

# APPENDIX B-7-7: DISTRICT 7 – LOS ANGELES

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Covering Los Angeles and Ventura counties in Southern California, District 7 is a diverse geographic area that includes 120 miles of coastline, large areas of coastal plain, canyons, hills, and mountains. Land use varies greatly, from forests and wilderness areas to the largest, most populated metropolitan area in the state. District 7 has the largest containerized port complex, busiest freight rail system and second busiest air cargo system in the U.S. Caltrans owns and operates 1,188 miles of state and interstate highways in the district. Los Angeles and Ventura are two of the six counties (10 million residents) represented by the Southern California Association of Governments (SCAG), the nation's largest metropolitan planning organization.

## TRUCKING

District 7 is responsible for 42 freeways and highways. Los Angeles County has 915 freeway and highway miles, and Ventura County has 273 miles.

### *Major Goods Movement Routes*

United States (US) 101, Interstate (I)-5, I-10, I-105, I-110, I-210, I-405, I-605, I-710, State Route (SR)-57, SR-60, SR-91, SR-47

### *Trucking Issues*

- Southern California's aging transportation system is at capacity, serving a population in Los Angeles County alone of over ten million people.
- District 7 has five of the 10 worst truck bottlenecks in the United States.
- Truck vehicle miles traveled (VMT) is expected to double by 2030.
- Average annual daily heavy truck traffic exceeds 10,000 on I-5, I-10, SR-60, I-210, and I-710.

## RAIL LINES

Two Class I Railroads operate in District 7, Union Pacific (UP) and BNSF Railway (BNSF).

- Alameda Corridor: A railroad express line – in a 20-mile trench – that connects the San Pedro Bay Ports to the transcontinental rail network east of downtown Los Angeles.
- Alameda Corridor East: Extends the benefits of the Alameda Corridor through construction of safety improvements and 20 grade separations

across 70 additional miles of mainline railroad in the San Gabriel Valley.

### **BNSF Railway**

- Hobart Yard, located in the City of Commerce near the junction of I-710 and SR-60: Largest intermodal rail yard in the United States, with 1 million containers and over 40,000 locomotives a year.
- Southern California International Gateway (SCIG): Proposed new intermodal yard adjacent to the Alameda Corridor near the San Pedro Bay Ports. Would increase use of the Alameda Corridor, reducing the need for trucks to haul containers on the I-710 to the Hobart Yard.

### **Union Pacific (UP) Railroad**

- Commerce Yard: Just north of BNSF's Hobart Yard, this facility is primarily used for cargo handling. Processes over 350,000 containers per year.
- City of Industry Yard: Intermodal cargo handling.
- Intermodal Container Transfer Facility (ICTF) and Dolores Yard: Adjacent to the Alameda Corridor near the San Pedro Bay Ports. The ICTF is an intermodal facility moving containers from the ports onto the Alameda Corridor to reduce truck trips to the Commerce and Industry yards. The Dolores Yard is an adjacent servicing and switching facility.

## SEAPORTS

### Ports of Los Angeles and Long Beach

- San Pedro Bay is an inlet on the coast of Southern California and the site for the Port of Los Angeles (POLA) and the Port of Long Beach (POLB). POLA and POLB make up the San Pedro Bay Port Complex and is the principal international, water-trade gateway in California.
- Largest container complex in the U.S. and fifth largest in the world.
- Two ports combined handle 40 percent of all U.S. containerized waterborne imports.
- Sixty-percent of imports are shipped to destinations outside California.
- Volume of cargo is expected to triple, from 11.8 million TEU (twenty-foot equivalent units) in 2009 to 43.2 million TEU in 2035.
- Supports 4.7 million jobs across the U.S.
- The San Pedro Ports are investing over \$6.0 billion in infrastructure projects over the next decade to compete in a 21st century global economy.

### Port of Hueneme

- Provides a niche market for the import and export of automobiles and fresh produce.
- Positioned near the Santa Barbara Channel, the Port of Hueneme has become the primary support facility for the offshore oil industry.
- Fourth largest port in California.
- Supports 4,500 jobs in Ventura County.
- Over \$7 billion in cargo value moved through the Port of Hueneme each year.
- One of the nation's busiest banana importing ports and included in the nation's top ten automobile importing ports.

## AIR CARGO AIRPORTS

Air Cargo Facilities at regional airports handled over \$78 billion in air cargo in 2010, much of it moving through the regional intermodal system upon arrival.

Major air cargo facilities include:

- Los Angeles International (LAX) – handles 1.6 million tons of air cargo annually and accounts for more than half of the state's air cargo tonnage.
- Between 2003 and 2011, cargo tonnage at Long Beach dropped by 50 percent. Most of the current cargo is carried by FedEx and UPS in smaller aircraft. The larger volumes designated for movement by air are trucked to Los Angeles or Ontario.
- Bob Hope/Burbank (BUR) Airport air cargo activity by the length of the runway to feeder and narrow body aircraft.

## TRADE CORRIDORS IMPROVEMENT FUND (TCIF)-SUPPORTED PROJECTS

### *Improving intermodal connections to the San Pedro Bay Ports:*

- Gerald Desmond Bridge Replacement
- SR47/I-110 Access Ramps Improvement
- C Street Access Ramps Improvement
- Washington Boulevard Widening and Reconstruction Project
- South Wilmington Grade Separation
- Alameda Corridor West Terminus Intermodal Railyard – West Basin Railyard Extension Project
- Cargo Transportation Improvement Emission Reduction (CTIER) Program – Phase I and Phase II (divided into two projects/phases)

### *Improving intermodal connections to Port Hueneme:*

- US 101 Rice Avenue Interchange, City of Oxnard

### *Improving the freight rail system:*

- Alameda Corridor East: San Gabriel Valley Grade Separation Program; Baldwin Avenue Grade Separation Project
- New Siding on Antelope Valley Line for Freight Trains



## SOURCES AND ADDITIONAL INFORMATION

Alameda Corridor-East Construction Authority: <http://www.theaceproject.org/>

Alameda Corridor Transportation Authority: <http://www.acta.org/>.

California Air Resource Board and Business, Transportation and Housing; 2007: Goods Movement Action Plan, <http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>.

Caltrans Office of Freight and System Planning: Air Cargo Mode Choice and Demand Study (2010): [http://www.dot.ca.gov/hq/tpp/offices/ogm/air\\_cargo.html](http://www.dot.ca.gov/hq/tpp/offices/ogm/air_cargo.html).

Caltrans Office of Truck Services: <http://www.dot.ca.gov/hq/traffops/trucks/>

California Transportation Commission, Trade Corridor Improvement Fund: <http://www.catc.ca.gov/programs/tcif.htm>.

Future Ports: <http://www.futureports.org/>

Los Angeles County Metropolitan Transportation Authority (Metro); 2008: Multi-County Goods Movement Action Plan: <http://www.metro.net/projects/mcgmap/>.

Port of Los Angeles: <http://www.portoflosangeles.org/>.

Port of Long Beach: <http://www.polb.com/>.

Port of Hueneme: Oxnard Harbor District, <http://www.portofhueneme.org/home.php>.

Southern California Association of Governments (SCAG): <http://www.scag.ca.gov/goodsmove/>.