Transportation & Goods Movement Council

April 2, 2013
10-11:30 am

1. Welcome and Self-Introductions

2. “Ride the Rails”:
   
   Special Guests:
   
   - Michael P. DePallo, CEO, Southern California Regional Rail Authority
     DePallo, who joined SCRAA in October 2012, will discuss what the agency is
     working on and his vision for the future.
   
   - Jenna Hornstock, Deputy Executive Officer, Countywide Planning, Metro
     Hornstock will review the Union Station Master Plan and where Metro is in
     the process.

3. Update Items:
   
   - CEQA Modernization
   - Southern California International Gateway (SCIG)

4. Discussion Items:
   
   - Sacramento Legislation

Upcoming Events:

- ACCESS Sacramento: May 13-14

Next Meeting:

Tuesday, June 4, 2013
10-11:30 p.m.
Jenna Hornstock is Metro’s Deputy Executive Officer of Countywide Planning. The Los Angeles County Metropolitan Transportation Authority (Metro) is unique among the nation's transportation agencies, as it serves as transportation planner and coordinator, designer, builder and operator for one of the country’s largest, most populous counties. More than one third of California's residents live and work within its 1,433-square-mile service area. The Metro Rail system currently consists of 52 stations and several more are in the planning and/or design stage.

Prior to working at Metro, Hornstock was the Chief of Strategic Planning and Economic Development at the Community Redevelopment Agency of the City of Los Angeles (CRA/LA).

Hornstock received a BA in Rhetoric from UC Berkeley and a Master of Public Policy from Harvard University's Kennedy School of Government in 2001, specializing in Urban Economic Development.
Michael DePallo
Chief Executive Officer
Southern California Regional Rail Authority

Michael P. DePallo joined Metrolink as CEO in October 2012, bringing more than 30 years of transportation industry experience. He is known for his focus on safety, security and customer service. He also currently chairs the Security Affairs Steering Committee for the American Public Transportation Association (APTA).

Prior to working at Metrolink, DePallo was Director and General Manager of Port Authority Trans Hudson Corporation (PATH), a heavy rail subsidiary of the Port Authority of New York and New Jersey that transports more than 250,000 passenger trips a day between Manhattan and neighboring New Jersey. At PATH, he oversaw the restoring of service following the September 11, 2001 terrorist attacks, implemented comprehensive security improvements and modernized its fleet of railcars to improve PATH’s operational performance.

Earlier in his career, DePallo held leadership positions at many of the largest public transit systems in the nation, such as Oakland’s Bay Area Rapid Transit District, Southeastern Pennsylvania Transportation Authority in Philadelphia and Massachusetts Bay Transportation Authority in Boston.

He earned a Master of City Planning, specializing in transportation and land use planning, from the University of Pennsylvania and a Bachelor of Arts in Geography and Regional Planning from Mansfield University.
Steinberg Introduces Bill to Modernize the California Environmental Quality Act

February 22, 2013

(Sacramento) - Senate President pro Tempore Darrell Steinberg today has proposed a measure to modernize the California Environmental Quality Act (CEQA) with the introduction of SB 731, a bill outlining the detailed intent that strengthens the Act’s protection of the state’s environment and residents while modernizing the law to help the growth of California’s economy.

“This measure sets the framework to encourage smart, environmentally sound growth by streamlining the environmental review process without compromising the quality of life Californians deserve and expect in our communities,” said Steinberg. “We’ve worked hard with representatives of the business community, labor and environmental groups to preserve public input over proposed development while updating the environmental review process to speed-up good, clean projects that keeping our economy growing.”

“The Natural Resources Defense Council appreciates Senator Steinberg’s hard work and leadership in working with responsible parties to identify ways to make CEQA effective while maintaining California’s world class law that protects our air, land and water. This is just the start of a long conversation about ways to make the law work for all Californians,” said David Pettit, NRDC senior attorney.

“Almost everyone agrees that CEQA is a great law that has been abused for primarily non-environmental purposes,” said Carl Guardino, President and CEO of the Silicon Valley Leadership Group and co-chair of the statewide CEQA Working Group. “Special thanks to Sen. Steinberg for introducing intent language today that provides the framework for meaningful CEQA modernization. He’s known for tackling the toughest issues facing our state and for bringing all sides to the table for successful resolutions. Our statewide coalition will continue to work with them to modernize CEQA.”

“We recognize Senate Pro Tem Steinberg’s willingness to show leadership on this critical issue and look forward to working together on this frame work legislation in a manner that is in the best interest of California's residents,” said Robbie Hunter, President of the State Building and Construction Trades Council. “However, we want to be clear that we stand strong and unwavering in our opposition to any legislation that leads to the deregulation of the important environmental protections for California’s communities provided by CEQA.”

Key elements of SB 731 include:

- Updating CEQA to encourage and expand infill developments to reduce urban sprawl. This will help jump start the state’s housing market while promoting development consistent with state climate and planning laws like SB 375.
- Expedite the CEQA process, without compromising underlying public disclosure or environmental protection, for new investments in clean energy, bike lanes and transportation projects that help California meet its renewable energy, clean air, jobs, and transit goals.
• Modernize CEQA and its implementing regulations to set clear minimum thresholds for impacts like parking, traffic, noise and aesthetics to allow local agencies to standardize mitigation of those impacts. This change would preserve local control to set more stringent thresholds where communities choose to do so.

• Reduce duplication in Environmental Impact Report filings by expanding the use of “tiering.” This streamlines and limits further paperwork whereby local land use plans that have sufficient detail and recently completed EIRs can be used by people building projects within those plans.

• Where Environmental Impact Reports have been successfully challenged, allow the courts to send back for repair only the portion of the EIR that is found to be incomplete or lacking required specificity. This would eliminate the need for the entire EIR to be recirculated for public comment which can create additional delays.

• In those cases where project developers and agencies haven’t made any substantive change to a project and the public has already had time to comment on it, limit or prohibit so-called “late hits” and “document dumps” designed solely to delay projects late in the environmental review process.

• Appropriate $30 million in new funding to local governments to update their general, area, and specific plans so that they can be better used to “tier” and streamline environmental review of projects built pursuant to those plans.

“When it comes to dealing with controversial matters, not everybody gets everything they want. I’m gratified that all sides on this issue are willing to work with us to move forward,” said Steinberg. “We need to take advantage of the opportunity to improve and strengthen this great law by making the process more efficient, timely and effective for the kinds of projects we all want to see.”
International trade is the cornerstone of our economy here in Southern California. So too is our great weather and quality of life. That is why BNSF Railway Company’s proposed Southern California International Gateway (SCIG) project is so important to Los Angeles County and all of Southern California.

This project will help the ports of Long Beach and Los Angeles to maintain their competitiveness after the widening of the Panama Canal. It will also take trucks off our freeways and install new cargo handling equipment that will be much cleaner for the environment.

Earlier this month, after nearly eight years of environmental review, the Los Angeles Board of Harbor Commissioners unanimously certified the SCIG Environmental Impact Report (EIR) and recommended approval by the L.A. City Council. But less than a week later, two elected officials from Long Beach and several environmental groups appealed the project, arguing that SCIG won’t provide environmental benefits to Long Beach and that BNSF has not made sufficient commitments to the community. These claims are far from the truth and ignore the major benefits of this very important project.

The port’s EIR concluded that the project will be a substantial improvement over the status quo. It will result in improved air quality and reductions in health risks for surrounding communities. BNSF’s facility will remove millions of truck miles from the 710 Freeway each year and create thousands of direct and indirect jobs for neighboring residents through a local hiring preference. It will also save existing jobs at the ports that could be lost if modernization does not take place.

BNSF has made the extraordinary commitment to make SCIG the greenest intermodal yard in the country. The company will invest $100 million in the greenest technology in the world to provide low-emission electric cranes and switching locomotives, and progressively cleaner trucks on designated routes, including 90 percent liquefied natural gas or equivalent emissions by 2026. BNSF will also invest $3 million in a zero emissions container movement system.

To shield the rail yard from neighbors, BNSF will build a 12-foot-high soundwall with landscaping along the eastern side of the Terminal Island Freeway in Long Beach, from West 20th Street to Sepulveda Boulevard even though trucks serving BNSF’s facility will not actually travel along the Terminal Island Freeway north of Pacific Coast Highway. This is a direct benefit to neighbors who have lived adjacent to this industrial area for years.

BNSF has spent years talking with and listening to its future neighbors, and the benefits speak for themselves. Now is the time to move forward with this essential project to put people to work, take trucks off the road, and improve the air and the environment around the ports of Long Beach and L.A. The SCIG is a win for both the environment and the economy. It is exactly what L.A. County and our region needs.

And that’s The Business Perspective.