

Bay Area Goods Movement Collaborative



Community Collaboration for Sustainable Freight

November 15, 2014



SUMMARY REPORT
December 2014

Prepared by:



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I. INTRODUCTION

This report highlights key themes and ideas from the Bay Area Goods Movement Collaborative Roundtable titled, "*Community Collaboration for Sustainable Freight.*" The Roundtable convened in Oakland, California on November 15, 2014 and brought together more than thirty Bay Area residents and representatives from community organizations. This two-hour community workshop was open to the public and designed to collect community input on the local impacts created by goods movement activities, as well as strategies to minimize those impacts.

The Bay Area Goods Movement Collaborative brings together partners, community members and stakeholders from across the region to understand goods movement needs and identify, prioritize and advocate for short- and long-term strategies to address these needs. The Collaborative is a product of a joint effort by the Alameda County Transportation Commission (Alameda CTC) and the Metropolitan Transportation Commission (MTC). The Collaborative provides the basis for a comprehensive outreach program to support development of the Alameda County Goods Movement Plan and the update to MTC's Regional Goods Movement Plan.

The format of this interactive community Roundtable included hands-on activities, panel discussions and small group sessions. The information and ideas collected during the Roundtable are synthesized in this report to provide a high-level summary of the panel presentations and participants' discussions. An appendix at the end of this report includes the Roundtable agenda and panelist presentations. The input shared by stakeholders will be used to design the subsequent Goods Movement Roundtables and to inform the county and regional Goods Movement Plans.

II. FLOW OF FREIGHT

The Flow of Freight small group activity was adapted from the Pacific Institute’s Freight Transport Justice Curriculum Guide, titled “Gearing Up for Action.” This activity served as an icebreaker and a creative way to discuss the various elements of the freight system. Participants lined-up modal elements (e.g., rail, ship, truck, and plane) of the freight system, represented by icons, in the order they believe the freight system operates.

The facilitator emphasized that there is no correct or incorrect flow of freight; instead there are numerous variations on how freight travels. The small groups reflected on the similarities and differences of each participant’s flow of freight. The facilitator then asked each participant to share their opinions on the impacts of the flow of freight on local neighborhoods.

Flow of Freight: Example



Above: Example of flow of freight.

Below: Roundtable participants created their own flow of freight using icons representing modal elements.



III. PANEL ONE: LOCAL COMMUNITIES AND GOODS MOVEMENT: ADDRESSING HEALTH AND QUALITY OF LIFE IMPACTS

MODERATOR: Lou Hexter, Senior Facilitator, *MIG*

PANELISTS: **Brian Beveridge**, *Co-Director*, [West Oakland Environmental Indicators Project](#)
Michael Fischer, *Principal*, [Cambridge Systematics](#)
Virginia Lau, *Advanced Projects Advisor*, [Bay Area Air Quality Management District](#)

KEY MESSAGES

Michael Fischer

- The impacts of goods movement on local communities includes traffic congestion on local streets; trucks, cars, pedestrians and bicycles all vying for space on the same streets.
- Noise impacts from trains and the health effects of diesel pollution from freight trucks were highlighted as key issues.
- The countywide Goods Movement Planning team is tracking these local issues and incorporating stakeholder input into the needs assessment.
- Solutions to addressing these neighborhood impacts require commitment, partnerships, and funding. Examples of solutions include:
 - Separating rail from automotive traffic to reduce idling cars waiting for trains to pass;
 - Managing truck access, such as creating shared spaces for truck loading at bus stops;
 - Developing off-hour delivery schedules similar to those currently being implemented in New York City.

Brian Beveridge

- The presence of trucks in local communities has a significant impact on the livability of those neighborhoods.
- Some trucks drivers park in front of homes during rest periods to change oil, empty trash and make vehicle repairs.
- The location of truck services (such as fueling stations, restaurants) in neighborhoods and away from the Port of Oakland causes drivers to travel through neighborhoods en route to these services.
- A lack of truck stops and accessible truck parking causes drivers to use neighborhood streets for parking and idling.

- Enforcing truck parking regulations is challenging due to limited staff capacity of the Port to monitor their facilities and surrounding areas, which include 20 miles of shoreline and residential streets.

Virginia Lau

- The Bay Area Air Quality Management District (BAAQMD) developed regional toxics modeling to determine levels of emissions, concentrations and risk.
 - Data show that 80 percent of pollutants are diesel particulate matter; 30 percent of sources are from construction equipment.
 - Cancer risk in West Oakland was found to be three times higher than the Bay Area average in 2005.
- The highest cancer risks are along the Port of Oakland and along major freeways where diesel sources are located.
- Several other West Oakland studies have been conducted including the West Oakland Monitoring Study (2010), West Oakland Truck Survey (2009), and the West Oakland Health Risk Assessment (2008).
 - Community input was central to development and success of these studies.
- Future goods movement planning needs to continue emission reduction efforts and improved air quality.

Q&A DISCUSSION HIGHLIGHTS

Q: How were stakeholders and local communities involved with the BAAQMD's regional toxics modeling?

- The Peer Task Force involved many agencies, including the San Francisco Health Department and MTC.
- BAAQMD hired community members and trained them to count and monitor trucks.
- Community members informed BAAQMD of truck destinations, which allowed the agency to refine its risk assessment model for emissions and cancer risk factors.

Q: How is the community involved in the countywide and regional Goods Movement Plan?

- Alameda CTC has developed a collaborative model of stakeholder engagement to identify critical issues and solutions, and ACTC would like to see that collaboration continue.

- The Goods Movement Planning team has met with a broad range of community members and stakeholders from across the region to collect input on the needs and opportunities associated with goods movement activities.
- Stakeholders engaged in the outreach, thus far, include public health agencies, community and environmental organizations, chambers of commerce, third-party trucking companies, labor councils, biotech associations and other interested parties.
- As a result of ongoing engagement, Ditching Dirty Diesel Collaborative has highlighted issue areas that need to be addressed and their input has been incorporated into the planning process.
- MTC and Alameda CTC will continue to hold Roundtable sessions and Technical Team meetings, which are open to the public.

Q: Based on the impacts of freight trucks, has there been a focus on shifting more freight to rail?

- The Oakland Army Base redevelopment efforts call for an increase of rail use at the Port of Oakland.
- The rate of truck traffic growth is growing more slowly than rail. According to recent studies, 21 percent of goods move by rail. In the future, the goal is to have 40 percent of goods move by rail.
- Locomotives are sturdy and last a long time; as a result, trains are running with very old engines that produce high levels of emissions. Locomotive emissions are regulated by the Federal EPA.
- While new, cleaner standards have been adopted for trains, it may take a long time for the benefits to be fully realized in the Bay Area and the BAAQMD has concerns about increased use of rail.
- Rail is important to the region's freight infrastructure. Short haul rail between the Port of Oakland and the Central Valley could reduce emissions if the newer, cleaner locomotives are used.
- Another concern related to local impacts of rail is the increased rate of crude oil transported by rail.

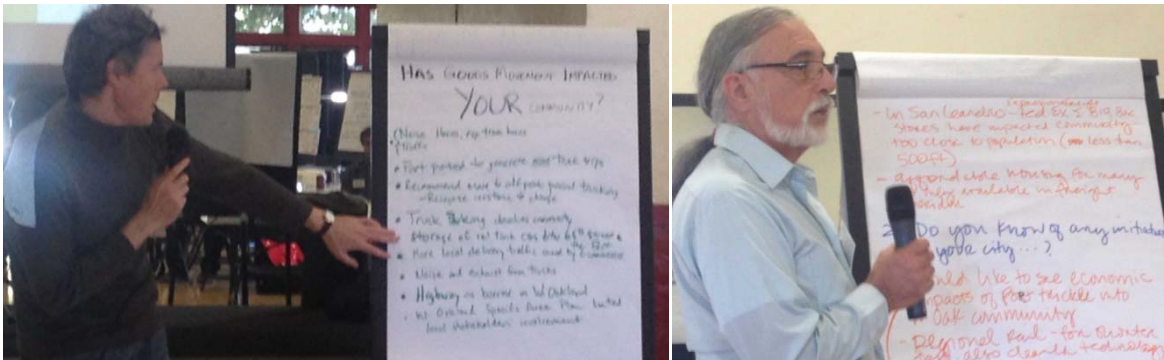
IV. COMMUNITY CONVERSATION ON GOODS MOVEMENT ISSUES AND STRATEGIES

The audience was divided into four small groups for a break-out session. Each group was led by a facilitator and included a note-taker to record the conversation. Following the breakout sessions, representatives from each group reported the highlights of their group's discussions to the larger audience. During this session, participants contributed creative and thoughtful responses to the following questions:

1. *Has goods movement impacted your local community? If so, please describe.*
2. *Do you know of any initiatives currently happening in your city or surrounding cities to improve freight's relationship with the local community?*
3. *What are the "critical success factors" to balancing freight and community needs through collaborative partnerships?*
4. *Thinking about the examples presented by the first panel, which strategies do you think could work well in your community?*

The themes that emerged from the community conversations are summarized below, organized by the discussion questions.

Below: Participants report on highlights from their small group conversations.



KEY THEMES:

Has goods movement impacted your local community? If so, please describe.

Local Economies and Job Creation

- Due to the growth of e-commerce, there is an increasing amount of neighborhood traffic from local deliveries.
 - Congestion could be mitigated by off-peak deliveries.

- Goods movement activities and businesses provide sales tax revenue and jobs for local communities.
- Goods movement planning should focus on strategies for the West Oakland community to benefit from the Port's economic growth.
- Local hiring agreements with the Port should be developed and promoted.

Air Quality and Public Safety

- Affordable housing is disproportionately located along freight corridors, which can increase the rates of respiratory illness among low-income residents.
- Traffic congestion from freight can impact access for emergency vehicles into local neighborhoods.
- The diesel pollution emitted by freight is a health risk to residents and community members. One participant noted that many students in Oakland schools indicate that someone in their family has asthma.

Quality of Life

- Noise pollution from trains and trucks negatively impact the quality of life for local communities.
- The close proximity of logistics companies and big box stores to residences in San Leandro leads to noise, air quality and traffic impacts.
- The highways through West Oakland, which are infrastructure that support the regional goods movement system, are physical barriers for local communities.
- Traffic congestion and wear and tear on the roads impacts local residents.

Do you know of any initiatives currently happening in your city or surrounding cities to improve freight's relationship with the local community?

- Cleaner technology on rail and freight trucks will help to mitigate the air pollution that impacts local communities.
- Investments are needed to improve the safety of rail facilities that are at grade level and intersect with bicycle and car traffic.
- Safe and large truck stops with restaurants and retail amenities will prevent truck drivers from parking on neighborhood streets.
- Solutions need to balance local population growth with the growing needs of the freight industry for land and transportation access.
- To successfully implement strategies, structured partnerships between both public agencies and community members need to be established to ensure community voices are incorporated in the planning process.
- Local initiatives should identify strategies to maximize the use of existing infrastructure and minimize the need for building new infrastructure.
 - Shared zones for truck deliveries and bus stops and off-peak hour deliveries were noted as examples.

What are the “critical success factors” to balancing freight and community needs through collaborative partnerships?

- Meaningful and inclusive stakeholder involvement
 - Outreach to impacted communities
 - Community members as equal participants (e.g., CARE communities)
 - Inclusionary participation that allows and encourages everyone to have a “seat at the table” including customers, shippers, businesses, public health advocates, impacted communities, elected officials, etc.
 - Collective intelligence and collaborative problem solving
- Identifying and securing diverse sources of funding for improvements in the regional goods movement system, including state and federal pilot program funding
- Government entities and the Ports should work together more effectively to orchestrate projects at the regional level.
- Success will include innovations that improve quality of life in impacted communities, such as wayside horns, quiet zones and health tracking to measure progress.

Thinking about the examples presented by the first panel, which strategies do you think could work well in your community?

- Early loading times and curbside cuts can help manage traffic congestion and access.
- Silicon Valley firms working on the development of new computer programs and apps should be in conversation with agencies and communities to develop technology for reducing emissions.
- The Maritime Air Quality Improvement Plan (MAQIP) has been successful in reducing air pollution in the Port.

V. PANEL TWO: FREIGHT AS A GOOD NEIGHBOR: BUILDING PARTNERSHIPS BETWEEN COMMUNITIES AND LOCAL GOVERNMENTS

MODERATOR: Lou Hexter, Senior Facilitator, MIG

PANELISTS: Scott Bernstein, *President and Co-Founder, [Center for Neighborhood Technology](#)*
Nancy Pfeffer, *Director of Regional Planning, [Gateway Cities Council of Governments](#)*



Above: Roundtable participants listen to panel presentations.

KEY MESSAGES:

Nancy Pfeffer

- I-710 is the major freeway used for freight transport to and from both the Port of Long Beach.
- The I-710 Corridor Project is a 27-city goods movement planning initiative in South East Los Angeles County.
- Goods movement concerns in the Los Angeles region are similar to those in the Bay Area, including adverse air quality related to diesel emissions, congestion, safety issues, community separation, noise and blight.
- The I-710 community-based process included two tiers of community advisory committees that developed guiding principles for stakeholder engagement.
- Now in its environmental phase, the project includes 18 community advisory committees representing the cities along the I-710 and a technical advisory committee.
- The Corridor Advisory Committee includes global advisory chairs that make recommendations to the executive committees and to agency stakeholders.
- The health and air quality improvement strategies identified by community advisory committees include a health risk assessment, air quality action plan, and health impact assessment.
- The I-710 Corridor Project's solutions have focused on technology and alternative fuels.

Scott Bernstein

- Cargo-oriented development (COD) is the development of places that are both multimodal nodes of freight transportation and centers of employment in logistics and manufacturing businesses. COD includes public and private assets.
- Reconnecting the Port of Oakland is an important component to improving relations between the Port and local communities. The Port could be more accessible to residents with collocated goods movement activities.
- Revitalizing legacy freight rail assets in urban communities can drive local economic development.
- Blue Island, Illinois and Southern Industrial Park Master Plan, El Paso, Texas are case studies of COD.
- Businesses should consider supporting co-development / co-location in goods movement hubs and ports.
- Building local capacity occurs and broad based support can occur by creating an “embassy” to bring in perspectives from other cargo-oriented sectors to highlight common goals.

Q&A DISCUSSION HIGHLIGHTS

Q: Could Alameda CTC and MTC replicate the approach used in the I-170 project to get cities involved?

- Alameda CTC has a city-based technical advisory committee, but no cities volunteered for MTC’s regional technical committee. When MTC has physical projects in progress, stakeholder engagement will intensify and more stakeholder groups get actively involved.
- Over 65 stakeholders from a variety of sectors have been directly engaged through the first phase of interest group meetings for the Alameda CTC and MTC goods movement plans.
- For the I-710 project, the advisory committees provided the foundation for the community engagement process.
- The I-710 cities appointed committee members, who are residents in some cases, and who have been actively involved in community issues, commerce and freight transport.
- Their expertise informed the process, and their input was shared with the other decision-making committees.
- The ongoing I-710 meetings are public and provide a constant opportunity for additional public comment and input.

- In Chicago, south suburban mayors and a small business association signed a non-compete clause to facilitate collaboration. This led to major public/private investments and the first access to the waterfront in 150 years.

Q: The State of California was involved in a large study with goods and people movement via rail. Where does that stand and how does this planning effort align with the statewide process?

- The California Freight Mobility Plan (CFMP) is in the final draft, which has been a two-year effort.
- The Plan has been guided by a 62-member freight advisory committee— the largest in nation— as well as environmental justice, air quality, and other stakeholders.
- Caltrans conducted early stakeholder outreach in 2013 and performed public outreach at eight meetings around the state in the summer of 2014.
- Caltrans is working on finalizing the CFMP. Without the plan, the state will not receive funding in this highly competitive area.
- At the national level, there is the federal reauthorization of MAP-21, the first long-term highway authorization enacted since 2005.
- MAP-21 is focusing on transforming the policy and programmatic framework for investments to guide the nation’s transportation system.
- The Department of Transportation (DOT) is willing to support flexible financing and to fund states ready with projects.
- Cities can better position themselves for funding by demonstrating local benefits and value capture.

VI. NEXT STEPS

The Roundtable closed with a discussion of the next steps in the planning process presented by Tess Lengyel, Deputy Director of Planning and Policy at Alameda CTC. Ms. Lengyel noted that the Countywide Goods Movement Plan currently being developed is the first plan of its kind in Alameda County. Next, Ms. Lengyel emphasized that the Bay Area Goods Movement Collaborative is an opportunity to create solutions that specifically address the needs of Northern California, the Bay Area and Alameda County. The Collaborative establishes a unique structure for discussing and advocating for Bay Area goods movement priorities.

This community Roundtable was the second in a series of five Roundtables that will include topical workshops and large-scale meetings. During the next Roundtable, scheduled for January 21, 2015, participants will focus on reviewing the results of the goods movement needs assessment. Participants will also discuss strategies to address the issues and challenges identified by the needs assessment.

For more information, please visit:

Alameda Countywide Goods Movement Collaborative and Plan webpage:
www.alamedactc.org/goodsmovement

MTC Regional Goods Movement Plan webpage:
www.mtc.ca.gov/planning/rgm/