

Green Freight Going Forward

Southern California Leadership Council marches ahead with Green Freight Initiative

Since the first meeting of the Southern California Leadership Council (SCLC) on January 18, 2006, the SCLC, supported by the LAEDC's Center of Economic Development, has made remarkable progress in moving its Green Freight Initiative forward. In June 2006, the state legislature placed Infrastructure Bond Legislation on the November ballot which include \$3-4 billion for goods movement infrastructure and environmental enhancements.

25,000 new people are making Southern California their home each month. Our existing infrastructure has not been able to keep up with such growth. The gridlock is taking its toll on the region's economy, environment and public health.

The Green Freight Initiative focuses on improving the existing infrastructure to accommodate the growth of goods movement (trade) activities in the region with efficient new highway and rail capacity and transportation technology.

The SCLC worked closely with state officials to achieve its first milestone, the infrastructure bond measure, with the support of Wally Baker, senior vice president of Consulting at the LAEDC and the Center of Economic Development. "Wally was the real energy behind this effort," said Lee Harrington, SCLC executive director.

Additionally, the SCLC produced a number of key Op-Ed pieces from our former governors

explaining the importance of the effort to our communities and public leaders as well as identifying 40 key projects needed in the next 10 years to keep pace with a tripling of trade activities.

The SCLC has pursued three key strategies to support the growth of the region's goods movement (trade infrastructure) industry while finding solutions to the environmental and community impact challenges:



- State funding to address our logistics infrastructure needs and attract additional private capital.
- Federal support in the form of tax credits and other federal authority to attract private capital to improve these trade corridors of national significance.
- A logistics workforce training/education initiative in our high schools, community col-

leges and state universities.

"There are over one million good paying future jobs at stake if we can build the modern goods movement infrastructure which can handle the expected tripling of container traffic to and through Southern California," said Robert Wolf, SCLC co-chair and chairman of Germania Corporation.

"The key is to harness all available state, federal and private sector resources to get the job done while reducing environmental congestion and community impacts," added SCLC co-chair and AECOM vice chair Ray Holdsworth.

SCLC is now working to support the November Bond measure as well as develop project selection, public-private partnership and design build mechanisms to move the goods movement projects forward.

"This is real business leadership creating a unified regional voice in support of the critical infrastructure, economic vitality and quality of life needs in Southern California," said Bill Allen, LAEDC president and CEO.

The SCLC is a business led and sponsored public policy partnership for the Southern California region, providing proactive leadership for a strong economy, a vital business environment and a better quality of life. The SCLC is composed of 25 top business leaders and former California governors Jerry Brown, Gray Davis, George Deukmejian and Pete Wilson. ■

What is the Green Freight Initiative?

The Green Freight Initiative aims to responsibly resolve goods movement issues. To modernize our goods movement system, we need a near dock rail yard, inland ports/hubs, a third corridor out from the port, grade separations, short haul rail service, and short sea shipping.

In support of the Governor's Goods Movement Action Plan, key components of the Green Freight Initiatives are:

- Green Waterway - Work with our global partners to significantly reduce diesel pollution in our shipping lanes and ports.
- California Green Corridors: Highways and Rail Lines - Implement a system of freight-related highways and railway corridors facilitating the use of clean engine technology and reduce diesel emissions; and implement sustainable design and enhanced community benefits such as wetlands around the freeway, landscaped buffers and pedestrian and

bike crossing bridges.

- Develop a public private partnership between the California Public Utilities Commission, County Transportation Commissions and private utility companies to pre-approve trade corridor improvements and utility relocations (15% of project costs).
- Security Improvement - Develop a green freight corridor security and environmental sensor network along freeways and railways.