



**Metro**

PLANNING AND PROGRAMMING COMMITTEE  
APRIL 18, 2007

SUBJECT:           GOODS MOVEMENT EFFORTS  
ACTION:            APPROVE RECOMMENDATIONS

RECOMMENDATION

- A.     In order to enhance the State's Goods Movement Action Plan, continue to strongly advocate for the L.A. County projects included in the Plan; advocate for increased levels of funding for Los Angeles County through additional allocation of Trade Corridor funding ; and, utilize future recommendations from the Multi-County Goods Movement Action Plan to potentially advocate for additional projects.
- B.     Approve the addition of two policy statements to Metro's adopted Goods Movement Policies (See Revised Goods Movement Policies in Attachment A).
- C.     Incorporate evaluation of the feasibility of a Los Angeles County Inland Port into the Goods Movement Strategic Plan for Los Angeles County to be initiated in FY 2008.
- D.     Direct staff to monitor the final report of the 1909 Commission and develop recommendations for Board Advocacy for Federal Funding in support of priority projects and process improvements to streamline environmental clearance of projects with federal funding.

ISSUE

At its February 2007 meeting, the Board adopted two motions in connection with Metro's goods movement efforts. One motion requested that the CEO return in 60 days with recommendations on: 1) how the State Goods Movement Action Plan can be enhanced to further meet the needs of Los Angeles County and 2) any additional goods movement policy statements to be incorporated into Metro's goods movement policies. This motion also requested that 90 days after completion of the Multi-County Goods Movement Action Plan scheduled for July 2007, the CEO return with a proposed schedule and recommended resources necessary to conduct a Goods Movement Strategic Plan for Los Angeles County.

The second motion, requested that the CEO conduct analysis to determine the feasibility of placing an inland port in Los Angeles County.

## POLICY IMPLICATION

The Los Angeles County projects outlined in the State Goods Movement Action Plan are among the most critical for implementation in addressing the County's Goods Movement issues and incorporate the Board's priorities. Additional funding allocated to Los Angeles County projects through the Trade Corridor Improvement program will help ensure that more of the Board's goods movement priorities can be implemented.

The addition of policies that further refine Metro's Goods Movement Policy will help to better shape the agency's priorities and principles relative to goods movement efforts.

The inclusion of an inland port feasibility analysis in the Board requested Los Angeles County Goods Movement Strategic Plan will ensure a more comprehensive and balanced approach to identifying goods movement solutions.

## ALTERNATIVES CONSIDERED

The Board may choose not to express its support for the Los Angeles County projects in the State Goods Movement Action Plan. However, this action is not recommended since Metro staff was directly involved in the development of the State Goods Movement Action Plan project list and many of the projects submitted by Metro were recommended to receive some funding in the State Goods Movement Action Plan.

With respect to the additional policies, the Board could choose not to include them in Metro's overall goods movement policies. This action would not be recommended since inclusion of these policies will shed light on the importance of subregional efforts as well as the State Action Plan project list.

With respect to the inland port study, the Board could decide to conduct a stand-alone study. This alternative is not recommended because by combining the inland port feasibility with the Los Angeles County Strategic Plan, Metro can realize cost savings associated with data gathering and analysis efforts and ultimately ensure a more comprehensive plan for the county. Depending on the timing of this study, a stand-alone effort could require addition of approximately \$300,000 to the Metro FY 2008 budget request.

With respect to the 1909 Commission's development of a Final Report due to Congress in December, the Board could choose not to monitor the work and not to provide recommendations. This alternative is not recommended because such monitoring and provision of recommendations is wholly consistent with the Advocacy & Partnership initiatives set forth in the Board's adopted Goods Movement Policy Statement.

## FINANCIAL IMPACT

There is no financial impact to the Metro budget as a result of Metro's support of projects in the State Goods Movement Action Plan or addition of policy statements to the Board adopted Goods Movement Policies.

Staff anticipates initiating a Los Angeles County Strategic Plan inclusive of an inland port feasibility assessment to begin in the 3<sup>rd</sup> quarter of FY 2008. Upon completion of the Multi-County Goods Movement Action Plan, staff will return with a cost estimate for the Goods Movement Strategic Plan and the inland port assessment and any FY08 budget amendments, if necessary.

## DISCUSSION

The California Business, Transportation and Housing Agency, in coordination with the California Environmental Protection Agency recently released the State Goods Movement Action Plan. This plan was developed in close collaboration with all impacted stakeholders including Metro. Upon release of the State Goods Movement Action Plan, staff reviewed and assessed its recommendations relative to Los Angeles County's goods movement needs. The Plan recommends that Proposition 1B, the Trade Corridor Improvement Bond, fund \$783 million in goods movement projects within Los Angeles County. Metro is very supportive of the projects that have been recommended for funding as part of this plan. However, Metro also feels that the Plan should have recommended additional funding to Los Angeles County to reflect a proportionate share of funds commensurate with the county's unique and critical role as a trade gateway for both the state and the nation. As a participant in the California Transportation Commission's (CTC) working group responsible for establishing criteria to guide the distribution of State Bond Trade Corridor funds, Metro's CEO will be communicating this message directly to the CTC.

At the Board Goods Movement Workshop on January 29, Metro staff unveiled specific policies designed to help guide the agency's goods movement efforts and activities. At its February meeting, the Board formally adopted these policies and requested recommendation of additional goods movement policies based upon the Board Goods Movement Workshop and the SAFETEA-LU Commission hearings. Staff is recommending the addition of the following two policy statements:

- Support the Los Angeles County project recommendations of the State Goods Movement Action Plan with emphasis on further maximizing Los Angeles County's share of the Proposition 1B Trade Corridor funding; and,
- Work closely with regional Councils of Governments and subregional study recommendations in identifying goods movement projects.

With respect to an inland port feasibility study, Metro recommends that this effort be combined with the Los Angeles County strategic Plan which is slated for

development upon completion and further assessment of the Multi-County Goods Movement Action Plan. SCAG is currently conducting Phase I of an inland port study focused on the feasibility of placement of an inland port within the SCAG region. While the geographic focus of the SCAG study goes beyond Los Angeles County, some of the data and analysis from that study could prove useful in conducting the Los Angeles county inland port feasibility analysis. Additionally, the inclusion of the inland port feasibility as a component of the larger Los Angeles County Strategic Plan will yield a more holistic, comprehensive and cost-effective study.

With respect to the 1909 Commission's development of a Final Report, it is recommended that Metro monitor the work and provide recommendations that are consistent with Advocacy & Partnership initiatives set forth in the Board's adopted Goods Movement Policy Statement.

### NEXT STEPS


Upon Board approval, the CEO will communicate the agency's support of the Los Angeles County projects included in the State Goods Movement Action Plan and emphasize the need for additional Prop1B Trade Corridor funding for Los Angeles County through the CTC Working Group process as well as all other appropriate opportunities. The additional policy statements outlined in the Board report will be added to Metro's overall Goods Movement Policies. Upon approval of the Multi-County Goods Movement Action Plan, staff will return to the Board with a proposed schedule and further details on the resources necessary to conduct the Goods Movement Strategic Plan for Los Angeles County including an assessment of the feasibility of locating an inland port within the county.

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## Goods Movement Policy Statements

Consistent with Metro's responsibility to enhance the County's mobility, economic viability and community livability, Metro shall act as coordinator and facilitator of programs, projects and funding to ensure a regional approach to goods movement solutions. In fulfilling this coordination role and the County's role as a national gateway, Metro should champion solutions that ensure economic vitality while maximizing improvements to the environment and quality of life.

The CEO shall engage in the following actions and shall provide adequate staffing levels to fulfill this responsibility

### Projects

- Continue to work closely with ACE, the railroads, and others to ensure implementation of grade separations, capacity and safety improvements.
- Pursue alternatives for improving the I-710 corridor serving the Ports of Los Angeles and Long Beach that achieve the goals of improved safety and mobility by separating truck/container and auto traffic, exploring alternative technology and improving the environment and quality of life for surrounding communities.
- Continue to identify and pursue improvements along other major goods movement corridors and interchanges.
- Utilize the Multi-County Goods Movement Action Plan as a blueprint for further development of projects and programs.
- Support projects and programs that maximize air quality and improve the quality of life such as those that use clean fuel technologies, reduce green house emissions, and promote renewable energy.

### Advocacy & Partnerships

- Pursue ongoing dialogue with public and private goods movement stakeholders to ensure that community interests are accurately communicated and properly represented.
- Communicate a message to state and federal officials and legislators that highlights Los Angeles County's critical role in getting goods to markets across the United States and the accompanying disproportional environmental costs borne by Los Angeles County residents.
- Endorse and support Mobility 21 as a strategic advocacy partner and expand its current Los Angeles County focus to a multi-county regional focus as part of Metro's active presence in all high level forums on goods movement.

- Support and propose legislation favorable to regional goods movement goals.
- Work in close collaboration with neighboring Counties to ensure the development of goods movement policies that are mutually beneficial and transcend geographic boundaries.
- Work closely with regional Councils of Governments and subregional study recommendations in identifying goods movement projects.

### Funding

- Continue collaboration with organizations such as the Coalition for America's Gateways and Trade Corridors in developing dedicated federal and state goods movement funding sources.
- Pursue public and private partnerships, resources and investments.
- Evaluate the possibility of providing a Metro fund to match all projects that secure a portion of the Statewide Goods Movement program.
- Support the Los Angeles County project recommendations of the State Goods Movement Action Plan with emphasis on further maximizing Los Angeles County's share of the Proposition 1B Trade Corridor funding.

Shaded portion signifies new policy statements

