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March 22, 2004

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE 
CHIEF EXECUTIVE OFFICER

FROM: MARIA A. GUERRA 
CHIEF OF STAFF

SUBJECT: SUPPLEMENTAL INFORMATION ON ITEM 9 B-E

At last Thursday's EMAC meeting Supervisor Yaroslavsky asked for a matrix summarizing staff's recommendations related to a number of goods movement bills introduced in the state legislature (Board Agenda Items 9B-E).

The MTA is recommending "Neutral – work with Author" positions on all the goods movement bills. The matrix highlights the pertinent program elements that have been proposed in the legislation, the bill in which the proposals are made, and staff's recommended actions relative to each of the elements as a starting point for discussions with the respective authors. Please note that the measures are in their preliminary stages and are expected to undergo significant discussion as the year progresses. The matrix is intended to be a starting point of basic positions for discussion with state legislators. Staff will provide updates to the Board as these measures move through the legislative process.

Bills in which Program Elements are Proposed	Proposed Program Element	Staff Recommended Actions and Objectives
<p>AB 2041 (Lowenthal) would create the Port Congestion Management District. The new district would be authorized to impose fees to fund improvements along vital good movement fees container.</p>	<p>Creation of new entity to implement strategies.</p> <p>Requires development of a comprehensive goods movement strategy.</p> <p>Development and funding of specific transportation related improvements to facilitate goods movement.</p>	<ul style="list-style-type: none"> • Oppose creation of new entity with duplicative or overlapping functions of existing agencies. • Insure MTA's role as the planning and programming agency for Los Angeles County is maintained. • Insure that the new entity should not interfere with the MTA's abilities to identify and allocate transportation funds on a countywide basis. • Insure inclusion of all effected agencies in the development of a comprehensive goods movement strategy. • If new entity is formed it should be based on the ACTA or similar model to provide full MTA participation and other partnering opportunities. • Imposition of fees and other funding strategies should be considered as part of an overall comprehensive strategy.

Bills in which Program Elements are Proposed	Proposed Program Element	Staff Recommended Actions and Objectives
<p>AB 2043 (Lowenthal) would create the Maritime Port Strategic Master Plan Task force which would also be charged with developing a goods movement strategy.</p>	<p>Creation of new entity to implement strategies</p>	<ul style="list-style-type: none"> • Oppose creation of new entity with duplicative or overlapping functions of existing agencies. • Insure MTA's role as the planning and programming agency for Los Angeles County is maintained. • Insure that the new entity should not interfere with the MTA's abilities to identify and allocate transportation funds on a countywide basis. • If new entity is formed it should be based on the ACTA or similar model to provide full MTA participation and other partnering opportunities.

Bills in which Program Elements are Proposed **Proposed Program Element** **Staff Recommended Actions and Objectives**

<p>AB 2024 (Bermudez) requests the Secretary of BT&H to develop recommendations to implement a wide range of goods movement strategy.</p>	<p>Provides incentives for movement of goods during off peak periods.</p> <p>Provides Disincentives for movement of goods during peak periods.</p> <p>Proscribes mandatory hours for operation of port terminals, railroads, trucks and distribution centers.</p>	<ul style="list-style-type: none"> • Support in concept. • Incentives should be part of an overall comprehensive strategy to deal with freight movement. • MTA should remain neutral. • Disincentives should be part of an overall comprehensive strategy to deal with freight movements. • Concept is one of many alternatives currently under review by various other groups and entities. MTA should continue to work with stakeholders as part of an overall comprehensive goods movement strategy.
<p>AB 2042 (Lowenthal) would require that future port expansion adhere to a zero net increase in air pollution.</p>	<p>Air Quality Controls</p>	<ul style="list-style-type: none"> • Imposition of air quality regulations is AQMD's jurisdiction. • As a participant in a larger process, MTA should continue to fund improvements that will improve air quality. • MTA should partner with AQMD to develop regulations that do not severely impact good movement efforts and that are part of an overall goods movement strategy.