

**GOODS MOVEMENT ACTION PLAN
HOMELAND SECURITY AND PUBLIC SAFETY
WORK GROUP**

Co-Chairs

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Introduction

Improving the movement of goods in California is among the highest priorities for Governor Schwarzenegger. It is the policy of this Administration to improve and expand California's goods movement industry and infrastructure. The Schwarzenegger Administration has established a Cabinet Work Group to lead the implementation of this policy for goods movement and ports by working collaboratively with the logistics industry, local and regional governments, neighboring communities, business, labor, environmental groups and other interested stakeholders to achieve shared goals.

Beginning in June 2004, the Schwarzenegger Administration began a concerted effort to assemble goods movement stakeholders to learn about the problems, opportunities, and challenges facing the future of goods movement within the State. These efforts led to the formation of the Administration Goods Movement Policy, "Goods Movement in California," in January 2005. The "Goods Movement Action Plan, Phase I, Foundations", was published in September of 2005. Part of a two-phase process, it is an attempt to characterize the "why" and the "what" of the State's involvement in goods movement in the following four segments: (1) the goods movement industry and its growth potential; (2) the four "port-to-border" transportation corridors that constitute the state's goods movement backbone and the associated inventory of infrastructure projects being planned or are underway; (3) the extent of environmental and community impacts—as well as a description of mitigation approaches; and (4) key aspects of public safety and homeland security issues. Substantial effort was focused on developing the inventory of existing and proposed goods movement projects. The listing includes previously identified projects in various Regional Transportation Plans (RTP) and Regional Transportation Improvement Programs (RTIP) prepared by Municipal Planning Organizations (MPOs), Transportation Commissions and Councils of Governments (COGs). In addition, the listings include a wide range of outlined projects underway or under consideration by the ports, railroads, and other third parties.

The Phase II Action Plan, to be completed by December 2005, will develop a statewide implementation plan for goods movement capacity expansion including financing options for facilities, environmental impact mitigation, community impact mitigation, and enhancement of homeland security and public safety. It will define the "how," "when," and "who" required to synchronize and to integrate efforts to achieve relief and improvement as quickly as possible.

The Phase II effort will be executed by work groups comprised of stakeholders, technical experts, and members of the public in conjunction with support from BTH and CalEPA staffs.

Work Group Focus

This Work Group will examine desirable and necessary homeland security and public safety enhancements to reduce security risks and improve public safety throughout the State's goods movement corridors. Public safety departments at the federal, state and local levels will be kept apprised of plans as developed by the Work Group to make sure that neither homeland security nor public safety is compromised as a consequence of proposed actions. It is expected that this work group will also work closely with the Innovative Finance and Alternative Funding Work Group to identify federal sources of homeland security funding that could be applied to support goods movement projects or mitigation efforts.

Framing Questions

- *What additional homeland security federal funding should the State pursue for use at the ports?*
- *What is the approximate capital need for infrastructure-related homeland security improvements?*
- *If a shortfall exists between capital needs and federal funding, what other revenue sources should be investigated?*
- *What institutional barriers exist that limit operational improvements that can enhance homeland security and public safety?*
- *What can the State do to encourage the federal government to conduct additional inspections at the point of origin for foreign cargo?*
- *What measures can be taken to jointly improve homeland security and public safety, primarily related to truck traffic?*
- *What considerations related to homeland security and public safety need to be included in the design, construction, and operation of goods movement facilities that is not being conducted today?*
- *What technologies are available or are expected to be available in the near future that can improve security as well as improve the handling of container traffic?*