

CA

Flores, Juan

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**From:** Michele Fell [michele\_fell@dot.ca.gov]  
**Sent:** Wednesday, June 22, 2005 2:32 PM  
**To:** Flores, Juan  
**Cc:** Nordahl, Richard  
**Subject:** Nomination for CA Goods Movement Action Plan

**Attachments:** AASHTO Freight Achievements Pogram.doc



AASHTO Freight  
Achievements Po...

Mr. Juan Flores

American Association of State Highway and Transportation Officials

Dear Mr. Flores:

I have been asked to respond to Mr. Tom Norton's letter of June 8, 2005 to Mr. Will Kempton, Director, California Department of Transportation. In his letter, Mr. Norton (AASHTO Special Committee on Intermodal and Economic Expansion) encouraged the Department to submit project nominations for consideration in AASHTO's Freight Transportation Achievements program. The letter also indicated that nominations be sent directly to your attention.

We appreciate the opportunity to participate. I have attached the Department's nomination for the Committee's consideration.

(See attached file: AASHTO Freight Achievements Pogram.doc)

**AASHTO Freight Achievements Program  
Project Nomination  
California Department of Transportation**

**TITLE OF PROJECT:** The California Statewide Goods Movement Action Plan

**PROJECT CATEGORY:** Planning/Public-Private Partnership/Statewide Coalition Building

**GENERAL DESCRIPTION:** The California Goods Movement Action Plan will be a statewide multi-modal implementation plan for goods movement infrastructure improvements, goods movement-related environmental and community mitigation, and goods movement-related homeland security and public safety enhancement. It will establish the ‘how’, ‘when’ and ‘who’ required to synchronize and to integrate efforts to achieve success in as short a timeframe as possible. A multi-stakeholder coalition of public agencies, private companies, health and community advocacy groups and individual citizens are committed to working together to identify needed actions, including prioritizing goods movement infrastructure projects, developing environmental and community impact mitigation strategies and identifying revenue sources to fund these prioritized projects. The Plan is the culmination of an effort that began in June 2004, when Governor Arnold Schwarzenegger established a Cabinet Goods Movement Working Group (chaired by the Secretary Sunne Wright McPeak of the Business, Transportation and Housing Agency (BTH) and Secretary Alan Lloyd of the California Environmental Protection Agency (CalEPA). This working group held several multi-stakeholder ‘listening sessions’ throughout California to better understand statewide goods movement issues.

The Plan is being developed in two Phases. The Phase I Report was released in March 2005 (a copy is available at the California Business, Transportation and Housing website: [www.bth.ca.gov](http://www.bth.ca.gov), ‘New Initiatives-Goods Movement’ link). Phase I focuses on the ‘why’ and the ‘what’ of California’s goods movement industry. Information from a variety of sources—including the two ‘listening sessions’ in Northern and Southern California that captured input from over 325 participants—was collected and used to characterize 1) the goods movement industry and its growth potential; 2) the four port-to-border transportation corridors that are the State’s goods movement ‘backbone’(with an inventory of infrastructure projects planned or underway; 3) environmental and community impacts (and potential mitigations); and (4) key aspects of public safety and homeland security issues. Phase II will utilize stakeholder working groups in the State’s four primary goods movement corridors. In a four-month period, the working groups will develop business plans that will identify the timing, sequencing and funding of corridor infrastructure projects; review, evaluate and recommend corridor-specific operational improvements; identify environmental and community impact mitigation strategies and recommend homeland security and public safety enhancements. Phase II will be executed by working groups comprised of stakeholders and team leaders from BTH and CalEPA. The culmination of Phase II will be the four Corridor Business Plans, an Emission Reduction Plan, and a Workforce Development Plan. These elements will be rolled up to the Phase II Implementation Plan, due in December 2005.

**STATEMENT OF NEED:** California’s trade is expected to double within the next fifteen years. Although this growth in trade will bring many economic benefits (including job growth in the well-paid logistics sector), there will also be impacts to local communities that are adjacent to ports, warehouse districts, and along transportation corridors. Maintaining an efficient, safe and environmentally

sensitive goods movement system is paramount to maintaining California's economy, its people and its future. Implementing the aggressive actions of the Action Plan are essential elements to serving the people, reducing environmental and community impacts, and improving the quality of life for all Californians. The Plan's impact will go well beyond California's borders, however. Relieving bottlenecks and developing effective, ongoing partnerships with a variety of private entities will benefit the nation's goods movement system as a whole. Recognizing and addressing the impacts of goods movement projects on local communities will likewise be a new element of the 'best practices' template that the Plan will provide.

**DESCRIPTION OF BENEFITS:** As a result of this effort, California will implement a set of comprehensive actions--developed by statewide consensus--that involves the public and private sectors as well as, the environmental, community and public health advocacy groups. The Plan will provide a list of prioritized projects—with costs and innovative funding options—that considers every region of California. Rural areas—key components in the goods movement system, but often overlooked—are also included; with their special needs and issues taken into account. Developing consensus among diverse stakeholder groups throughout the state will set the stage for future actions, and will build credibility and trust among the groups that will be invaluable as implementation of the projects moves forward over the next fifteen years. The Plan can serve as a 'best practices' model for other states that are grappling with similar issues.

**SUMMARY OF FINANCING:** The total project cost for all projects in the Phase I Action Plan (both underway and needed within 15 years) is almost forty-three billion dollars. During Phase II, the working groups will evaluate and prioritize the list and develop funding options.

**SUMMARY:** The Action Plan is both unique in its scope, and ambitious in its objectives. It truly represents the adage 'great challenges require great solutions'.

**PUBLIC AND PRIVATE STAKEHOLDERS:** A very diverse group of stakeholders have contributed to moving the Plan forward. The following is a partial list:

California State Senate	British Petroleum (BP)
California State Assembly	BNSF Railway
Japanese Consulate	Union Pacific Railroad
Business, Transportation and Housing Agency (BTH)	CA Trucking Association
California Environmental Protection Agency (CalEPA)	Teamsters Union
California Transportation Commission (CTC)	International Longshoremen's Union
California Energy Commission	
United States Department of Transportation (US DOT)	Natural Resources Defense Council
Federal Highway Administration (FHWA)	Environmental justice and community advocacy groups
Association of American Railroads	
Los Angeles Economic Development Council	California State University at Long Beach
Los Angeles Chamber of Commerce	University of California at Riverside
Metropolitan Transportation Commission (MTC)	
Los Angeles County Metropolitan Transportation Authority	
Ports of Los Angeles, Long Beach and Oakland	