

# TRANSPORTATION & GOODS MOVEMENT



The Transportation & Goods Movement Council addresses all issues related to our region's mobility — highway, rail, air, shipping, transit, cycling, walking, roads and arterials. The Council advocates for federal, state and local policies and programs that provide system-wide, regional solutions. The Council also emphasizes the importance of transportation and goods movement to the region and nation's economy, while encouraging balanced approaches to improving environmental sustainability.

#### Federal Administration Infrastructure Plan

The Chamber successfully advocated for the five-year FAST Act, which was passed by Congress at the end of 2015. With a forthcoming federal infrastructure investment plan expected in early 2018, the Chamber will track and work closely with federal leadership on their transportation on the plan, while advocating for the continuation of existing policies and programs that have benefitted the region.

#### Support investment in goods movement infrastructure and pro-job policies at the ports

The Panama Canal Widening Project, now completed, provides shippers an option to bypass west coast ports; modernizing the Ports of L.A. and Long Beach is essential to maintaining our region's competitiveness in the global economy. The Chamber will advocate for terminal improvement projects, the construction of on- and near-dock rail facilities, investment in our national and state freight plans, and pro-jobs policies at the Ports.

In 2017, the Port of L.A. and Port of Long Beach adopted the 2017 Clean Air Action Plan, the Chamber will continue to advocate for cost-effective measures and a balance between economic competitiveness and emissions reduction during the implementation of the Plan. This includes ensuring that regional and state air quality plans and programs focusing on "sustainable" freight include economic sustainability as a value and do not negatively impact the economic competitiveness of our goods movement sector and regional economy.

#### Advance LAX modernization

LAX is the fourth busiest airport in the U.S. and the number one origin and destination airport in the world. Serving 84 million passengers and generating more than \$40 billion in regional economic activity annually, the airport is undergoing nearly \$14 billion in critical landside, terminal and airside infrastructure investments. Vital to its continued success is reducing traffic congestion in the Central Terminal Area and surrounding streets, improving connectivity to transit, and improving the overall passenger traveling experience, which are all goals of the Landside Access Modernization Program (LAMP). The Chamber will work with Los Angeles World Airports and local leadership to secure funding for these projects on a pace to meet a 2028 Olympic timeline,

while engaging our membership in the procurement process and other related business opportunities.

#### Support policies to increase mobility and relieve congestion

Transportation planning is a powerful tool to develop 21st Century sustainable communities and enable economic development. The Chamber supports transportation policies at all levels that increase mobility, relieve congestion and expand alternative commute options. The Chamber will work with policy makers to ensure that the region engages the business community and ensures a balanced implementation of the 2016 Regional Transportation Plan. The Chamber will also work with the City of L.A. to implement the General Plan Mobility Element and LADOT's Strategic Plan to ensure that future transportation investment will support greater mobility, reduce gridlock and encourage sustainable economic growth. In addition, the Chamber will closely monitor air quality regulation and requirements as it pertains to the goods movement and transportation sectors, advocating that both the environmental and the economic needs of the South Coast Air Basin are balanced.

#### Advocate for alternative transportation financing and alternative project delivery methods

With limited federal and state funding available for transportation, it is imperative that cities and counties be allowed to explore innovative, alternative mechanisms to fund, deliver goods and more efficiently build necessary infrastructure projects. The Chamber urges the City and County to evaluate and utilize Enhanced Infrastructure Financing Districts (EIF), Tax Increment Financing, and private sector investment in transportation infrastructure and operations through the full range of innovative mechanisms for public-private partnerships, including the expansion of Metro ExpressLanes into a regional network. The Chamber will also work with the City, County and State to develop policies that expand the use of design-build project delivery systems and evaluate P3 opportunities to ensure they provide public benefits and are structured for accountability and results.

#### Support expanding and improving Southern California's multi-modal transportation systems

The region's network of roads, transit lines, goods movement corridors, and ports of entry (both air and sea) provide the mobility and accessibility foundation that support L.A.'s economy. The Chamber supports adequate funding for implementation of effective infrastructure investments and operational improvements to improve mobility and safety within the region. As part of this effort, the Chamber supported SB1 and its implementation, it will fight all efforts to repeal the critical infrastructure funding source.

#### Build on transportation funding successes

The Chamber partnered with fellow stakeholders to help pass Measure M, which combined with Measure R, will secure local funding for a generation for projects. The next step is to explore state and federal funding sources to expand and improve our regional transportation systems and to accelerate the construction of planned transportation projects.

#### Metro Measure M Implementation

Work with Metro and the Federal government to expedite transportation projects that require United State Department of Transportation (USDOT) and National Environmental Policy Act approval, while supporting Metro in their project proposals to USDOT. As part of the Measure M Policy Advisory Committee, the Chamber will also take an active role in oversight and accountability of the funding implementation.

### 2018 Transportation & Goods Movement Council Leadership



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