

**Goods Movement Action Plan
Homeland Security and Public Safety (HSPS)
Work Group**

**Meeting Summary
October 31, 2005
Sacramento, California**

Welcome – Wally Baker, Co-chair of the Work Group and Undersecretary Barry Sedlik, with the Business, Transportation and Housing Agency conducted the meeting in the Byron Sher Auditorium from approximately 9:00 AM until 10:30 AM. Co-chair David Fleming could not make the first meeting due to schedule and availability conflicts. The entire session was web cast and all members of the audience were asked to introduce themselves with a remote microphone so that viewers could hear their names, affiliations and questions.

Overview – Secretary Sedlik gave an overview of the 5 Work Groups and how all their feedback and solutions would be moved up to the larger Integrating Group. The schedule for the 5 Work Groups and future meetings of the HSPS Work Group were announced. All interested participants would be welcome to speak and give their best thinking to all Work Groups. The next meeting for the Homeland Security and Public Safety Work Group was tentatively announced for Wednesday November 16th.

Work Group Goals and Focus – The Homeland Security and Public Safety Work Group was established to 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.

Improving Safety and Homeland Security – Mr. Matt Bettenhausen, Director of Governor's Office of Homeland Security and Commissioner Mike Brown, the CEO of the CHP each discussed the many challenges surrounding funding and improving homeland security and public safety in California. The following issues and solutions were addressed:

- Federal funding must be coordinated by the California Congressional Representative and the delegation must speak with one voice. This highly focused approach must support a "need based funding" scheme of future Federal funds. The current Federal allocation process must be changed because it has not been distributed with the threat of potential problems in mind.

- The CTPAT program is here to stay and it is important that California to understand its implications and work to integrate itself into the Federal program.
- The NAFTA model was mentioned on numerous occasions as the best model for California to follow to understand the public safety and security issues in the logistics chain.
- A discussion around the idea of using customs revenue to fund the safety and security challenges was also discussed by members of the audience and panel.
- Some of the challenges identified were that funding sources can not be used on brick and mortar facilities; vehicle safety in and around the ports is an ongoing challenge for the CHP to address mechanical problems with equipment; the truck driver shortage is causing more overtime, stress and fatigue among existing pool of drivers; and somehow the private sector must find a way to work more effectively with the public sector to solve all of these problems.
- Some of the solutions discussed included joint inspection stations that include the latest technology to speed the process but assure compliance with laws and regulations. The Santa Clarita inspection facility moves 15-20,000 vehicles through each day with the use of advanced technology and best practices and a facility in the port district is something that should be considered by the Work Group. Local jurisdictions around the ports were also discussed as part of the solution because they are so heavily impacted by the increase in traffic and goods movement.
- The discussion also focused around the idea of using technology to solve many of the problems and to take sort of a business plan or blueprint approach to organizing the problems and implementing the solutions appears to be the best direction for moving the HSPS Work Group forward. The LAEDC's "Green Freight Corridor" approach would also serve as a blueprint or business plan.

Next Steps - The next meeting of the HSPS Work Group will be in Downtown Los Angeles at the Caltrans Headquarters, 120 South Spring Street, on November 17, 2005 from 1:30 PM to 5:00 PM.