

Alameda County Goods Movement Plan *Strategies Review*






Technical Team
March 5, 2015

Review of January and February Meetings and Today's Agenda

- Presented Needs Assessment and Proposed Strategies for Evaluation
 - *Comments were due February 18*
 - *Comments received from City of Dublin, Alameda County Public Health Department, Caltrans, Ditching Dirty Diesel Collaborative*
- Today
 - *Present summary of comments received on Needs Assessment and Strategy List*
 - *Receive comments on modified list*
 - *Approve recommended Strategy List for presentation to full ACTAC*

Next Steps

- Technical Team provides a recommendation to full ACTAC to approve evaluation of the list of strategies (Today)
- Strategies presented to PPLC for approval and to full Commission for approval to evaluate (March 26)
- Strategy evaluation by consultant team completed and presented to Technical Team (May/June/July)
- Roundtable workshop to discuss strategy evaluation and to develop Goods Movement Plan recommendations (July)
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Linking Needs and Strategies

- Develop strategies to meet goals for any functional element or cross-cutting issue that needs improvement based on performance measure evaluation in needs assessment
- Develop combinations of strategies to pursue opportunities
- Strategies will be evaluated against **ALL** performance measures
 - *If a strategy makes performance better in one area but worse in another additional strategies will be incorporated in plan to "balance portfolio"*



Strategy Development Process

- Matched identified needs with existing project proposals (CWTP/RTP, State Rail Plan, prior studies and plans)
 - *Identified gaps*
- Proposed new projects (or project types), programs, and policies for identified gaps
 - *New projects defined at a high level – Alameda CTC can support further project development by partner agencies*
 - *Not all projects/programs/policies are within Alameda CTC jurisdiction – implementation section of plan will describe necessary partnerships*

What is a Goods Movement Project?

- Should directly address a goods movement need identified in the Needs Assessment
- Loose definition for a project not originally developed to address a goods movement need – would need to still address a goods movement need in the absence of a passenger transportation need (e.g., an HOV lane is not a goods movement project)

Summary of Needs Assessment Comments



- Add specific locations for issues such as pedestrian/bicycle conflicts, land use conflicts, grade crossing issues, etc. on local streets and roads
 - *will be added where justified by data or as example where data were not available*
- Discuss emissions and public health issues associated with truck parking and expand general discussion of impacts
 - *Change will be made as suggested*
- Expand discussion of community impacts beyond air quality/emissions
 - *Can add qualitative discussion of impacts such as noise, light pollution, safety*



- Expand discussion of public health issues to include specific vulnerable locations, health characteristics of vulnerable populations, health disparities
 - *True HRA/HIA based upon accepted analytical techniques is beyond scope of this effort*
 - *Have cited some of these data from existing reports*
 - *Health disparities may be due to a range of factors not just goods movement*
- Modeled traffic data (and) emissions not “ground-truthed”
 - *Limited use of model data with greater reliance on available counts*
 - *Did use data from West Oakland Truck Study*

- Use data on exposed populations and buffer zones to identify community impact needs for specific communities
 - *Will use this approach to examine impacts of strategies*
 - *Believe that techniques and data used do a reasonable job of identifying the impacts and also focus on vulnerable communities (e.g., health risk maps)*
- Needs Assessment should present a broader vision and take a longer term view
 - *Refer to Vision and Goals document and goods movement white papers for more of this type of perspective*

- Needs Assessment should have more discussion of interaction now and in future between state highway system and local streets and roads
 - *Will add language to note this interaction – data from forecasts on local streets and roads may not be sufficiently accurate to capture the impact properly*
- Include discussion of how rail capacity constraints and congestion impact truck congestion
 - *Limited mode shifting can actually occur given O-D patterns and commodities on each mode*
 - *Greatest potential impacts on domestic intermodal and this is discussed in the report*

Summary of Strategy Comments

Overview Comments

- Several recommendations that specific projects already in RTP or CWTP be identified as Goods Movement Projects
 - *Review of requests suggested some of these should be evaluated for goods movement benefits and are included*

- Strategies should provide more detail on targeted populations and how investments will be prioritized for impacted communities
 - *Where programs are targeted at CARE communities, descriptions are edited to indicate this*
 - *Many programs that address community impacts are directed to all types of impacted communities*
- Requests for strategies to address problems at particular locations
 - *Where data in Needs Assessment justifies a new project, these have been added*
 - *Where programs are general, specific location references have been removed from program descriptions*

- Projects should be defined with specific mitigations
 - *Strategies that may be needed to enhance projects and reduce impacts should be in strategy list and added to projects as necessary based on performance evaluations*
 - *All projects are still subject to environmental review process during project development*
- Affected communities should be involved in implementation or project selection
 - *May need to be taken up in broader discussion of how project selection is conducted for all Countywide Plans*
- Recommend mapping of projects to identify potential impacts on specific communities as part of strategy development
 - *This should be done during project evaluation*



- Many strategies include projects previously identified by cities without identification of alternative approaches to address the need
 - *Many new projects and programs identified that create alternatives*
 - *All projects subject to NEPA/CEQA will need to consider alternatives*
- Strategies do not specifically indicate how they will be implemented to reduce inequities
 - *Performance measures include evaluation of equity impacts*



- Should be a strategy with broader guidelines and policy on land use and goods movement
 - *There is a proposed strategy – some of recommended elements in the comment can be included in the strategy*
 - *Strategy must recognize that land use regulation is a local power*
- Consider a strategy to develop use of old Niles Canyon Railway for both passenger and freight to spread maintenance costs
 - *There is a strategy that addresses this as an option*
- Consider advocacy for a federal program to develop delivery vehicles tailored to urban conditions
 - *Will consider recommendation for future advocacy*



- Consider strategy to create fund for bridge maintenance on truck routes
 - *Countywide analysis does not suggest this is a high priority need*



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