

Goods Movement Achievements



METROPOLITAN
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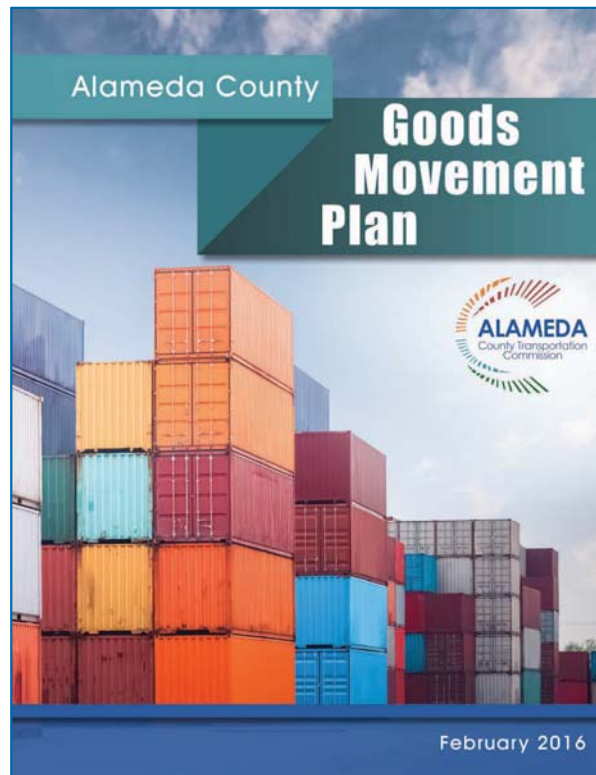
Alameda County Supervisor Scott Haggerty,
Alameda CTC Goods Movement Committee Chair,
Metropolitan Transportation Commission Vice-Chair and
Bay Area Air Quality Management District Board Member
December 11, 2017

Overview

- Accomplishments
- Goods Movement in the Bay Area
- Moving Forward



Alameda CTC and MTC Coordination



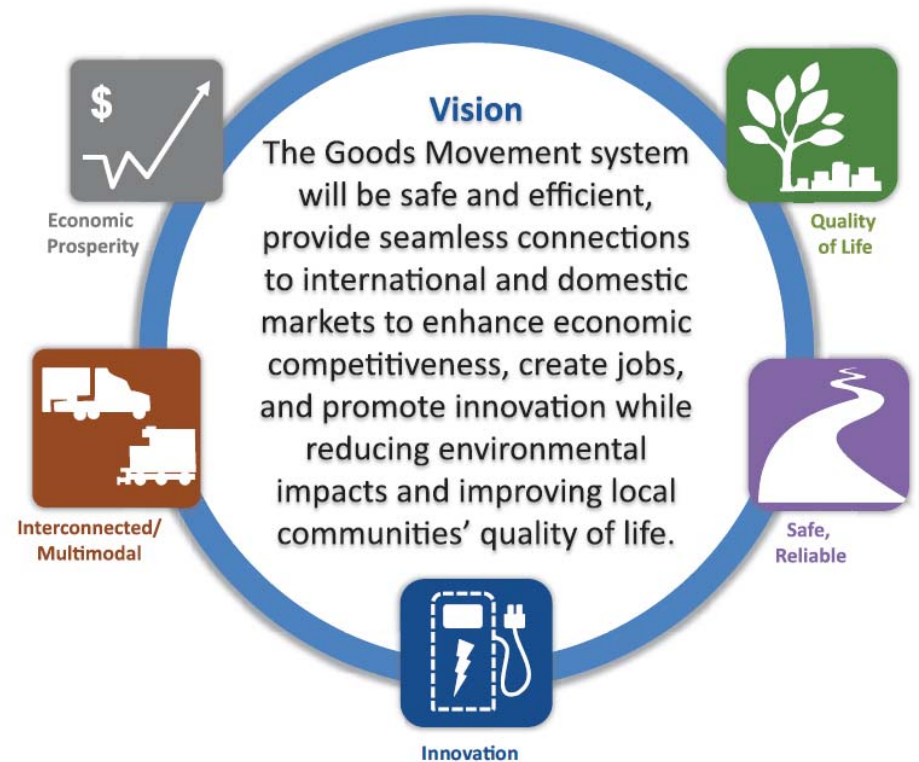
Goods Movement Planning Efforts in the Bay Area



Goods Movement Plans

BAY AREA AND COUNTY PLAN OVERVIEW

- Coordinated regional and county goods movement plans
- Performance-based technical analysis
- Key projects and programs to improve freight efficiencies



Bay Area Goods Movement

- ✓ 3rd largest container port on the West coast
 - ✓ 2 major cargo airports
 - ✓ 4 other seaports
 - ✓ 2 Class I railroads
 - ✓ 6 National Primary Freight Network routes
- Most of region's critical goods movement infrastructure is in Alameda County
 - Dedicated self-help funds for freight

Goods Movement Planning Efforts in the Bay Area

ALAMEDA COUNTY
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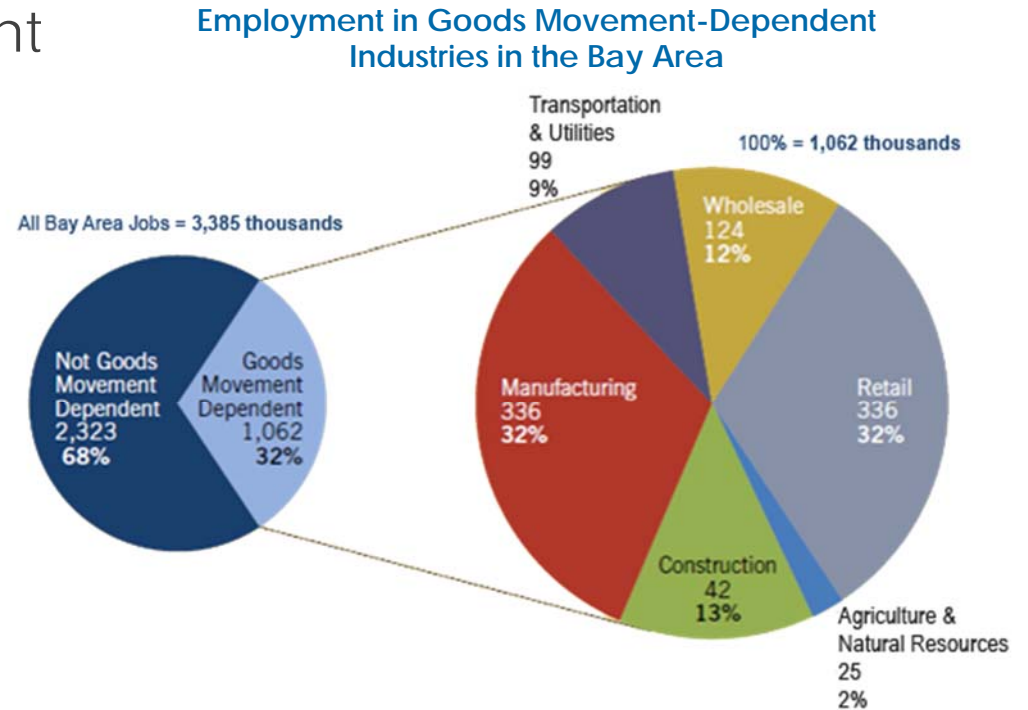


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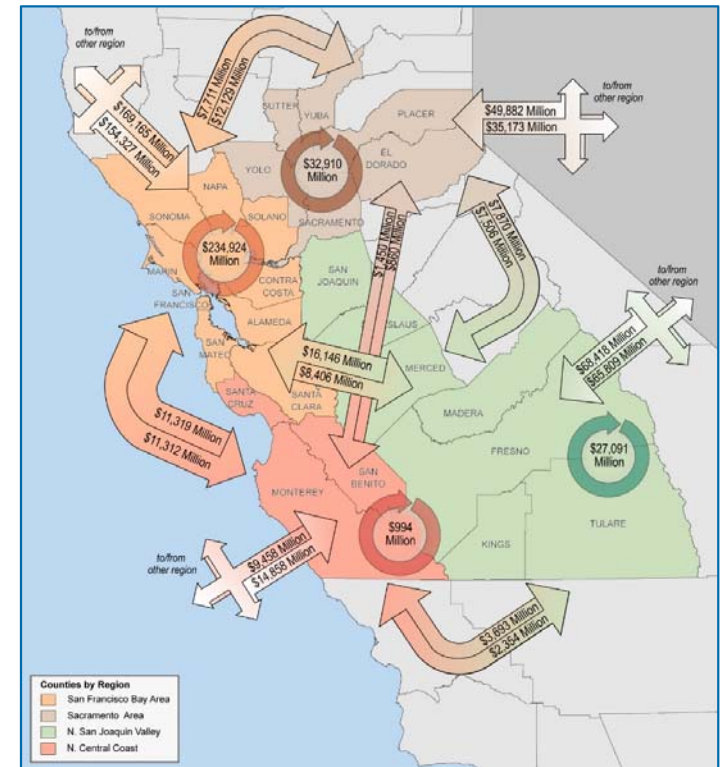
Goods Movement and the Bay Area Economy

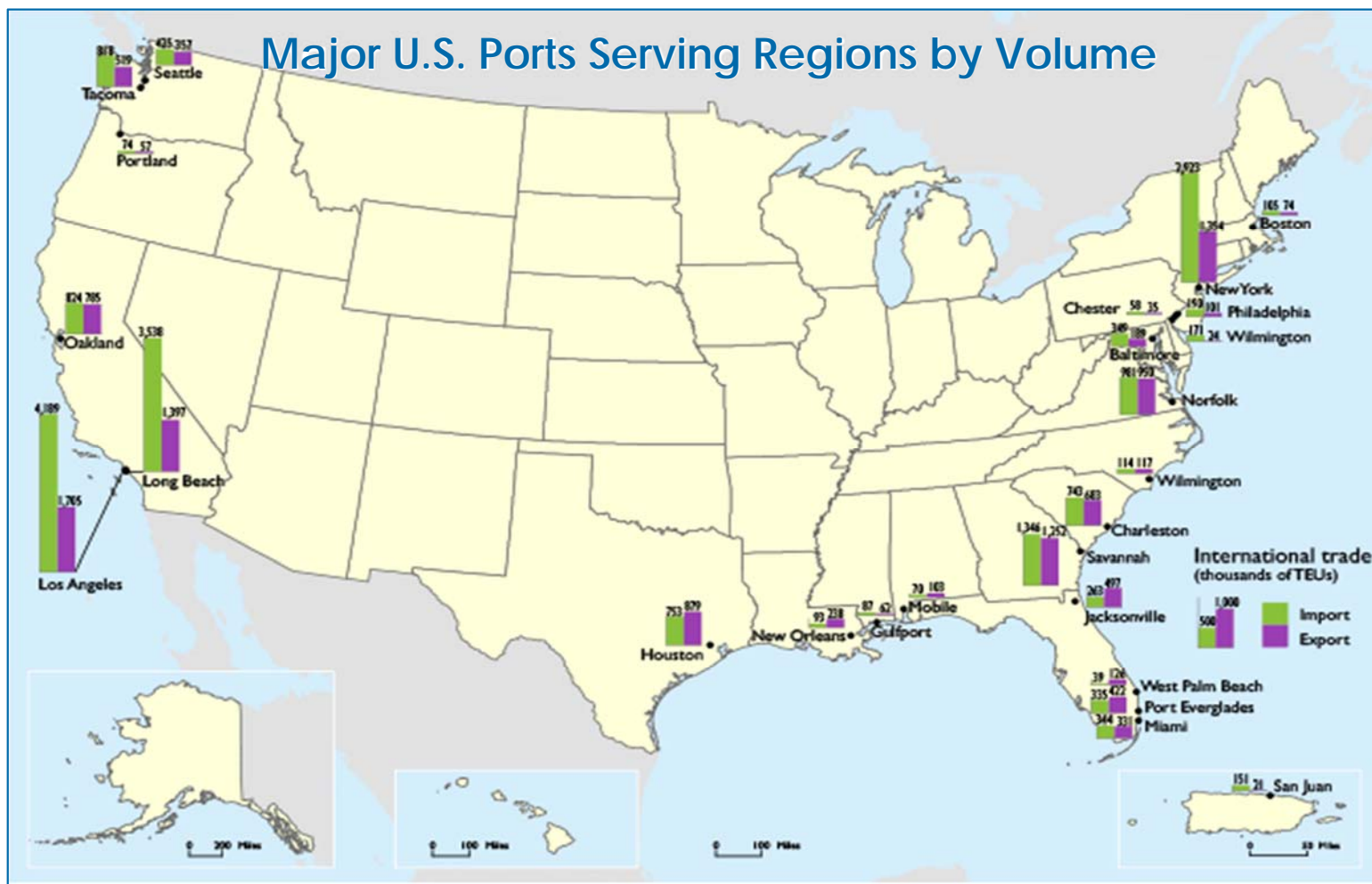
- Goods movement-dependent industries account for:
 - 1/3 of all regional jobs
 - 1/2 of regional output
- Middle-wage jobs with low barriers to entry



Goods Movement Impact in the Northern California Megaregion

- Nearly \$1 trillion in freight flows moving to, from, within and through the megaregion
- Expected to grow to \$2.6 trillion by 2040
- Roughly 40% moves entirely within the megaregion
- Each sub-region has distinct characteristics and comparative advantages





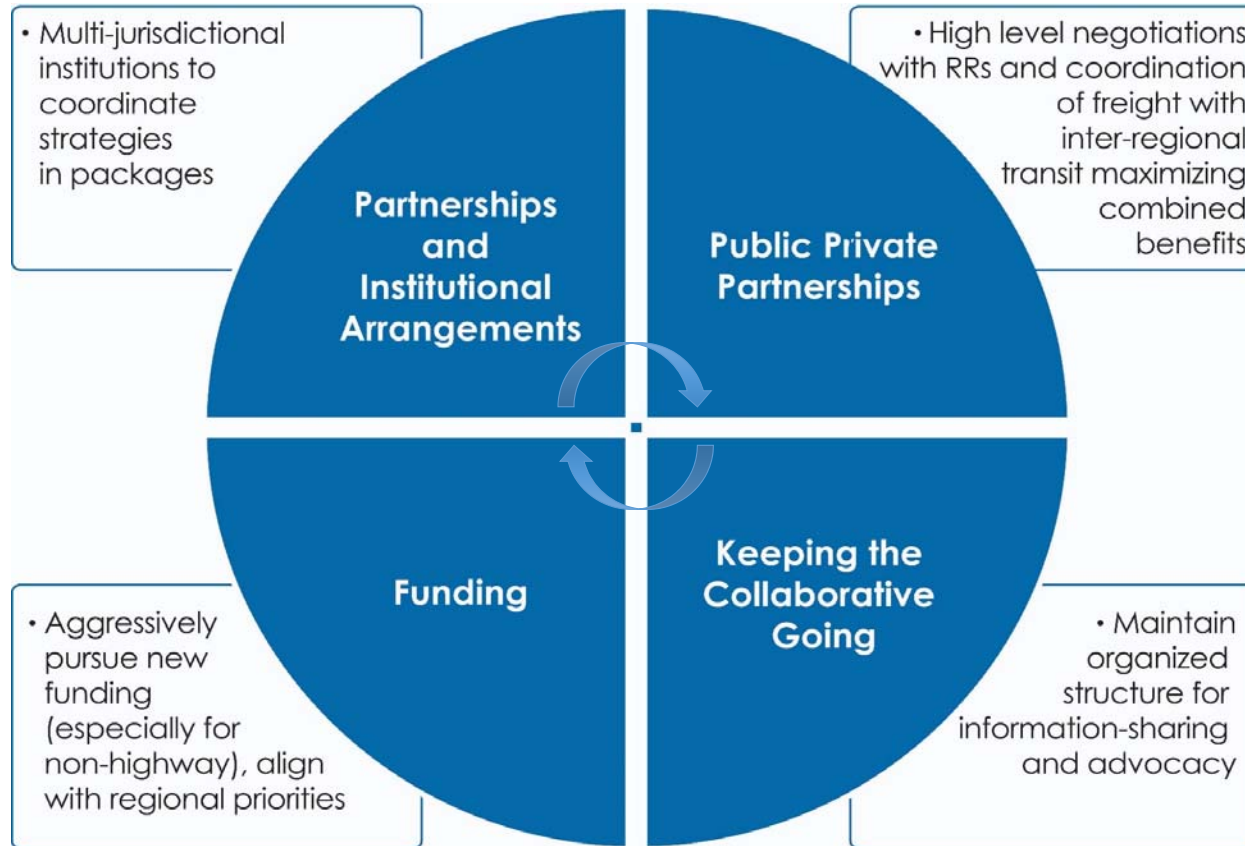
Source: U.S. DOT, Maritime Administration, U.S. Waterborne Container Trade by U.S. Custom Ports, available at www.marad.dot.gov/resources/data-statistics/ as of June 2015.

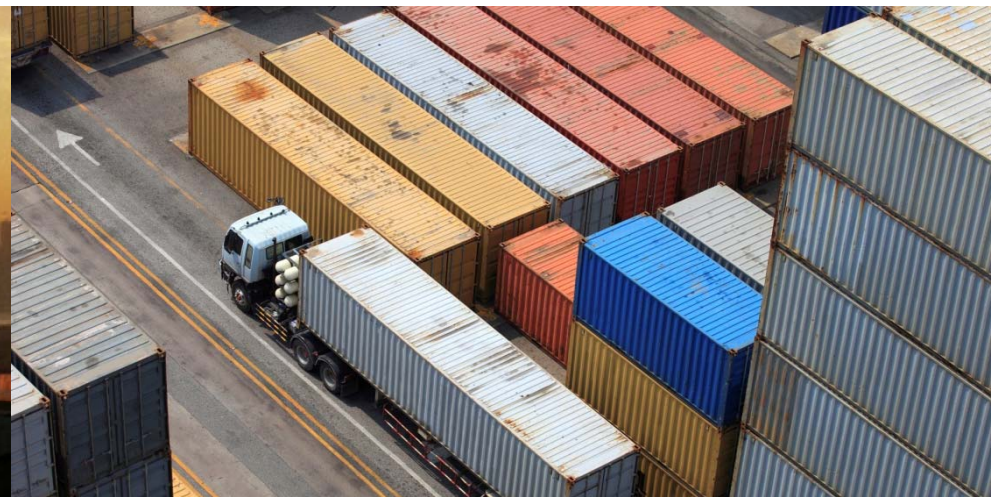


Port of Oakland | INTERNATIONAL TRADE MOVEMENT

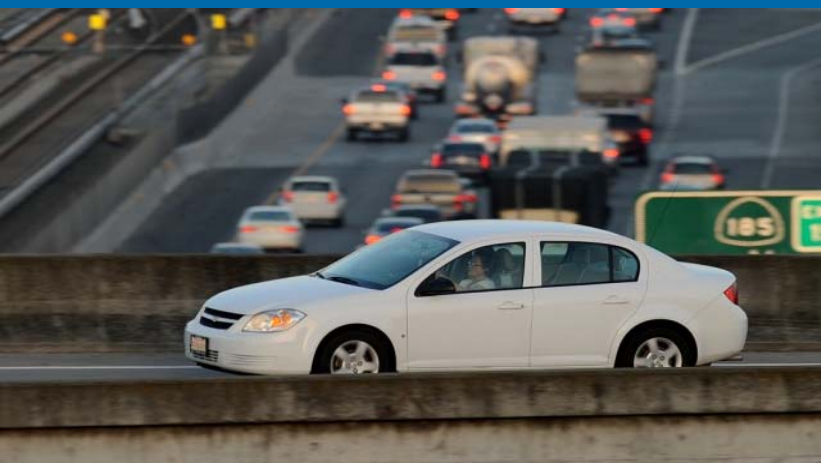


Moving Forward

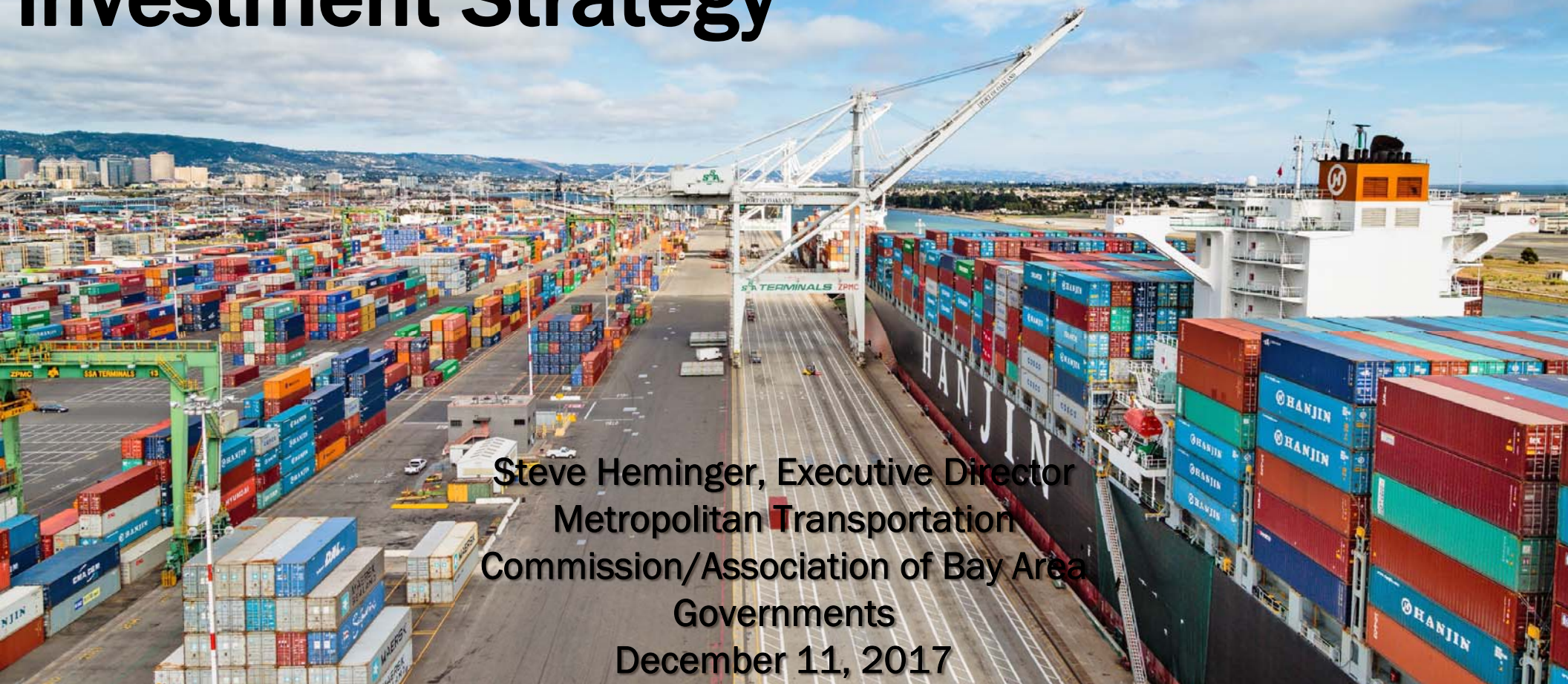




Thank You



Bay Area Goods Movement Investment Strategy



Steve Heminger, Executive Director
Metropolitan Transportation
Commission/Association of Bay Area
Governments
December 11, 2017

The Regional Goods Movement Plan, adopted in February 2016, evaluated needs and prioritized opportunities for the Bay Area freight system



The Goods Movement Plan committed MTC to develop an investment strategy

- Modeled off efforts like the Regional Transit Expansion Program (MTC Res. 3434)
- To set forth a commitment to addressing environmental and community impacts (MTC Res. 4225)
- Developed in partnership with county and regional agencies, including CMAs, BAAQMD, and public health advocates



Plan Bay Area 2040, released in July 2017, reflects the priorities of the Goods Movement Plan, including over \$5 billion in these investments



Increase Port of Oakland efficiency



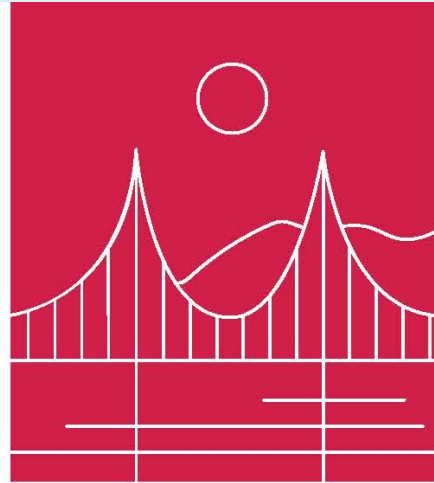
Reduce emissions



Reduce neighborhood impacts



Strategic highway investments



Why develop a near-term investment strategy for goods movement?

- Enable the region to coordinate and compete for state and federal fund sources
- Deliver projects that can improve mobility and economic vitality
- Address community and environmental concerns of freight



Enabling the region to compete for state and federal fund sources


Over the past couple years, we have seen three new major state and federal funding programs with a direct nexus to freight

Program	10-year estimate for Bay Area
National Highway Freight Program	\$260M
National Significant Freight and Highway Projects Discretionary Program (FASTLANE/INFRA)	\$260M
SB1- Trade Corridors	\$540M
Total	\$1.1B

Delivering projects that can improve mobility and economic vitality

The strategy will help deliver projects crucial to achieving three of Plan Bay Area 2040's performance targets:

- Reduce delay on the regional freight network
- Increase middle-wage jobs
- Reduce per capita GHG emissions

	Goal	Draft Plan Performance	
Goods Movement/Congestion Reduction	-20%	-29%	 BEST
Middle-Wage Job Creation	+38%	+43%	
Climate Protection	-15%	-16%	
Open Space and Agricultural Preservation	100%	100%	
Adequate Housing	100%	100%	
Transit Maintenance	-100%	-75%	
Non-Auto Mode Shift	+10%	+3%	
Affordable Housing	+15%	+3%	
Healthy and Safe Communities	-10%	-1%	
Access to Jobs	+20%	-0%	
Road Maintenance	-100%	+6%	
Displacement Risk	+0%	+5%	
Housing + Transportation Affordability	-10%	+13%	
			WORST

Address community and environmental concerns of freight

- Sets forth a commitment to:
 - Reduce impacts of pollution on communities
 - Mitigate emissions from existing technologies
 - Adopt cleaner technologies
- Efforts are led by the Bay Area Air Quality Management District, in coordination with MTC, ACTC, Port of Oakland, public health, and environmental groups.



Implementing the strategy will be a shared responsibility across multiple partners

Multiple agencies collaborated on development of the investment strategy:



\$3.8 billion is estimated to be available over the next 10 years for Bay Area goods movement projects

■ Federal ■ State ■ Regional ■ Local ■ Other

\$570

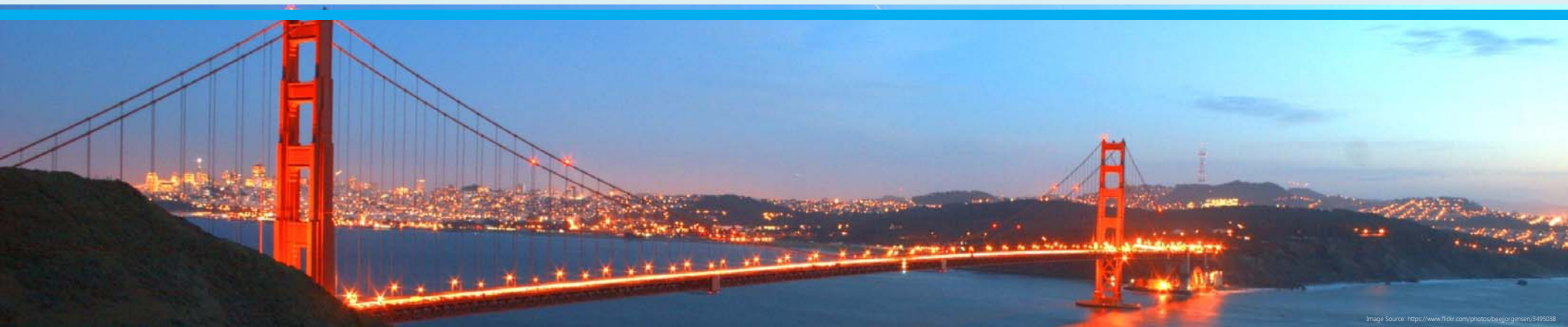
\$1,000

\$1,000

\$700

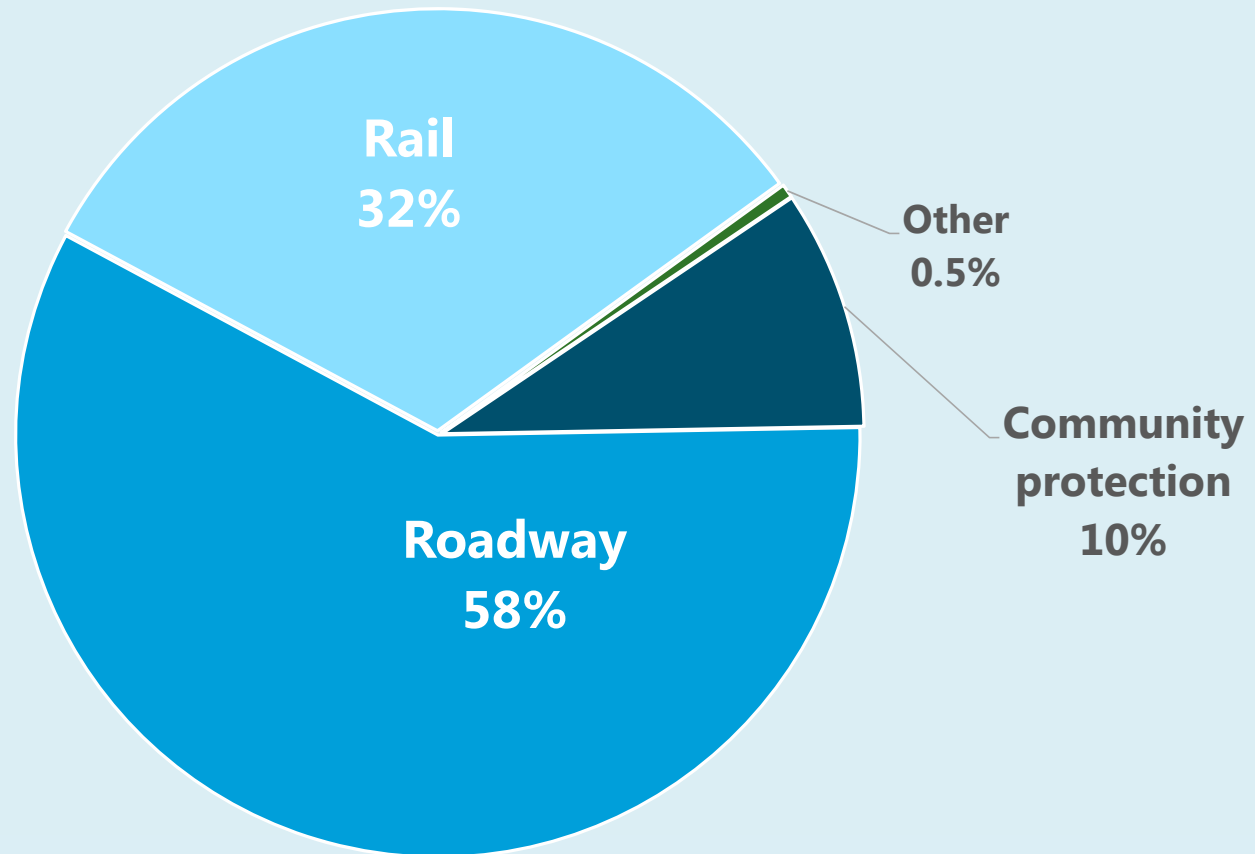
\$500

\$3.8 billion over 10 years

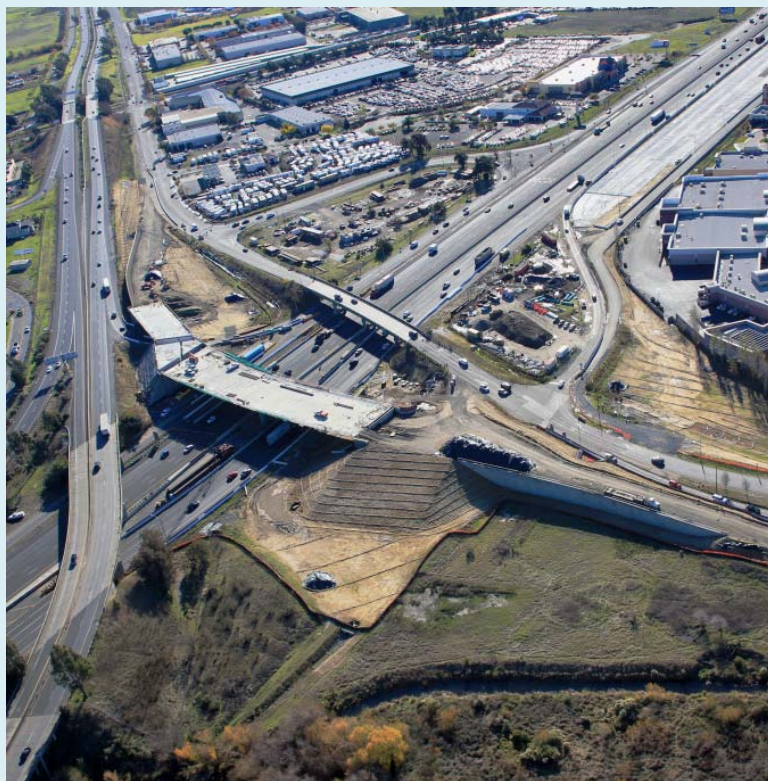
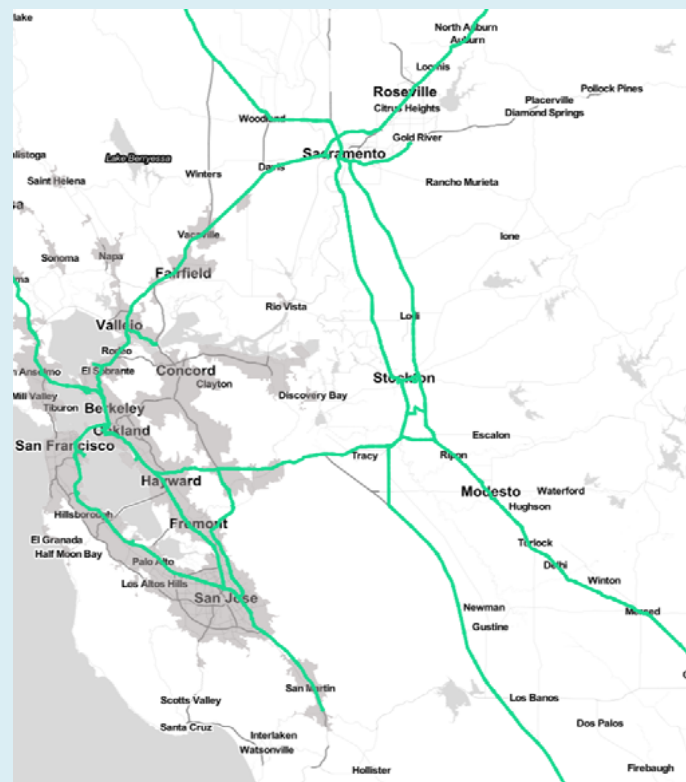


The region has developed a corresponding set of projects and programs to comprise the goods movement investment strategy

**Total =
\$3.8 Billion
over 10 years**



Improve truck mobility through roadway bottlenecks, primarily at interchanges along the Primary Highway Freight System



Focus Area 1:

Roadway

\$2.2 billion (58%)

Includes improvements to:

- I-80 corridor (\$640 million)
- I-880 corridor (\$200 million)
- I-580 corridor (\$310 million)
- SR-37 and SR-152 Planning & Improvements (\$130 million)



Increase economic competitiveness of the Port of Oakland while addressing increasingly pressing tradeoffs between freight and commuter rail



Focus Area 2:

Rail

\$1.2 billion (32%)

Includes:

- Port of Oakland Go Port (\$500 million)
- Rail Connectivity Improvements (\$230 million)
- Safety Improvements (\$130 million)

Address community and environmental impacts of freight and fund regional demonstration pilots



Focus Area 3:

Community protection
\$350 million (10%)

Includes:

- West Oakland Equipment-based Reductions
- Regional Demonstrations (Truck and Rail)
- Community impact reduction receptor-side mitigations

The projects in the investment strategy span the Bay Area, with a significant portion of investment in Alameda county



While the investment strategy is fiscally constrained, breaking down the eligibility of forecasted revenue sources shows surpluses and deficits across the project categories

Strategy	Revenues	Projects	Difference
Emissions Reduction	\$250	\$350	\$(100)
Freight Roadway	\$2,400	\$2,200	\$200
Rail Strategy	\$500	\$1,250	\$(750)
Flexible	\$650		\$650
Total	\$3,800	\$3,800	\$ -

Regional Measure 3 presents a big opportunity for freight

- Regional Measure 3 (RM 3), authorized by SB 595 (Beall) would allow for a toll increase of up to \$3 to be placed on the ballot in all nine Bay Area counties.
- SB 595 includes a \$4.5 billion expenditure plan, including 35 capital projects (nearly \$1 billion for goods movement projects)
- The toll increase may be phased in over a number of years, or a lesser amount could be placed on the ballot; however, the full \$4.5 billion requires a \$3 toll increase to ultimately be approved.
- RM 3 could appear on the ballot as early as June 2018.



Next Steps

- Strategy will be considered by the MTC Commission in early 2018
- Partners must work now to coordinate on pursuing funding opportunities to deliver the strategy (e.g. SB1 Trade Corridors)
- Community protection projects will be an area of specific focus for BAAQMD, the Port, MTC, and ACTC



A scenic view of the Golden Gate Bridge in San Francisco during sunset. The bridge's iconic red-orange towers and suspension cables are prominent. A large container ship, the Yang Ming, is sailing under the bridge. The sky is a mix of blue and orange, with some clouds. The water is a deep blue.

Thank you!

For questions or comments,
please contact:

Matt Maloney
Assistant Planning Director,
MTC/ABAG
(415) 778-5220
mmaloney@bayareametro.gov