In 2014, the maximum cargo load capacity of ships passing through the canal will increase to 14,000 containers per ship from the current 4,500 containers per ship. This is nearly three times as much cargo per ship that will be able to circumvent the California ports and no longer travel through Arizona. As 70% of the cargo unloaded in Los Angeles and Long Beach is destined east and north, if shippers chose to use the possibly less expensive (and in some cases faster) route through the Panama Canal, the Sun Corridor could potentially experience a net loss of freight transit from the Los Angeles and Long Beach ports. To remain a competitive and attractive alternative, the Sun Corridor must enhance its position and increase the economic and strategic profitability of the routes through Arizona by providing value added industry clusters and extensive transportation connections and distribution centers.

Overview

10:30 a.m. Welcome and Introductions
Nancy Welch, ASU Morrison Institute of Public Policy

10:35 a.m. Update on JPAC Staff Meeting
Nancy Welch, ASU Morrison Institute of Public Policy

10:45 a.m. Proposed MAG Freight Study and Interstate 11
Bob Hazlett, MAG Senior Engineer

10:55 a.m. Southern Arizona Inland Port Possibilities
Andy Gunning, PAG Director of Planning

11:05 a.m. Pinal Projections Study
Jack Tomasik, CAAG Director of Regional Planning

11:15 a.m. Vision 2015: Arizona’s International Port of Entry System
Luis Ramirez, Arizona-Mexico Commission

11:25 a.m. Global Cities Initiative
Jay Hicks, AECOM

11:35 a.m. Sustainability in the Sun Corridor
All - Group Discussion

11:45 a.m. Working Lunch

12:30 p.m. Facilitated Open Dialogue
Nancy Welch, ASU Morrison Institute of Public Policy

1:15 p.m. Next Steps