The Future of Freight: Mobilizing Regional Partners across the Bay Area

January 22, 2016
Success Stories from Freight Collaboratives and Initiatives
Overview

• The Bay Area Collaborative
  ▪ Progress to date
  ▪ Lessons

• Best Practices for Collaboration
  ▪ CREATE – Chicago
  ▪ I-710 – Southern California
  ▪ FAST Corridor – Puget Sound
Bay Area Collaborative
The Roundtable Process

Brought Together Stakeholders - for Open Discussion

Helped Create a Plan - Identified issues, community/industry concerns, verified needs, identifies strategies

Moving Forward - Advocacy and Plan Delivery - Where do we go from here?

Photo Source: Consultant Team
Diverse Roundtable Participants

**Aviation/ Maritime/ Rail**
- BNSF
- Oakland Airport
- Port of Oakland
- Port of Richmond
- Port of San Francisco
- Union Pacific

**Public Health**
- Alameda Co. Public Health Dept.
- BAAQMD
- Bay Planning Coalition
- California Air Resources Board
- Contra Costa Public Health Dept.
- Ditching Dirty Diesel Collaborative
- US EPA

**Shippers/ Carriers**
- California Trucking Association
- Dreisbach Enterprises
- FedEx / UPS
- GSC Logistics
- Matson Logistics
- East Bay Transportation & Logistics Partnership
- Pacific Merchant Shipping Association

**Business**
- East Bay EDA
- Bay Area Council
- East Bay Leadership Council
- Maritime & Freight Private Industry Chambers of Commerce
- North Bay Leadership Council
Best Practices from Other Regions
Chicago Regional Environmental and Transportation Efficiency Program (CREATE)

Public-private collaboration

70 coordinated projects; 25 completed as of 2015

Investing $billions to address regional rail deficiencies

Improving transportation, air quality, safety, and economy

Graphic Source: Consultant Team

GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN
CREATE Organization

Stakeholder Committee

Management Committee

Implementation Team

Finance and Budget Committee

Advocacy Committee

Tech Review Team

Works with communities
CREATE Success Factors

- Focused on specific program of improvements
- High level political support
- High national visibility and effective advocacy for funding (TIGER)
- All key implementing organizations at the table
- Clearly defined process for prioritizing projects and dividing cost responsibility
- Advocacy Committee works directly with communities
I-710 Corridor Project – Southern California

Main access route to Ports of LA/LB, parallel to Alameda Corridor, connection to intermodal yards

Low to med income communities of color

Congestion, mobility and safety issues

Community separation, land use issues

Adverse air quality esp. due to diesel emissions; noise, light pollution; health risks

Truck-related accident rate

Graphic Source: I-710 Corridor EIR/EIS
I-710 Collaborative and Early Successes

Moving forward on early action projects

Coordinated advocacy

New programs growing out of process (Air Quality Action Plan, Clean Truck Program, ITS program)
The FASTCorridor - Puget Sound Region

26 organizations – cities, counties, ports, MPO, state DOT, railroads

MOU –
• Initial project list and process for adding projects
• Participant implementation responsibilities
• General formula for cost-sharing

Graphic Source:
http://www.psrc.org/assets/1835/brochuremap2.jpg
Fast Corridor Success

- All partners have confidence others will play their part
- Secured $650 million and implemented 20 of original projects
- Public Private Partnerships
- Very flexible funding principles
Thank You!
Bay Area Goods Movement Collaborative

Moving the Plan Forward: Implementing the Goods Movement Opportunity Packages
Overview

• Review of Opportunity Packages
• Key Features of a Successful Collaborative
• Moving Forward
  ▪ Summary of Collaborative Elements
  ▪ Partnerships and Institutional Arrangements
  ▪ Funding – FAST Highlight
• Immediate Next Steps
Opportunity Packages - Review

OPPORTUNITY PACKAGE 1:
Sustainable Global Competitiveness

OPPORTUNITY PACKAGE 2:
Smart Operations and Deliveries

OPPORTUNITY PACKAGE 3:
Modernize Infrastructure
Key Features of a Successful Collaborative

- Strong partnerships and institutional arrangements
- Develop Public Private Partnerships
- Aggressively pursue funding
- Strong advocacy and information sharing
Moving Forward – Our Model

- Multi-jurisdictional institutions to coordinate strategies in packages
- High level negotiations with RRs and coordination of freight with inter-regional and transit maximizing combined benefits
- Aggressively pursue new funding (especially for non-highway), align with regional priorities
- Information-sharing and advocacy

Partnerships and Institutional Arrangements

Public Private Partnerships

Funding

Keeping the Collaborative Going

GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN
Partnerships and Institutional Arrangements – Challenges

- Multi-jurisdictional packages with dispersed implementation responsibilities
- Transportation and non-transportation agencies
- Public and Private Sector

- Need to keep components linked over multiple phases

- Wide variety of funding sources that may not all be available at the same time

Build on successful models:
FAST Corridor
CREATE
Funding

Limited dedicated local funding
- Some programs in Alameda County Measure BB
- No dedicated regional funds
- Limited funding for Clean Technology

Potential State Opportunities
- Cap and Trade
- New Transportation Bill

Federal FAST Act
State Funding Opportunities

**Cap and Trade**
- Low Carbon Transportation Investments and Air Quality Improvement Program
- 40% Uncommitted Funds
- Disadvantaged Community Requirements

**Sustainable Freight Action Plan**
- Pilot Projects

**New Transportation Bill**
- Potential for new TCIF funding
State Funding Next Steps

1. Identify most critical needs for ZE/NZE applications
2. Collaboration can participate and write letters of support
3. Advocate for goods movement designations of uncommitted Cap and Trade funds
4. Lobby for TCIF funding in new transportation bill
Federal FAST Act

• Nationally Significant Freight and Highway Projects Program
  - $4.5 billion over 5 years for highway and multi-modal projects
  - National Freight Network, NHS, and Interstates

• National Highway Freight Program
  - $6.3 billion over 5 years apportioned to states - CA share - $582.5 million over 5 years
  - Fund projects on National Freight Highway Network, Critical Urban and Rural Corridors, Interstate System
  - 10% set-aside for port and rail projects
Issues for FAST Act

- **Limited funds for multi-modal projects**
- **State may need to adapt Freight Mobility Plan**
  - Develop a prioritized list of projects
  - Develop a 5-year investment program
  - How will this be done?
- **State must designate Critical Urban and Rural Corridors - both are important to Bay Area**
- **How will apportioned funds be awarded to projects?**
  - Northern California Coalition was important in TCIF process
Immediate Next Steps for a Collaboration

- Developing partnerships and institutional arrangements
- Developing strategy to pursue Cap and Trade ZE/NZE funding
- Advocate for elements of a new state transportation bill
- Work with Caltrans on implementation issues from FAST Act
Thank You!
Panel One:

Positioning the Bay Area for Funding and Advocacy Opportunities
Panel Two:

Moving Forward: Mobilizing Freight Partners across the Bay Area Region
Group Discussion:
Keeping the Collaborative Going
Discussion Questions

• Based on everything that you’ve heard today, what are the most important funding and advocacy opportunities the Collaborative needs to address in the next year?

• What do you see as the role of the Collaborative moving forward? (e.g., convener of info-sharing roundtable for a broad array of stakeholders)
Discussion Questions

• What do you see as the role of your agency/organization to support partnerships to advance goods movement?

• What would excite or encourage you to stay involved in the Collaborative?