

Goods Movement

Fall 2007



Alameda Corridor

Trucks, trains and planes transport the goods that fuel the economic engine of Southern California and beyond. By 2030, the total movement of goods will increase dramatically, further burdening our already strained transportation infrastructure and facilities...

By the Year 2030...

International trade through the the ports of Long Beach and Los Angeles is expected to nearly triple. These activities will in turn increase daily truck trips along the nine major truck routes in the region by 70%. Daily rail trips through the region's mainlines will increase by over 150%. While the potential economic benefits of increased regional goods movement that accrue to the region, state and nation are great, the potential negative effects on the region's mobility, air quality, safety and resources are staggering.

SCAG's Program

SCAG's Goods Movement Program seeks to identify and advocate those transportation initiatives and projects of regional significance that, on balance, will optimize the goods movement system across a set of priorities:

- Economic Efficiency
- Congestion Mitigation
- Safety Improvement
- Air Quality Improvement
- System Security

Studies and projects underway will direct the efforts and resources of SCAG's Goods Movement Program as it prepares for reauthorization of federal transportation legislation, and for the implementation of its priorities as set forth in the 2004 Regional Transportation Plan (RTP).

Regional Initiatives

SCAG's focus is on increasing rail and highway capacity through viable programs that will optimize public expenditures on regional goods movement infrastructure development, including: ground access improvements to ease traffic related to airports and marine ports; dedicated truck lanes and climbing lanes; inter-modal transfer yards; and additional railway trackage, grade separations, and freight corridors.

An Exemplary Project

The Alameda Corridor, a 20-mile rail cargo expressway linking the San Pedro Bay ports to downtown Los Angeles rail yards, is an inspired example of multi-jurisdictional planning. Initial planning began at SCAG in 1982, and the Corridor opened in 2002 to universal acclaim. Featuring a 10-mile long, 50-foot wide trench traversing the cities along its center section, creating grade separations at more than 200 street-rail intersections, it meets each and every priority established by the Goods Movement Program and is an excellent example of what inspired planning can accomplish.

For more information, contact Nancy Pfeffer at 213.236.1869 or pfeffer@scag.ca.gov.

Or visit the SCAG website at: www.scag.ca.gov/goodsmove



Resolving Regional Challenges

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