

Pilot Project Ideas
#1

ctwilliams2012@yahoo.com

CFAC/SCAG 10-20-15
CFAC/SCAG NEED LOGISTICS MODEL - PROCESS FLOW DIAGRAM including Ship/Truck/Rail

WORLD MODEL Pacific California vs Mexico vs Panama Gulf/Atlantic vs Arctic/Suez
Process - Manufacture<>Retail - Container Returns must be In any Logistics Model.

Logistics Model BASE - In-Bound Only

Port/\$-Time - Ship Time	-	Port Time vs	Rail Time	-	Delivery/PickUp/1Way
Short 6000/360hr		<u>Long 10-20d</u>	Long 50hr		+360+240 = 650-890hr
			1700mi		
Interm. 7500/470		Short 7d	1200 35hr		+470+170 = 675hr
Long 12,000/800hr		Short 5d	Short 20hr		+800+120 = 940hr
Assessd.:	Low Risk	HIGH RISK	Low Risk		Total RISK IMPACT
		Ldd./Empty Units			

Pacific MODEL Logistics Process - Shipping<>Berths<>Port<>Near Ports/TransLoading > Rail

SoCal FREIGHT MODEL Containers/Tons/\$\$ VSTrucks / RailCars 1/2 x 2.65 TEUs

Empties - Tons=0, \$\$=0

Year	TEU-L	TEU-L+E	53ftU/yr	53ft/d	53ft/hr
2035	35.8M	71.5M	27.0M	74.0K	3083
					50lift/hr ??25 if Q'ed
2040	40M	80.0M	30.2M	82.7K	3446

Current DOT models with \$\$\$ and Tons do not reflect reality, roads, and rails

SoCal Freight Corridors

<> Railroads	<> Alameda Crdr.	E - Colton
		NE-Palmdale
		NW-SanLuisObispo
<> Trucks	<> 710-60/605-210	Colton
	<> 5-14 or 710-210-14	Palmdale

TRENDS

Shipping	Berths/Ports	Near Ports	Far-Ports/Inland	Extra-Calif Process
40ft>53ft	Automation	Zero Transloading	Colton	Gulf/Atlantic Ports
Bigger/	Rail on Dock	Trucks	Palmdale/HDC	W.Coast Mexico Ports
Deeper	Truck VS Rail Class1	Rail	Routes-N/NW/NE, SE	Integrated Rail/KCS
Commercial	Proprietary Depts.	Developments	Infrastructure/Access	
Maritime	Zero Empties	Empties Sources	Empties Storage	

SHIPPERS want reduced SoCal Risks for Ships and Deliveries
Shippers Converting Ships to 53ft containers - reduces risks in/near port/berths

Automate Berth Lifts - One Loaded Off / One Empty On - One Gantry Cycle = 2 containers moved
HK-'92 1M TEU/yr = 2740TEUs/d = 1000+53Us - Ldd/d = 43/hr = 4 gantries = 11/Gan.hr = 5min/gant.lift
Berth: Truck In - Gantry lifts Ldd. - Drops Ldd. - Lifts Emt. - Drops Emt. on truck - Truck Out
5 min. = 1 Ldd.Unit On, one Emt.Unit Off = 2 x 2.65 TEUs/Gantry / 5 min. x 12 x 24 = 763 TEUs/d
Berth with 4 Gantries = 3052 TEUs/Berth-day x 6 day x 52wk = 950K TEUs / yr or 359K 53Us/yr
Eliminate Empties in Port or stacks of more than ONE - Stored in 3-5 stacks in Inland Ports (>50mi)
Rail On Dock - In/Out-Locos, ByPassing and Switching

Eliminate Transloading with Conversion to 53U Ships

Crane/Gantry - Rail Car Design for Automated Lifts/Places
Extra Wide -
Double Stack Unloading Double Stacked Rail Double-stacked-empties lifts

Beat 31 – Navarro's Towing, LLC

SBE Subcontractor(s)		% Commitment
1.	AAA Oils, Inc. dba California Fuels	6.00%
Total		6.00%

Beat 39 – Hovanwil, Inc. dba Jon's Towing

SBE Subcontractor(s)		% Commitment
1.	None	0.00%
Total		0.00%

Beat 43 – Disco Auto Sales, Inc. dba Hollywood Car Carrier

SBE Subcontractor(s)		% Commitment
1.	AAA Oils, dba California Fuels	10.20%
Total		10.20%

Beat 50 – Navarro's Towing, LLC

SBE Subcontractor(s)		% Commitment
1.	AAA Oils, Inc. dba California Fuels	6.00%
Total		6.00%

Beat 70 – Classic Tow, Inc. dba Tip Top Tow Service

SBE Subcontractor(s)		% Commitment
1.	AAA Oils, Inc. dba California Fuels	10.20%
Total		10.20%

Beat 71 – Bob and Dave's Towing, Inc.

SBE Subcontractor(s)		% Commitment
1.	None	0.00%
Total		0.00%

B. Living/Prevailing Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) will be applicable on this contract. Metro staff will monitor and enforce the policy guidelines to ensure that workers are paid at minimum, the current Living Wage rate of \$16.04 per hour (\$11.17 base + \$4.87 health benefits), including yearly increases. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.