

Healthy Communities and Healthy Economies

A Toolkit for Goods Movement



goods movement



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A TOOLKIT FOR GOODS MOVEMENT

Prepared for
California State Department of Transportation
Los Angeles County Metropolitan Transportation Authority
Riverside County Transportation Commission
San Bernardino Associated Governments

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MIG, Inc.
ICF International
in association with UltraSystems

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foreword

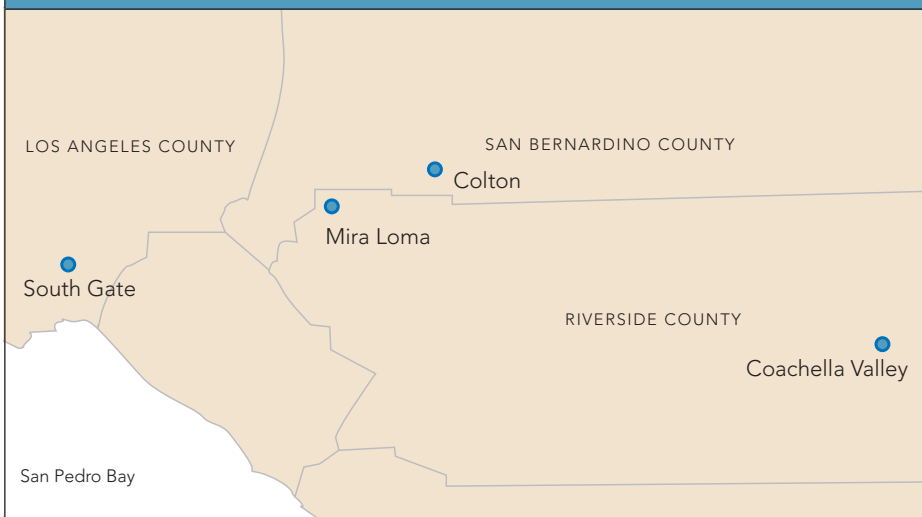
WHY A GOODS MOVEMENT TOOLKIT?

This toolkit is intended to be a starting point and source of ideas for how Southern California's goods movement system—an important economic engine and source of jobs for the region—and the communities that are affected by the system can co-exist.

The toolkit was developed in partnership by California State Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), the Riverside County Transportation Commission (RCTC) and San Bernardino Associated Governments (SANBAG). Many people advised on development of the toolkit as part of the Environmental Justice Analysis and Outreach Study from 2007–2009. A Technical Advisory Committee and multiple Community Feedback Groups from throughout Southern California who have experienced impacts from goods movement collaborated through a continuous feedback loop, reviewing the best data available about the benefits and burdens of goods movement, as well as the real-life experiences of all those involved.

The four participating Community Feedback Groups were located in Mira Loma (Riverside County), Coachella Valley (Riverside County), City of South Gate (Los Angeles County), and City of Colton (San Bernardino County), and are displayed on a map in Figure 1-1. Participants included goods movement industry representatives, planning professionals, and residents from communities who have experienced goods movement-related issues. More details about the process are provided in “Summary Report: Process and Outcomes” in the appendix of this report.

FIGURE 1-1 LOCATIONS OF COMMUNITY FEEDBACK GROUPS



WHO CAN USE THIS GOODS MOVEMENT TOOLKIT?

All of those involved in and affected by the goods movement system can benefit from using this toolkit. Goods movement provides unique challenges but also unique opportunities for communities. Specifically, the toolkit offers many potential strategies to assist in the dialogue between partners in supporting continued growth of goods movement industries and in resolving goods movement-related issues.

Depending upon the particular situation, partners could include:

- Community residents who experience impacts from goods movement
- Rail and trucking interests
- Representatives of local freight-related businesses such as warehouses and distribution centers
- City and county planning and public works departments
- County and regional agencies
- Local, state and federal regulatory bodies

HOW DOES ONE USE THIS GOODS MOVEMENT TOOLKIT?

Depending upon the user's information needs, the toolkit offers basic information on:

- How the goods movement system works
- The benefits of goods movement to communities and the region
- The impacts of goods movement on communities and the region
- The roles of organizations that regulate the goods movement system and operators
- Strategies for how to reduce the impact of goods movement for a variety of situations
- Experiences from communities that have been affected by goods movement-related issues

CONSIDER THE GOODS MOVEMENT TOOLKIT AS A STARTING POINT

Perhaps most importantly, the toolkit offers a starting point for addressing specific goods movement-related issues. It is not designed to address issues from transit or other transportation development projects. The toolkit offers potential strategies for addressing goods movement issues developed from the best

available technical information and practical experiences from communities at one point in time. The goods movement industry and system is constantly changing due to many factors. Users of the toolkit are encouraged to consult as many additional, updated sources of information as possible.

There is no one-size-fits-all approach. This toolkit does not offer a set of requirements or minimum standards to address goods movement or other transportation-related impacts. While many communities may experience similar impacts, each setting will have a unique combination of conditions and people involved. As the Community Feedback Groups and case study communities have demonstrated, this presents an opportunity to create tailored solutions to fit each situation.

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GOODS MOVEMENT BENEFITS THE ECONOMY
OF THE AREA BY SUPPORTING HUNDREDS OF
THOUSANDS OF JOBS AND PROVIDING STATE
AND LOCAL TAX REVENUES.

introduction

SOUTHERN CALIFORNIA IS OUR NATION'S LARGEST AND MOST important center for transferring and moving merchandise from container ships to people throughout the country. It is an international gateway for foreign trade. This area connects cities throughout the country to manufacturers and markets in Asia and Mexico. "Goods movement", put simply, is the transfer of freight and merchandise from one location to another location. But the moving parts are many and complex.

Millions of Southern California residents and businesses purchase merchandise and thousands of manufacturers produce goods for U.S. and international consumption. The result: a massive network of goods movement infrastructure, including ports, airports, railyards, and distribution centers, connected by a large system of truck routes and rail lines.

Goods movement benefits the economy of the area by supporting hundreds of thousands of jobs and providing state and local tax revenues. The direct economic impact of goods movement to the Southern California region includes:¹

- \$90.7 billion, or 6.6%, of the total \$1,375 billion in economic activity
- \$63.6 billion, or 7.8%, of the total \$812.6 billion in economic value created
- 687,837, or 6.1%, of the total 11,321,518 people employed
- \$52.6 billion, or 7.0%, of the total \$750.6 billion earned income
- \$11.1 billion, or 17.8%, of the total \$62.0 billion in sales taxes, property taxes, fees, licenses, and excise taxes paid to the government
- Each new goods movement job supports a total of 2.19 jobs in the economy

Additionally, virtually all the products purchased by residents, schools and businesses get to their final destinations by some combination of truck, plane, train and ship. But goods movement also has negative effects, causing air pollution, noise, traffic jams, safety issues, and visual blight. These impacts are most directly felt by people who live near ports, warehouses, distribution centers, railyards, freeways, and railways.

The purpose of this toolkit is to serve as a starting point for communities and others who want to understand:

- how goods movement works
- the benefits and burdens of goods movement
- how issues that communities have with goods movement can be addressed so that communities and the goods movement industry can co-exist



The toolkit begins with an overview of the goods movement system, reviews the economic impacts of goods movement, explains how the different pieces of the system impact communities and describes what might be done about these impacts. It also includes potential strategies to assist in the dialogue between partners in resolving goods movement-related issues. Results from real-life discussions with Community Feedback Groups from a cross-section of freight-impacted Southern California communities helped to develop this toolkit. Their input is described in case study call-out boxes throughout this toolkit and in an appendix to further illustrate how local communities can work together to resolve goods movement concerns.



OVERVIEW OF THE GOODS MOVEMENT SYSTEM

Southern California's network of cargo plays a critical role in goods movement in our country. The recently-completed Multi-County Goods Movement Action Plan provides detailed information about the significance of goods movement today, as well as its expected growth in the future. As the nation's two largest ports, the Ports of Los Angeles and Long Beach, also known as the San Pedro Bay (SPB) ports, handled \$221 billion in imports and \$35 billion in exports in 2005. Despite the late 2008 downturn in the economy the amount of goods is expected to triple by 2030. Of these imported goods, 70% are transported from the ports by truck or railroad to markets outside Southern California.²

Warehouses and cargo distribution centers are scattered throughout the region, encompassing over 1.5 billion square feet of storage space. Containerized goods are transferred between trucks and rail cars, and trains are assembled for outbound trips at railyards. Most of the railyards are close

to the ports, south and east of downtown Los Angeles, or near freeways in the adjacent Inland Empire counties of San Bernardino and Riverside.

These cargo distribution centers are connected by a large network of truck routes and rail lines. Trucks move goods on freeways and streets, requiring cars to often “share the road.” Major highways like I-5, I-710, I-605, and SR-60 frequently carry more than 25,000 trucks per day. Railway lines also move goods with Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) being the two primary railroad operators with east-west routes handling more than 150 freight trains per day. The Alameda Corridor is a grade-separated or trenched cargo-only rail line linking the SPB ports to downtown Los Angeles, where trains then travel to the Inland Empire, to destinations within California, and to the rest of the nation.

SUMMARY OF GOODS MOVEMENT IMPACTS

The region’s goods movement system has both positive and negative effects. It influences the area’s local economy, environment, and quality of life. The freight industry is an economic driver for the region, creating jobs and money for the local economy. However, activities from goods movement can negatively impact local communities, creating air pollution, noise, traffic, and “visual pollution” or blight. The causes of each category must be understood in order to increase positive impacts and lessen the negative impacts. A brief description of each impact is provided here, with more details in the following sections.

Economic Impacts. The goods movement industry is the fourth largest employment sector in Southern California. Goods movement employs 692,000 people, accounting for more than one in ten of the region’s jobs and injects over \$170 billion annually into the local economy.^b The goods movement sector creates well-paying jobs for both skilled and unskilled workers, which typically include benefits such as health insurance, retirement packages or pensions, and others. These jobs tend to be located near cargo distribution centers. However, since these employees live all over the area, the whole region’s economy benefits from these jobs. Money spent by employees on housing, food and day-to-day living supports jobs for others and generates further revenues for local communities.

Air Quality Impacts. Southern California air quality has dramatically improved over recent decades thanks to a variety of strategies to reduce pollution from mobile and stationary sources. Despite the fact that the region now has nearly three times as many people and four times as many vehicles compared to the 1950s, maximum levels of ozone, one of the worst elements of smog, has been



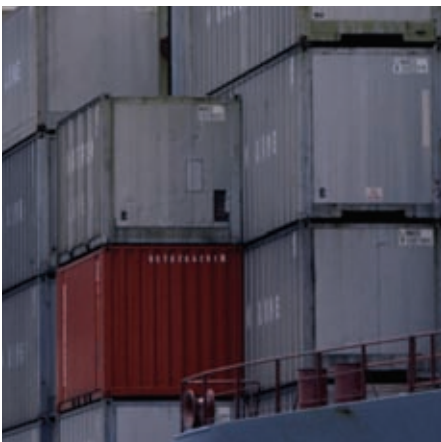
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cut to less than one-third since then. Furthermore, smog alerts on days with poor air quality that occurred through the 1970s and 1980s and encouraged schools to keep children from playing outside have been virtually eliminated. Yet, while recent years have been the cleanest on record, there is still need for improvement. Some goods movement activities can negatively impact air quality and the health of residents living near freight routes and facilities. Air emissions from diesel engines have been shown to cause cancer and a variety of respiratory problems. These emissions are widespread, since diesel engines power freight trucks, locomotives, ships and cargo handling equipment – most of the vehicles involved in goods movement. The region violates the federal ozone standard (8-hour average) more frequently than any other location in the U.S. and does not meet the standards for particulate matter. However, additional improvements in the coming decades are anticipated due to current and future regional, state and federal requirements and control measures.

Noise Impacts. Goods movement projects can be very noisy for neighboring communities. Sources of noise, including trucks, locomotives, and loading / unloading, can negatively impact local residents. Since noise levels drop off quickly with distance, those nearest to the facility are most affected. The greatest noise impacts come from roads and rail lines, which often run through or adjacent to residential neighborhoods. Excess noise can be a health risk for nearby residents, possibly leading to hearing impairment. Fortunately, most ports, railyards, and cargo distribution centers are intentionally located in industrial areas, where their noise has less impact. Yet even the fringes of industrial areas can have impacts where they meet the edges of residential areas.

Traffic and Safety Impacts. The goods movement network relies on freeways and streets, and cars must often “share the road” with freight trucks. Because trucks travel on major streets to get to and from ports, warehouses and railyards, pedestrians and bicyclists are also affected. Freeways provide access to ports, railyards, and distribution centers and links to outside destinations along the interstate highways. Truck traffic can further clog already-congested roads. Railroads can cause delays and safety concerns where they cross roadways. Travel to and from railyards and cargo distribution centers can create traffic on local roads. These issues are made worse when high truck volumes coincide with commute times.

Aesthetic Impacts. Depending upon the location, local conditions, and facility design, goods movement facilities can have varying aesthetic impacts on communities. Some facilities may be the result of redevelopment and provide an



improved use for the local community, replacing blight or other undesirable uses. Additionally, goods movement facilities may improve the local community with attractive architecture, building design and landscaping. However, goods movement facilities can also cause aesthetic or visual impacts both during and after construction including degrading the appearance of an area, restricting views, illuminating neighborhoods with excess light and glare, or featuring building and landscape designs that are not well-suited to a surrounding community's design.

WHO DOES WHAT? AUTHORITIES IN RELATION TO GOODS MOVEMENT IMPACTS

Understanding and reducing goods movement impacts is challenging. There are multiple layers of government involved in regulating the goods movement sector. This section summarizes the roles of the federal, state, and local governments related to goods movement impacts, particularly related to the Southern California region.

To better understand “who can do what,” here is a brief description of some of the potential partners, their roles, and levels of influence. While federal policy (for example) can be influenced in the longer term, it is important to understand what can't be done at the local level as well as what can be done in looking at all of the strategies.

Unique Federal Relationships, Railroads and Air Quality. Agencies of the federal government including Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), Federal Transit Administration (FTA), U.S. Environmental Protection Agency (EPA), and others set overall regulations and standards that all must adhere to. Especially important when looking at goods movement:

- Only the Federal Government (primarily FRA and EPA) have authority over the railroads. Locally-developed strategies must be voluntary and/or negotiated.
- California must have a waiver from the EPA to apply more stringent requirements than EPA standards.

State Influence and Role. The State of California mostly gets involved with goods movement issues through the California State Department of Transportation (Caltrans), the Governor's Office of Planning and Research (OPR), and the California State Air Resources Board (ARB).





Caltrans is the owner/operator of the freeway system and some state highways that operate as local roads. Caltrans is active in cooperative efforts in freight-related congestion relief and traffic management along the interstate highway system.

Caltrans can:

- Provide a statewide transportation plan addressing goods movement
- Program funding (in cooperation with the California Transportation Commission and local transportation commissions) for improvements such as grade separations
- Provide guidance on strategies to reduce goods movement impacts

Caltrans cannot:

- Control interstate railroad operations
- Control port operations
- Directly control land use decisions by railroads, schools and local governments

ARB sets air quality regulations to reduce emissions from trucks, ports, and other goods movement facilities. ARB also recently set emission standards for existing (in-use) trucks. More information on ARB and air quality is available later in this section.

Regional and Subregional Government. In Southern California, the regional planning agency, also known as the metropolitan planning organization, is the Southern California Association of Governments (SCAG). Subregional Councils of Government (COGs) are active in goods movement issues. Examples include the Gateway Cities Council of Governments (GCCOG), the primary COG for local communities affected by the SPB ports, the San Gabriel Valley COG and San Bernardino Associated Governments.

- SCAG leads the development of a Regional Transportation Plan that guides major goods movement-related projects and also prepares plans for goods movement covering a six-county area (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties).
- GCCOG has taken a leadership role in creating policies, incentives, and action plans for dealing with goods movement impacts, including the original diesel truck replacement program. Many COGs are pursuing grade separation projects throughout the region.

Councils of Government can:

- Prepare plans and provide incentives for air quality improvement

- Prepare a regional program of projects to improve goods movement
- Fund and conduct studies aimed at improving goods movement and lessening impacts

Councils of Government cannot:

- Set air quality regulations
- Directly construct projects
- Control local land uses for cities, schools, railroads or warehouses

The County Transportation

Commissions or Regional Transportation

Planning Agencies develop countywide plans dealing with public transportation,

highways and goods movement, and also program (designate) federal, state and local funds to carry out these plans. Along with planning and funding goods movement projects, these agencies take a leadership role in funding grade separations and coordination, as well as funding and operations of traffic management programs. These agencies work in cooperation with local communities, SCAG, the subregional COGs and the State to plan, design, and construct transportation projects, including those needed to improve goods movement and lessen impact on local communities.

Transportation Commissions can:

- Fund and/or construct transportation projects to facilitate the movement of goods on streets and highways or to lessen local impact of goods movement (for example, separating trucks from cars)
- Program state and federal funding for grade separations
- Convene cities and the county to pursue joint projects to lessen the impact of goods movement

Transportation Commissions cannot:

- Place operating requirements on railroads or ports
- Get directly involved in land use decisions

The **Ports of Los Angeles and Long Beach** are departments within each city's government, but operate relatively autonomously on a day-to-day basis. The



SPB ports have adopted a Clean Air Action Plan aimed at decreasing port-generated pollution through strategies such as low-emission technologies and truck replacement. The SPB ports fund projects to lessen the impact of port-related community issues, including low- or no-pollution equipment, truck replacement and off-hours operation.

The Ports can:

- Negotiate with terminal operators to use low- or no-emission yard equipment
- Place requirements or provide incentives for clean truck technology for those trucks accessing port property
- Require short-line, local rail to use clean technology
- Provide incentives for ships and rail to use clean technology

The Ports cannot:

- Require interstate railroads (BNSF, UP) to use clean technology
- Require ships to use low-emission fuel

City or county governments often are the first point of contact in dealing with goods movement impacts. In unincorporated areas, county government performs the role of the city. Overall, cities and counties can create plans and regulations to minimize the impact of new goods movement facilities on the local community, including warehouses. Generally, cities and counties do not receive any funding directly for goods movement projects and must rely on grants from federal, state or regional sources. The two departments that deal most directly with goods movement are the Planning Department and the Transportation (or Traffic) Department.

The Planning Department can:

- Develop a General Plan for adoption by the City Council (or County Board of Supervisors)
 - The Land Use Element outlines overall land use for the city—what can go where
 - The Circulation Element (developed in consultation with the Transportation Department) designates how traffic should move around the city and designates major vs. minor routes
- Review and approve applications for new land uses (such as new warehouses) for fit within the General Plan framework and define measures (such as setbacks or noise restrictions) that must be taken to deal with any adverse impacts
- Negotiate voluntary restrictions on hours of operation and noise for existing facilities



The Planning Department cannot:

- Control locations of public schools in relation to freight facilities (this is the purview of the School Districts)
- Control railroads or railyards (other than voluntary, negotiated agreements) since these are controlled at the national level by the Surface Transportation Board and the FRA
- Control existing warehouses or facilities unless they are expanding

The Transportation Department can:

- Define and enforce specific truck routes within the city
- Define and enforce overnight parking ordinances
- Improve signage and street markings
- Install traffic calming measures to divert trucks from residential streets
- Designate truck layover areas

The Transportation Department cannot:

- Control railyard internal operations
- Require retrofit of trucking company and railyard entrances

The following gives more detail on the “who does what” in addressing goods movement impacts.

Emissions and Air Quality

The U.S. EPA sets air quality standards for new trucks, train locomotives, cargo handling equipment, and domestic marine vessels (such as tugboats). Under EPA standards, these engines and vehicles can only produce a certain amount of air emissions. The current standards only apply when a new engine is installed or vehicle is sold. The standards generally do not affect the emissions from vehicles already in use. While some progress can be made negotiating international agreements, currently neither the U.S. nor California state government can regulate the emissions from foreign ships calling on Southern California ports. Virtually all of these ships entering the ports are foreign-owned and registered.

The U.S. EPA also sets standards for air quality, including standards to protect human health. The standards cover smog elements, the small particles (particulates) coming from diesel engines and other pollutants. EPA regulations require that areas in violation of air quality standards (including all of Southern California) improve air quality and reach the EPA standards by specific dates.

At the state level, the California ARB sets emissions standards for trucks similar to

NEW EMISSIONS STANDARDS

WILL REQUIRE MANY OWNERS

TO UPGRADE THEIR VEHICLES

AND EQUIPMENT.

the U.S. EPA. However, while EPA has jurisdictional authority to regulate new trucks, ARB restricts the scope of its regulation to apply only to existing in-use trucks. These requirements will become stricter over time. The standards will require many owners to upgrade their vehicles and equipment. This will impact city and county governments, private businesses, and individuals. ARB has also set regulations that limit the amount of time trucks can sit with their engines running (truck idling). The two major railroads have voluntarily agreed to reduce emissions at railyards.

At the regional or metropolitan level, many agencies have overlapping jurisdiction over air quality issues. Primary jurisdiction belongs to the South Coast Air Quality Management District (SCAQMD), which works with ARB to implement air quality regulations and incentives. Additionally, the SCAQMD is responsible for bringing the Southern California region into compliance with federal and state clean air standards.⁴

Local city and county governments can also take action. They can set limits on truck idling and can influence the location and design of new facilities for goods movement. Local city and county governments can also make voluntary

TABLE 1-1 JURISDICTIONAL AUTHORITY RELATED TO GOODS MOVEMENT AIR QUALITY IMPACTS			
Level of Government	Agency	Type of Authority	Function of Regulation
Federal	U.S. Environmental Protection Agency (EPA)	Emission Standards (causes of pollution)	Sets maximum levels of emissions for pollutants coming from new engines.
	U.S. EPA	Ambient Air Quality Standards (levels of pollution)	Sets health-based standards for air quality and requires a plan for achieving the standards
State of California	Air Resources Board (ARB)	Emission Standards	Sets maximum levels of emissions for pollutants coming from existing trucks and off-road equipment
	ARB	Truck Idling Regulations	Limits idling of trucks to 5 minutes
Region	South Coast Air Quality Management District (SCAQMD)	Develops Air Quality Management Plan to meet federal and state standards.	Sets rules for emissions sources
City or County	Planning Department (or equivalent)	Land use guidelines, Zoning code, Design standards	Restricts location and design of new land uses
	Planning Department (or equivalent)	City/County Code	Sets limits on truck idling

agreements with vehicle owners to reduce emissions. Local governments can also reduce emissions by replacing their vehicles with clean-fuel versions. Additionally, local governments can influence air quality through land use decisions, with the exception of the siting of new schools. School siting is controlled by school districts and the state, rather than local governments.

Table 1-1 shows “who can do what” among national, state and local governments and agencies.

Noise

The FHWA and the FTA set the maximum increase in level of noise that can be caused by road, traffic and public transportation projects when federal funds are used. Caltrans sets similar standards at the state level for freeways and other state highways. In contrast, noise regulations for the railroads are determined by

TABLE 1-2 JURISDICTIONAL AUTHORITY RELATED TO GOODS MOVEMENT NOISE IMPACTS			
<i>Level of Government</i>	<i>Agency</i>	<i>Type of Authority</i>	<i>Function of Regulation</i>
Federal	Federal Highway Administration (FHWA)	Noise Abatement Criteria	Sets thresholds for dealing with noise caused by road projects
	Federal Transit Administration (FTA)	Noise Impact Criteria	Sets thresholds for dealing with excessive noise caused by public transit projects
State of California	Governor’s Office of Planning and Research	General Plan Guidelines	Sets criteria for judging the severity of noise impacts on various land uses; used as a guideline for local community requirements
	Department of Transportation (Caltrans)	Noise Abatement Criteria	Same as for FHWA and FTA
City or County	Planning Department (or equivalent)	General Plan, Noise Element	Sets criteria for judging the severity of noise impacts on various land uses.
	Planning Department (or equivalent)	City/County Code and/or Noise Ordinances	Sets noise limits for specific activities

the FRA, which sets policies on train whistle volumes and “quiet zones.”

For land and building projects, the Governor’s Office of Planning and Research sets criteria to evaluate the severity of noise impacts in the State of California. Local city and county governments can set noise limits for specific activities. They can also establish criteria to judge the severity of noise impacts on various land uses, and encourage noise barriers or buffers on new local development projects. Table 1-2 summarizes national, California, city and county government authority related to noise impacts from goods movement.

Traffic and Safety

Jurisdictional authority for roadway traffic and safety is divided among federal, state, and local organizations. A different set of agencies oversees truck and railroad safety regulations.

At the federal level, the U.S. Department of Transportation (U.S. DOT) oversees the operation and safety of the nation’s transportation system through agencies focused on each mode of transportation. The FHWA delivers federal funding for highway projects and promotes safety in highway planning, design, construction, and operations. Another U.S. DOT agency, the National Highway Traffic Safety Administration (NHTSA), regulates the safety of passenger cars and light trucks. The Federal Motor Carrier Safety Administration (FMCSA) focuses on the safety of large trucks, with programs and regulations to encourage safe operating practices. Railroad safety is regulated by the FRA.

State transportation policy is set by the Business, Transportation and Housing Agency and the California Transportation Commission. Caltrans implements policy and manages most of the state’s highway system. Caltrans oversees construction and maintenance of highways (which can include some arterial streets that are designed as state highways). The California Highway Patrol is responsible for enforcement of traffic regulations on the highway system.

Long-range planning for the region’s transportation system is led by SCAG. County transportation commissions work closely with SCAG and Caltrans to coordinate highway and public transit planning and identify transportation projects for funding. These agencies include Riverside County Transportation Commission, San Bernardino Associated Governments, Los Angeles County Metropolitan Transportation Authority (also known as Metro), Orange

TABLE 1-3 JURISDICTIONAL AUTHORITY RELATED TO GOODS MOVEMENT TRAFFIC AND SAFETY IMPACTS

<i>Level of Government</i>	<i>Agency</i>	<i>Type of Authority</i>	<i>Function of Regulation</i>
Federal	Federal Highway Administration (FHWA)	Federal funding; safety and operations programs	Provide funding and technical assistance; oversee programs
	Federal Railroad Administration (FRA)	Regulation of railroad safety	Regulates safety of freight and commuter rail networks (not light rail and subway)
	National Highway Traffic Safety Administration (NHTSA)	Passenger car safety standards	Inspect vehicles; promulgate safety standards; collect accident data
	Federal Motor Carrier Safety Administration (FMCSA)	Freight truck safety standards	Promote safety programs in the trucking industry
State of California	Department of Transportation (Caltrans)	Plans and manages state highway network	Constructs, maintains, and operates highway network. Funds multimodal programs and planning grants
	California Highway Patrol (CHP)	Enforcement	Enforce California vehicle code; enhance traffic safety
Regional	Southern California Association of Governments (SCAG)	Long range transportation planning	Sets priorities for regional transportation projects; leads regional growth planning
	County Transportation Commissions	County funding and planning from federal, state and local funds	Sets priorities for county transportation projects; coordinates county transportation planning
Local	Planning Department (or equivalent)	Code and zoning regulations	Set local building and transportation codes
	Planning Department (or equivalent)	Development and land use planning	Determine transportation impacts of development projects
	Engineering or Traffic Department	Design and construction	Determines local traffic circulation and safety needs and designs solutions
	Local Police Department	Enforcement	Enforce vehicle safety codes on local streets



County Transportation Authority, and Ventura County Transportation Commission.

At the local level, city and county governments are responsible for construction, operation, and maintenance of the local roadway system. Local governments can influence traffic levels because they have authority over new development through their zoning regulations, comprehensive plans, and development permitting procedures. In addition, local agencies oversee construction of the majority of non-freeway road capacity.

Aesthetics

Visual and aesthetic impacts are not regulated to the same extent as air quality or traffic impacts. Federal and state governments influence decisions on aesthetic impacts primarily through environmental review documents. Both National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) environmental guidelines

TABLE 1-4 JURISDICTIONAL AUTHORITY RELATED TO GOODS MOVEMENT AESTHETIC IMPACTS			
Level of Government	Agency	Type of Authority	Function of Regulation
Federal	All federal agencies	Environmental review through the National Environmental Policy Act (NEPA)	NEPA environmental impact statements must consider aesthetic impacts of proposed projects
State of California	All state agencies	Environmental review through the California Environmental Policy Act (CEQA)	CEQA environmental impact reports must consider aesthetic impacts of proposed projects
City or County	Planning Department (or equivalent)	Code & zoning regulations	Set zoning codes to require specific aesthetic improvements (landscaping, lighting controls, frontage regulations) for new projects

require project proponents to assess the degree of visual impact caused by the proposed project, and to identify measures to reduce these impacts. Aside from these requirements, federal and state organizations do not regulate visual impacts.

On the local level, aesthetic concerns are regulated by city and county governments through building and zoning codes. Local governments can influence the aesthetics of new developments through regulation of lighting, landscaping, building size and setbacks, parking, and many other aspects of the development process. For developments already in place, local governments' primary tools are providing code enforcement and/or incentives to encourage property owners to make aesthetic improvements.

PROACTIVE PLANNING: A TOOL TO AVOID IMPACTS BEFORE THEY OCCUR

As this chapter describes, there are many potential incompatibilities that can arise from sensitive individuals being located too close to goods movement infrastructure -- and vice versa. For instance, new schools, libraries, day care and senior centers and residential areas should not be planned near existing or planned freeways, high-traffic roads, railyards, warehouses and ports. In an area that is going to be rezoned from its current agriculture or open space zoning in order to accommodate future development, thoughtful up front planning about how to site different land uses relative to each other can reduce or avoid many future impacts and incompatibilities.