

Labor Force

The West Valley focus area has a higher than average concentration of high school graduates when compared to Maricopa County and the state of Arizona, which suits the employment needs of a forward distribution center. Workers in this area have longer than average commutes to work and would benefit from jobs closer to home.



Percent of population with college degrees:

West Valley Focus Area	20%
Maricopa County	8%
State of Arizona	17%

Average length of work commute:

West Valley Focus Area	30 min.
Maricopa County	26 min.
State of Arizona	25 min.

A Cohesive Region Welcoming the Freight Industry

The Western Maricopa Coalition (WESTMARC) is a broad-based coalition of 15 communities in western Maricopa County that actively promotes diversified economic development and maintains an asset inventory that includes freight and distribution facilities.

For more information on the focus area or the west valley please visit the following websites:

www.buckeyeaz.gov
 www.westmarc.org
 www.gpec.org
 www.azcommerce.com

The West Valley Focus Area freight businesses move metals and building materials, farm machinery and equipment, mobile homes, truck trailers, crops and more!

- Arizona Machinery
- Arizona Trailer Mfg
- Custom Landscape Materials
- Lowe's
- Marlette Homes, inc.
- Quikrete
- Quincy Joist Co.
- Saddle Mountain Ranch

Source: IHS Global Insight. 2010

Truck Load Rates for Goods Movement between Southern California and the Sun Corridor

(for June 2011 based on North American Truck Load Rate Index)

Truck load rates, like air fares, are calculated based on a number of factors including labor, transportation, and fuel costs, but are most influenced by the relative capacity, demand, and shipper competition within a given corridor. As shown on the truck load rate table, the cost of shipping products to the west coast from the sun corridor are significantly lower than from west coast to sun corridor markets. This is due to the lack of manufacturing or

distribution in the Sun Corridor. The demand is low for the return trip back to the west coast. This presents a significant opportunity for manufacturers and suppliers to locate in the west valley of Maricopa County and be able to fill a truck that is looking to make a return trip to southern California for a significantly lower rate when compared to other major metro areas.

Southern California to Sun Corridor					
Lowest Rate Per Mile	\$2.11	Average Per Mile	\$2.78	Highest Rate Per Mile	\$3.12
Lowest Flat Rate	\$691	Average Flat Rate	\$721	Highest Flat Rate	\$933
Sun Corridor to Southern California					
Lowest Rate Per Mile	\$1.04	Average Per Mile	\$1.22	Highest Rate Per Mile	\$3.16
Lowest Flat Rate	\$365	Average Flat Rate	\$401	Highest Flat Rate	\$473

For more information about the study please visit www.bqaz.org

DRAFT



Forward Distribution Center

WEST VALLEY FOCUS AREA



FREIGHT TRANSPORTATION FRAMEWORK STUDY
 A study by the JOINT PLANNING ADVISORY COUNCIL
 A planning partnership for the Arizona Sun Corridor

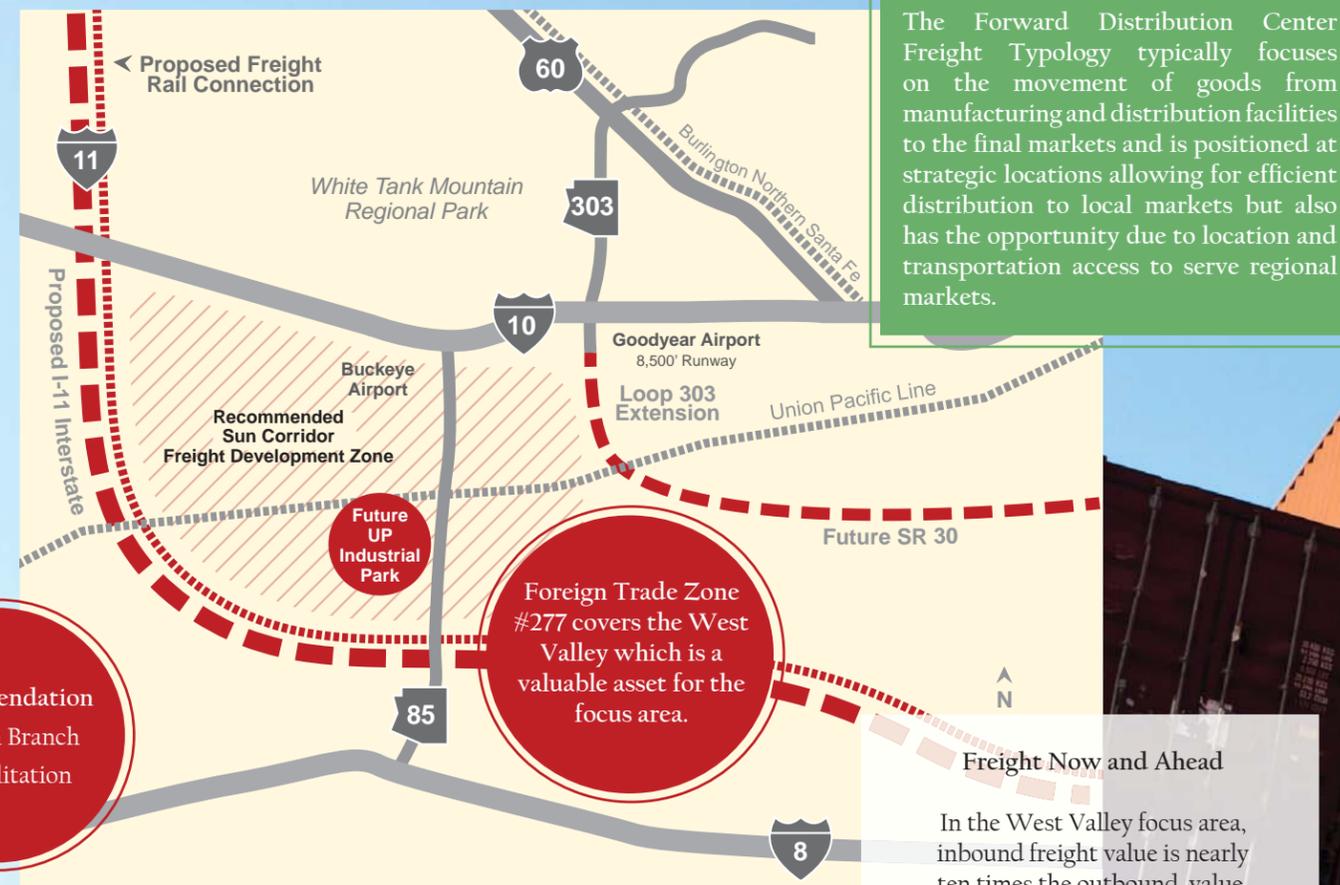


West Valley Focus Area

FORWARD DISTRIBUTION CENTER OPPORTUNITY

The West Valley focus area (5-mile radius) is ideal to serve the roll as a Forward Distribution Center in the Sun Corridor supply chain process, which focuses on staging goods for distribution to west coast and intermountain west markets. This location is very attractive due to its close proximity to a major anchor market (Phx-Mesa 4.5 Million) and being located on the western edge of the Sun Corridor along the CANAMEX Corridor.

The West Valley of Maricopa County is unique when compared to other areas. The West Valley is served by two class-I railroads, the Union Pacific (UP) and Burlington Northern Santa Fe (BNSF), creating significant freight development opportunity.



Freight Now and Ahead

In the West Valley focus area, inbound freight value is nearly ten times the outbound value, indicating close proximity to a major consumer market

Source: IHS Global Insight, 2010

Transportation

The West Valley focus area is located in Buckeye, Arizona, commonly referred to as the West Valley of Phoenix. The focus area is situated along the Interstate 10 corridor, which is a national freight corridor moving products from the West Coast to Phoenix and beyond. Given the trucking industry standards for truck travel that favor a one-day drive or less, the focus area is positioned in a strategic location to intercept goods from Texas and gulf coast ports along with international goods from Mexico and act as a staging point for distribution to west coast and intermountain west markets.

The focus area is located along the CANAMEX Corridor and has direct access to Interstate 10, State Route 85, and is located a short distance from Interstate 8. The future Interstate 11 is being planned in close proximity to the focus area, which would develop critical north/south transportation access for the Sun Corridor. In addition to prime interstate access, the Union Pacific rail road provides rail access to the area and has plans to locate a rail yard in the Buckeye area.

Distance to Market	Road	Rail
Inland Empire	305 mi.	340 mi.
Las Vegas	295 mi.	570 mi.
Salt Lake	715 mi.	995 mi.
Reno	735 mi.	855 mi.
Bay Area	705 mi.	740 mi.
Nogales Port of Entry	210 mi.	215 mi.

Rail Features	
Distance to Intermodal Terminal	25 mi.
Miles of Access	10 mi.

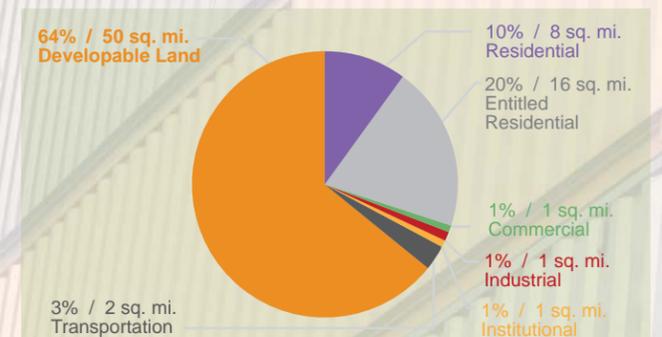
Distance to Freeways	
to I-10	1 mi.
to future Loop 202	12 mi.

Miles of Existing Major Roadway	
	16 mi.

Distance to Airport	
Phoenix-Goodyear Airport (8,500 ft. runway)	16 mi.

Developable Land

The West Valley focus area has a high percentage of industrial related developable land. Local agencies have made significant effort to attract industrial use, and have done so successfully. Warehouse and distribution center development trends along the Interstate 10 corridor from Downtown Phoenix to the Town of Buckeye have been occurring over the last decade and based on available land, access to major transportation corridors, and being located in close proximity to a major anchor market, the west valley will continue to be successful in attracting freight related economic development opportunities.



Recommendation

Protect available land at key transportation destinations (SR-85, I-10, I-11)

Improve SR-85 and I-10 corridor signage and increase trucking services to promote CANAMEX corridor.

Improve rail connectivity (improve Wellton branch and I-11 multimodal opportunities).

Create a special regional destination, such as Sun Corridor Freight Development Zone.

Recommendation
Wellton Branch
Rehabilitation