



Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 T
metro.net

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**PLANNING AND PROGRAMMING COMMITTEE
JUNE 20, 2007**

**SUBJECT: SOUTHERN CALIFORNIA NATIONAL FREIGHT GATEWAY
PARTNERSHIP AGREEMENT**

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file the Partnership Agreement among County Transportation Commissions, SCAG, Ports of Los Angeles, Long Beach and Hueneme, and appropriate state and federal agencies to develop the Southern California National Freight Gateway Strategy.

ISSUE

For the past year, the CEOs of Metro, OCTA, RCTC, SANBAG, Ventura Counties and SCAG have been discussing collaboration among state, federal, and local agencies responsible for goods movement. This was borne out of the realization that much of the region's burdens associated with the movement of goods are attributable to factors outside the region's direct sphere of influence; namely, federal trade and state transportation policies. To this end, the agencies entered into a consultant contract to assist with outreach to state and federal agencies and to further develop the Southern California National Freight Gateway Partnership Agreement (Attachment A).

In furtherance of the USDOT's National Strategy to Reduce Congestion on America's Transportation Network, the agreement establishes collaboration among Metro, OCTA, RCTC, SANBAG, VCTC, Imperial County Transportation Commission, SCAG, the Ports of Los Angeles, Long Beach and Hueneme, State Departments of Business, Transportation and Housing, California Environmental Protection Agency, California Resources Agency, U.S. Department of Transportation, U.S. Department of Interior, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, and the U.S. Department of Commerce to advance projects that contribute to efficient freight transportation while protecting and enhancing environmental and community issues.

BACKGROUND

The intent of this MOU is threefold:

- To highlight the region's integral role as the gateway for goods that enter the nation and the disproportionate burden that this role places on the region's communities and infrastructure;
- To assure proactive involvement from the appropriate state and federal agencies in streamlining the often fragmented and laborious environmental review and approval; and,
- To establish a formal working relationship and obtain tangible commitments from appropriate entities toward the development of a strategic framework designed to address environmental as well as goods movement issues.

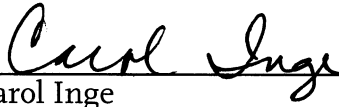
NEXT STEPS

The CEO will execute the agreement on behalf of Metro.

ATTACHMENT

A. Partnership Agreement

Prepared by: Carol Inge, Chief Planning Officer
Shahzad Amiri, DEO, SGVAT



Carol Inge
Chief Planning Officer



Roger Snoble
Chief Executive Officer

SOUTHERN CALIFORNIA NATIONAL FREIGHT GATEWAY
PARTNERSHIP AGREEMENT
AMONG FEDERAL, STATE, REGIONAL AND LOCAL AGENCIES

Preamble

We the undersigned support a cooperative partnership for the Southern California National Freight Gateway that concurrently addresses growing freight throughput capacity balanced with environmental and community concerns in the Southern California National Freight Gateway Area (the Area). The USDOT has promulgated a *National Strategy to Reduce Congestion on America's Transportation Network*. The strategy incorporates a focus on major freight bottlenecks, including the Area, and expanding public outreach in the Area with various involved agencies and other public and private interests. This *National Strategy* incorporates the ideals of the USDOT *Framework for a National Freight Policy*. The *Framework* offers a vision and objectives to help public and private transportation stakeholders cooperatively pursue freight transportation improvements that support economic growth while also improving environmental quality.

The Challenge

Over 40 percent of all goods imported into the U.S. flow through Southern California, the largest port complex in the U.S., with the vast majority of these goods distributed throughout the country. The combination of increasing freight flows, the projected 25 percent population increase by 2030 and inadequate transportation infrastructure funding will intensify the congestion in the region's already overcrowded transportation system and increase hazards to the environment. Without major actions and assistance from all government levels to protect and enhance the environment, freight movements through the region will increase the already significant impacts on the quality of life in Southern California's communities and the environment overall. Air quality is of particular concern.

Pursuing sustainable and efficient regional freight transportation operations offers significant economic opportunities to the region in the form of additional business, more and better quality jobs, and enhanced local, State and federal tax revenues. Successful transportation improvement efforts in Southern California will require extensive collaboration by a large and diverse group of interested parties including Federal, State and numerous local entities; private industry; unions and the public. Important steps have already been taken at the Federal, state and local levels. Going forward, the outcome to be achieved is the priority connection of freight growth with protection and enhancement of the natural and human environment, to resolve the freight transportation issues facing Southern California.

Purpose

The purpose of this partnership agreement is to promote cooperation, coordination and collaboration among the signatories in the spirit of Section 101(a) of the National Environmental Policy Act (NEPA) and to advance projects for sustainable and efficient freight transportation operations while all signatories pursue their normal responsibilities under the law. This agreement is not intended to limit, increase or affect the authority of any agency under the law. The undersigned agree to a mutual, overarching goal of working with all stakeholders in the Area to improve freight throughput capacity while protecting and enhancing the natural and human environment.

Commitments

In the spirit of Section 101(a) of NEPA and with the mutual understanding that this is a flexible working agreement among our respective agencies, we commit as follows:

- The Partners agree to use this agreement as the basis for a collegial and cooperative alliance to improve sustainable and efficient freight transportation operations in the Area, with a particular focus on air quality improvements;
- The Partners agree to use this forum as a means to promote better understanding among all stakeholders of underlying considerations and potential impacts and alternatives for proposed Southern California transportation projects.
- The Partners will develop a strategic framework for achieving sustainable and efficient freight transportation operations in the Area in harmony with California's Goods Movement Action Plan (<http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>), including the assurance that all new freight projects meet environmental requirements, with an early focus on air quality issues;
- The Partners will consider improvements to the transportation decision-making and environmental review processes to expeditiously advance the objective of the Partnership;
- The Partners agree to build upon the existing environmental programs of ports and their tenants in order to work cooperatively to reduce air quality-related freight movement emissions consistent with the Area's air quality implementation plan;
- The parties will establish agreed procedures and protocols in order to carry out the intent of this agreement in an efficient manner;
- Within 60 days of the signing of this agreement, senior management representatives of the Partners will meet, and will continue to meet twice a year through the term of this agreement, to discuss emerging problems, issues and priorities for each organization, and to report on the status of the initiatives;
- In addition, each Partner will assign a contact person, within their respective organization, who will serve on a Steering Committee that will be responsible for setting the semi-annual meetings, tracking the status of the initiatives, and communicating results to internal and external stakeholders;
- The Partners agree to update this agreement periodically based upon accomplishments and new priorities.

Miscellaneous

The expenditure or advance of any money or the performance of any obligation of the United States under this agreement shall be contingent upon appropriation or allotment of funds in accordance with 31 USC 1341 (Anti-Deficiency Act).

Nothing in this Partnership Agreement shall have the effect of changing any existing provision of applicable Federal or State law, regulations, or other agreements between the signatory agencies. All provisions of this Partnership Agreement are intended and shall be interpreted to be consistent with all applicable provisions of Federal and State law. Nothing in this Partnership Agreement limits the discretion of the signatory agencies in carrying out their statutory and regulatory obligations.

The term of this agreement shall end on December 31, 2015 unless further extended by the signatories. Any signatory may withdraw from this agreement by giving 90 days prior written notice to the other signatories.

IN WITNESS WHEREOF, the parties have signed this partnership agreement on the dates set forth below their signatures.

[The following signature blocks should be revised and completed as necessary by the individual organizations]

FEDERAL AGENCIES

Signature _____
Printed Name & Title _____
Deputy Maritime Administrator
Maritime Administration
U.S. Department of Transportation
Date: _____

Signature _____
Printed Name & Title _____
Regional Administrator for the Pacific Southwest Region
U.S. Environmental Protection Agency
Date: _____

Signature _____
Printed Name & Title _____
Manager of California and Nevada operations
U.S. Fish and Wildlife Service
U.S. Department of the Interior
Date: _____

Signature _____
Printed Name & Title _____
Division Engineer representing the South Pacific Division
U.S. Army Corps of Engineers
Date: _____

Signature _____
Printed Name & Title _____
Regional Administrator for the Southwest Region
National Marine Fisheries Service
National Oceanic and Atmospheric Administration
U.S. Department of Commerce
Date: _____

STATE OF CALIFORNIA

Signature _____
Printed Name & Title _____
Business, Transportation and Housing
Date: _____

Signature _____
Printed Name & Title _____
California Resources Agency
Date: _____

Signature _____
Printed Name & Title _____
Environmental Protection Agency
Date: _____

REGIONAL/LOCAL AGENCIES

Signature _____
Printed Name & Title _____
Southern California Association of Governments
Date: _____

CTCs

Signature _____
Printed Name & Title _____
Los Angeles County Metropolitan Transportation Authority
Date: _____

Signature _____
Printed Name & Title _____
San Bernardino Associated Governments
Date: _____

Signature _____
Printed Name & Title _____
Riverside County Transportation Commission
Date: _____

Signature _____
Printed Name & Title _____
Orange County Transportation Authority
Date: _____

Signature _____
Printed Name & Title _____
Ventura County Transportation Commission
Date: _____

Signature _____
Printed Name & Title _____
Imperial County
Date: _____

PORTS

Signature _____
Printed Name & Title _____
Long Beach Board of Harbor Commissioners
Date: _____

Signature _____
Printed Name & Title _____
Los Angeles Board of Harbor Commissioners
Date: _____

Signature _____
Printed Name & Title _____
Port of Hueneme, Oxnard Harbor District
Date: _____