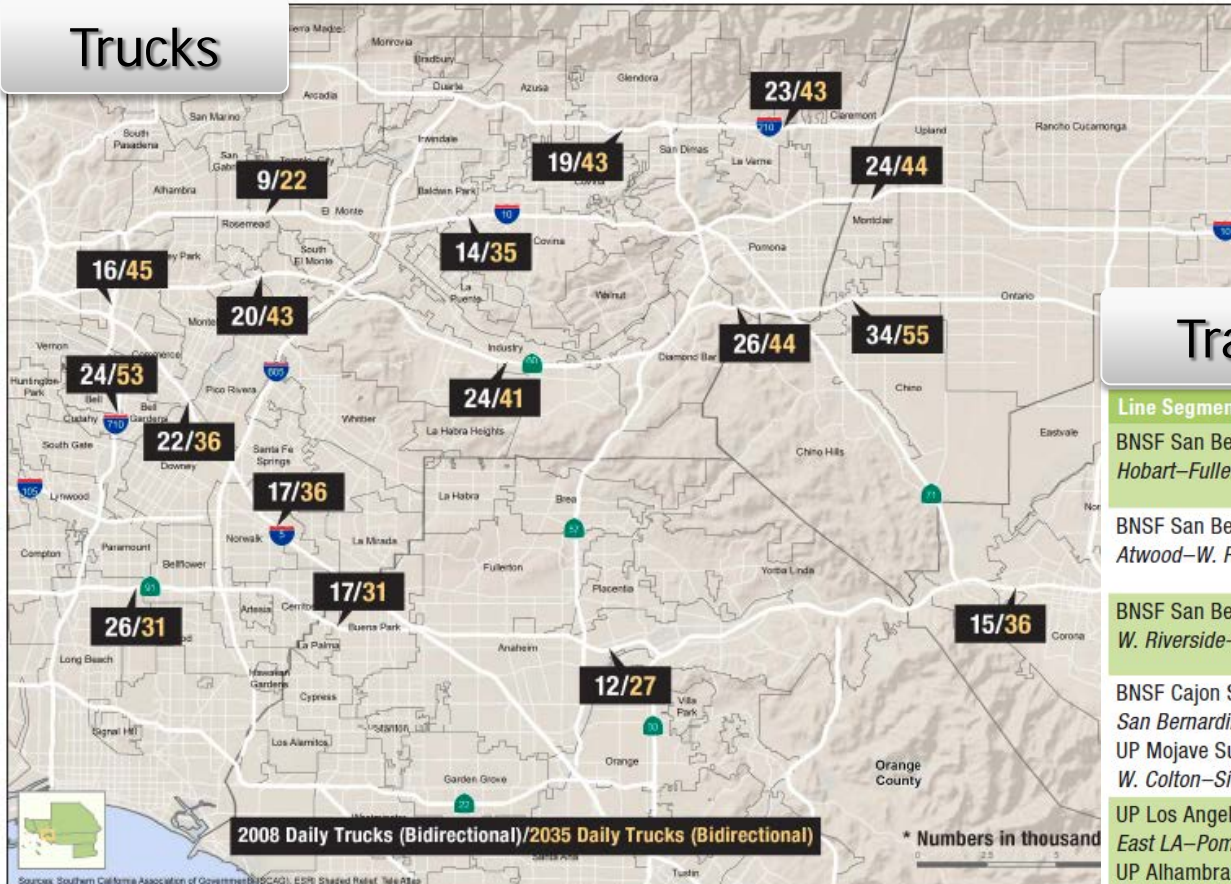


Federal Attainment Deadlines

- (PM_{2.5})
 - 2014 (annual average standard)
 - 2019 (24 hr average standard)
- Ozone
 - 80% reduction from 2010 NO_x levels by 2023
 - 90% reduction by 2032
 - Mobile sources contribute 80% of regional NO_x

Challenges: Growing Cargo Volumes

Trucks



Trains



Line Segments	Type	2010	2035
BNSF San Bernardino Subdivision <i>Hobart–Fullerton</i>	Passenger	54(28)	77(51)
	Freight	45	90
BNSF San Bernardino Subdivision <i>Atwood–W. Riverside</i>	Passenger	26(24)	42(40)
	Freight	49	99
BNSF San Bernardino Subdivision <i>W. Riverside–Colton</i>	Passenger	10(8)	42(40)
	Freight	67	147
BNSF Cajon Subdivision <i>San Bernardino–Silverwood PLUS</i>	Passenger	2(0)	2(0)
UP Mojave Subdivision <i>W. Colton–Silverwood</i>	Freight	93	147
UP Los Angeles Subdivision <i>East LA–Pomona PLUS</i>	Passenger	13(12)	21(20)
UP Alhambra Subdivision <i>Yuma Jct.–Pomona</i>	Freight	52	98
UP Los Angeles Subdivision <i>Pomona–W. Riverside PLUS</i>	Passenger	13(12)	21(20)
UP Alhambra Subdivision <i>Pomona–West Colton</i>	Freight	51	109
UP Yuma Subdivision <i>Colton–Indio</i>	Passenger	1(0)	1(0)
	Freight	45	93



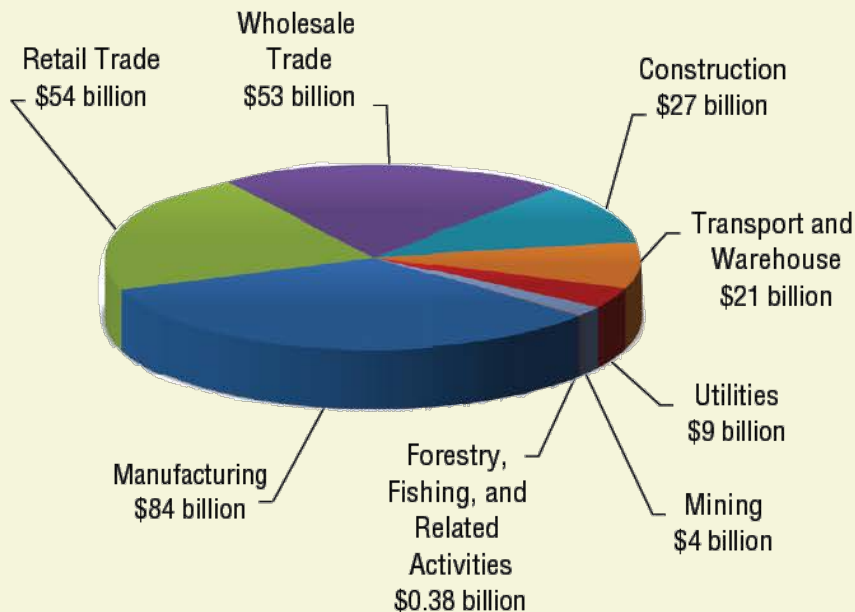
SCAG's Goods Movement Vision

A world-class coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region's economic vitality, attainment of clean air standards, and the quality of life for our communities

Focus on Markets: Economic Benefits

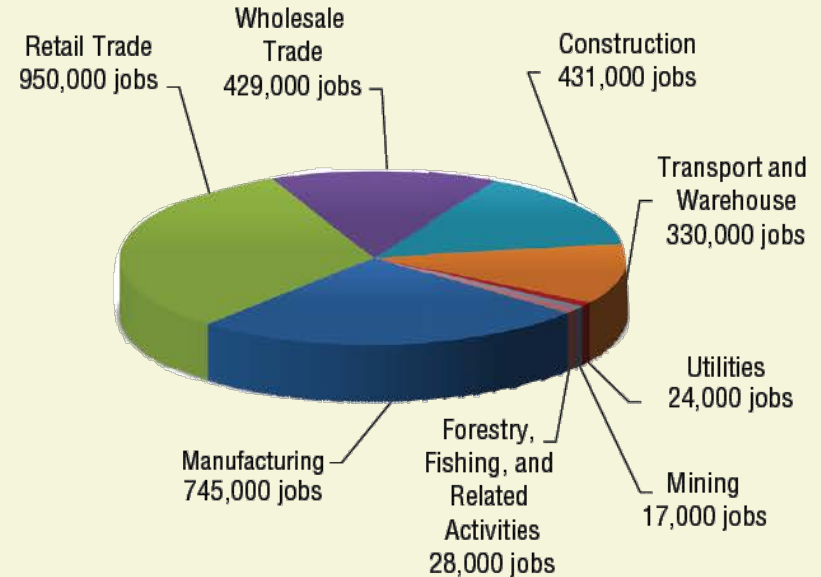
Economic Contributions

\$253 billion in Gross Regional Product

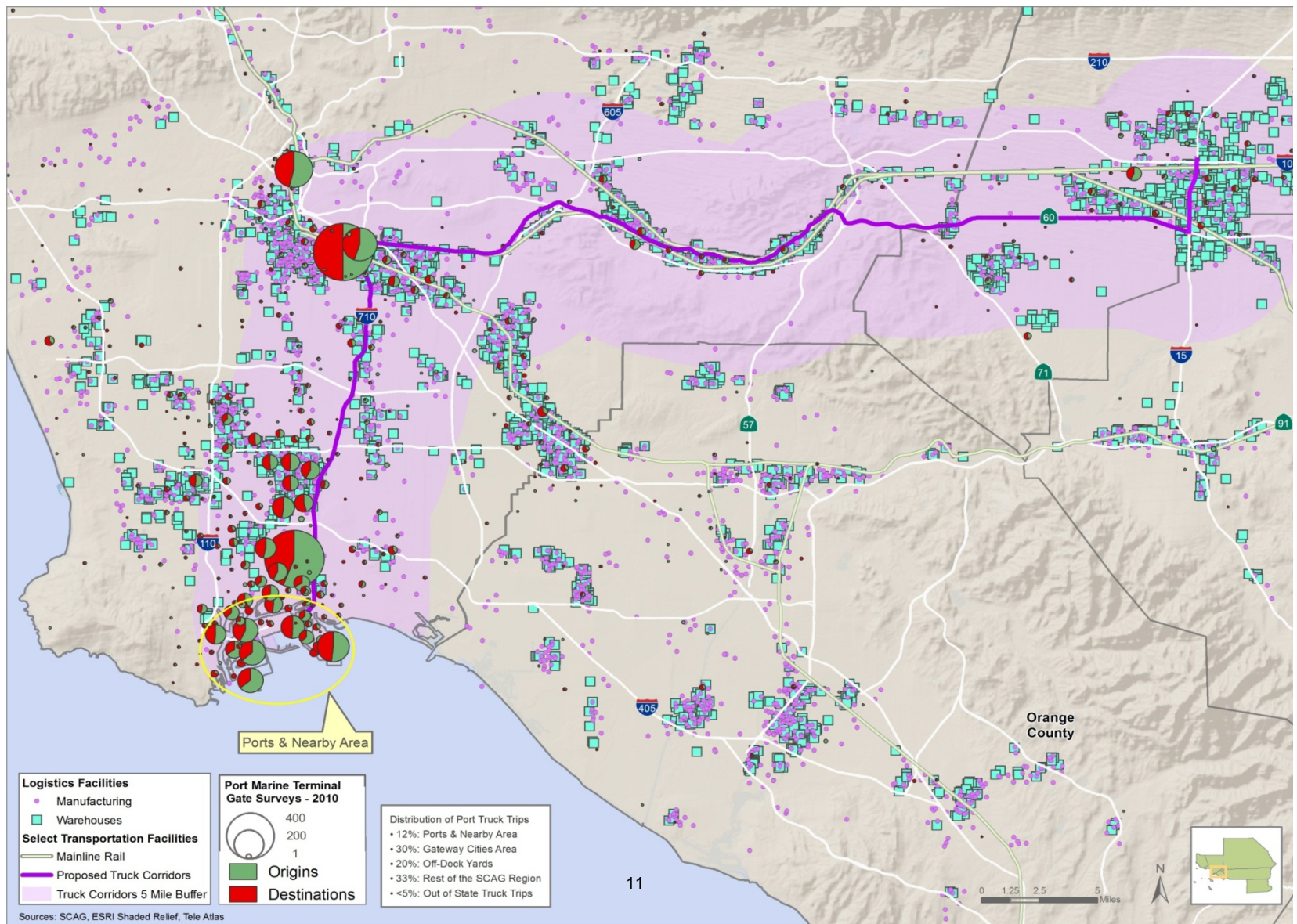


Employment Contributions

2.9 Million Jobs



Focus on Markets



RTP/SCS Goods Movement Investments

Goods Movement Investments

\$48.4 billion

**East-West Freight
Corridor**

Port access

Freight rail capacity

Grade separations

**Truck mobility
improvements**

Intermodal facilities

**Emission reduction
strategies**



Strategy: Regional Clean Freight Corridor System



- **58 Miles from Ports to I-15**
including I-710 and East West Freight Corridor
- **Infrastructure could provide Charging Systems**
that could extend the range of various technologies, allowing vehicles to exit and enter corridor to serve local markets
- **Screening criteria** *included market demand including proximity to industrial areas; ROW constraints including impact on residential areas; safety; and traffic congestion relief*

Strategy: Regional Clean Freight Corridor System

Mobility

- Truck Delay reduction of approximately 11 percent
- All traffic delay reduction of approximately 4.3 percent
- Reduces truck volumes on general purpose lanes – **up to 82 percent reduction on SR-60**

Safety

- Reduced truck / automobile accidents (up to 20-30 per year on some segments)

Environment

- 100 percent zero-emission truck utilization removes: 4.7 tons NO_x, 0.16 tons PM_{2.5}, and 2,401 tons CO₂ daily (2.7 percent to 6 percent of region's total)

Community

- Preferred alignment has least impact on communities
- Reduces traffic on other freeways
- Zero- and/or near-zero emission technology reduces localized health impacts

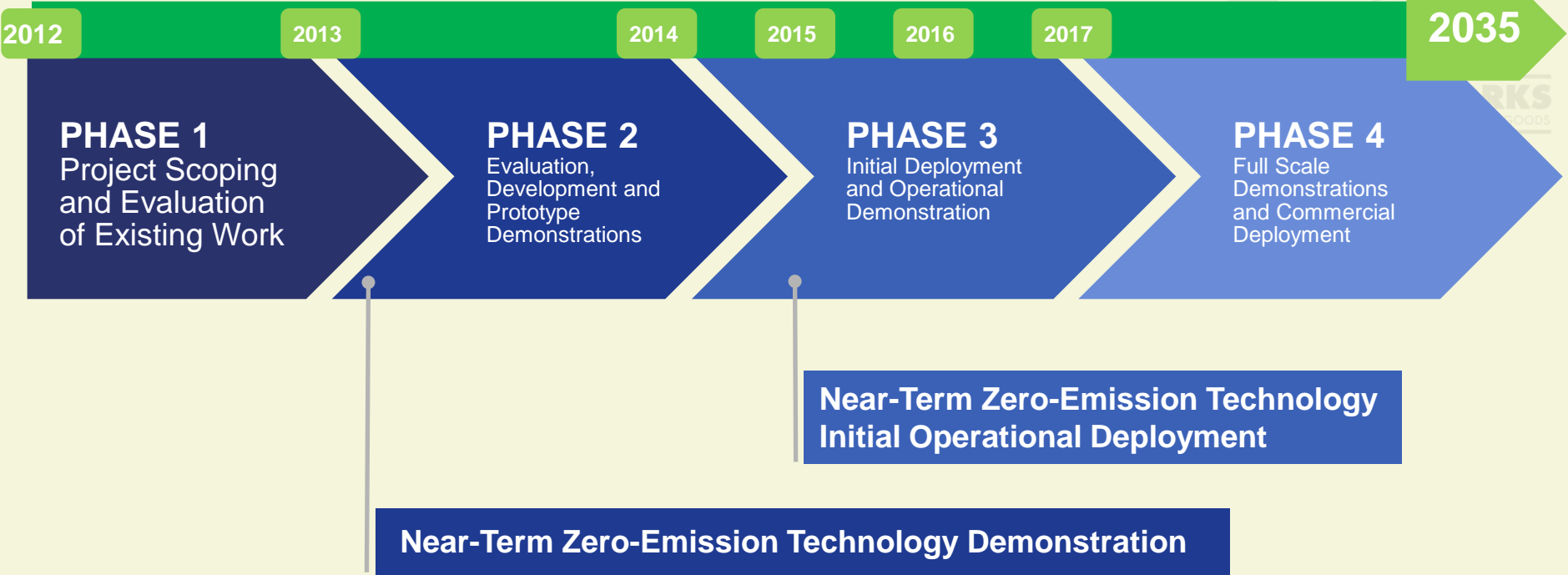
Potential Technologies for Freight Corridor System

- Infrastructure
 - Wayside power
(e.g. Catenary System, Inroad power)
 - Plug-in Infrastructure
- Truck types
 - Fuel Cell
 - Battery-Electric
 - Plug-in Hybrids/Dual Mode Hybrids
 - Currently Available
 - Natural gas trucks
 - Hybrid-electric trucks



Photo courtesy of Siemens

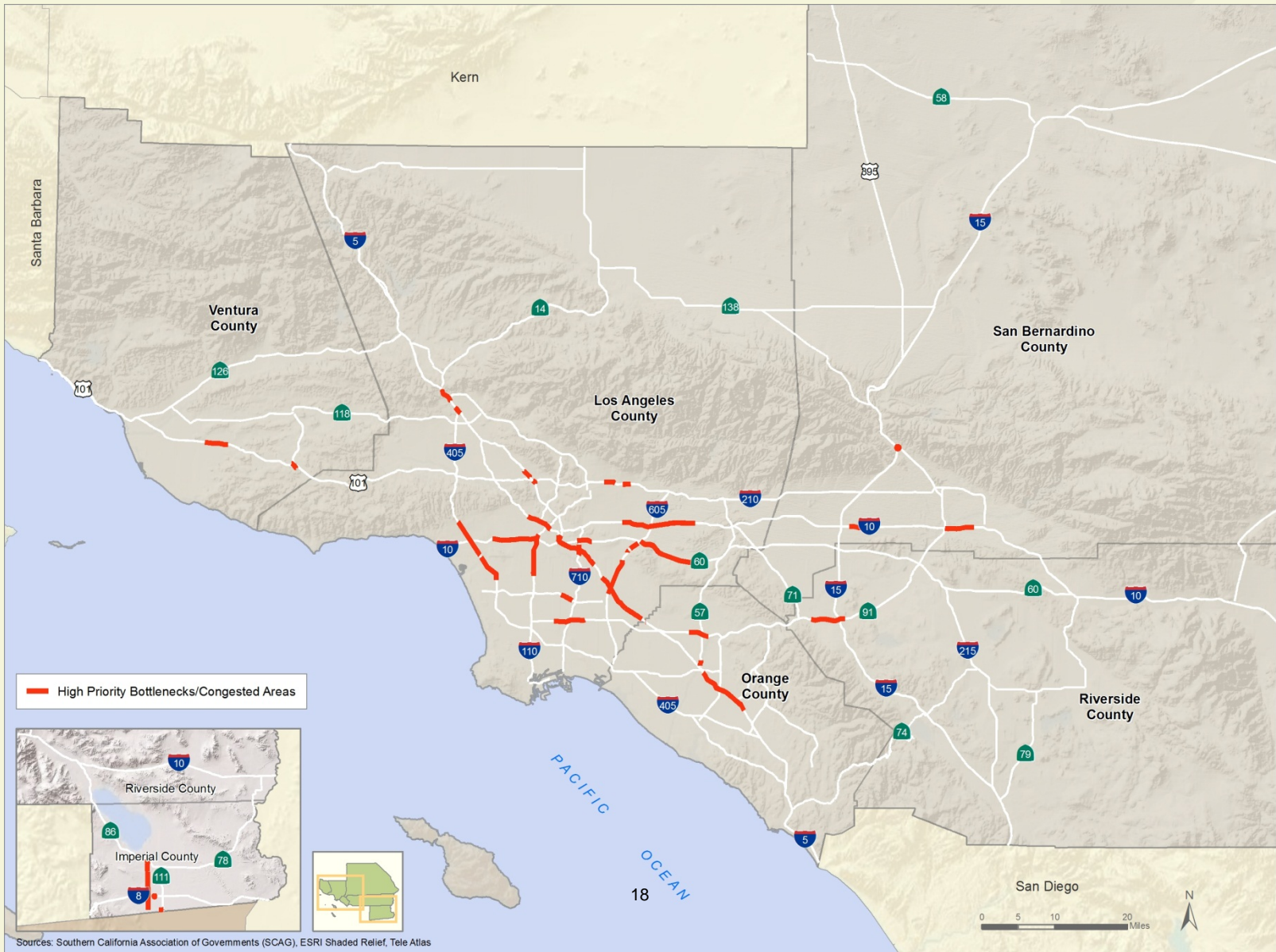
Strategy: Environmental Action Plan



Near-Term Zero-Emission Technology Demonstration and Initial Deployment

- **Project:** Zero emissions trucks using wayside power with extended zero emission range, truck types may include battery-electric, fuel-cell, and hybrid-electric trucks with all electric range
- **Project Cost:** \$35 million. This includes construction of infrastructure, design and build of demonstration trucks, and acquisition of a small fleet for initial operational deployment.
-
- **Schedule:**
 - *By 2013* – Demonstration
 - *By 2015* – Initial Operational Deployment
- **Potential Funding Partners:** AQMD to lead effort. Others may include: local transportation agencies and the ports

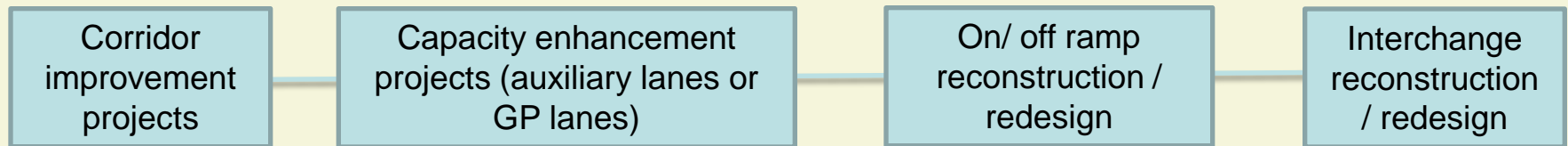
Strategy: High Priority Regional Truck Bottlenecks



Sources: Southern California Association of Governments (SCAG), ESRI Shaded Relief, Tele Atlas

Bottleneck Relief Strategy

- A substantial amount of truck delay is associated with bottlenecks. A coordinated bottleneck strategy focuses on mitigation of truck delay at bottlenecks/congestion hot spots.
- This is a cost-effective way to improve the efficiency of goods movement in the SCAG region. In addition, bottleneck projects tend to be less intrusive than other types of projects, and yield substantial benefits to trucks and passenger vehicles alike.



Strategy: Rail Package

Increase mainline capacity



Reduce rail emissions



Increase rail terminal capacity /efficiency and implement port-area rail improvements



Improve railroad grade crossing safety and reduce vehicular delay with grade separations.



Rail Strategy Benefits

Mobility

- Reduces train delay to 2000 levels.
- Provides mainline capacity for projected demand in 2035 (43.2 million TEUs)
- Eliminates 5,782 vehicle hours of delay per day at grade crossings in 2035

Safety

- Eliminates 71 at-grade railroad crossings.

Environment

- Reduces 22,789 lbs of emissions per day (CO₂, NO_x and PM_{2.5} combined) from idling vehicles at grade crossings
- Facilitates on-dock rail
- Reduces truck trips to downtown rail yards and associated emissions

Conclusion

- SCAG RTP includes almost \$50 billion of goods movement projects in the constrained RTP
- Emphasis is on commercialization of available clean technologies
- The region will work to secure funding, define parameters and launch new technologies in the timeframe of this RTP





SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

To learn more about SCAG and our efforts to encourage a more sustainable Southern California now and in the future, please visit www.scag.ca.gov.

Annie Nam

Manager, Goods Movement and Transportation Finance

email: nam@scag.ca.gov



GOODS MOVEMENT BORDER CROSSING STUDY AND ANALYSIS

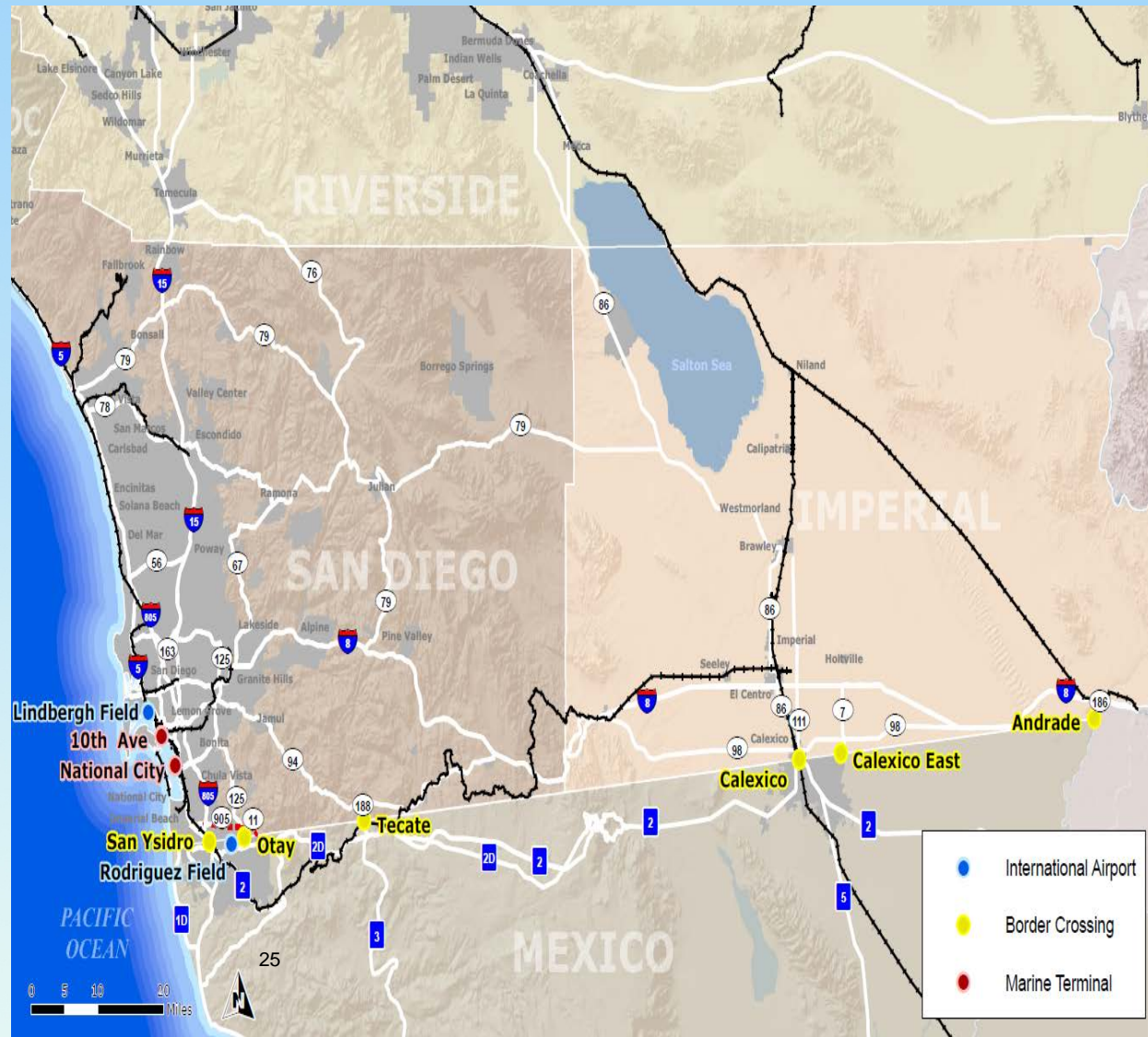
SCAG
Goods Movement Subcommittee

September 24, 2012



OVERVIEW OF THE STUDY AREA

- Three Major Cities in Imperial County (El Centro, Calexico, and Brawley)
- Mexicali is the capital and second largest city in the State of Baja California
- Three Ports-of-Entry in Imperial County (Calexico West-Mexicali I, Calexico East-Mexicali II, and Andrade-Los Algodones)



PROJECT OBJECTIVES

- Support regional planning efforts
- Assess current infrastructure needs in the California-Baja California border region
- Assess the mobility of commerce at the California-Baja California border region
- Develop freight planning strategies to address long term trade and transportation infrastructure needs

Project Overview

Tasks & Main Deliverables

Tasks	Primary Data Collection
Task 1: Overview of International Trade and Commercial Vehicle/Rail Activities	<ul style="list-style-type: none"> Targeted interviews
Task 2: Cross-Border Commercial Vehicle/Rail Origin and Destination Survey	<ul style="list-style-type: none"> O/D surveys – truck intercept O/D surveys – manufacturing companies O/D surveys – custom brokers
Task 3: Collection of Border Travel Time and Delay Data	<ul style="list-style-type: none"> Wait time for passenger vehicles Wait time for commercial vehicles Bluetooth and GPS
Task 4: Data Analysis and Final Study Report	

Task 1 - Targeted Interviews

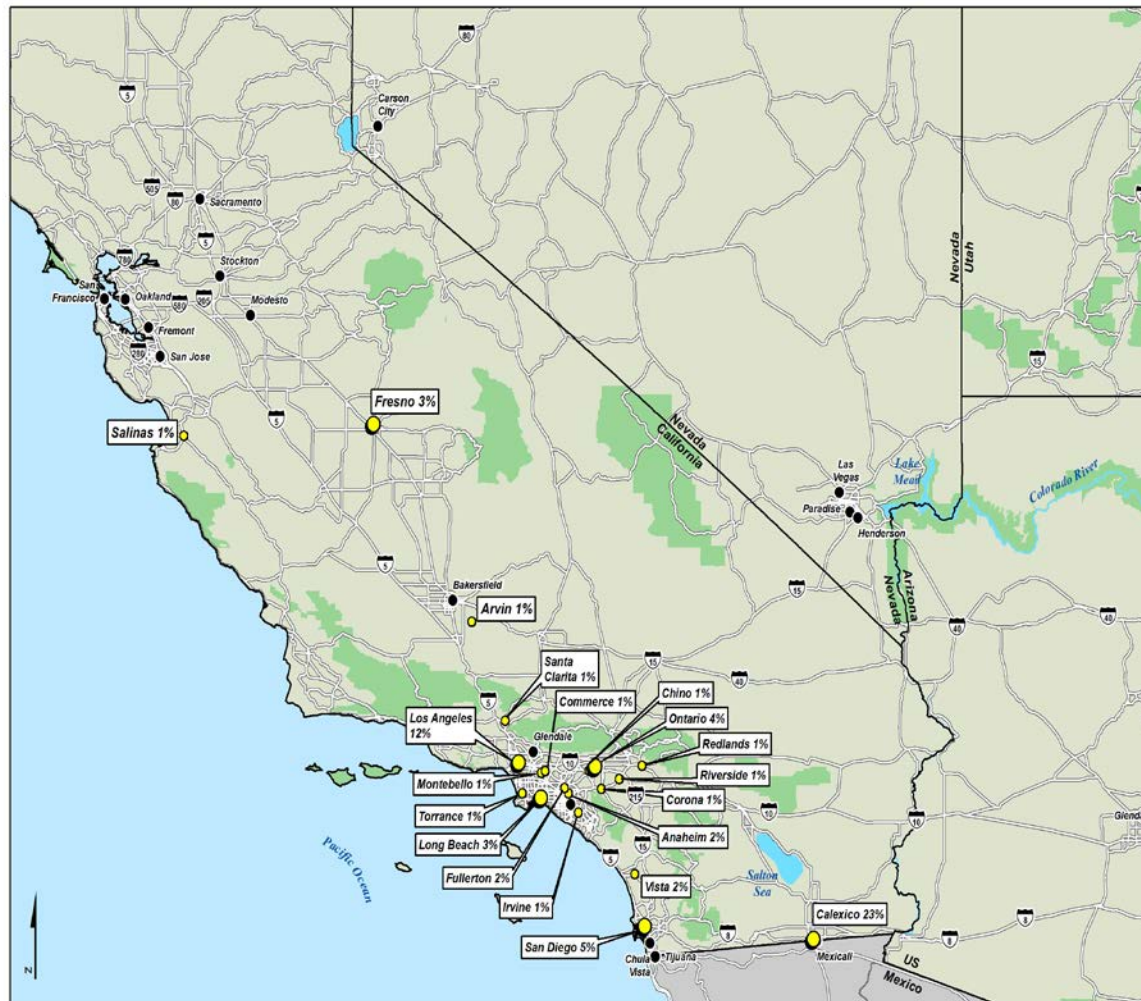
Summary Findings

Logistics and Supply Chain	<ul style="list-style-type: none"> • Small degree of interaction between large companies and local firms
Private Sector Processes	<ul style="list-style-type: none"> • Drayage is common component of border-crossing goods transportation
Origin Destination	<ul style="list-style-type: none"> • Import origin and export destination geographically concentrated
Border-crossing Travel Time	<ul style="list-style-type: none"> • Unpredictable border-crossing time
Transportation Procedures	<ul style="list-style-type: none"> • Limited benefits of FAST / C-TPAT
Strategic Infrastructure Development	<ul style="list-style-type: none"> • Unclear impact of NAFTA trucking provisions • Unclear future characteristics of transportation in region • No important challenges or impediments identified by transportation experts

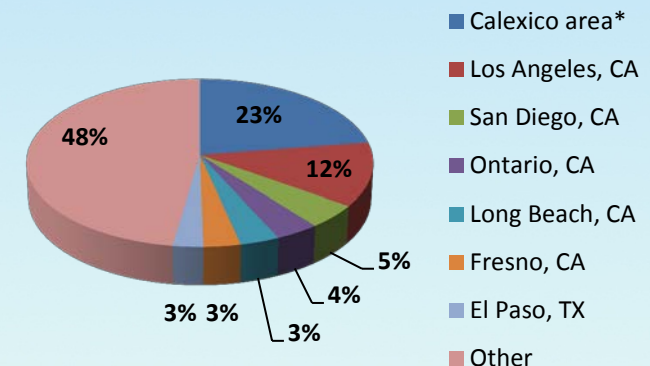
Task 2 – Origin/Destination And Willingness-To-Pay Data Collection

Survey Type	Survey Instrument	Data Collected
Origin/Destination Surveys with Regional Manufacturing Companies and Customs Brokers	<ul style="list-style-type: none"> • Interviews with Regional Freight Stakeholders • Shipment Information from Regional Freight Stakeholders 	<ul style="list-style-type: none"> • Origin/Destination Data (including mode, equipment type, number of truck providers, use of FAST/C-TPAT) • Types of Goods Transported • Use of Drayage
Origin/Destination Surveys with Truck Drivers	<ul style="list-style-type: none"> • Truck Intercept Surveys 	<ul style="list-style-type: none"> • Origin/Destination Data (including equipment type, frequency of border crossings, perceived wait time, use of FAST/C-TPAT) • Types of Goods Transported
Willingness-To-Pay Survey with Regional Manufacturing Companies and Customs Brokers and Truck Drivers	<ul style="list-style-type: none"> • Interviews with Regional Freight Stakeholders • Truck Intercept Surveys 	<ul style="list-style-type: none"> • Willingness-to-pay for reductions in border-crossing time • Required time savings to Pay a Fee

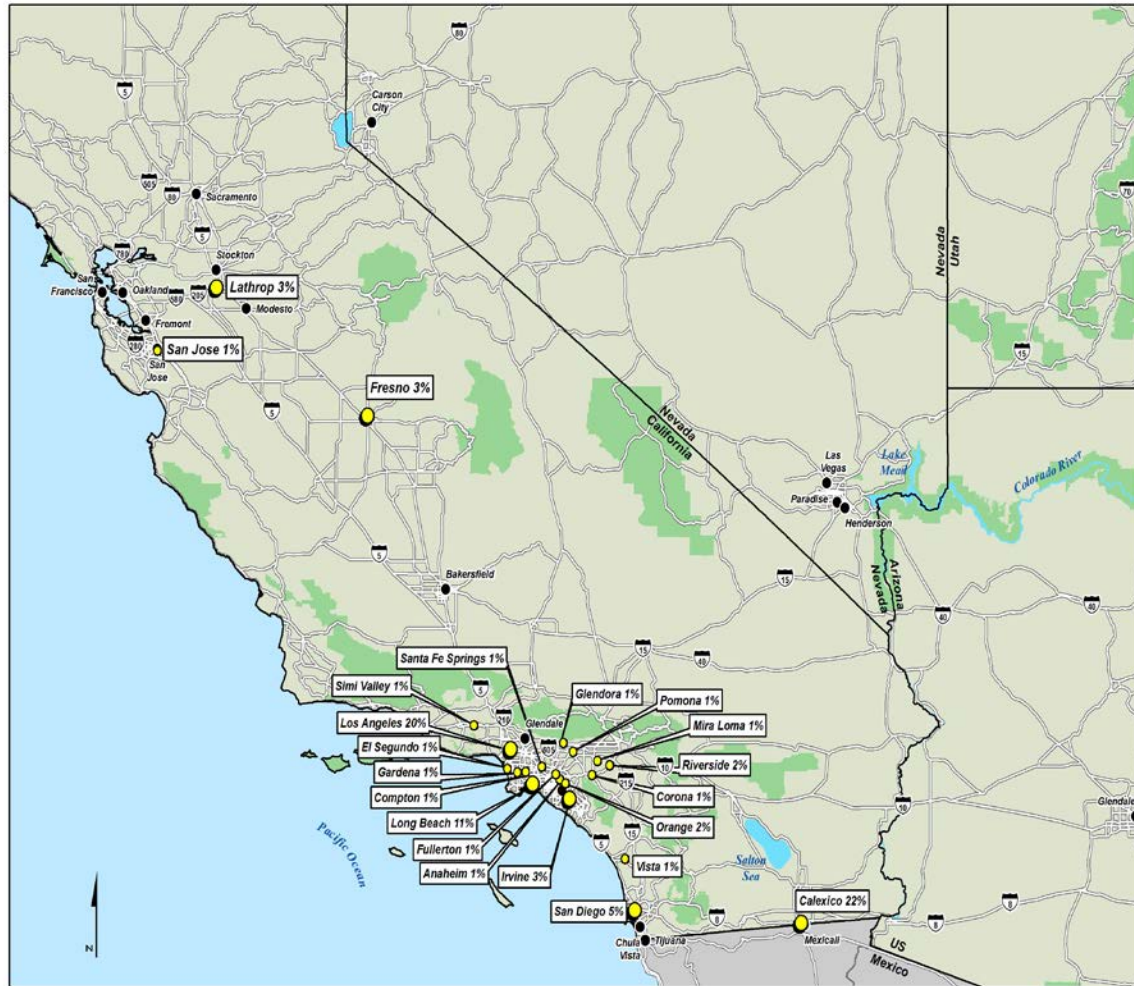
Reported Destination for Northbound Shipments Company Surveys



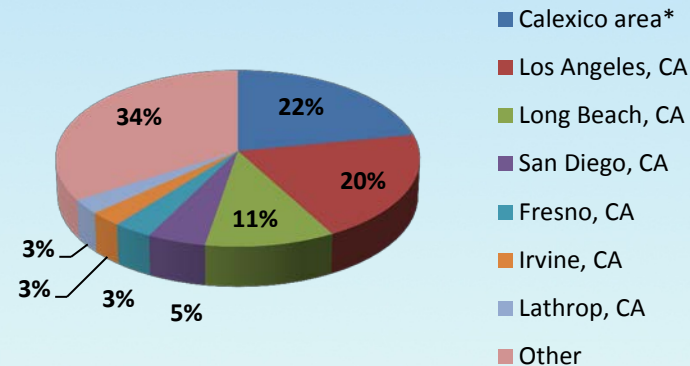
- About 79% of the shipments were destined for a city in the State of California
- 61% of shipments were destined for cities in the SCAG region
- 35% of total shipments had destinations in the Calexico and Los Angeles areas



Reported Destination for Southbound Shipments Company Surveys



- 63% of shipments originated in a city in California
- 35% originated in cities in the SCAG region
- 52% percent of total shipments originated in the Calexico and Los Angeles areas

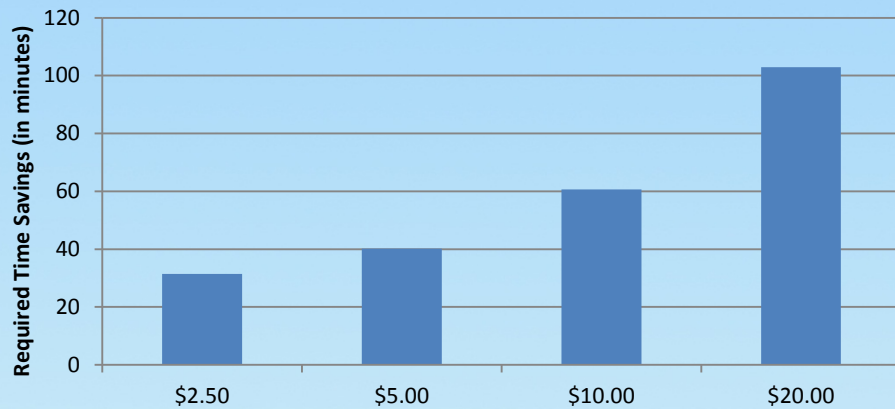


Strategic Infrastructure Development

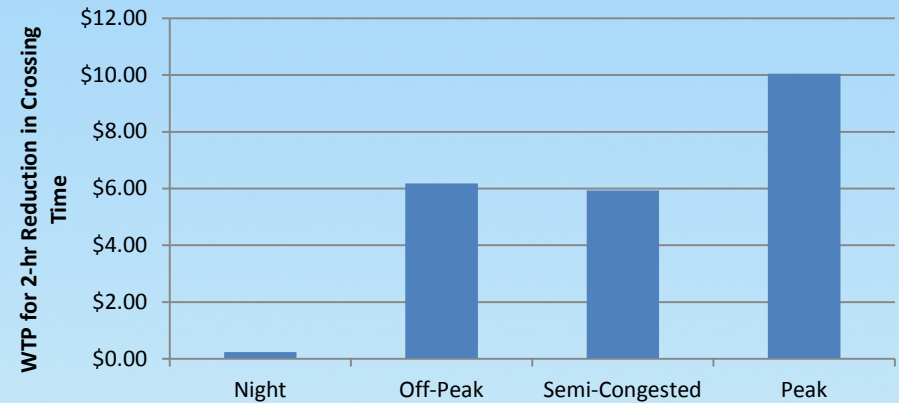
Willingness-to-Pay for New Infrastructure

Northbound

Required Time Savings for each Proposed Toll Level, Companies with Northbound Shipments (n=51)

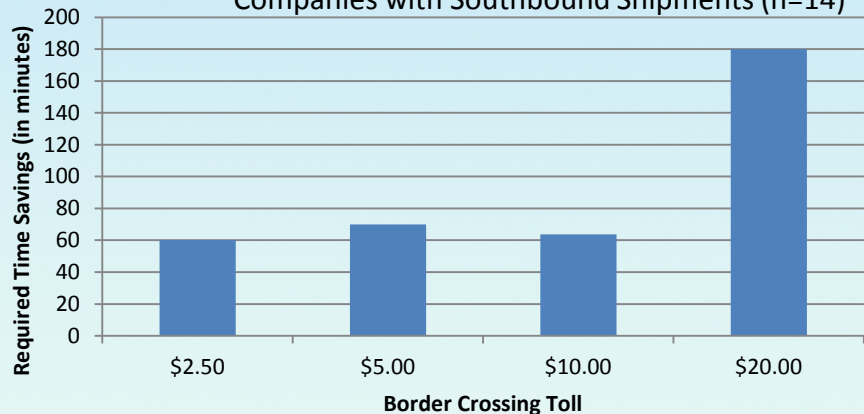


WTP for 2-hour border-crossing time reduction, Companies with Northbound Shipments (n=51)

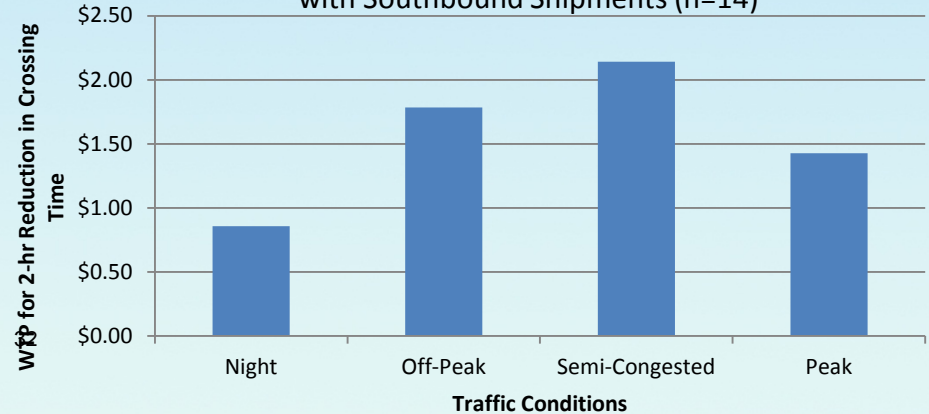


Southbound

Required Time Savings for each Proposed Toll Level, Companies with Southbound Shipments (n=14)



WTP for 2-hour border-crossing time reduction, Companies with Southbound Shipments (n=14)



Task 2 - Origin-Destination Surveys

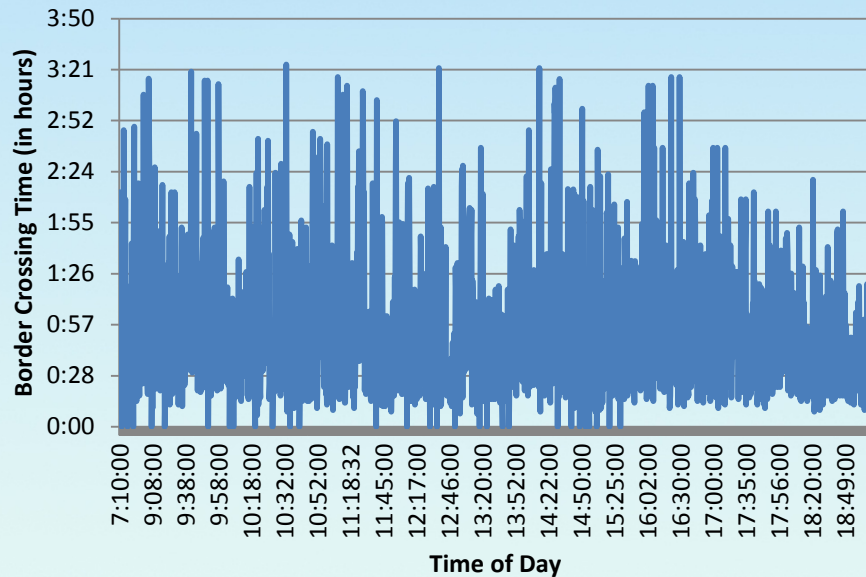
Summary Findings

Origin – Destination	<ul style="list-style-type: none"> • Vast majority of trucks using Calexico East POE travel locally – i.e., between Mexicali and Calexico • Goods movement in the area occurs primarily between manufacturing facilities and warehouses
Private Sector Processes	<ul style="list-style-type: none"> • Drayage is an important component of local supply chain • Inbound shipments do not use third parties for transportation
Transportation Procedures	<ul style="list-style-type: none"> • Logistic companies do not use FAST program
Impact of Delays	<ul style="list-style-type: none"> • Three out of every four trucks in the region cross the border at least once a day
Willingness-To-Pay	<ul style="list-style-type: none"> • Users not opposed to idea of tolled border crossing lanes for predictable travel time

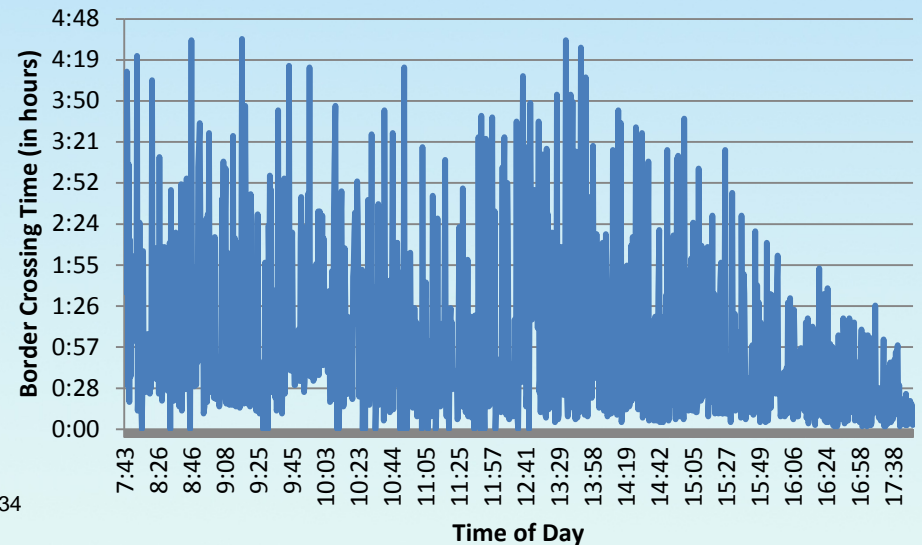
Task 3 – Collection of Border Travel Time and Delay Data

- Measurement of border travel times completed using photographic time stamps
- All data collected at Calexico East – Mexicali II Border Crossing

Northbound (n=1,567)



Southbound (n=1,134)



Task 3 - Collection of Border Travel Time and Delay Data

Summary Findings

Wait Time At Crossing	<ul style="list-style-type: none">• Truck crossings show similar performance and reliability indicators for aggregate Northbound and Southbound trips• Breakdown of truck trips by type of cargo shows clear differences in border-crossing performance and reliability for empties, FAST and loaded• Day-of-the-week and time-of-day of crossing affect border-crossing wait time for trucks• Border-crossing wait times in Calexico are high compared to busier Border-Crossing Points• Calexico ranks fourth in average crossing time for northbound trucks in a sample of travel times that includes, in addition to Calexico, the five busiest southern land border POEs

Task 4 - Policy Recommendations

Optimize use of the existing system and infrastructure	<ul style="list-style-type: none">• Initiate appointments at the borders crossings• Explore variable pricing and value pricing• Implement “windows” of priority• Provide Information to Users (e.g., promotion of efficient dispatch schedules)
Improve throughput	<ul style="list-style-type: none">• Reduce Mingled and Diverse Traffic Types at the Border Crossing (e.g., exclusive lanes for low risk agricultural products)• Expand trusted traveler programs• Explore Streamlined Processing Centers (i.e., integration of Mexican export inspections, and U.S. security, trade, and safety, and state inspections)
Increase capacity	<ul style="list-style-type: none">• Explore expansion of physical infrastructure (including existing improvements and/or new infrastructure)• Increase staffing and operation hours

Potential Next Steps

- Develop an understanding of the drivers of cargo in the region by studying the region's warehouses/distribution centers in detail for true origin and destination
- Study the macroeconomic implications in the region due to increased maquiladora activity and expansion of free-trade zones
- Support and promote ICTC's request with General Services Administration and U. S. Customs and Border Protection to promote expansion of port-of-entry in Imperial County.

Potential Next Steps

- Study included initial discussion about the potential for variable pricing. It is recommended to study this in detail before any major policy recommendations are made
- Suitable opportunity for SCAG to partner with SANDAG in updating a study to further enhance the working relationship between the agencies in addressing the border issues.

Thank You



MEMORANDUM

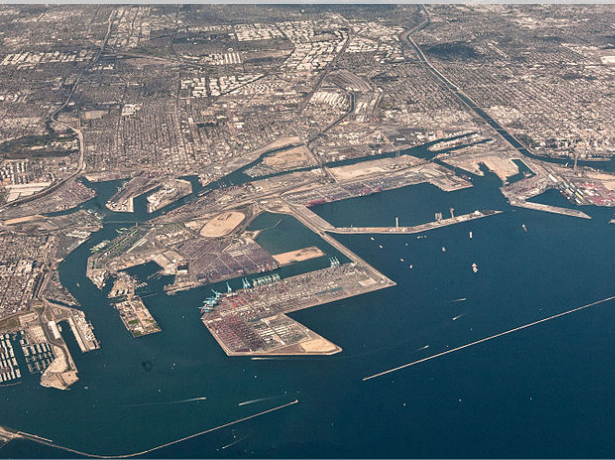
TO: GOODS MOVEMENT SUBCOMMITTEE
FROM: ANNIE NAM, MANAGER, GOODS MOVEMENT AND
TRANSPORTATION FINANCE
SUBJECT: FREIGHT IMPLICATIONS OF MAP-21
DATE: 9/20/2012

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. This law funds surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014 and is the first long-term highway authorization enacted since 2005. This law has specific provisions for freight transportation policy and funding.

The attached presentation was prepared by Sharon Neely, the Chief Deputy Executive Director of SCAG and delivered at the Ohio Conference on Freight in September 2012. This presentation is provided for your information as it summarizes relevant aspects of MAP-21 for freight transportation. We will continue to provide information on MAP-21 and its implications for regional goods movement over the course of the next several subcommittee meetings.



Freight Implications of MAP-21



MAP-21

Freight Provisions

- MAP-21 establishes a multimodal National Freight Policy.
- Calls for the establishment of a National Freight Network.
- Calls for development of a National Freight Strategic Plan, which will be done by the recently announced Freight Policy Council.
- States are encouraged to form Freight Advisory Committees to provide ongoing input on freight issues.
- Freight Advisory Committees will also assist in development in State Freight Plans.
- Projects of National and Regional Significance (PNRS) program, a potential funding source for freight-related projects, will continue to fund projects that provide long-term congestion relief and safety improvements.
- Railroad Rehabilitation and Improvement Financing (RRIF) program modified to allow applicants to use future dedicated revenues or income as collateral to help secure an RRIF loan.

MAP-21

Freight Provisions

- Provides incentives to use federal funds for freight improvements (up to 95% for projects on Interstate system; 90% for other projects).
- Some of the projects that would be eligible include:
 - Construction, reconstruction, rehabilitation, operational improvements directly relating to improving freight movement;
 - Intelligent transportation system and other technology to improve the flow of freight;
 - Efforts to reduce the environmental impact of freight movement;
 - Railway-highway grade separation;
 - Truck-only lanes; and
 - Improvements to freight intermodal connectors and truck bottlenecks.

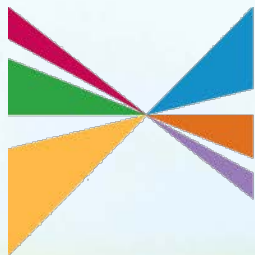
Next Steps

- Federal DOT establishes Freight Council
- Federal DOT Submits National Freight System Map to Congress by October, 2013 (27,000 miles urban and 3,000 miles rural)
- MAP 21 funding authorization expires October 1, 2014
- Re-establish \$2b for freight transportation infrastructure for FY 15
- Funding was taken out of MAP 21 by House members of Conference Committee and is key goal for national freight stakeholders to increase House member awareness of freight benefits

More Information

For more information, please go to:

www.scag.ca.gov/legislative/



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