

Freight movement is a core component of Los Angeles County's economy. With nearly 10 million people and a \$339 billion Gross Domestic Product, the County employs roughly 500,000 jobs related to freight movement. Nationally, an additional 2.5 million jobs are linked to the nearly \$200 billion of international trade flowing through the Ports of Los Angeles and Long Beach, by far, the two largest containerized ports in the nation.

Freight movement traffic by all modes is projected to increase by over 80% between 1995 and 2020, with the region's railroads and freeway system serving as the corridors to transport goods between the Ports of Los Angeles and Long Beach. Forecasts predict that by the year 2025: regional heavy duty truck traffic will increase by more than 65%, rail tonnage will increase by more than 240%, marine cargoes will increase by more than 200%, air cargo tonnage will grow by more than 300%, and Metrolink ridership demand will require an additional 80 daily train trips on rail lines it shares with freight trains. In addition, safety on the county's streets and freeways are of principal concern due to increased freight traffic.

Effectively moving people and goods throughout Southern California directly impacts access to jobs and growth in the economy, both locally and globally. Currently, there are various transit and freight related studies being conducted by different entities, without a unified countywide strategy guiding their efforts, to develop an integrated approach of moving people and goods. MTA needs to play a leadership role in improving the quality of life of the county's population by balancing the mobility needs of people and freight and improving the economic well being of its population.

THEREFORE, to develop a cohesive and countywide freight movement strategy, I move that MTA:

Authorize the Chief Executive Officer to provide the necessary leadership in the area of freight movement planning by ensuring a coordinated countywide approach to developing consistent freight movement policy, analyzing systemic needs, assessing freight movement strategies, identifying priorities for project development, seeking additional innovative revenue sources, and providing viable recommendations to support the economic vitality of the county's residents and businesses.

Direct the Chief Executive Officer to ensure the freight planning process involves consultation with public and private stakeholders, including trucking companies, ports, local jurisdictions, railroads, shippers, and other community groups to develop recommendations that would address the need for accommodating the projected freight movement growth, its impacts to the transportation network, and impacts on Los Angeles communities.

Coordinate its work with federal, state, regional, and local transportation agency partners to develop a comprehensive and cohesive freight movement plan for the county, placing high priority on those projects that are ready for implementation, institutionalizing a goods movement function within MTA Countywide Planning and incorporating a funding component in the Call for Projects.

Direct the Chief Executive Officer to report back in 90 days with a comprehensive Work Plan to address the freight management strategy, actions, finding and organizational structure.