



Metro

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TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE 
CHIEF EXECUTIVE OFFICER

FROM: MATT RAYMOND 
EXECUTIVE OFFICER, COMMUNICATIONS

SUBJECT: GOODS MOVEMENT ACTION PLAN

ISSUE

Together the California Environmental Protection Agency (CAL/EPA) and the Business, Transportation and Housing Agency (BTH) released the second phase of the Goods Movement Action Plan (GMAP). As a key component of Governor Schwarznegger's Strategic Growth Plan, the GMAP is a statewide action plan that provides recommendations on how to address goods movement capacity expansion, environmental impacts and goods movement-related security and public safety issues.

DISCUSSION

The GMAP is a key component of Governor Schwarznegger's Strategic Growth Plan and provides strategic recommendations to assist in the allocation of \$3.1 billion of the \$19.9 billion approved by voters in Proposition 1B. The GMAP includes approximately 200 actions and project recommendations that cover public health, goods movement, enhanced security, job creation, environmental and community impacts.

The report is intended to provide recommendations to the California Transportation Commission and Air Resources Board on how to allocate the bond funds. The submission of the report was a requirement of Proposition 1B. Under Proposition 1B the CTC is required to consult state and local goods movement studies before allocating Proposition 1B Trade Corridor Improvement bond funds.

The report recommends allocating approximately \$800 million for projects in Los Angeles County including:

Project	Bond Funding	Project Construction Cost (in thousands)
State Route 47, Alameda Corridor Expressway (including Schuyler Heim Bridge replacement)	111,000	557,000
I-710 Early Action Project: Port Terminus Improvements	60,000	300,000
Port of Long Beach, Gerald Desmond Bridge Replacement	160,000	800,000
Port of Los Angeles/Burlington Northern Santa Fe, "Southern California International Gateway" Near Dock Facility	40,000	200,000
Ports of Los Angeles and Long Beach/Union Pacific, Near Dock Intermodal Container Transfer facility Completion	20,000	100,000
Alameda Corridor East Grade Separations Los Angeles County portion only	313,000	1,565,000
BNSF/UP, Los Angeles Basin Rail capacity Improvements (main line capacity, shuttle train demonstration project improvements) Los Angeles County portion only	67,000	333,000
State Route 14 to Calgrove Blvd., Interstate 5 Truck Lanes	12,000	60,000
Total	783,000	3,915,000

Under these recommendations Los Angeles County would receive approximately \$800 million about ½ of which would be allocated to the Alameda Corridor East project. While

this is an important project, and while many of the other recommended LA projects are important, staff are concerned that \$800 million may not be fully represent a proportionate share of funding for LA County. Funding for goods movement projects is also subject to further legislation which is expected to be considered in this legislative session.

The project allocations in the GMAP do not fully fund any of the projects. The GMAP recommends that the bond proceeds be used to leverage other public sources of funds, as well as private contributions. The GMAP proposes to accomplish this primarily through the use of public private partnerships.

The GMAP outlines four trade corridors in the state and makes specific recommendations for improvements that should be made in each corridor. In designating four corridors the GMAP appears to treat each of the corridors as equal components of a statewide system. While staff recognize that each of these four areas have some form of goods movement issues associated with them, the impacts associated with those issues and the volume of cargo handled in each of those areas is not equal. Additionally, the Central Valley corridor includes State Route 99 which already has \$1 billion allocation from Proposition 1B and is the only project to receive such an allocation. Authorizing this area to receive additional funds from another category could create a disproportionate allocation of bond funds throughout the state.

In terms of implementation, the GMAP suggests that new entities could be created which would have authority to receive and spend transportation funds. Such a proposal had been raised in previous legislative sessions and should be carefully examined. In general, existing agencies such as neighboring counties, and separate jurisdictions could partner together and form a Joint Powers Agreement without legislation. In the development of specific projects, those entities may need to seek specific legislation if, for example the project was to be funded with tolls.

CURRENT STATUS

Metro's Countywide Planning and Development staff along with various other regional partners is in the process of preparing the Multi-County Goods Movement Action Plan. Staff plans to bring the draft multi-county plan to the Board for consideration this spring. The Trade Corridor bond language requires that these reports be consulted by the CTC, however, their significance on the allocation of the goods movement bond funds is not clear at this point.

In addition, Senator Alan Lowenthal (D- Long Beach) has introduced SB 9, a bill to allocate funds for the \$2 billion for infrastructure improvements and SB 19, a bill to allocate \$1 billion for air quality improvements along trade corridors.

NEXT STEPS

Metro will be participating in the working group that the California Transportation Committee is establishing to help formulate the guidelines and criteria for distribution of the state bond goods movement monies.

Metro staff is monitoring state and federal goods movement legislative matters and will come to the Board for formal positions on legislation. Metro's Legislative program also identifies support for the development of legislation authorizing the imposition of a container fee. Staff will continue to pursue these measures in this year's legislative session.

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