TRANSPORTATION & GOODS MOVEMENT COUNCIL MEETING
January 7, 2020
10-11:30 a.m.

1. **WELCOME & SELF-INTRODUCTIONS** – Steve Finnegan

2. **Presentations**
   California Freight Mobility Plan 2020
   - **Yatman Kwan**  
     *Office Chief, Freight Planning, California Department of Transportation*  
     Yatman Kwan is the Office Chief for the California Department of Transportation’s (CalTrans) Freight Planning division. His division develops strategies, policies and methodologies to improve California’s freight transportation system and support the state as a major gateway of international trade. Kwan will discuss the Draft California Freight Mobility Plan 2020, which will set out the long-term vision for California’s freight future, and frames itself along seven goals.
     - Q&A

3. **Updates**
   - 2019 Advocacy Agenda
   - ACCESS DC
   - U.S Department of Transportation – Request for Information to guide development of the National Freight Strategic Plan

   - **ANNOUNCEMENTS**  
     Pancakes and Politics: 1/24  
     Inaugural Dinner: 1/30  
     ACCESS DC: 3/9-3/11

Next Transportation & Goods Movement Council
Tuesday, March 5, 2020
Ad-hoc Legislative Update Call TBD – Contact Kendal Asuncion at kasuncion@lachamber.com for details
Yatman Kwan
Office Chief, Freight Planning, Division of Transportation Planning
California Department of Transportation

Yatman Kwan is the Program Manager for the Southern California Freight Planning Program at Caltrans. His primary focus is to collaboratively engage with Southern California freight stakeholders to initiate plans and projects to implement the State’s freight vision including the implementation of the California Freight Mobility Plan.

Most recently, he was the Acting Office Chief of Freight Planning in Caltrans Headquarters where he directed a number of statewide freight activities, including the development of the California Freight Mobility Plan 2020, Sustainable Freight Action Plan implementation, Freight Advisory Committee, multi-state collaboration efforts, and freight-research and education. He also represents Caltrans on a number of national freight-related organizations including the American Association of State Highway and Transportation Officials and Transportation Research Board.
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.

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

The region’s network of roads, transit lines, commuter and freight rail, goods movement corridors, and ports of entry (both air and sea) provide the mobility and accessibility foundation that support for 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 passage and implementation of SB1 and its implementation, and it successfully helped defeat efforts to repeal this critical funding source. [Or “This includes ensuring that SB 1, which the Chamber supported, is well implemented and that all funds are used appropriately, and efficiently”]

Past successes with SB 1, and as well as Measures R and M, will help demonstrate our region’s commitment to infrastructure improvement as the Chamber advocates for complementary explores further state and federal funding sources to expand and improve our regional transportation systems, and accelerate the construction of planned transportation projects. This includes working with Metro and the federal government to expedite projects that require United States Department of Transportation (USDOT) and National Environmental Policy Act (NEPA) approval. Additionally, a federal reauthorization of the FAST Act or other infrastructure funding plan is critical for our national, state, and regional transportation systems. The Chamber will work closely with federal leadership on future plans, while advocating for the continuation of policies and programs that have benefitted the region.

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

One of our region’s key competitive edges is its two ports: Port of L.A. and Long Beach. Their modernization is essential to maintaining our competitiveness on a global scale in international trade. Investment in both the federal and state freight plan will also bolster our edge. Improved alignment of funding priorities and eligibility improve multimodal freight system performance. The Chamber will advocate for terminal improvement projects, on and near-dock rail facilities, prioritization of digital industrial infrastructure, harbor maintenance tax (HMT) donor port funding, and pro-job policies at our ports. It will also continue to advocate for cost-effective measures that balance economic competitiveness and emissions reductions during the implementation of the 2017 Clean Air Action Plan Update, the California Freight Mobility Plan, and the California Sustainable Freight Action Plan, and it will emphasize that economic sustainability is an integral component of “sustainable freight.”

Advance LAX modernization

LAX is the second busiest airport in the U.S., fourth busiest in the world, and the number one origin and destination airport in the world. Serving 87.5 million passengers and generating more than $40 billion in regional economic activity annually, the airport is undergoing a $14 billion critical landside, terminal and airside infrastructure investment. 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) to go in service in 2023, which additional modernization projects to be proposed to transform LAX by 2028. The Chamber will work with Los Angeles World Airports and local leadership to secure approvals and 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 the business community is engaged and there is a balanced implementation of the numerous transportation planning efforts including: SCAG’s Connect Socal Regional Transportation Plan, the City of L.A.’s General Plan Mobility Element, L.A. DOT’s Strategic Plan, and Metro’s Vision 2028. As these plans are developed and implemented, the Chamber will work to ensure future transportation investments will support greater mobility, reduce gridlock and encourage sustainable economic growth. In coordination with the Chamber’s Land Use, Construction and Housing Council, the Chamber will promote policies that address the transportation, housing, and jobs imbalance in the region.

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.