SPECIAL SESSION:
Optimizing Truck Movements in the Southern California Port Region

- Intro to the Session: Mark Jensen, Transpo Group (Moderator) (5 min)
- The DrayFLEX Program and Applications (30 min)
  - Program Overview and Related Initiatives: Shrota Sharma, LA Metro
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- Related Port-specific Initiatives
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METRO GOODS MOVEMENT TECHNOLOGY PROGRAM

SHROTA SHARMA
LA METRO

Metro

Metro is a...

Funder

Operator

Planner

Builder

Metro

Goods Movement in the Region Today

San Pedro Bay Ports handled over 20 million TEUs in 2021 – the largest ports in the country

40% imports, 25% exports

By 2035, truck volumes and TEUs will triple

ISSUE: Increased container volume → increased freight hauled on trucks

SOLUTION: Use ITS to improve goods movement at the POLA & POLB

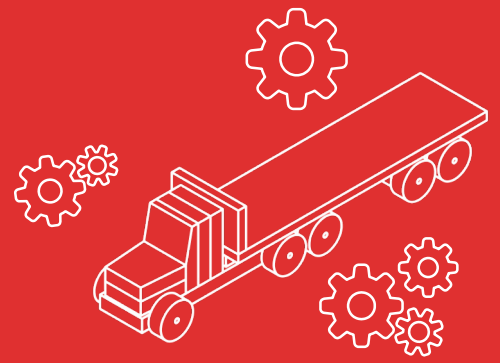
Gateway Cities Technology Plan for Goods Movement

Developed implementation plan for deploying technology to reduce congestion and improve air quality

13 individual ITS projects identified, FRATIS among these projects

Related elements identified in Technology Plan:

- Enhances traveler information systems to address specific freight needs
  - Integrates data on wait time at intermodal facilities
- Drayage Optimization
  - Optimize truck/load movements between freight facilities

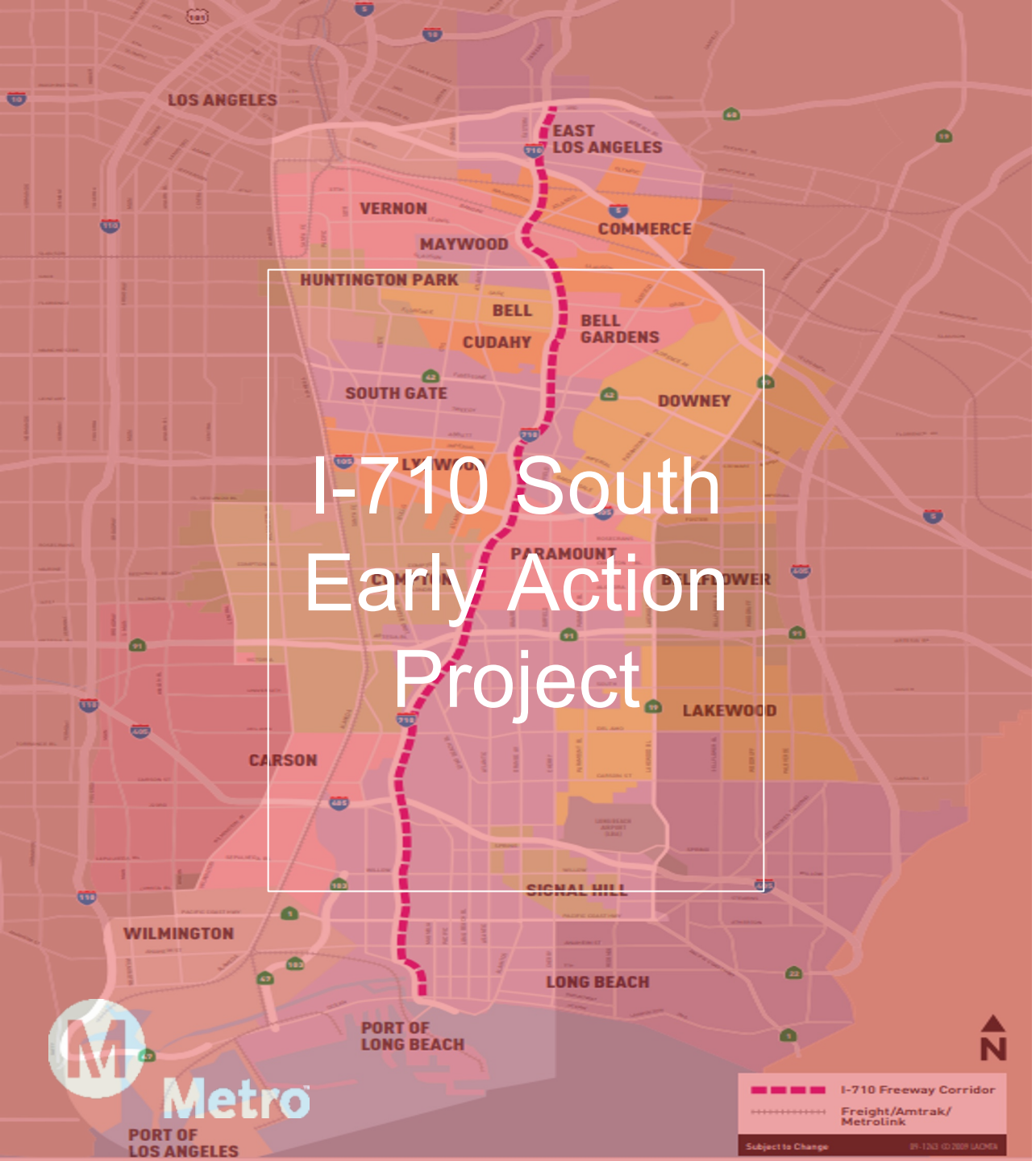


FRATIS

Freight Advanced Traveler Information System

The FRATIS application bundle provides freight specific route guidance and optimizes drayage operations to improve coordination between freight facilities.

Metro



Addressing mobility goals for I-710 South corridor.

FRATIS intends to address the following objectives:

- Improve air quality
- Improve mobility, congestion, and safety
- Assess alternative, green goods movement technologies

Improve Trucking Company Experience & Add Significant Daily Value

Promote the use of FRATIS with more **flexible software**

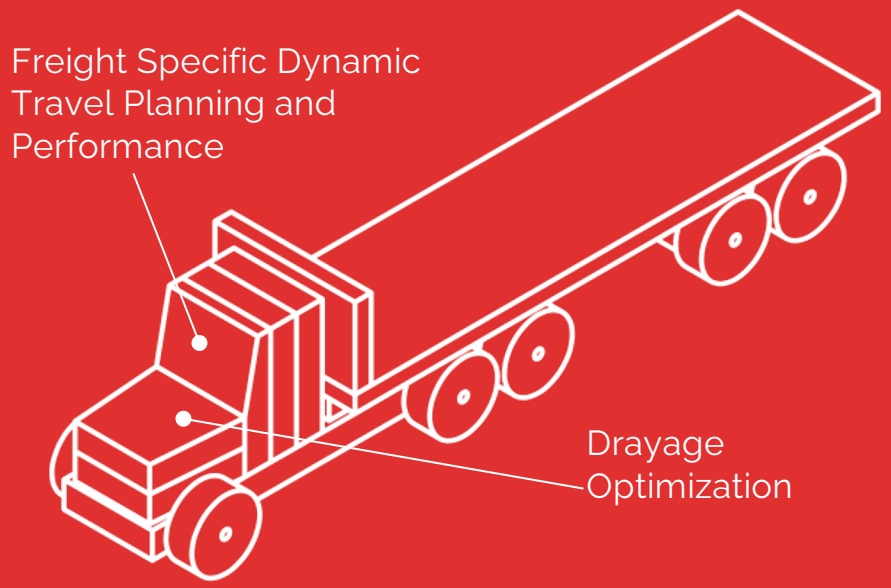
Improved integration approach

Make FRATIS a **true mobile application** (using any iOS or Android platform)

Integrate and operationalize features that LA Ports really need

Rebranded as **DrayFLEX Core** and **DrayFLEX Trip**

DrayFLEX Core



Metro

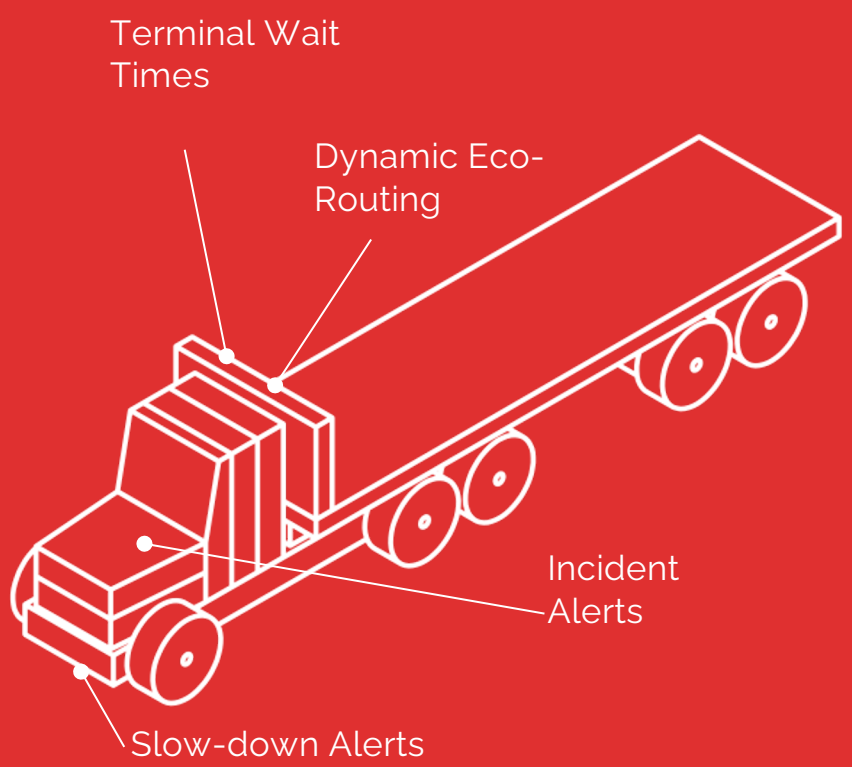
Leverage Existing Systems

- Terminal wait times
- Real-time terminal and port performance
- Aggregate analytics

DrayFLEX Elements

- Real-time data integration with TMS
- Automated Route and load match optimization
  - Instant best match load assignments with re-dispatch options
  - Trip monitoring
  - Move alerts
- Chassis availability and matching
- API-based open architecture

DrayFLEX Trip

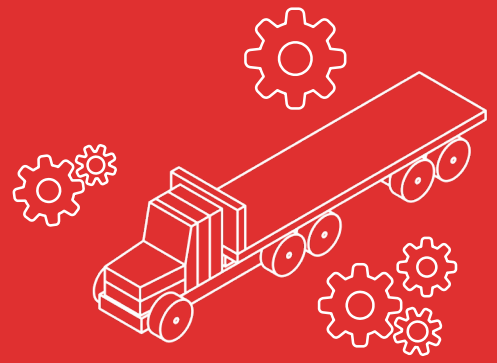


Metro

DrayFLEX Trip Application provides route guidance

- Truck driver mobile app
  - Turn by turn routing based on truck profile
  - Fastest or more fuel-efficient route options
  - Audible incident alerts
  - Audible speed notifications
  - Slow-down ahead notifications
  - Terminal wait and turn times
  - iOS and Android
- Performance reporting and dashboards
- Integration with other data platforms

Goods Movement



DrayFLEX as a goods movement solution

Continuing to fulfill what came out of the Gateway Cities Technology Plan for Goods Movement

Technology has rapidly matured since the document

Supply Chain issues has caused disruption on advancements

Traffic Management using technology is the focus in lieu of capital improvements on I-710

Metro

THANKS!

Any questions?

Shrota Sharma
LA METRO | Principal Transportation Planner
sharmas@metro.net

Metro

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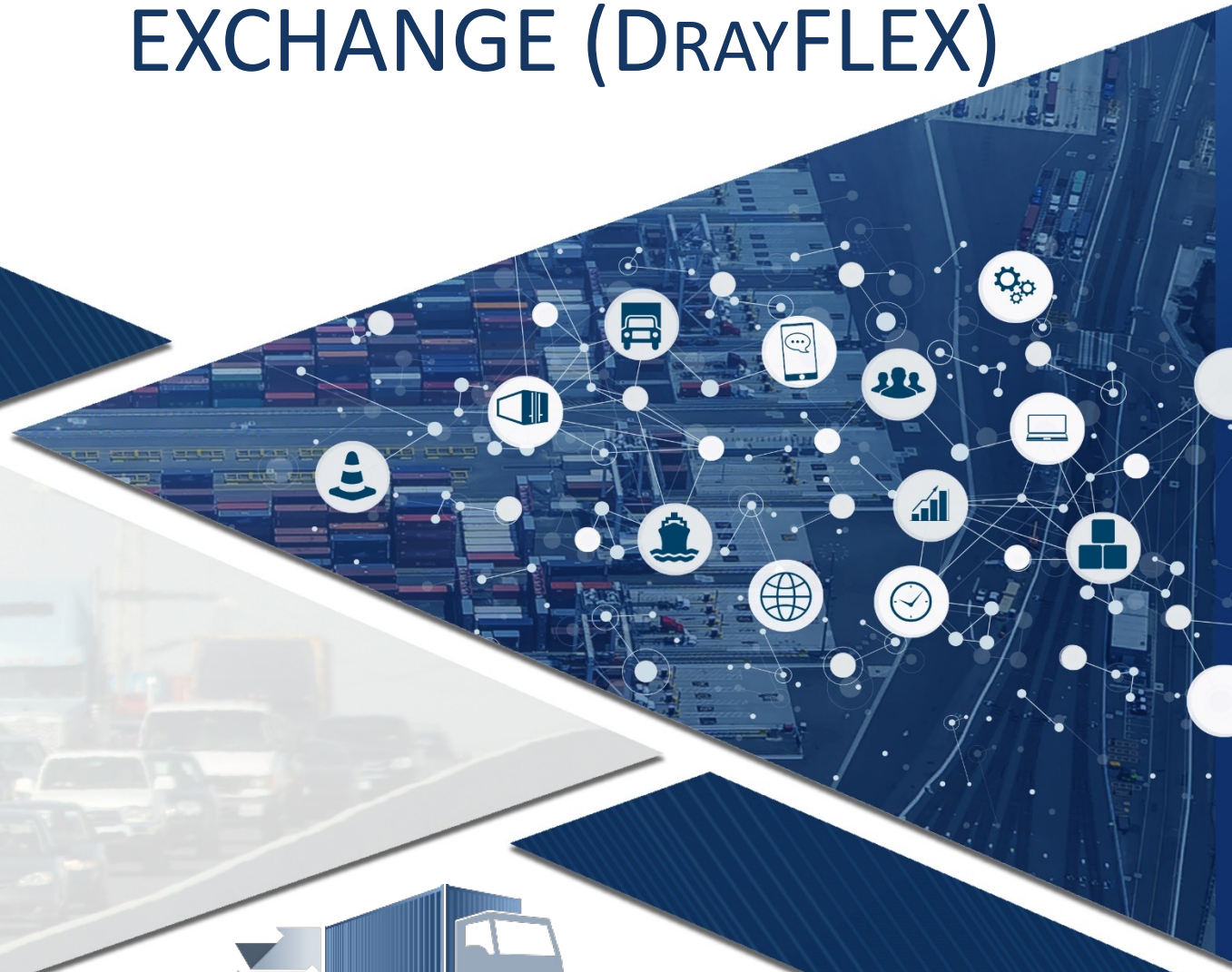
DRAYAGE FREIGHT AND LOGISTICS EXCHANGE (DRAYFLEX)



presented to

METRANS CONFERENCE

presented by

METRO
CAMBRIDGE SYSTEMATICS
INFOMAGNUS
OZ ENGINEERING
SUTRA
CDM SMITH
JACOBS ENGINEERING

MAY 26, 2022

Metro

DRAYFLEX

LA METRO "LA FRATIS MODERNIZATION" ATCMTD GRANT (USDOT)

ATCMTD Benefit	Anticipated Benefits
Mobility	FRATIS would drive overall goods movement efficiencies for the private sector through shorter turn times, improved travel times to distribution centers achieving benefits of 15 percent savings in vehicle miles of travel (VMT), travel times, and 21 percent savings in fuel.
Safety (non-quantifiable)	By reducing congestion and increasing reliability, FRATIS will enhance safety by lowering the number of primary and secondary incidents.
Environment	FRATIS will reduce CO_2, NO_X and SO_X, V_OC and CO by and between 21 and 23 percent each, and PM_{10} by 27 percent.

HOW WE ARE "MODERNIZING" FRATIS

- Rebranded to Drayage Freight and Logistics Exchange "**DrayFLEX"**
  - » **DrayFLEX Core** – Dispatcher optimization tool
  - » **DrayFLEX-Trip** – Routing mobile app for truck drivers
- Integrate and operationalize features that ports, trucking companies, and/or truck drivers need to add significant value to daily operations
- Improve trucking company experience and promote adoption of DrayFLEX with more flexible software and integration approaches
- Make DrayFLEX-Trip a mobile application that can run on both iOS and Android platform, utilizing web services, and API connectivity
- Build on top of already commercialized goods movement tools to increase commercial deployment

Los Angeles-Gateway FRATIS Demonstration Team Final Report, Cambridge Systematics for FHWA, February 2015

"Future efforts should focus on more flexible software and integration approaches, and utilize web services, API connectivity and mobile applications for the next generation of FRATIS. The FRATIS approach needs to eventually become independent from both the back office and dispatcher-to-truck communications platforms that trucking companies use today. Additionally, future FRATIS application of the Drayage Optimization Algorithm must be more flexible to allow for the Daily Plan to be modified by drayage dispatchers, in real-time, across a given day in response to changing operational conditions and external events"

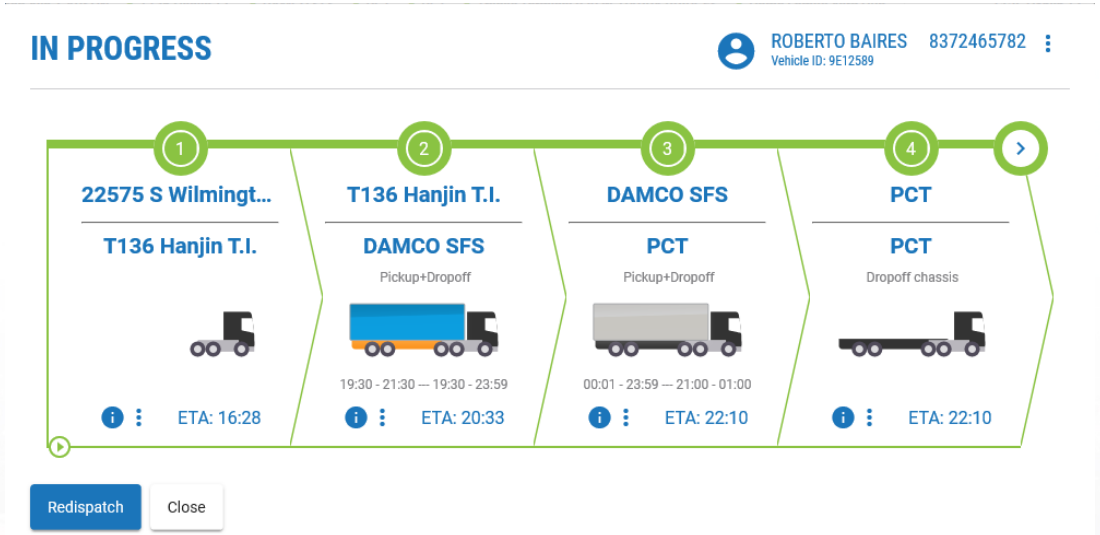
DRAYFLEX CORE

Metro

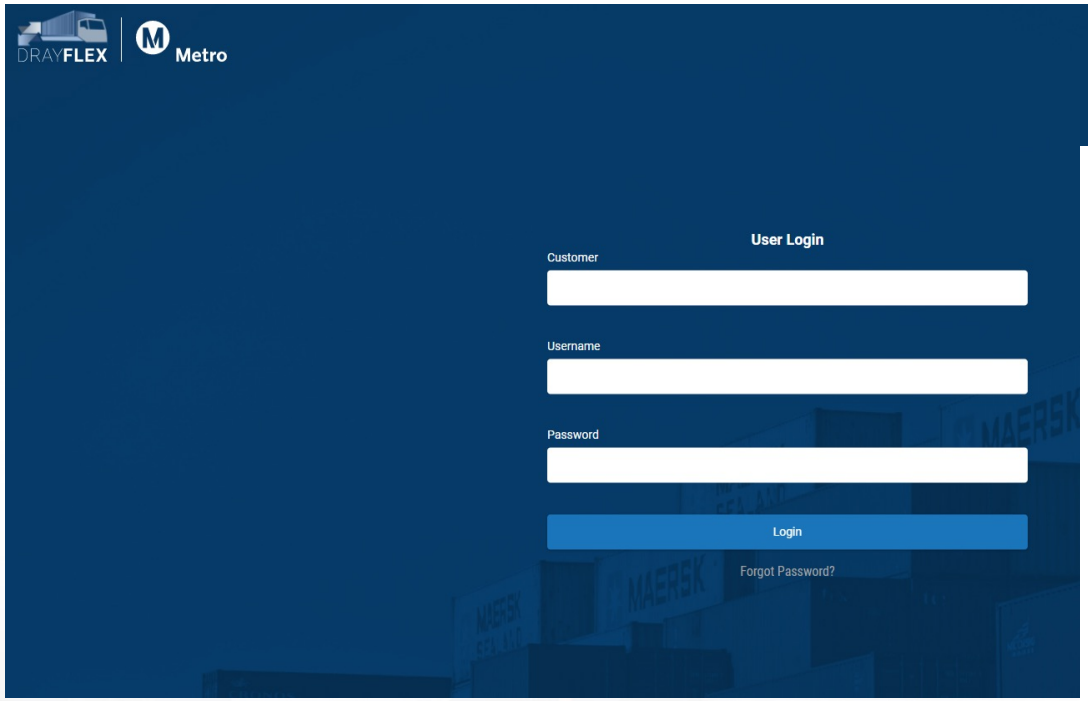
DRAYFLEX

DRAYFLEX CORE OVERVIEW

- Instant best-match load assignments with re-dispatch options when changes arise en route
  - » Trip monitoring
  - » Move alerts
- Automated dispatch workflow and optimization
- Chassis availability and matching
- Performance reporting and dashboards
- Integration with Truck Management Systems (TMS)
  - » Profit Tools
  - » Trinium



DRAYFLEX CORE DEMONSTRATION



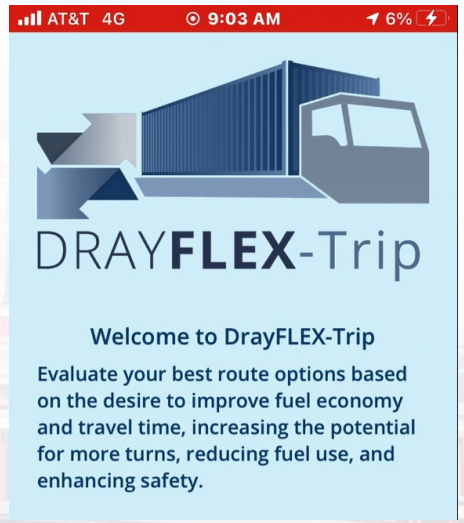
DRAYFLEX-TRIP

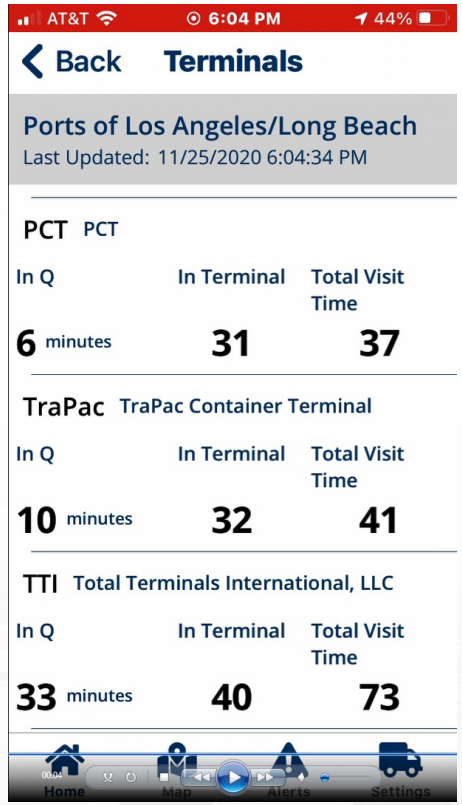
Metro

DRAYFLEX

DRAYFLEX-TRIP KEY FEATURES

- Mobile app for truck drivers (iOS and Android)
  - » Fastest or more fuel-efficient route options
  - » Turn by turn routing based on truck profile
  - » ETA and appointment on-time arrival information
  - » Favorite locations
  - » Restricted route notifications
  - » Audible incident alerts
  - » Audible speed notifications
  - » Slow-down ahead notifications
  - » Terminal wait and turn times
  - » Trip summary and ratings





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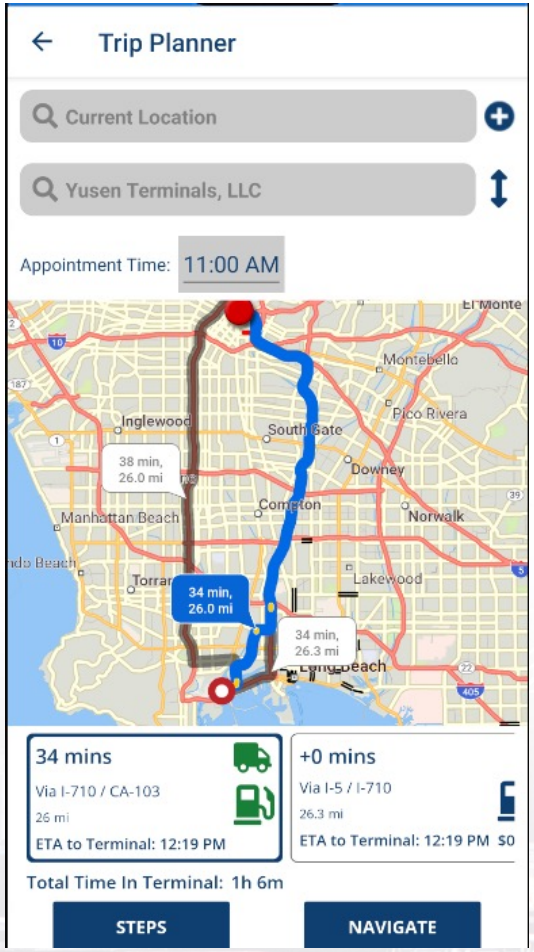
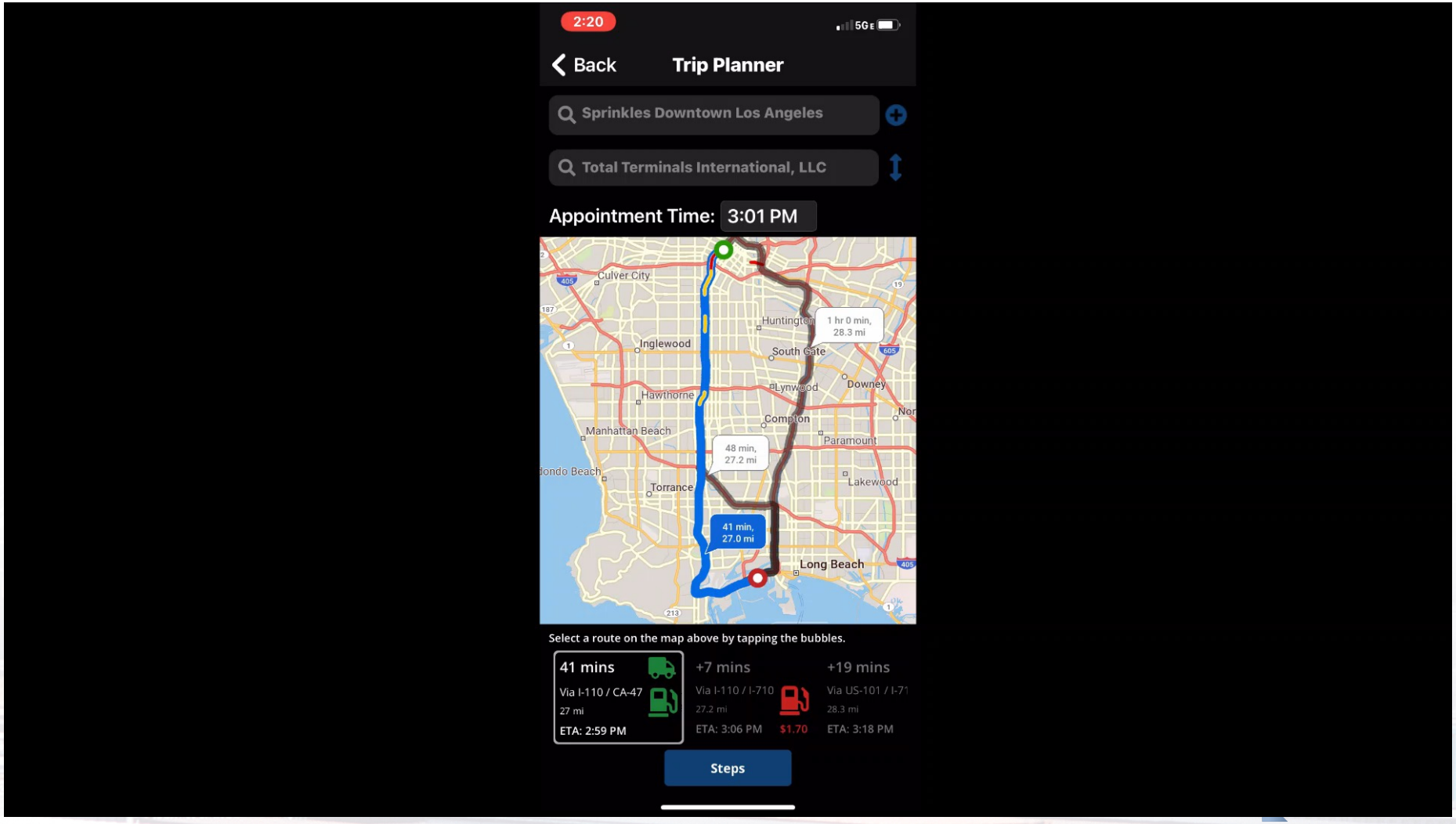
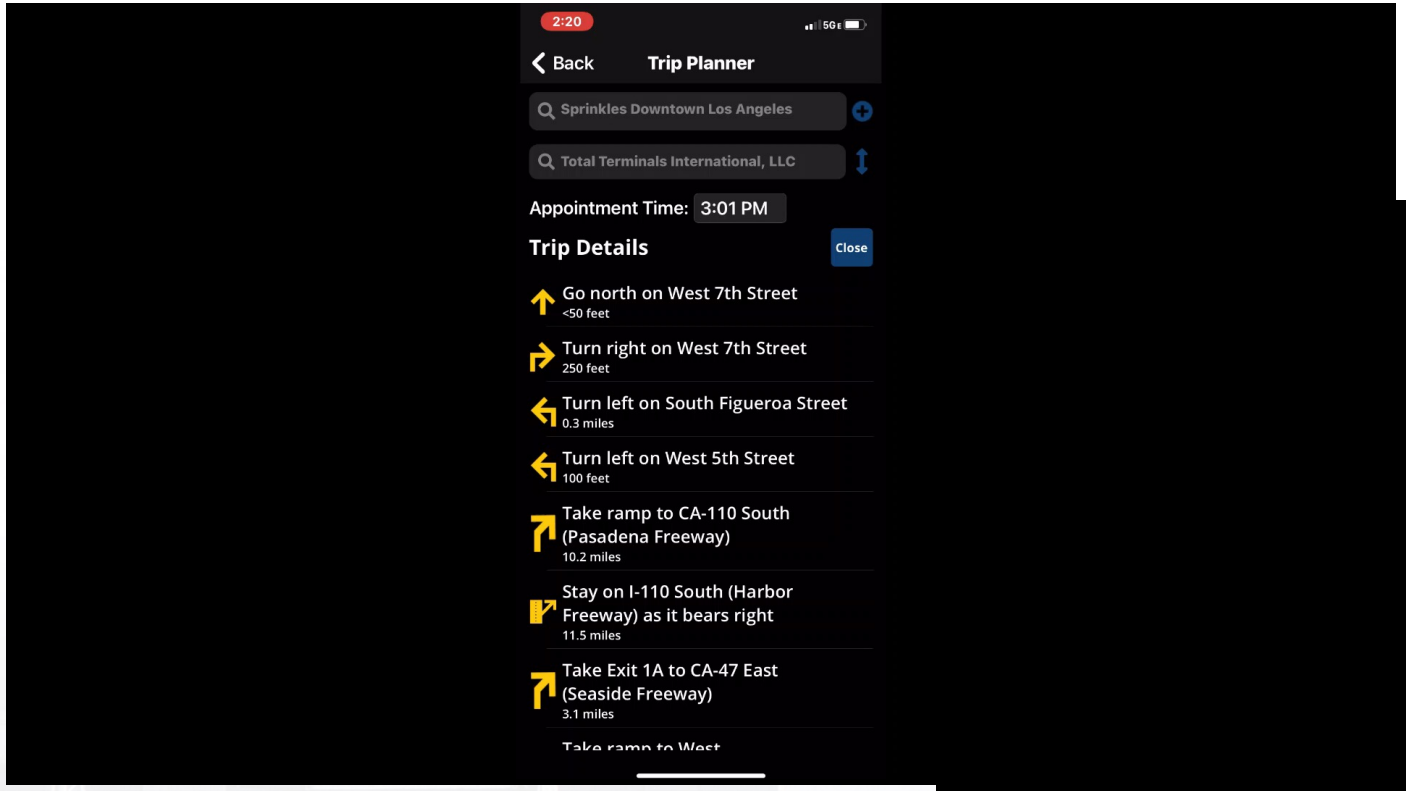
DRAYFLEX

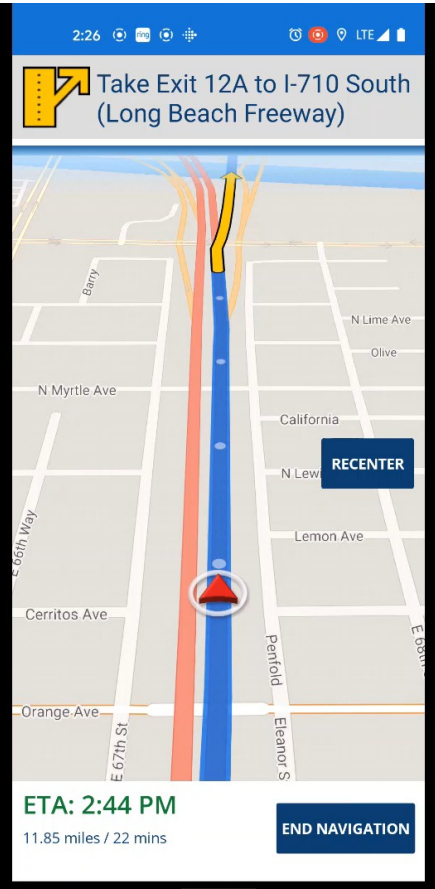
FASTEST OR MORE FUEL-EFFICIENT ROUTE OPTIONS





TURN BY TURN ROUTING BASED ON TRUCK PROFILE





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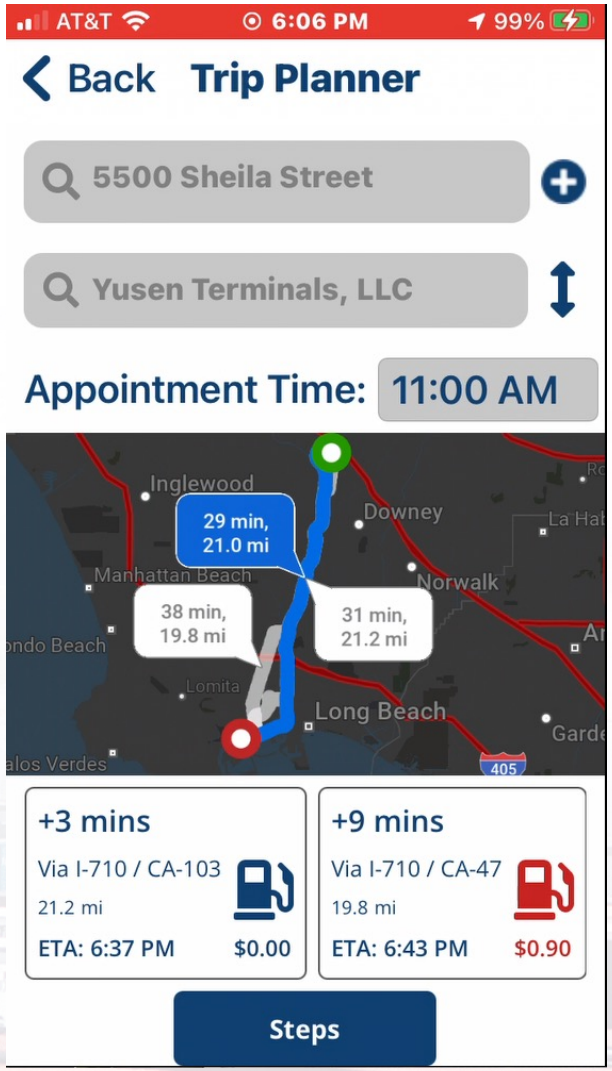
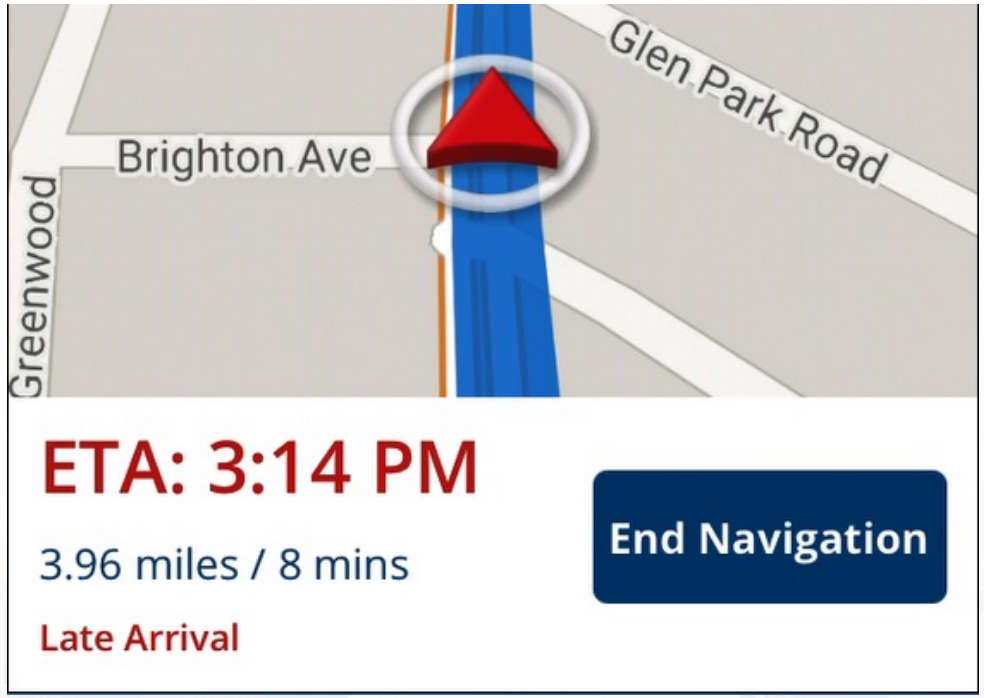
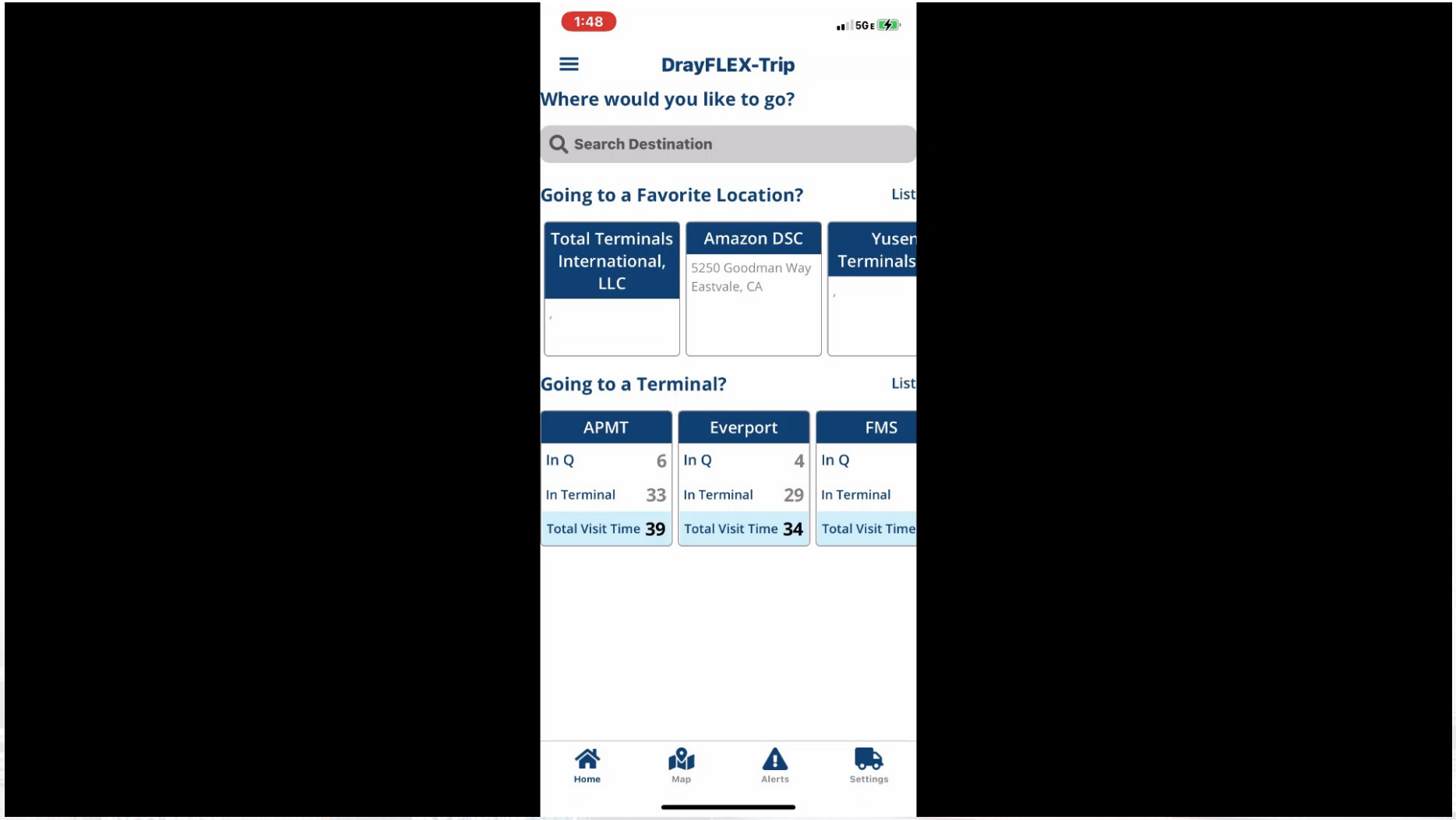
ETA AND APPOINTMENT ON-TIME ARRIVAL INFORMATION

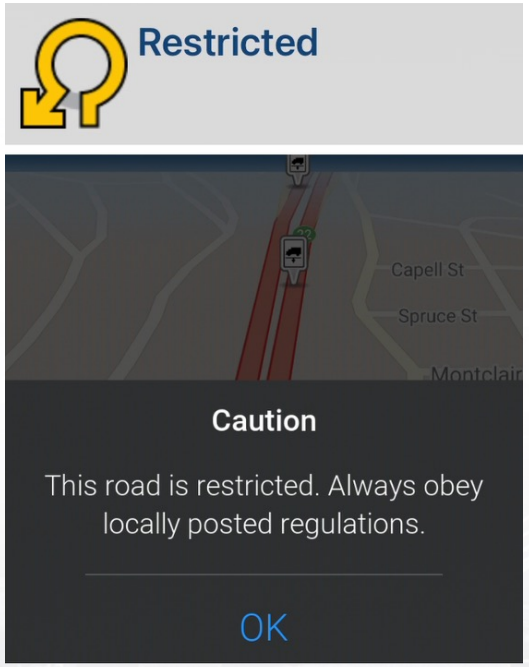


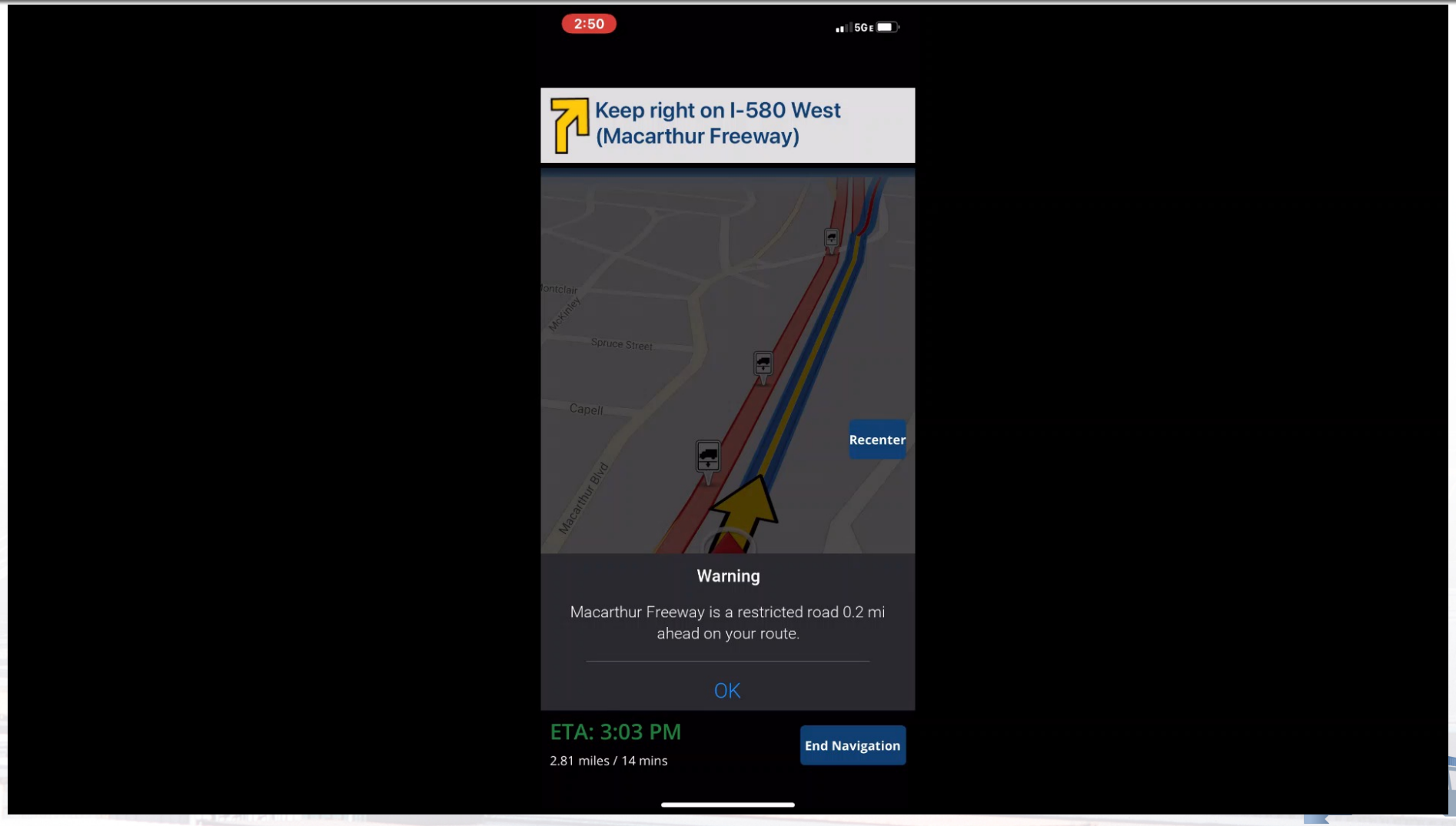


FAVORITE LOCATIONS

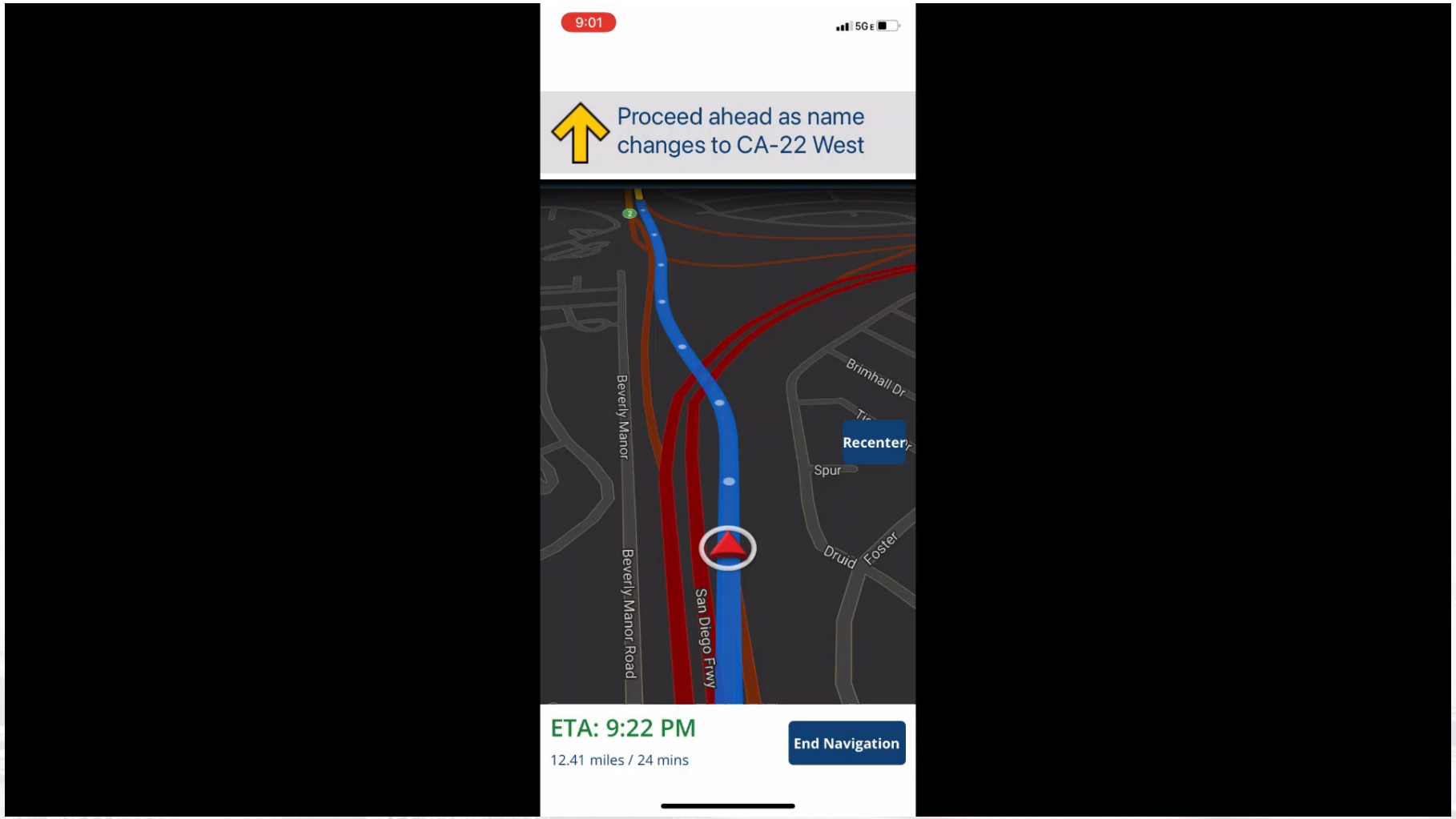


RESTRICTED ROUTE NOTIFICATIONS

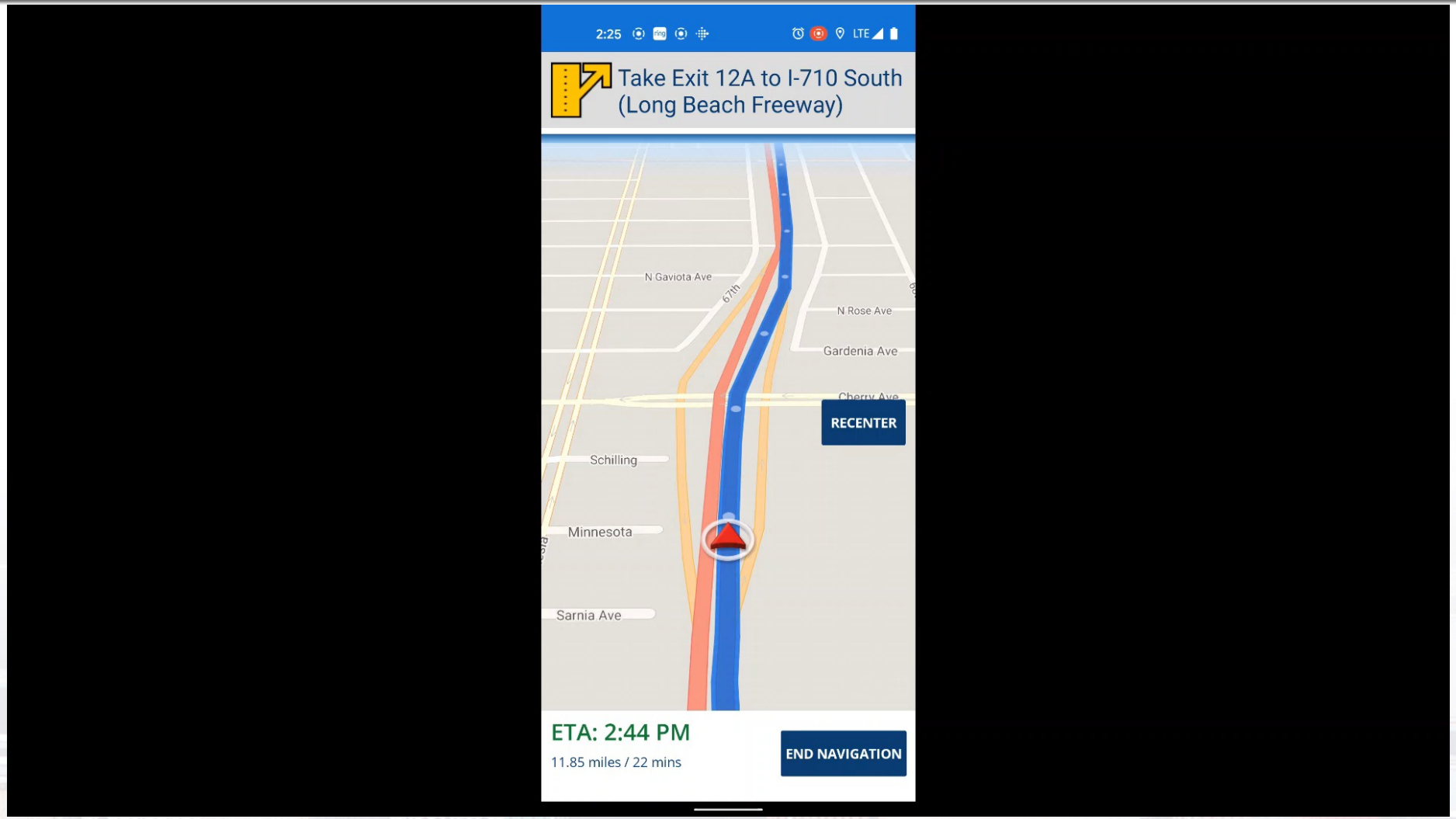




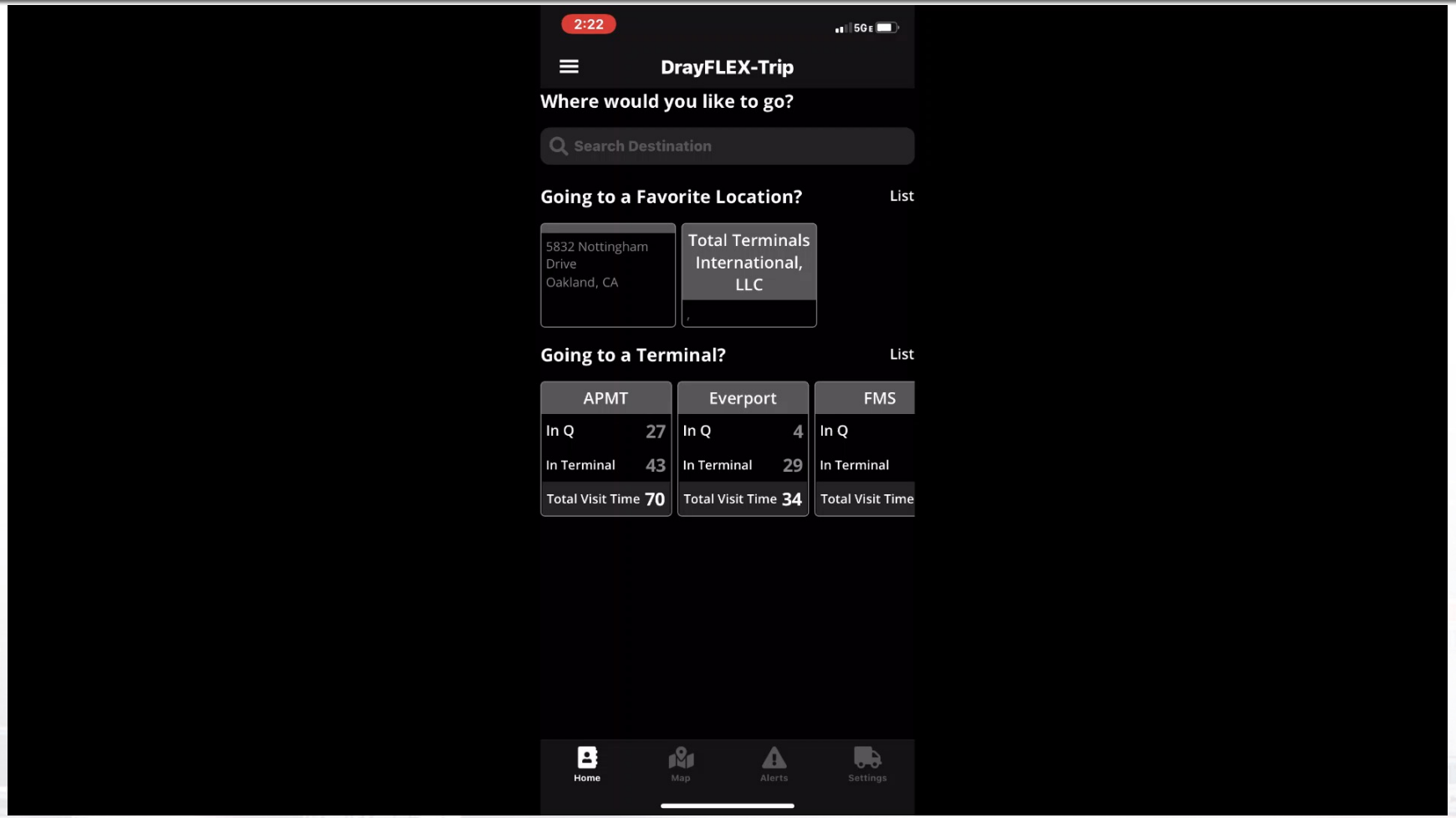
INCIDENT/ACCIDENT ALERTS

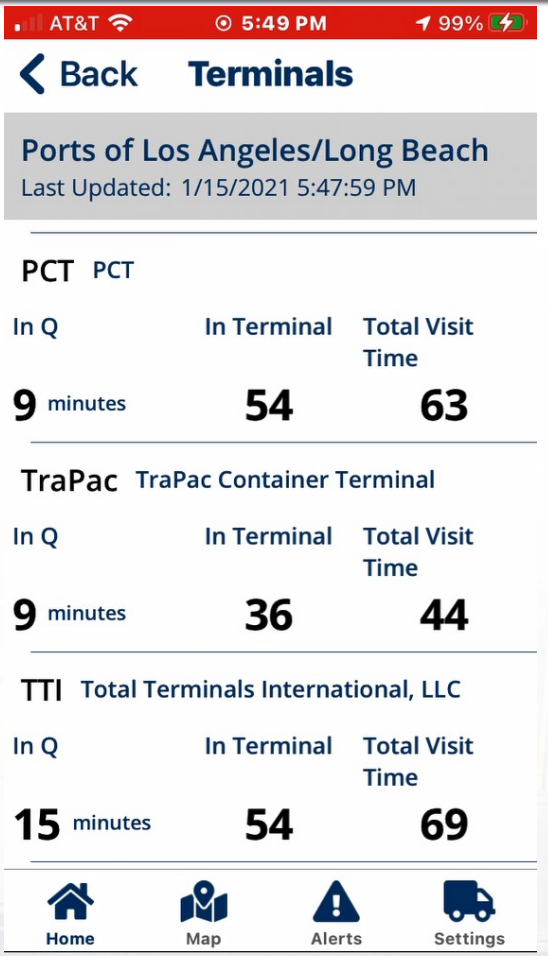


SLOW-DOWN AHEAD NOTIFICATIONS

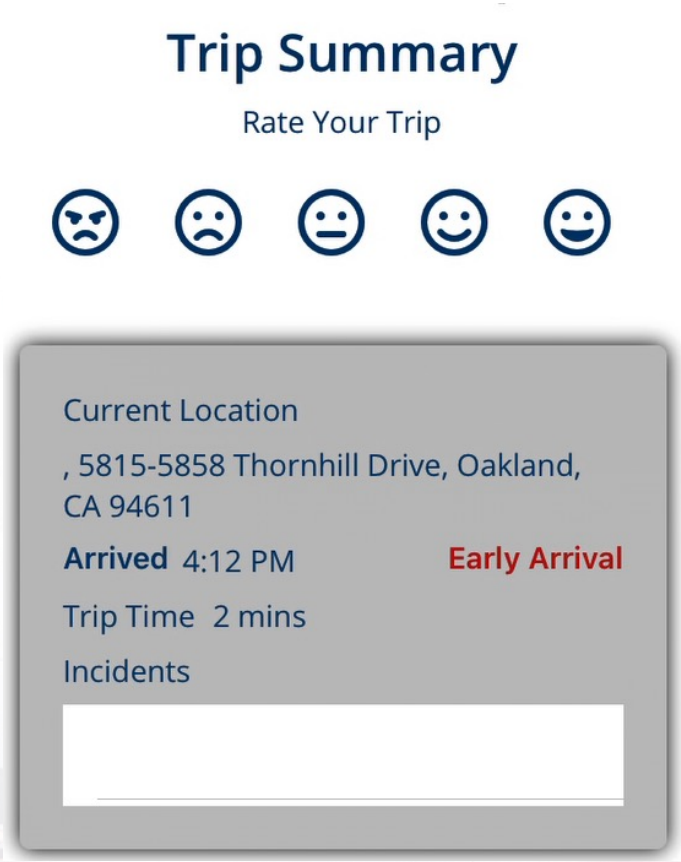


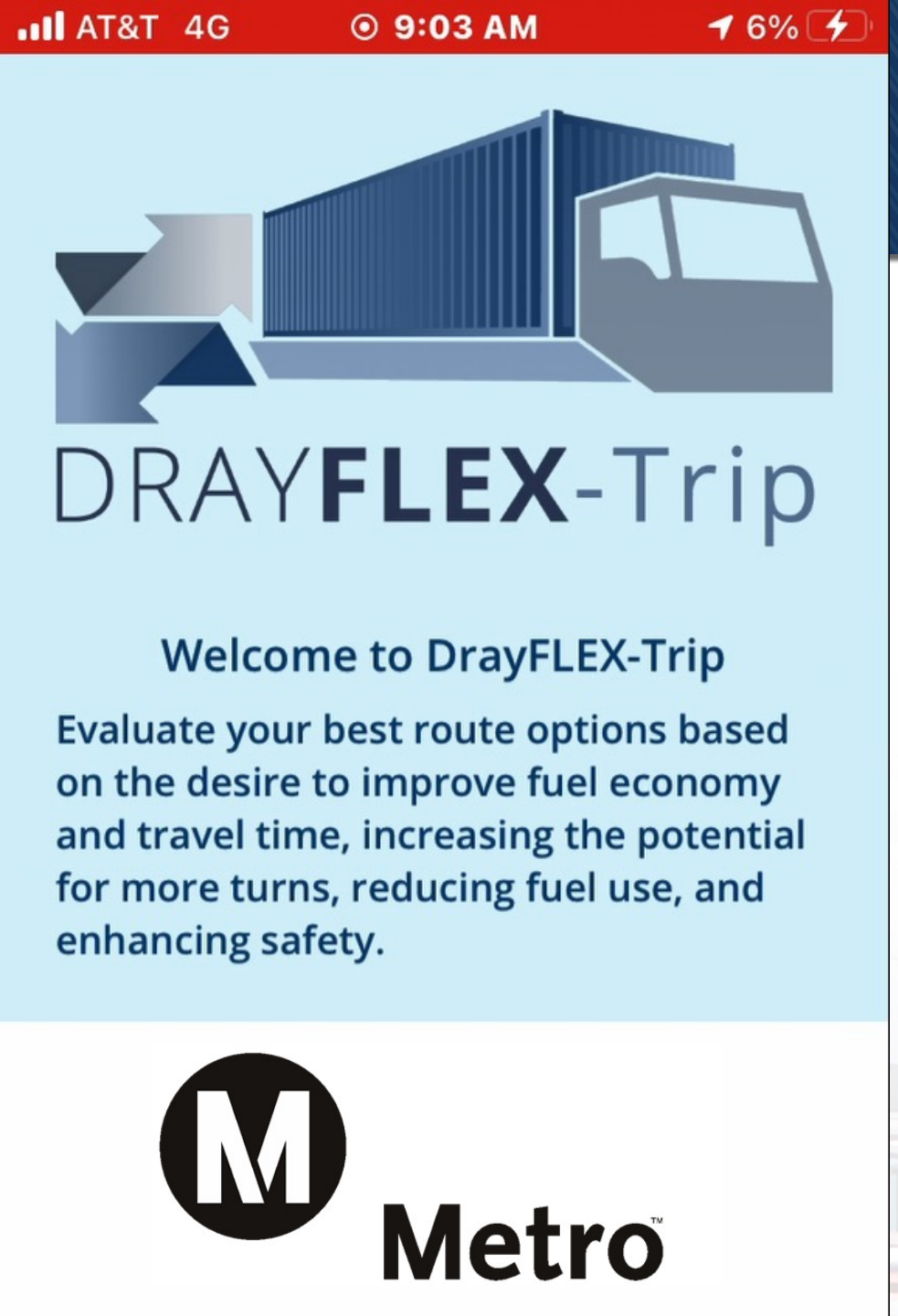
TERMINAL WAIT AND TURN TIMES





TRIP SUMMARY AND RATINGS





SIGN-UP AT:

www.drayflextrip.com

DRAYFLEX

SCHEDULE/NEXT STEPS

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DRAYFLEX

DRAYFLEX SCHEDULE AND NEXT STEPS

Task	Start	End
Project Refinement & Concept Exploration	September 2018	February 2019
Stakeholder Outreach and Recruitment	October 2018	March 2019
Project Planning (SEMP, ConOps, System Requirements)	January 2019	July 2019
System Definition and Design	June 2019	November 2019
System Deployment and Implementation	June 2019	June 2022
System Validation, Performance Measurement, Training, & Commercialization Plan	September 2018	June 2023
Operations and Maintenance	August 2021	June 2023

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THE PORT OF LOS ANGELES

America's Port

The Port of Los Angeles

May 2022

2018-2022 Storm of Trade Impacts

THE PORT OF LOS ANGELES

U.S.-China Trade Tensions

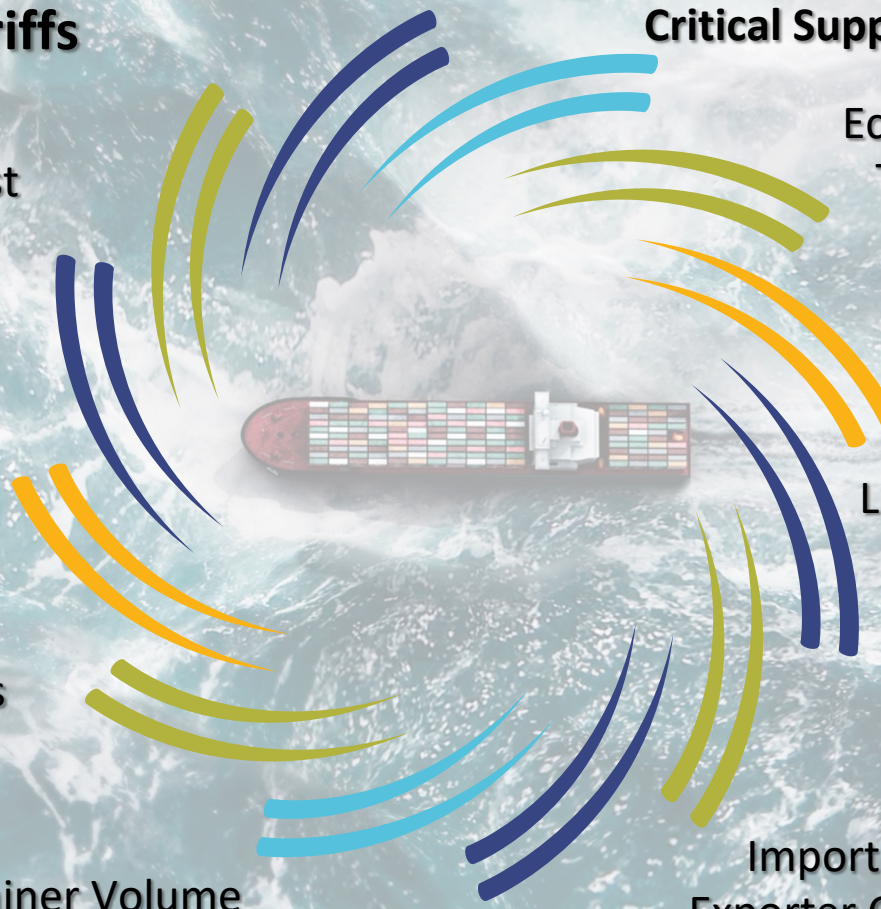
Tariffs & Retaliatory Tariffs

Manufacturer Migration to Southeast
= Cargo Routing to U.S. East coast

BCOs Pull Cargo Forward in
Advance of Tariff Increase

Tariff Wars Trigger Export Declines

Record-Setting 2018 Container Volume



Covid-19 Pandemic

Critical Supply Chain Needs + Labor Force Impacts

Economies Shutter, Cargo
Trade Volumes Plunge

Consumer-Driven Cargo Surge
Record-Setting E-Commerce

Local & Global Supply Chain Disruptions

Global Container Shortage
Carrier Price Hikes

Import Surge Continues
Exporter Challenges Continue

Our Operational Focus Points

THE PORT OF LOS ANGELES

Strategic Land Use

- Ongoing terminal modernization projects
- Re-purposing surplus land to support short and mid-term cargo needs
- Creating Terminal Alliances

Process Management

- Supply Chain Optimization efforts -- 100+ stakeholders
- Continuing strong engagement with State & Federal Policymakers, including FMC and Departments of Commerce, Labor & Transportation

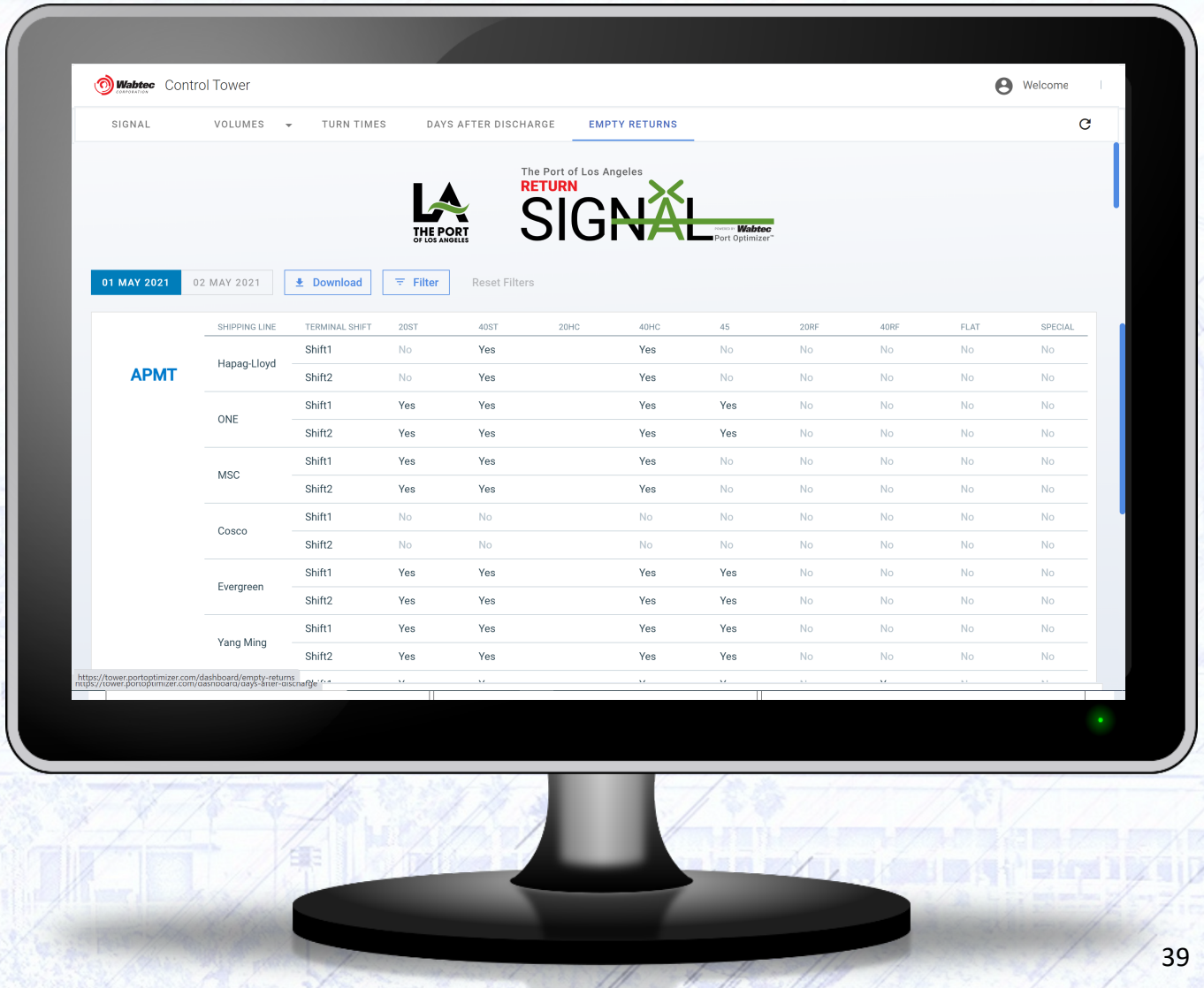
Technology

- Digital Infrastructure & Port Community Systems
- Increased development & application of Blue & Green technology

Real-Time Information Sharing

Port Optimizer™

Establish a **global data repository** to provide accurate, actionable information and analytics, accessible to designated parties across the **port's supply chain**



Product Principals

- **"System of systems"** … fits within the existing Supply Chain ecosystem to enable interoperable supply chain visibility. GE architecture / delivery mechanism is purposely flexible.
- **Partnerships** … open to and actively exploring technology partnerships across the Maritime shipping / broader Supply Chain ecosystem.
- **Data Stewardship** … you own your data and should define how it is used. GE role is to act as independent data stewards and software providers. Transparent & consultative about how data is used. GE is not seeking to share sensitive information.
- **Highly elastic for easy and rapid growth:**
  - Scalable to support expected Port growth
  - Headroom for big data traffic
- **Cloud based, Modular and service oriented:**
  - Upgrades with no customer disruption
  - Minimized setup and maintenance cost
  - User online services
  - Easy to access/switch over
- **Short release cadence:**
  - Rapid production deployment
  - Experiment oriented feedback and Analytics

Data Sources

THE PORT OF LOS ANGELES

Ocean Carrier Data

CBP Data covering all shipments into Port of LA (including Manifest EDI 309 and Customs EDI 350 messages)

MAERSK LINE, MSC, Hapag-Lloyd, HMM Hyundai Merchant Marine Co., Ltd., Evergreen, ONE Ocean Network Express, CMA CGM, ZIM The Z Factor, APL, SM LINE

Direct connections with Carriers including Manifest data, Booking information, Stowage, Destination Terminal, and Rail/Truck destination information

Marine Terminal Data

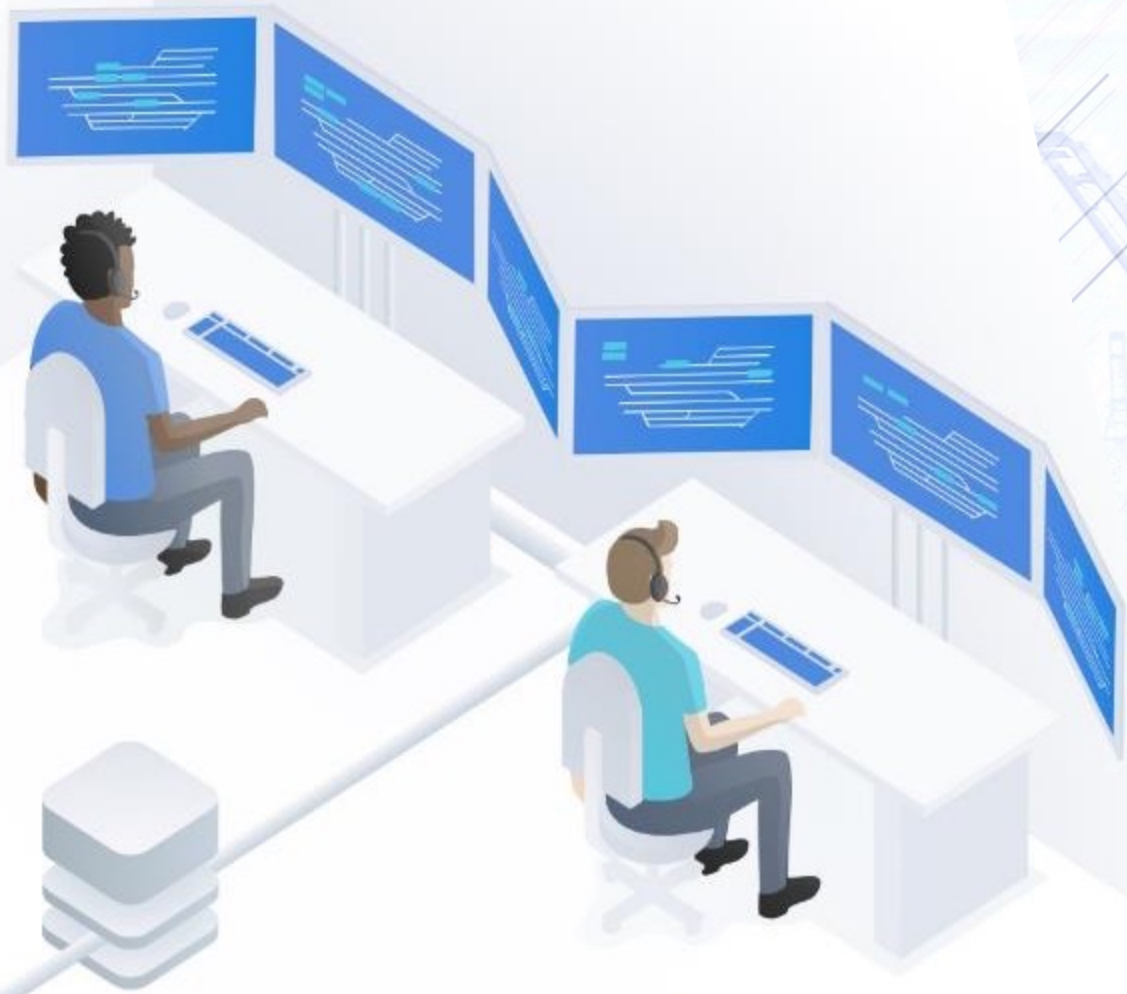
APM Terminals Lifting Global Trade., EVERPORT Terminal Services, TraPac, WBCT, YTI Yusen Terminals LLC, FENIX Marine Services

Full data for all Port of LA Terminals, including movement events, gate moves, yard location, last free day, and holds

Additional Data Sources

U.S. Customs and Border Protection, Marine Exchange of Southern California VTS, GeoStamp Your Data Delivered

Port Optimizer Modules

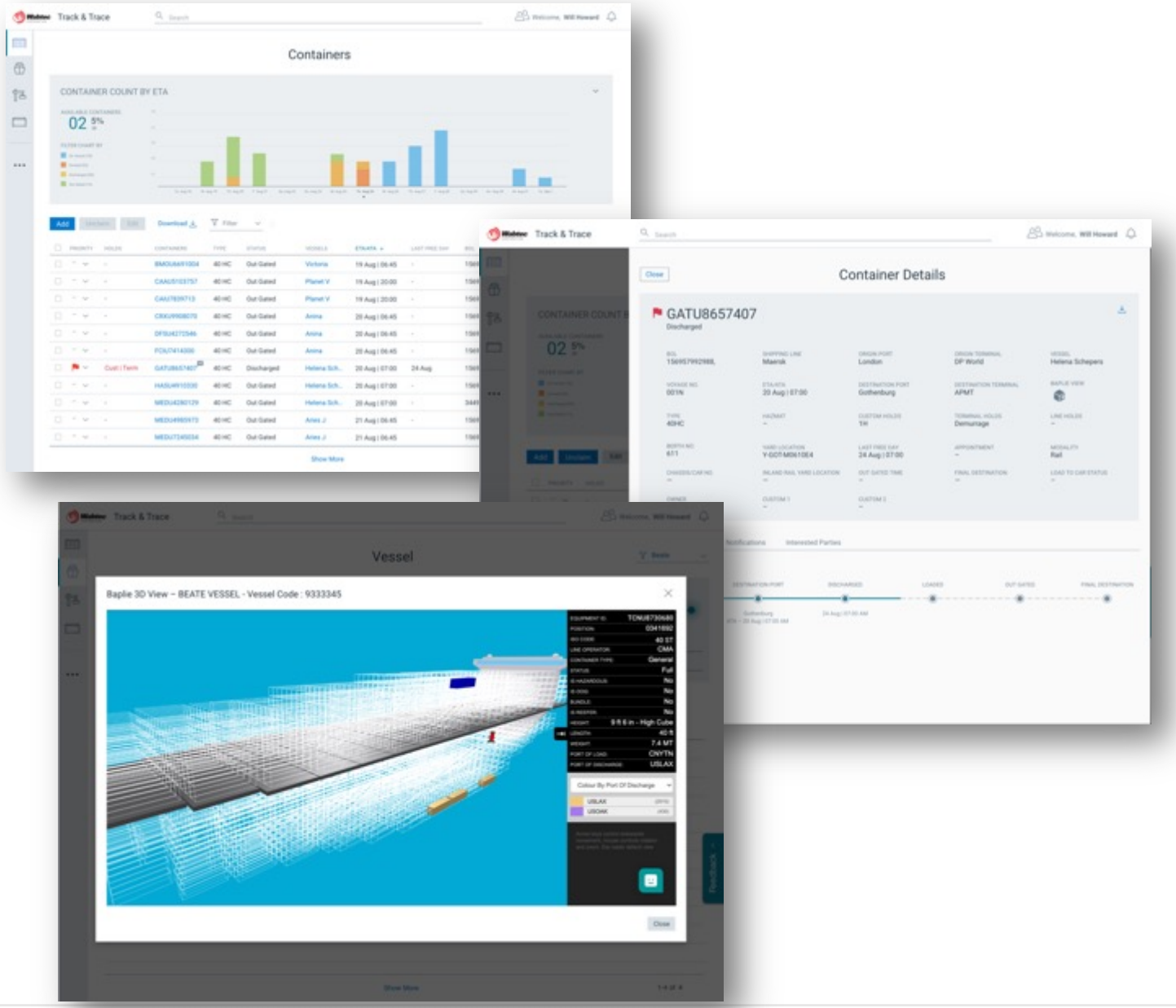


Track & Trace

Container Visibility and Planning

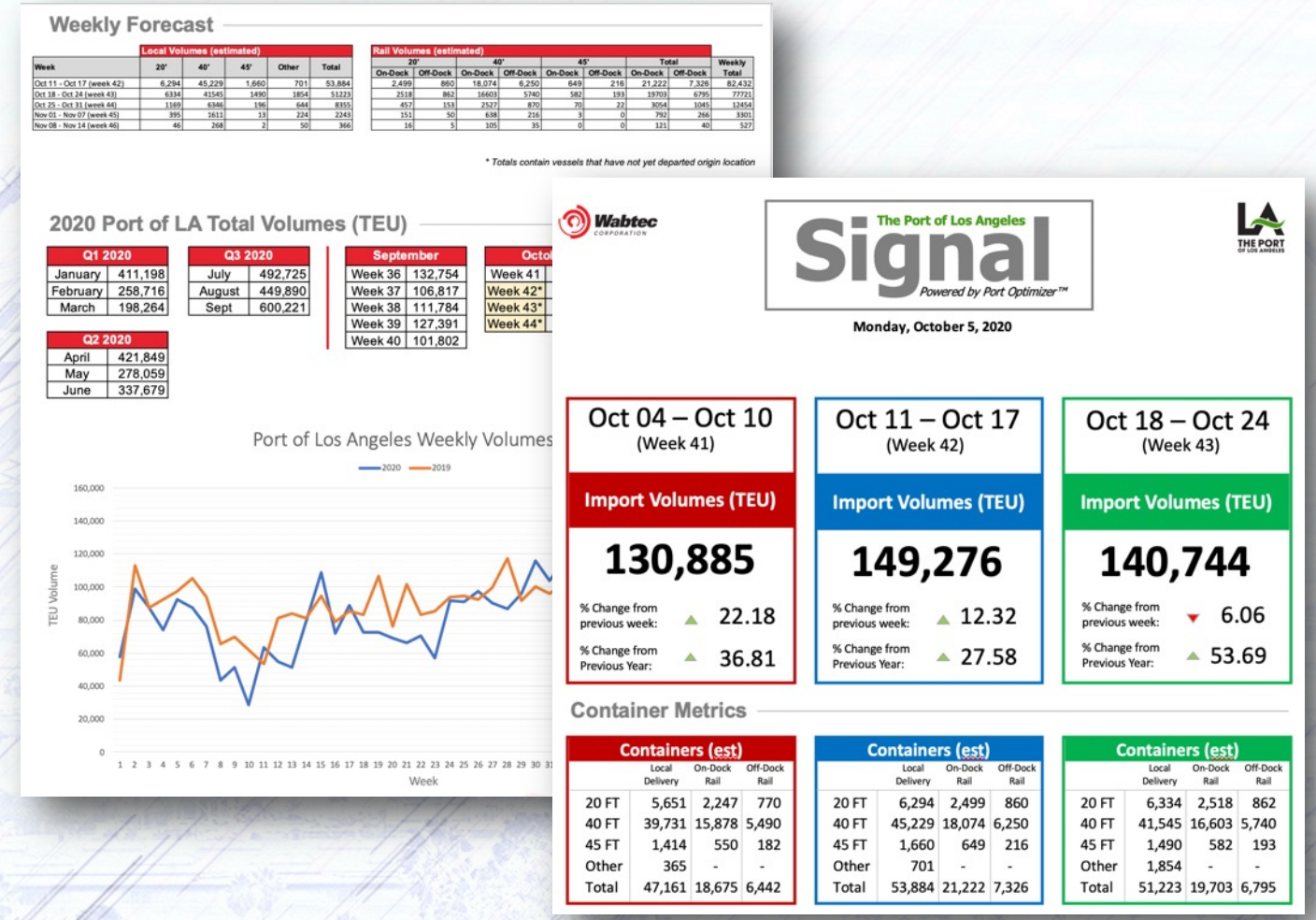
Provides visibility for better operational decisions of Intermodal Containers from the Ocean to Inland

- Graph that quickly shows volume over time with color coded statuses.
- Multiple data sets merged and standardized.
- Visual timeline tracker with key milestones.
- Container location and near real time updates.



The Port of Los Angeles Signal

High-Level Visibility/Data Metrics



Weekly Forecast

Local Volumes (estimated)

Week	20'	40'	45'	Other	Total
Oct 11 - Oct 17 (week 42)	6,294	45,229	1,660	701	53,884
Oct 18 - Oct 24 (week 43)	6334	41545	1490	1854	51223
Oct 25 - Oct 31 (week 44)	1169	6346	196	644	8355
Nov 01 - Nov 07 (week 45)	395	1611	13	224	2243
Nov 08 - Nov 14 (week 46)	46	268	2	50	366

Rail Volumes (estimated)

	20'		40'		45'		Total		Weekly
	On-Dock	Off-Dock	On-Dock	Off-Dock	On-Dock	Off-Dock	On-Dock	Off-Dock	Total
	2,499	860	18,074	6,250	649	216	21,222	7,326	82,432
	2518	862	16603	5740	582	193	19703	6795	77721
	457	153	2527	870	70	22	3054	1045	12454
	151	50	638	216	3	0	792	266	3301
	16	5	105	35	0	0	121	40	527

* Totals contain vessels that have not yet departed origin location

2020 Port of LA Total Volumes (TEU)

Q1 2020	
January	411,198
February	258,716
March	198,264

Q2 2020	
April	421,849
May	278,059
June	337,679

Q3 2020	
July	492,725
August	449,890
Sept	600,221

September	
Week 36	132,754
Week 37	106,817
Week 38	111,784
Week 39	127,391
Week 40	101,802

Octo	
Week 41	
Week 42*	
Week 43*	
Week 44*	

Port of Los Angeles Weekly Volumes

Wabtec CORPORATION

The Port of Los Angeles **Signal**

Powered by Port Optimizer™

THE PORT OF LOS ANGELES

Monday, October 5, 2020

Oct 04 – Oct 10 (Week 41)	Oct 11 – Oct 17 (Week 42)	Oct 18 – Oct 24 (Week 43)
Import Volumes (TEU)	Import Volumes (TEU)	Import Volumes (TEU)
130,885	**149,276**	**140,744**
% Change from previous week: ▲ 22.18	% Change from previous week: ▲ 12.32	% Change from previous week: ▼ 6.06
% Change from Previous Year: ▲ 36.81	% Change from Previous Year: ▲ 27.58	% Change from Previous Year: ▲ 53.69

Container Metrics

Containers (est)

	Local Delivery	On-Dock Rail	Off-Dock Rail
20 FT	5,651	2,247	770
40 FT	39,731	15,878	5,490
45 FT	1,414	550	182
Other	365	-	-
Total	47,161	18,675	6,442

Containers (est)

	Local Delivery	On-Dock Rail	Off-Dock Rail
20 FT	6,294	2,499	860
40 FT	45,229	18,074	6,250
45 FT	1,660	649	216
Other	701	-	-
Total	53,884	21,222	7,326

Containers (est)

	Local Delivery	On-Dock Rail	Off-Dock Rail
20 FT	6,334	2,518	862
40 FT	41,545	16,603	5,740
45 FT	1,490	582	193
Other	1,854	-	-
Total	51,223	19,703	6,795

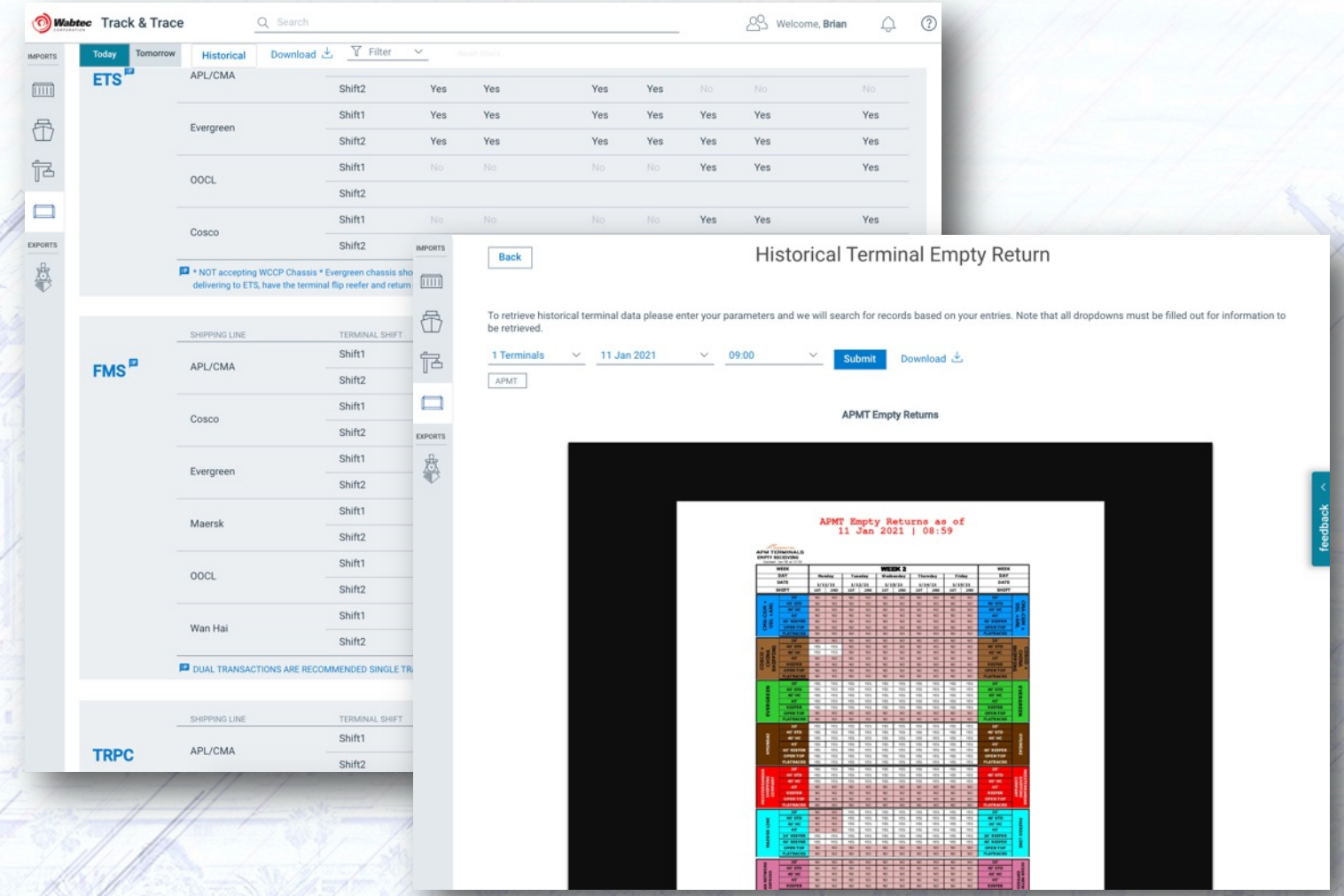
New levels of visibility

- Three-week forward view of import volumes
- Better planning for port stakeholders (chassis, truck, rail)
- Open to entire community
- Ability to grow as port needs grow

https://tower.portoptimizer.com/dashboard/signal

The Port of Los Angeles Return Signal

High-Level Visibility/Data Metrics



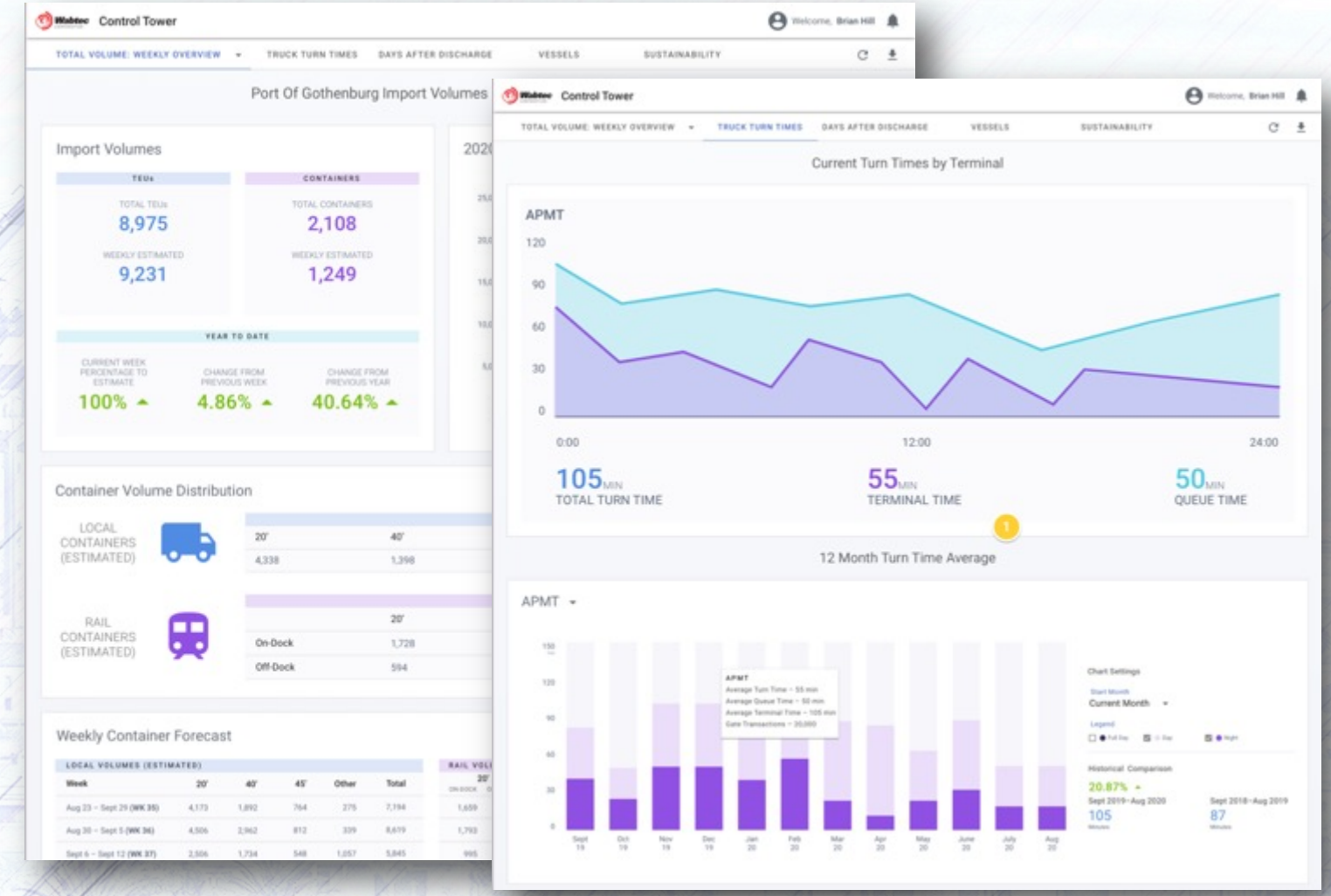
Empty Returns Made Easy

- Empty Return information for all terminals in a single view
- Searchable by size, carrier, type and terminal
- Multi-day views
- Historical views including screen captures of terminal sites

https://tower.portoptimizer.com/dashboard/empty-returns

Control Tower

High-Level Visibility/Data Metrics



Measures and reports Port wide Key Performance Indicators

Port Performance Metrics

- Truck Turn Times
- Cargo Dwell Times
- Import/Export Volumes
- Rail Metrics
- Financial Metrics

Current and Historical views with weekly/monthly/yearly comparisons

Control Tower Horizon

THE PORT OF LOS ANGELES

Total Volumes by ATA: 6 Month Prediction

Port of Los Angeles

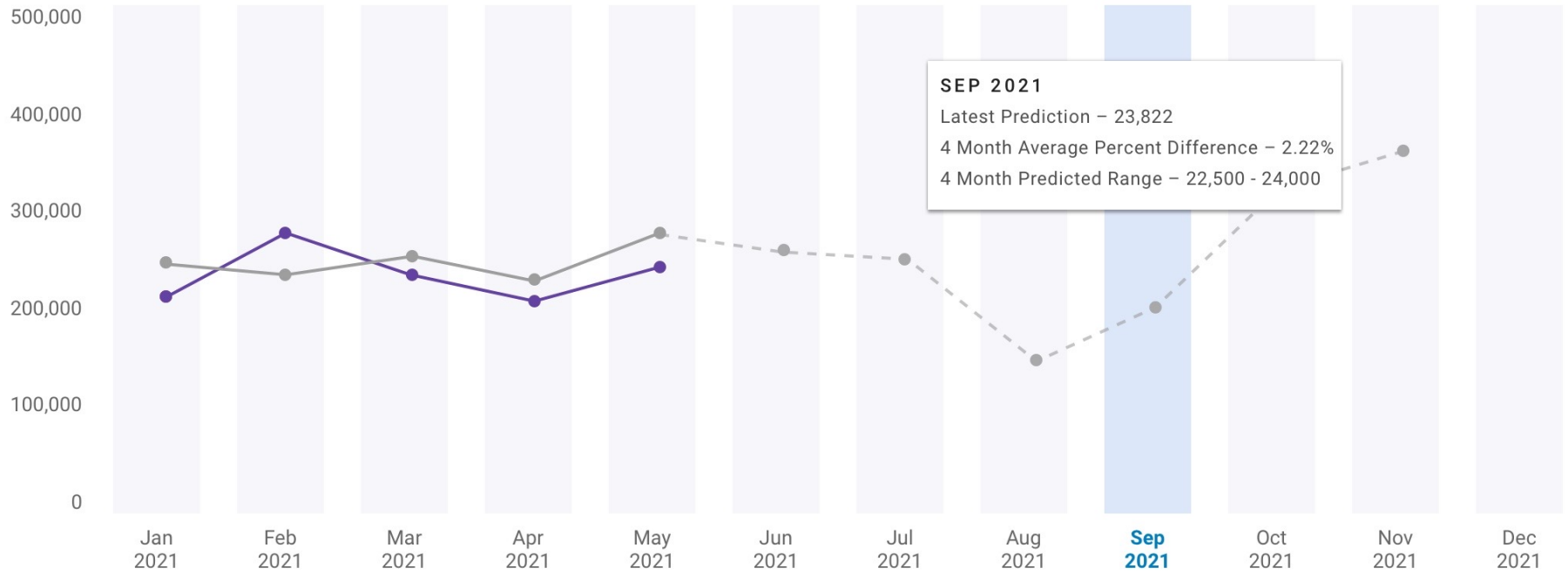


Chart Settings

Unit of Measure
- TEU
- Container (selected)

Container Trip
- Import
- Export (selected)

Container Status
- Loaded (selected)
- Empty

Latest Prediction	23,822
4 Month Predicted Range	22,500 – 24,000
4 Month Average Percent Difference	2.2%

THANK YOU
@PortofLA
portoflosangeles.org
THE PORT
OF LOS ANGELES

transpogroup
WHAT TRANSPORTATION CAN BE.

SPECIAL SESSION:
Optimizing Truck Movements in the Southern California Port Region

- Intro to the Session: Mark Jensen, Transpo Group (Moderator) (5 min)
- The DrayFLEX Program and Applications (30 min)
  - Program Overview and Related Initiatives: Shrota Sharma, LA Metro
  - Demonstration of the DrayFLEX Truck Trip Optimization Application: Sal Manzo, InfoMagnus
  - The DrayFLEX Truck-Safe Routing Application: Krista Jeannotte, Cambridge Systematics
- Related Port-specific Initiatives
  - Christopher Chase, POLA (10 min)
  - Theresa Dau-Ngo, POLB (10 min)
- Panel Discussion with Audience Q&A (Moderator plus all participants) (30 min)

Metro

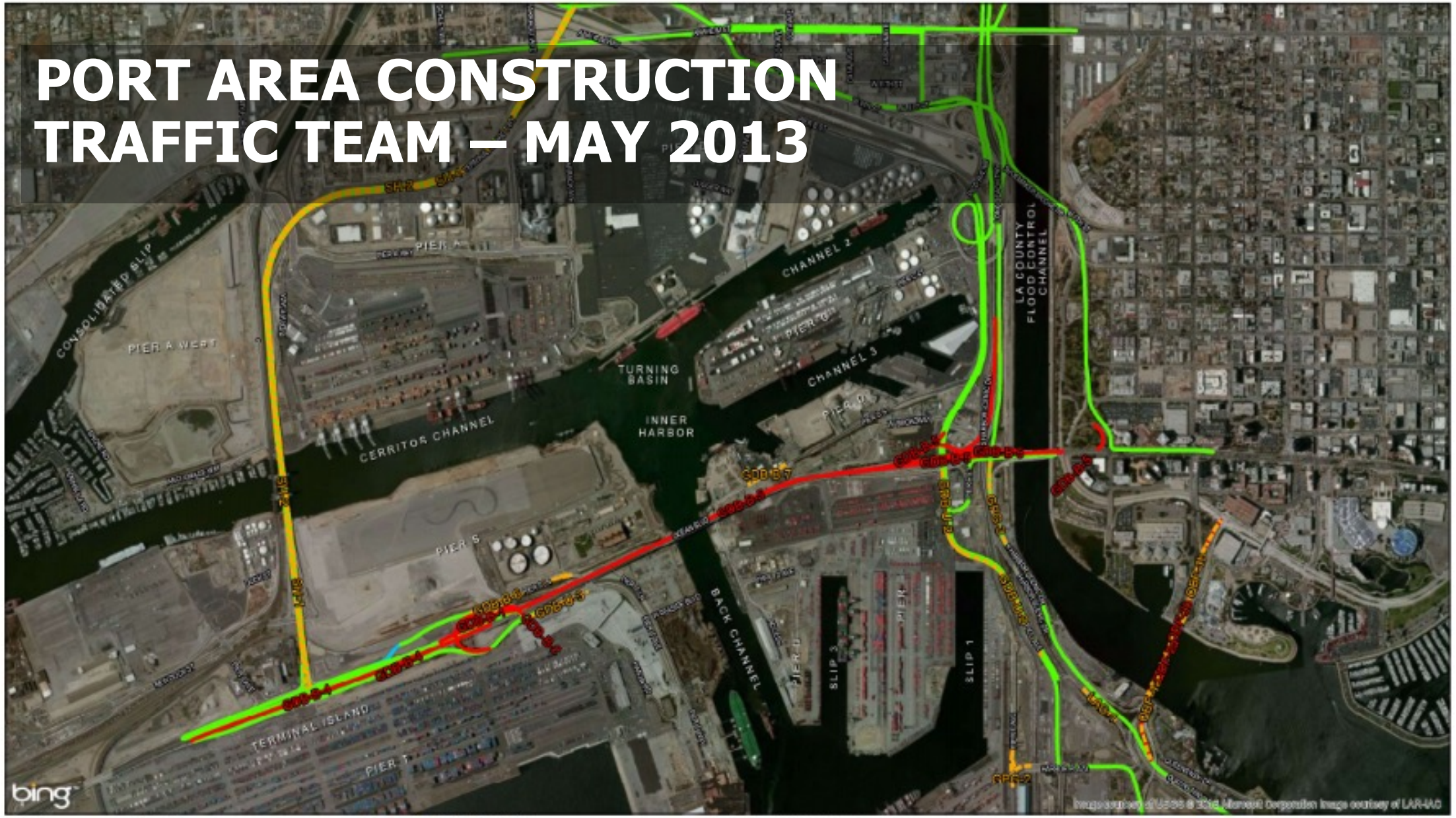
Port of
LONG BEACH
THE PORT OF CHOICE

Traffic Management: Teamwork and Technology

Theresa Dau-Ngo, AICP
Director, Transportation and Master Planning
Port of Long Beach

May 26, 2022

PORT AREA CONSTRUCTION TRAFFIC TEAM – MAY 2013



LSA

LEGEND

- Full Closure
- Partial Closure
- Detour
- Detour-Temporary Road

Project ID	Project Description
GDB-B-1	WB Ocean Blvd off-ramp to Pier T Ave
GDB-B-2	WB Ocean Blvd on-ramp from Pier T Ave - horseshoe demo
GDB-B-4	Ocean Blvd Full Closure - horseshoe demo
GDB-B-5	Ocean Blvd Full Closure - horseshoe demo
GDB-B-6	Pier S Lane Closure
GDB-B-7	Pier D Lane Closure
GDB-U-2	SB Pico Avenue Lane Closure - Tidelands
GDB-U-3	Pier T Avenue Lane Closure - SCE

Project ID	Project Description
GPG-2	Pier F Avenue Closure
GPG-3	Harbor Scenic Dr n/b on-ramp
LAC-1	Bridge Column Work on Harbor Scenic Drive
QBF-1a	Lane closure of QWB northbound lane
QBF-1b	Lane closure of QWB southbound lane
QBF-2a	Full closure of QWB northbound
QBF-2b	Full closure of QWB southbound
SH-1	NB SR-47 Partial Closure
SH-2	SB SR-47 Partial Closure

FIGURE 1

Port of Long Beach - Look Ahead

Active Projects with Roadway Closures or Restrictions

PORT STAFF

Executive Management

Transportation Planning

Engineering Design

Program Management

Construction Management

Project Controls

Security

Tenant Services and Operations

Communications

OUR PARTNERS

Project Management/ Construction Management (PM/CM)

Shimmick/ FCC/ Impregilo (SFI)

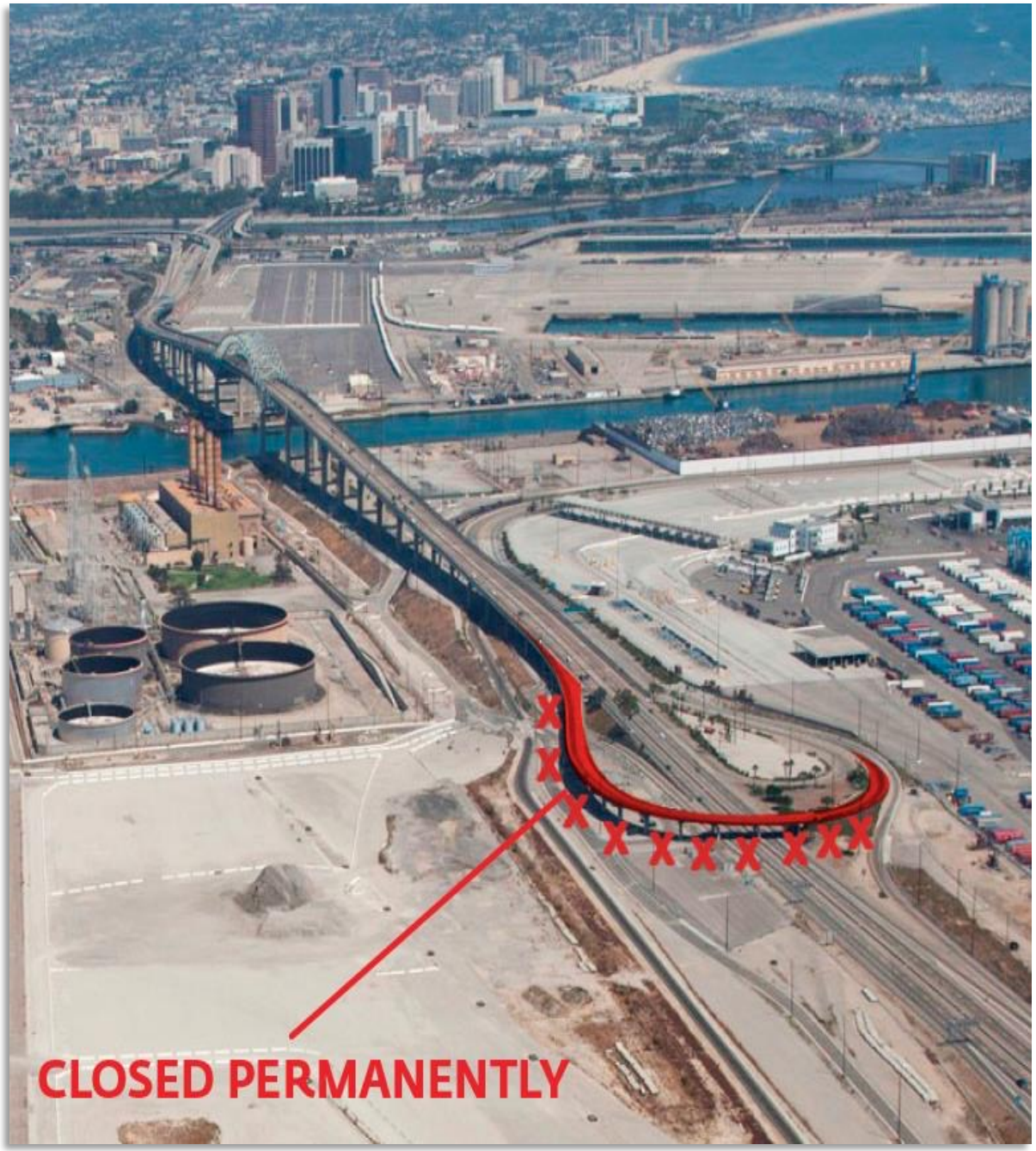
Westbound Communications

Caltrans

City of Long Beach Public Works

Los Angeles County

HORSESHOE RAMP DEMOLITION – JULY 2013



TRANSPORTATION MANAGEMENT PLAN APPROVAL (TMP) – SEPTEMBER 2013

SOUTHBOUND I-710 TO WESTBOUND OCEAN BLVD CONNECTOR CLOSURE – FEBRUARY 2014

JOINT SITE VISIT – MIDDLE HARBOR AND GDB REPLACEMENT PROJECTS - DECEMBER 2015

EASTBOUND OCEAN CONNECTOR CLOSURE– JANUARY 2016

Gerald Desmond Bridge Replacement Project

Caltrans • Metro • Port of Long Beach • US Department of Transportation

Long-term Closure

Ocean Blvd. Detour to Downtown Long Beach

Start Date: 5 a.m. Tuesday, January 19, 2016*
Duration: 36 months

Closure:
Eastbound Ocean Boulevard between the Gerald Desmond Bridge and downtown Long Beach will be closed for crews to construct the new bridge.

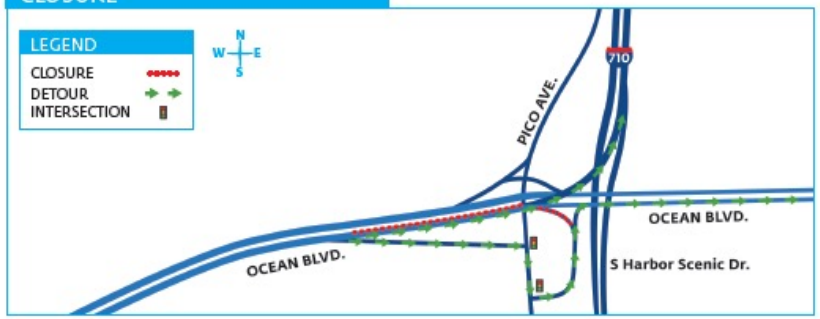
Closure of the section of Ocean Blvd. above Pico Avenue will require all vehicles heading to downtown Long Beach from the Desmond Bridge to briefly exit Ocean Blvd. to Pico Avenue and rejoin Ocean via the existing on-ramp. Westbound Ocean will remain open, although motorists may expect a brief realignment of the lanes.

Signalized intersections and improvements to on- and off-ramps will help traffic merge and flow, and reduce delays. The closure is expected to begin in January 2016 and last 36 months. Please note the northbound Long Beach (710) Freeway connector will remain open at this time.

*Closure dates and times are subject to change. For the latest information, visit **newgdbridge.com** and sign up for weekly updates or download the LB Bridge app.*

Detour:
Vehicles heading east on Ocean Blvd. from San Pedro and Terminal Island/Piers S and T to downtown Long Beach will exit at Pico Avenue, turn through two signalized intersections and rejoin Ocean Blvd. via an improved on-ramp.

CLOSURE



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Community Liaison
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Gina.DePinto@GDBRProject.com

Lee Peterson
Communications & Community Relations
(562) 283-7715
Lee.Peterson@polb.com

STAY CONNECTED:

www.newgdbridge.com
www.facebook.com/newgdbridge
@newgdbridge
(562) 283-7610

12-28-15

OPENING OF MIDDLE HARBOR PHASE 1 – APRIL 2016

Fact Sheet

LBCT Pier E

TRUCK ENTRY LANE

All Trucks Enter Via Northbound Pico Avenue

Port of LONG BEACH
The Green Port

Overview

The highly anticipated Long Beach Container Terminal Pier E facility at Middle Harbor opens in spring 2016, beginning an era of advanced, automated container cargo handling at the world's greenest terminal.

Safety is a top priority, so the Port of Long Beach has designed a special truck entry and queuing lane on Pico Avenue, just south of the fast-rising Gerald Desmond Bridge Replacement Project.

Pico Ave. Entry Lane

The ONLY way to enter Pier E is for truck drivers to use the northbound Pico Avenue entry lane.

- Get into the entry lane at Harbor Plaza and Pico Avenue
- Most drivers will come south and loop around the Pier G petroleum coke barns to get into the entry lane
- From the entry lane, make a left turn into Pier E

All trucks departing Pier E will exit via Pier D Street.

All truckers who need chassis for Pier E will go to LBCT's new chassis yard on Pier B, northwest of the Pico Avenue exit from the 710.

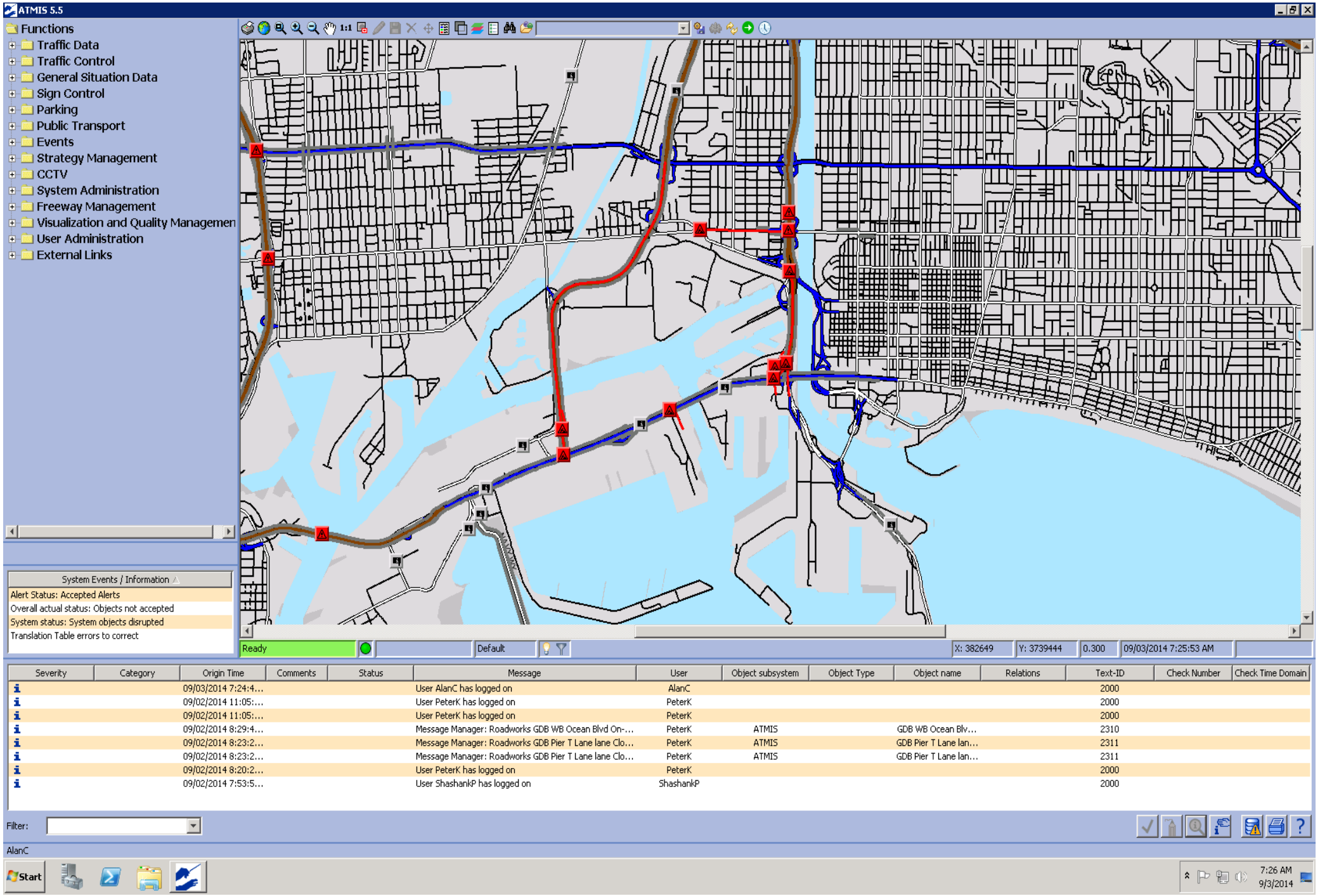
For the latest Port traffic updates, download the LB Bridge app to your smartphone from the Apple, Android or Windows app stores. Or subscribe to weekly email alerts at: **www.newgdbridge.com**.

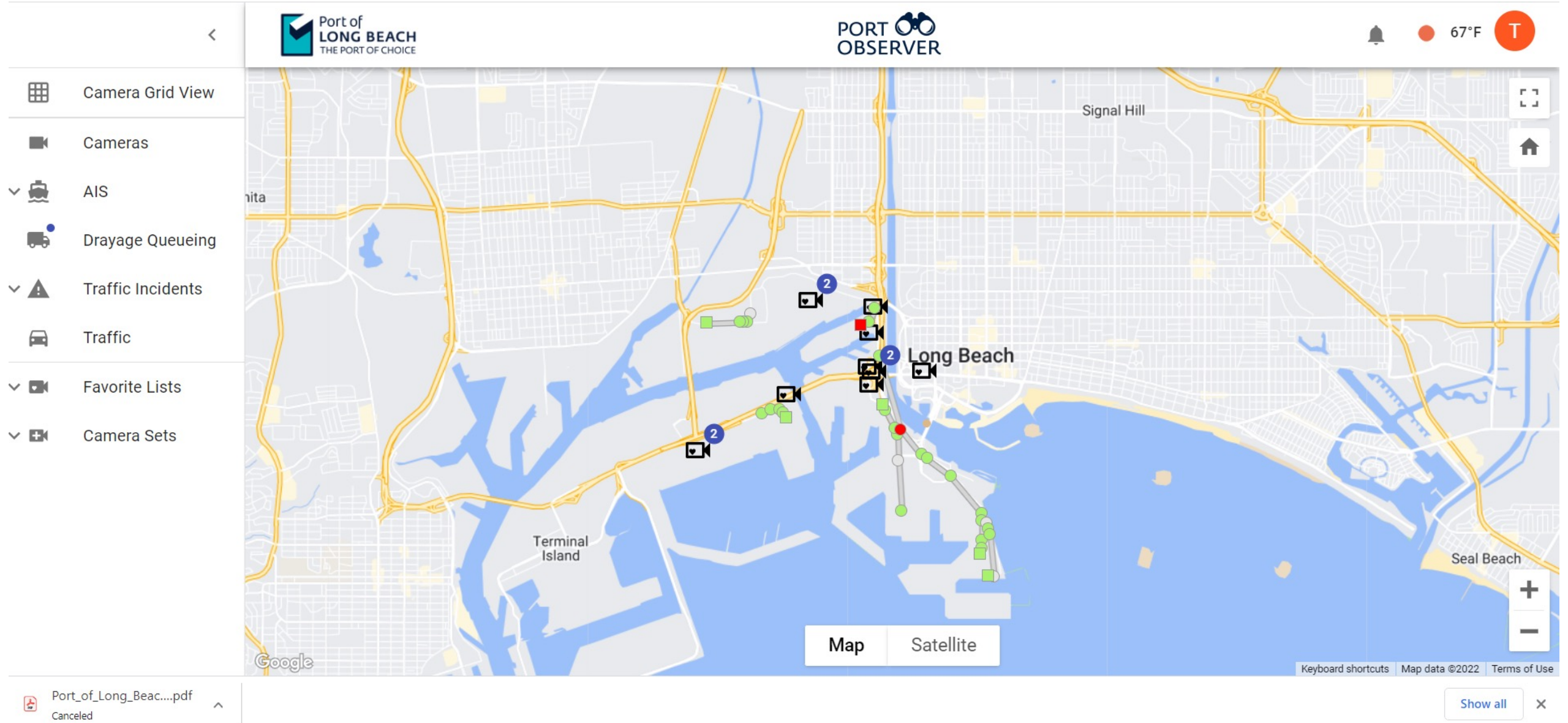
Please drive safely.

www.polb.com

NORTHBOUND I-710 CONNECTOR CLOSURE – JUNE 2018

OPENING OF THE NEW BRIDGE
OCTOBER 2020


ATMIS 5.5
Functions
Traffic Data
Traffic Control
General Situation Data
Sign Control
Parking
Public Transport
Events
Strategy Management
CCTV
System Administration
Freeway Management
Visualization and Quality Managemen
User Administration
External Links
System Events / Information
Alert Status: Accepted Alerts
Overall actual status: Objects not accepted
System status: System objects disrupted
Translation Table errors to correct
Ready
Default
X: 382649
Y: 3739444
0.300
09/03/2014 7:25:53 AM
Severity
Category
Origin Time
Comments
Status
Message
User
Object subsystem
Object Type
Object name
Relations
Text-ID
Check Number
Check Time Domain
09/03/2014 7:24:4... User AlanC has logged on AlanC 2000
09/02/2014 11:05:... User PeterK has logged on PeterK 2000
09/02/2014 11:05:... User PeterK has logged on PeterK 2000
09/02/2014 8:29:4... Message Manager: Roadworks GDB WB Ocean Blvd On-... PeterK ATMIS GDB WB Ocean Blv... 2310
09/02/2014 8:23:2... Message Manager: Roadworks GDB Pier T Lane lane Clo... PeterK ATMIS GDB Pier T Lane lan... 2311
09/02/2014 8:23:2... Message Manager: Roadworks GDB Pier T Lane lane Clo... PeterK ATMIS GDB Pier T Lane lan... 2311
09/02/2014 8:20:2... User PeterK has logged on PeterK 2000
09/02/2014 7:53:5... User ShashankP has logged on ShashankP 2000
Filter:
AlanC
Start
7:26 AM
9/3/2014



Port_of_Long_Beac....pdf
Canceled

Show all

Port of LONG BEACH
THE PORT OF CHOICE

PORT OBSERVER

66°F

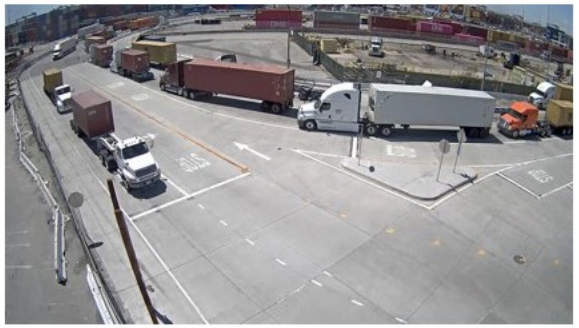
T

TO

Long Beach

Terminal Island

Queue J - Zone 1 - EXISTING



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Map | Satellite

Google

Keyboard shortcuts | Map data ©2022 Google | Terms of Use

Port of
LONG BEACH
THE PORT OF CHOICE

Thank you!

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