

GOODS MOVEMENT NEEDS: STATE RESPONSE

ORANGE COUNTY TRANSPORTATION AUTHORITY

Orange, CA
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INTRODUCTION

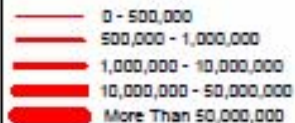
- California is facing a significant goods movement transportation infrastructure shortfall.
 - Innovative approaches to address current and future impacts of increased trade volumes
 - A State vision, innovative financial approaches, and collaborative joint ventures



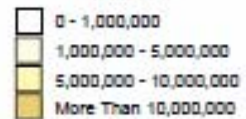
Total Combined Truck Flows
(1998)

CALIFORNIA

Network Flows (Tons)



State to State Flows (Tons)





Estimated Average Annual Daily Truck Traffic: 1998

CALIFORNIA

Truck Volume Scale





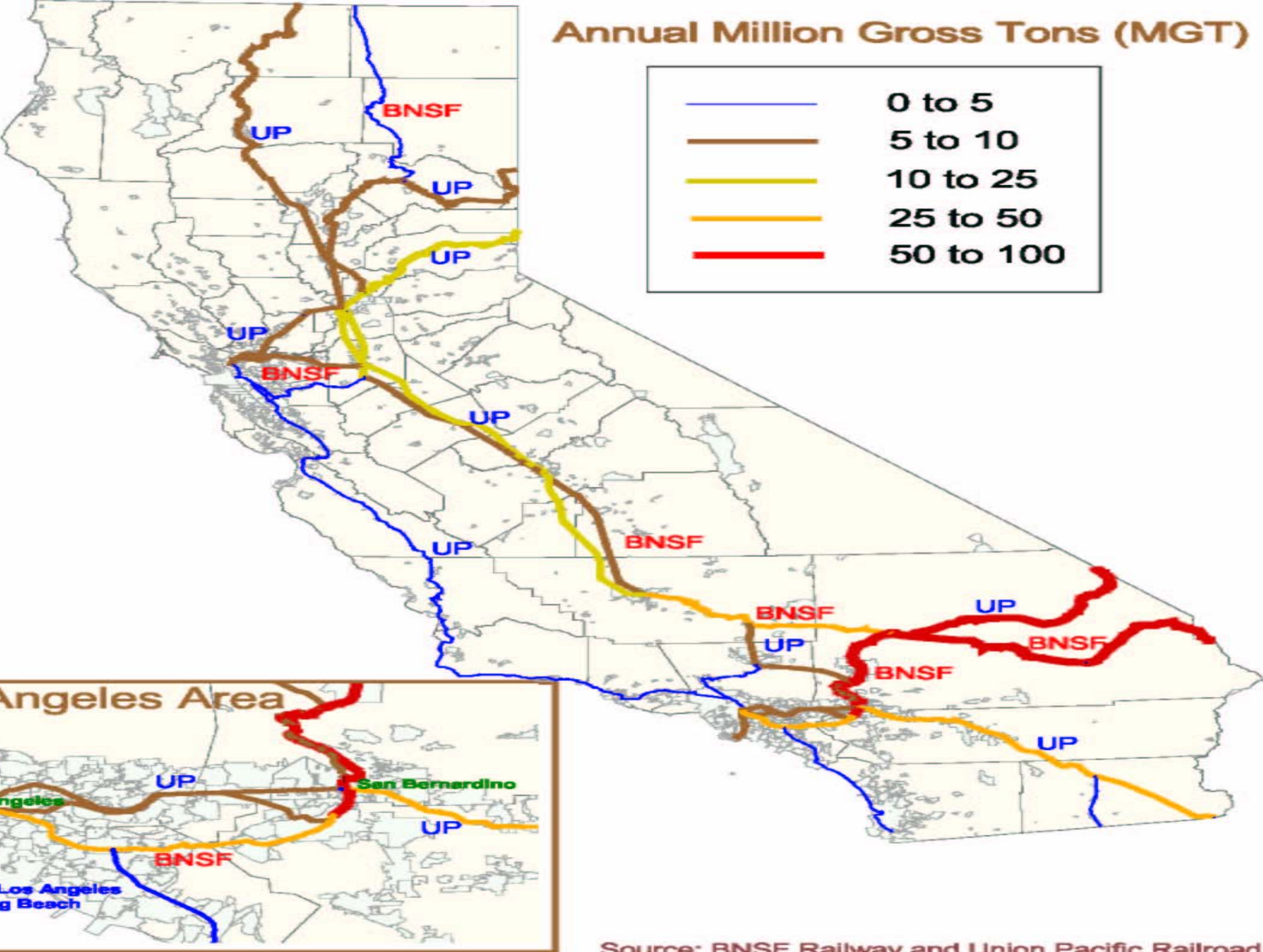
Estimated Average Annual Daily Truck Traffic: 2020

CALIFORNIA

Truck Volume Scale



California Railroad Freight Tonnage



INTERSTATE 710–TYPICAL DAY



GOODS MOVEMENT ACTION PLAN (GMAP)

- A joint effort of the California Business, Transportation and Housing Agency (BTH), and the California Environmental Protection Agency (CalEPA)
- Goal: A comprehensive, open process to achieve maximum stakeholder input
- A series of working groups were conducted, and a number of listening sessions and community meetings were held to seek input.

GMAP Background

- The Action Plan is a response to:
 - Severe congestion at the Ports of Los Angeles and Long Beach that occurred in 2004 (and continued GROWTH!)
 - Public concern regarding community, health and environmental impacts of goods movement
 - Importance of goods movement to the State's economy and global competitiveness

ADMINISTRATION GOODS MOVEMENT POLICY GOALS

- Generate jobs
- Increase mobility/reduce traffic congestion
- Improve air quality/protect public health
- Enhance public and port safety
- Improve California's quality of life

“THE STATE’S ECONOMY AND QUALITY OF LIFE DEPEND UPON THE EFFICIENT, SAFE DELIVERY OF GOODS TO AND FROM OUR PORTS AND BORDERS. AT THE SAME TIME, THE ENVIRONMENTAL IMPACTS FROM GOODS MOVEMENT ACTIVITIES MUST BE REDUCED TO ENSURE PROTECTION OF PUBLIC HEALTH.”

Goods Movement Action Plan-Phase I Final Report, September 2005

GMAP Principles

- Undertake simultaneous and continuous improvement in infrastructure and mitigation.
 - Consider the 4 port-to-border corridors (regions) as an integrated system
 - Example corridor - Los Angeles-Inland Empire
- Pursue excellence through technology, efficiency, and workforce development
- Develop partnerships to advance goals
- Promote trust, provide for meaningful public participation, address environmental justice concerns

GOODS MOVEMENT ACTION PLAN

- The Plan was developed in two phases:
- Phase I: The the ‘what’ and the ‘why’:
 - Trade trends, freight/maritime industry changes
 - Inventory of state’s goods movement infrastructure needs
 - Impacts on the environment and public health
- Phase II: The ‘who’, ‘when’ and ‘how’:
 - Strategies, policies and potential projects to address the issues identified in Phase I.

GMAP: Project Needs And Recommendations

- The September 2005 Phase I Report identified 180 projects or groups of projects, totaling \$47.3 billion.
- The final Phase II Report recommends 24 projects/project groups, with a value of \$10.3 billion, for consideration for bond funding.

GMAP Products/Info

- The Phase I “Foundations” report was completed in September 2005.
- The final “Phase II: Framework for Action” report was released January 10, 2007.
- The Phase I and Phase II Reports and other related materials may be accessed at the project website at <http://www.arb.ca.gov/gmp/gmp.htm>.

GOVERNOR'S STRATEGIC GROWTH PLAN

- California's Strategic Growth Plan (SGP) lays the foundation for long-term investments in the State's critical infrastructure needs.
- A 'down payment' to jumpstart delivery of critical projects. More resources--including public investments and public/private joint ventures--will be needed over the long term.

Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006

Act (Proposition 1B) provides \$19.9 billion for transportation and related improvements, including:

- Highway upgrades to reduce congestion
- State highway rehabilitation and operational improvements
- Trade corridor infrastructure and emission reduction
- Expansion of intercity rail and public transit
- Local street, road, and bridge repair
- Port anti-terrorism security improvements

Trade Corridors Improvement Fund (TCIF)

- \$2 billion trade infrastructure program.
- For highway, freight rail, seaport, airport, and border access improvement projects.
- Key allocation principles includes:
 - Addressing most urgent needs in partnership with both the public & private sector
 - Balancing needs of large and small ports, reasonable geographic balance
 - Concurrent mobility improvement/emissions reductions
 - Programming for deliverability, maximum benefit and optimum performance

THE GMAP and the TCIF

- GMAP: One source the California Transportation Commission will consider as it identifies and selects projects to be funded from the TCIF. Other sources include Regional Transportation Plans and studies, such as the Multicounty Goods Movement Action Plan.
- TCIF Guidelines developed over the next couple of months. Funds will be allocated by sometime this summer.

PUBLIC-PRIVATE PARTNERSHIPS (P3)

- P3: A critical aspect of California's innovative approach to funding needed infrastructure projects
- Several proposed joint venture projects will utilize innovative partnerships approaches
- Varied mix of public and private sector contributions

POTENTIAL GOODS MOVEMENT PUBLIC-PRIVATE PARTNERSHIPS PROJECTS

- BNSF/Union Pacific Rail Corridor Improvements – Los Angeles Basin
- Gerald Desmond Bridge (Port of Long Beach)
- Truck toll lanes in the SCAG region
- Otay Mesa East Border Crossing

AB 1467

- Authorizes up to 4 transportation projects (2 in northern California, 2 in southern California)
- Projects must primarily address goods movement gaps
- AB 1467 is intended to encourage innovative P3 solutions. It can be another “tool in the toolkit” for funding critical projects

CONCLUSION

California has major goods movement challenges. But, we are addressing them through a dynamic process that includes a State vision, focused planning, diverse joint ventures and other governmental investments, and collaborative partnerships.