



## Planning for Freight in California: An Update on Planning Initiatives



Thomas O' Brien  
California State University,  
Long Beach

CMLS  
February 1, 2012



## Defining the Issue

- Locally-based efforts to address LULUs in port/freight communities vs. broader efforts to plan strategically for freight at state level
- Participation in planning decisions
  - Leverage efforts of MPOs
- Potential areas of conflict
  - Community empowerment vs. universal planning principles
  - EJ as process vs. EJ as outcome

## Goods Movement policy and planning

- Forces of change - growth in port-related trade and its impacts:
  - Dispersed benefits vs. localized impacts
  - Need for policy and planning
- Goods movement policy is more than (local) land use and highway planning
- National transport (funding) policies and MPO mandates also do not necessarily constitute GM plans

CALIFORNIA STATE UNIVERSITY  
LONG BEACH

## What is good GM policy and planning?

<p><b>Process</b></p> <ul style="list-style-type: none"> <li>• Inclusive, legitimate, attentive to power             <ul style="list-style-type: none"> <li>• ‘Local’, national and intermodal interests</li> <li>• Identifying what brings partners to the table</li> </ul> </li> <li>• Flexible and timely in a dynamic context             <ul style="list-style-type: none"> <li>• Public vs. private sector financing and planning time horizons</li> <li>• Short term operational changes; long-term technology investments and infrastructure</li> </ul> </li> <li>• Enforceable, enforced and effective             <ul style="list-style-type: none"> <li>• Appropriate financing models</li> <li>• Internalizes externalities in a competitive industry</li> </ul> </li> <li>• Evidence-based</li> </ul>	<p><b>Outcome</b></p> <ul style="list-style-type: none"> <li>• Efficiency             <ul style="list-style-type: none"> <li>• achieve desired and legitimate goods movements with lowest possible inputs</li> </ul> </li> <li>• Equity             <ul style="list-style-type: none"> <li>• ensure that the benefits and costs of goods movement are distributed among individuals, groups and localities</li> </ul> </li> <li>• Environment             <ul style="list-style-type: none"> <li>• ensure that the movement of goods is compatible with local community</li> </ul> </li> <li>• Governance             <ul style="list-style-type: none"> <li>• define the role of an accountable public sector to govern ports and port regions</li> </ul> </li> <li>• Dynamic             <ul style="list-style-type: none"> <li>• provide framework for continued discussion, negotiation, and future policy development</li> </ul> </li> </ul>
--	---

CALIFORNIA STATE UNIVERSITY  
LONG BEACH

## Learning from Best Practices

- There are instances of best practices and innovation:
  - LA/Long Beach Clean Air Action Plan
  - Transport for London’s London Freight Plan
  - Freight Quality Partnerships in South and Central London
  - BESTUFS 2 (European network of cities engaged in freight experiments)
  - Chicago Metropolis 2020
  - Reno ReTRAC



CALIFORNIA STATE UNIVERSITY  
LONG BEACH

## The Planning Context

- Global supply chains / non-local actors
- Horizontal and vertical integration
  - Global terminal operating firms
  - Logistics chain virtual integration
- Integration but not connection
  - Continued fragmentation, e.g. local trucking
- Power imbalances

CALIFORNIA STATE UNIVERSITY  
LONG BEACH

## The Planning Context

**Dominant Actors**

**Natural Allies**

Steamship lines

Terminal operators

Stevedore companies

P  
M  
A

Major retailers

Ports

ILWU

Export producers

Import consumers

Federal government

State governments

Local governments

Governments

Warehouse & distribution

Secondary manufacturing

Freight forwarders

Weaker Actors

Rail

Critical Link

Price Taker

Drayage  
Trucking

## The (wicked) nature of the problem

- The gateway conundrum and competitive pressures:
  - Changes in shipping routing and port choice implies that ports are points of concentrated flows and externalities
  - Trade priorities are global-national; transportation necessities are nodal-network
  - Supply chains cross jurisdictions and national boundaries
- Freight-NIMBY - we don't want it:
  - Public awareness of pollution has reached a point of no return?
- Freight-Blindness - we don't want to think about it:
  - The post industrial city and its imagination / aspirations?
  - "Why plan for port growth? I buy everything online now."
  - But risk of business and jobs going elsewhere

## COSCO #1 to Prince Rupert Infrastructure Solutions!



With the congestion free port of Prince Rupert, and the dedicated CN rail service to many North American points, COSCO will help your ROI by expediting the transportation of goods in your supply chain.

Please contact your COSCO Representative for a Prince Rupert service presentation.

Timothy E. Marsh  
Vice President North American Sales  
tmarsh@cosco-usa.com



COSCO Container Lines Americas, Inc.  
100 Lighting Way, Secaucus, NJ 07094  
Tel: 800-242-7354 Fax: 201-422-8928

www.cosco-usa.com  
SHIP WITH CONFIDENCE. SHIP WITH COSCO.

## Un lieu de transit

**Q**uébec est à la tête de l'une des voies maritimes les plus importantes au monde. Son port offre de nombreux avantages pour le transport des marchandises entre le cœur industriel et agricole de l'Amérique du Nord et les marchés internationaux.




Port de Québec, 1704  
 Au cœur du port de Québec, se trouvent plusieurs zones d'activités, dont le quartier d'affaires, le centre-ville et le quartier des affaires.

Port d'origine et de destination des conteneurs au terminal port de port de Québec.

## Au cœur d'un port

Les sites à proximité de la Commission Portuaire du Canada ont une superficie d'environ 225 000 mètres carrés, soit 90 hectares. Ils sont situés à l'embouchure de la rivière Saint-Charles.

**U**n grand nombre des activités portuaires de la région sont concentrées dans l'estuaire de la rivière Saint-Charles. Au sud, les sites à proximité offrent le portage, au nord, dans le secteur de Saint-André, on trouve des réservoirs maritimes à l'embarcadour des produits chimiques et pétroliers.

**Fee Free.  
NOW.**

**No clean truck fees.  
No infrastructure fees.  
No rail corridor fees.  
No box fees.**

And collaborating with our customers to keep it that way.

For more information contact:  
**Linda Styrk**  
 (206) 787-3573  
 styrlj@portseattle.org


[www.portseattle.org](http://www.portseattle.org)


**Port of Seattle**

Port of Seattle Where a sustainable world is headed.

## Power Delivery.

**SOUTH CAROLINA** is the perfect place to deliver growth, with five interstate highways, international airports, railways, and Charleston—the largest container port in the South. The SC Power Team will connect you with strategically located sites and buildings, state and local incentives, workforce training, and the largest electric power system in the state. Let us deliver your next facility location!




 Contact Rusty Reed at [rreed@SCpowerteam.com](mailto:rreed@SCpowerteam.com)

[www.SCpowerteam.com/joc](http://www.SCpowerteam.com/joc)  
Representing the Electric Group of AES & Somers Cooper

1201 Main St., Suite 1710, Columbia, SC 29201 | (803) 254-9211

IF WE DIDN'T HAVE THE PORT...



SOME WISHES WOULDN'T COME TRUE.

*From brides to bulldozers, the port means business.*

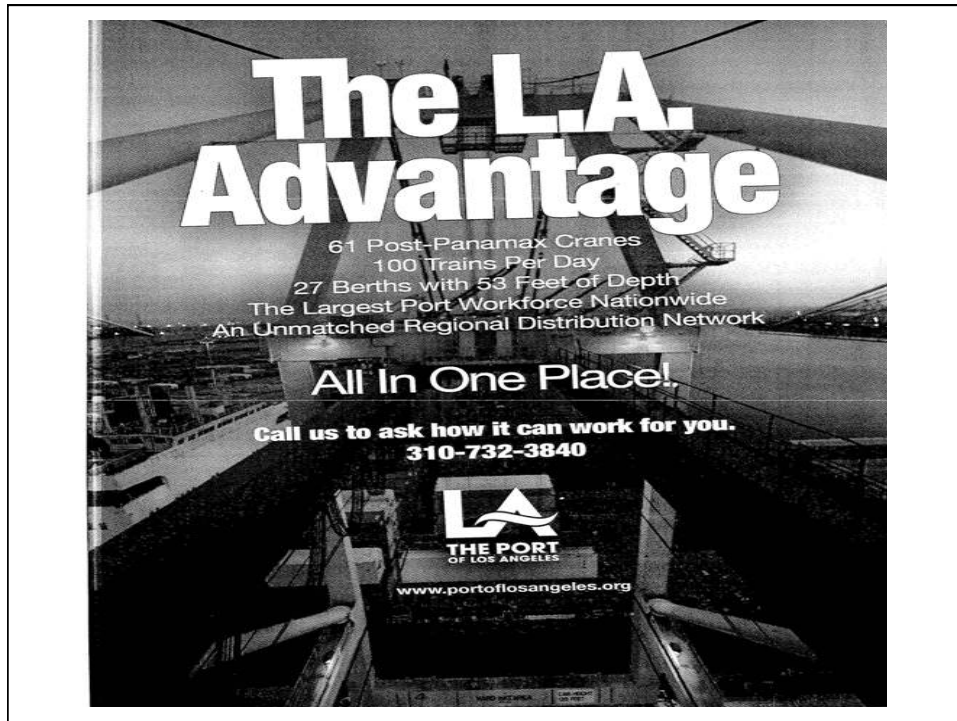
Some of the most treasured moments in our lives are made possible through the port of New York and New Jersey. Take a wedding, for instance – from bridal gowns to bow ties, table settings to ruzsdot, and virtually everything on a bridal registry – it all flows through the port. Consumers rely on the port to deliver the products they want and need, just as businesses depend on the port as a key component in their logistics chain. Thanks to the port of New York and New Jersey, we all have a reason to celebrate!



*The men and women of the port of New York and New Jersey...*


**Delivering Prosperity.com**  
New York Shipping Association, Inc.

New York Shipping Association, Inc. © 2007



## **Flaws and impediments in planning, governance and implementation**

- Fragmented governance, overlapping jurisdictions, etc
- Diversity of freight
- Lack of data at the local level
- Stove-piping - mismatches in revenue-raising and decision-making powers
- Trade and transportation policy are kept separate
- Planning focused on post-industrial city



**California State University  
LONG BEACH**

## Caltrans Freight Planning

- **Overall Goals**
  - Improve goods movement mobility
  - Preserve, support, and expand economic development, including jobs
  - Address community issues (urban AND rural inc. road geometry), enhance environmental quality
  - Increase public safety and security

## Goods Movement Action Plan

- BTH and Cal EPA

**Phase I (2005): “Foundations”**

**Phase II (2007): Action Plan**

Emission Reduction Plan for Ports and Goods  
Movement (ARB, 2006)

Builds upon 1998 and 2002 efforts

<http://www.arb.ca.gov/gmp/gmp.htm>

## Trade Corridors Improvement Fund

- **Projects identified in GMAP**
- **Proposition 1B**
- **TCIF program**
  - \$2 billion
  - 70 projects
  - CTC

*Colton Crossing  
Rail-to-Rail Grade Separation  
Project*

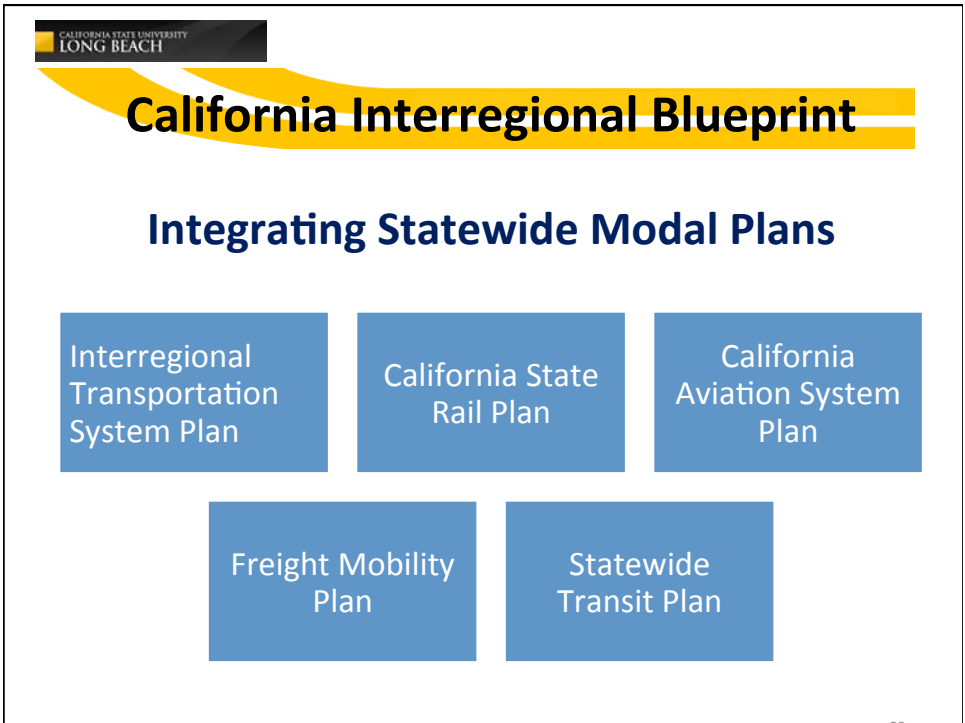


## Freight Mobility Plan

- Next statewide freight plan:  
the **California Freight Mobility Plan**
- Learn from the GMAP; many new issues inc AB 32 and SB 375
  - Innovative solutions inc ITS
  - National impact of projects like Gerald Desmond Bridge and Donner Pass
- Will require integration with other modal plans also being currently updated under the **California Interregional Blueprint program**

## California Interregional Blueprint

- Integrating statewide modal plans and programs with new technology and tools
- Building upon existing regional planning , community planning, modal data
- Developing more robust modeling tools to analyze different scenarios
- Enhancing the scope of the next update of the California Transportation Plan(CTP) 2040



- 
- The diagram is titled "Pre-planning Study" and features a logo for California State University Long Beach in the top left corner. Below the title is a bulleted list of tasks:
- Revisiting GMAP stakeholders
    - Survey and focus groups inc Caltrans district personnel
  - Documenting lessons learned from statewide and MPO level studies done since GMAP inc re outreach and funding
    - Focus on strategies
    - Valuable research, data and contacts
  - Dynamic databases and wikis to be used in FMP and CIB development efforts
  - Trends Analysis inc transshipment, cross border issues, Farm-to-market, smaller ports, trucking, air cargo, last mile service delivery, Short line abandonment, ITS/ZECs, Export trends, industry practices inc. equipment management



# Thank You!

**THOMAS O' BRIEN  
DIRECTOR OF RESEARCH, CENTER FOR INTERNATIONAL  
TRADE AND TRANSPORTATION**

**CALIFORNIA STATE UNIVERSITY, LONG BEACH  
1000 STUDEBAKER, #3  
LONG BEACH CA 90815  
562-985-2875  
TOBRIEN@CSULB.EDU**