

LINKING GOODS MOVEMENT TO ECONOMIC PROSPERITY AND ENVIRONMENTAL QUALITY

October 24-26, 2004

UCLA Conference Center at Lake Arrowhead

850 Willow Creek Road

Lake Arrowhead, California

Goods movement – both within cities and between cities – is increasing faster than any other type of travel. The effects of this growth are significant for both urban and rural areas, especially along major highways and rail lines, and near air- and sea-ports. In the fall of 2004, the *UCLA Lake Arrowhead Symposium on the Transportation – Land Use – Air Quality Connection* will address **Goods Movement**. While the movement of goods has received increasing attention from both policy makers and analysts in recent years, the topic has rarely been addressed with an explicit focus on the connections to land use and the environment. In addition, the clear links between goods movement and the economy, the environment, and questions of equity make this an important and timely topic for many.

The impacts of goods movement on traffic congestion and, likewise, the effects of congestion on the movement of goods are critical issues in many areas. Freight logistics are evolving in the face of both technological, economic, and policy changes. The effects of these changes on land uses – such as the recent growth of inland warehousing and trans-shipment centers – are in need of more attention from policymakers and researchers.

Air quality planning focuses increasingly on goods movement, especially with regard to fine particulate matter. Potentially significant changes in both propulsion technologies and, especially, emissions regulations are on the near-term horizon. Related to this are environmental justice issues, which pose important questions for both the residents of neighborhoods adjacent to highways, rail lines, and freight-handling facilities, and for the organizations that use and manage such facilities. And finally, all of these issues are inextricably linked to labor-management relations in the goods movement industry.

These issues will be addressed in a series of presentations and discussion among goods movement analysts and decision makers in both the public and private sectors. The 2 ½ day invitation-only retreat will feature presentations by many of the top researchers in the field, and will include panels and other forums for dialogue among public officials, private industry leaders, and audience members. This mix of researchers and practitioners having diverse interests and viewpoints is the signature of the UCLA Lake Arrowhead Symposium, which is now in its 14th year.

Symposium Co-Organizers:

LeRoy Graymer, Founding Director, UCLA Extension Public Policy Program

Brian Taylor, Associate Professor of Urban Planning and Director, Institute of Transportation Studies, UCLA

SUNDAY AFTERNOON, OCTOBER 24, 2004

1:30 pm **SYMPOSIUM OVERVIEW**

Brian D. Taylor, Associate Professor of Urban Planning and Director, Institute of Transportation Studies, UCLA

How Are Changes in Production, Trade, Consumption and Congestion Affecting the Movement of Goods?

Randolph Hall, Professor and Senior Associate Dean for Research, Epstein Department of Industrial and System Engineering; Co-Director, CREATE Homeland Security Center, USC

International Trade Traffic: Current Trends and Policy Concerns

Jon Haveman, Program Director, Economy, Public Policy Institute of California

Free Trade, Organized Labor, Increased Security, Environmental Protection, and More: The Emerging Freight Policy Context

Harry Caldwell, Senior Vice President, Regal Decision Systems

3:00 pm **BREAK**

3:15 pm **MODAL PERSPECTIVES ON A MULTI-MODAL ISSUE: ISSUES AND POLICY CHALLENGES**

While freight (even on a single trip) necessarily moves by a wide variety of modes, goods movement firms and interests are often organized along modal lines. This session lays the groundwork for later, more synthetic, sessions but identifying significant policy issues and challenges in each of four modal areas: air cargo, maritime trade, rail freight, and trucking.

Moderator: Richard Nordahl, Chief for the Office of Goods Movement, California Department of Transportation

Air Cargo: Issues and Policy Challenges

Keola Pang-Ching, Director of cargo Sales & Marketing, Alaska Airlines

Maritime Trade: Issues and Policy Challenges

John Vickerman, Principal and Executive Vice President, TranSystems Corporation

Rail Freight: Issues and Policy Challenges

Peter F. Swan, Assistant Professor of Supply Chain Management, Smeal College of Business, Pennsylvania State University

Trucking: Issues and Policy Challenges

Kristen Monaco, Professor of Economics, California State University, Long Beach

4:45 pm **COMMEMORATION OF THE PASSING OF JOANNE FREILICH AND JIM ORTNER**

5:00 pm ROOM CHECK-IN AND OPENING RECEPTION

6:30 pm DINNER

SUNDAY EVENING, OCTOBER 24, 2004

8:00 pm **INCREASING PUBLIC-PRIVATE COOPERATION AND COORDINATION IN MANAGING THE MOVEMENT OF GOODS**

No aspect of the transportation system is more closely associated with the private sector than goods movement. Private firms move most goods on behalf of other private firms. Yet freight moves on publicly-regulated and, often, publicly-operated transportation networks. This mix of public and private can blur lines of authority and responsibility. Accordingly, this session convenes a panel of public and private sector leaders to explore with the audience ways to increase public-private cooperation and coordination in the movement of freight.

Moderator: Jeff Brown, Consultant, California Senate Office of Research

Panelists:

LaDonna DiCamillo, Director of Government Affairs, BNSF Railway

Gary Gallegos, Executive Director, San Diego Association of Governments

Ron Guss, President, Intermodal West

Keola Pang-Ching, Director of Cargo Sales & Marketing, Alaska Airlines

Richard Powers, Executive Director, Gateway Cities Council of Governments

PLENARY DISCUSSION

9:30 pm INFORMAL RECEPTION AND CONTINUED DISCUSSION

MONDAY MORNING, OCTOBER 25, 2004

7:30 am BREAKFAST

8:45 am **LAND USE AND ENVIRONMENTAL ISSUES**

The dramatic rise in goods movement in recent decades has affected environments beyond emissions and air quality. In particular, the growth of freight traffic and port and transfer facilities generates potential land conflicts with passenger movement. This session examines these conflicts in three venues: expanding port facilities, freight movement in rural and rapidly urbanizing areas and the rise of inland warehousing and transfer facilities.

Moderator: Donald Shoup, Professor of Urban Planning, School of Public Policy and Social Research, UCLA

Resolving Local Land Use Conflicts with Expanding Ports and Terminals

Ralph Appy, Director of Environmental Management, Port of Los Angeles

Moving Goods in Rural and Rapidly Urbanizing Areas: The Case of California's Central Valley

Elizabeth Deakin, Director, UC Transportation Center, and Professor, UC Berkeley

Coping with Evolving Freight Logistics and the Rise of Inland Warehouse and Transfer Facilities

Norm King, Executive Director, San Bernardino Associated Governments

10:15 am BREAK

10:30 am **GLOBAL TRADE, LOCAL IMPACTS: WHO BENEFITS? WHO PAYS?**

Goods movement is a direct measure of economic activity and vitality. But the transfer of freight from one place to another also exerts costs on environments and communities. The presentation and panel discussion in this session examine the question of who wins and who loses as freight volumes continue to grow from a variety of perspectives- analytical, economic, legal, regulatory, and political – with an eye toward building increased fairness and consensus.

Moderator: Martin Wachs, Roy W. Carlson Distinguished Professor in Civil and Environmental Engineering, professor of City and Regional Planning, and

Director, Institute of Transportation Studies, UC Berkeley

A Research-Based Framework for Understanding Distributional Issues in Goods Movement

Lisa Schweitzer, Assistant Professor, Virginia Tech University

PANEL DISCUSSION

Speakers:

Robert Garcia, Executive Director, Center for Law in the Public Interest

Andrea Hricko, Associate Professor & Director, Community Education, USC

Angelo Logan, Director, East Yard Communities for Environmental Justice

Jim McGrath, Environmental Director, Port of Oakland

PLENARY DISCUSSION

12:00 pm LUNCH

MONDAY AFTERNOON, OCTOBER 25, 2004

1:30 pm **AIR QUALITY AND ENERGY ISSUES**

The rapid growth of goods movement and increasing concerns with the health effects of diesel emissions have combined to move freight traffic to the forefront of energy and air quality policy debates. This session presents the latest information on goods movement related emissions, explores recent developments of newer, cleaner engines, and examines current state and federal efforts to reduce freight-related emissions.

Moderator: Elizabeth Deakin, Director, UC Transportation Center, and Professor, UC Berkeley

Trucks, Trains, Ships and Planes: An Update on Goods Movement-Related Emissions

David Souten, Managing Principal, ENVIRON International Corporation

Alternative Propulsion Technologies: What's on the Horizon?

CJ Brodrick, Research Scientist, Institute of Transportation Studies, UC Davis; Assistant Professor, James Madison University

Regulating Emissions in the Goods Movement Sector: Reports from Washington and Sacramento

Kenneth Adler, Senior Policy analyst, U.S. Environmental Protection Agency

Michael Scheible, Deputy Executive Officer, California Air Resources Board

PANEL DISCUSSION

Speakers:

Tim Carmichael, President, Coalition for Clean Air

Michal Moore, Chief Economist, National Renewable Energy Laboratory

PLENARY DISCUSSION

3:00 pm FREE TIME

5:30 pm RECEPTION

6:30 pm DINNER

MONDAY EVENING, OCTOBER 25, 2004

8:00 pm **WHO'S IN CHARGE? OVERCOMING GOVERNANCE CHALLENGES TO PLANNING, REGULATING, AND MANAGING GOODS MOVEMENT**

The goods movement system is influenced by an extraordinarily wide array of actors and institutions; private customers and shippers, international trade bodies, federal and state environment and transportation agencies, and regional and local governments and authorities. The appropriate public role in planning and financing goods movement-related facilities is an ongoing debate, as are the levels of coordination and/or competition between regions, districts, and authorities. This session tackles the question of who is in charge in a lively moderated discussion among audience and four distinguished panel members.

Moderator: Joan Sollenberger, Division Chief, Transportation Planning, California Department of Transportation

Panelists:

Richard Nordahl, Chief for the Office of Goods Movement, California Department of Transportation

Mark Pisano, Executive Director, Southern California Association of Governments

Alan Lowenthal, Assembly Member, California Assembly

Ronald Loveridge, Mayor, City of Riverside; Board Member, South Coast Air Quality Management District

PLENARY DISCUSSION

9:30 pm INFORMAL RECEPTION AND CONTINUED DISCUSSION

TUESDAY MORNING, OCTOBER 26, 2004

7:45 am BREAKFAST

8:45 am **THE GOING RATE: PUBLIC FINANCE OF GOODS MOVEMENT**

Policymakers and modal interests have long debated the appropriate public role in financing the movement of goods. The rapid rise of freight traffic and recent plans for major freight-focused transportation infrastructure investments raise important questions regarding the distribution of both impacts and revenues from goods movement. Accordingly, the three presentations in this session examine recent developments in pricing goods movement in Europe, efforts to fund goods movement projects here in the U.S., and the use of creative finance tools to fund the mitigation of capacity enhancements.

Moderator: Brian Taylor, UCLA

Whose Impacts? Whose Revenues? New Approaches to Financing Freight Infrastructure to Move the Economy, Protect the Environment, and Ensure Equity

Michael Huerta, Senior Vice President/Managing Director, ACS State and Local Solutions

New Developments in the Use of Advanced Technologies to Price the Movement of Goods in Europe and Elsewhere

Werner Rothengatter, Professor, University of Karlsruhe, Germany

Closing the Gap: New Directions in Highway Finance to Pay for Growing Lists of Unfunded Goods Movement Projects

Robert Poole, Director of Transportation Studies, Reason Foundation

10:15 am BREAK

10:30 am **NEW SOLUTIONS AND NEW DIRECTIONS**

Finally, three leaders from different sectors and venues will conclude the program with their ideas, strategies, and challenges to the participants on how to move ahead with the public and private approaches needed to make significant progress on the dual goals of enhancing economic prosperity and improving the quality of life.

Moderator: LeRoy Graymer, UCLA Extension Public Policy Program

Panelists:

Gill Hicks, President, Gill V. Hicks and Associates

Roger Snoble, Chief Executive Officer, Los Angeles Metropolitan Transportation Authority

PLENARY DISCUSSION

12:00 pm CONCLUDING LUNCH AND ADJOURNMENT