

**Goods Movement Collaborative
and Goods Movement Plan
Draft Plan**



Planning, Policy, and Legislation Committee
November 9, 2015

Agenda

- Project Overview and Status Update
- Overview of Draft Plan
- Review of Opportunity Packages
- Moving Forward
- Next Steps

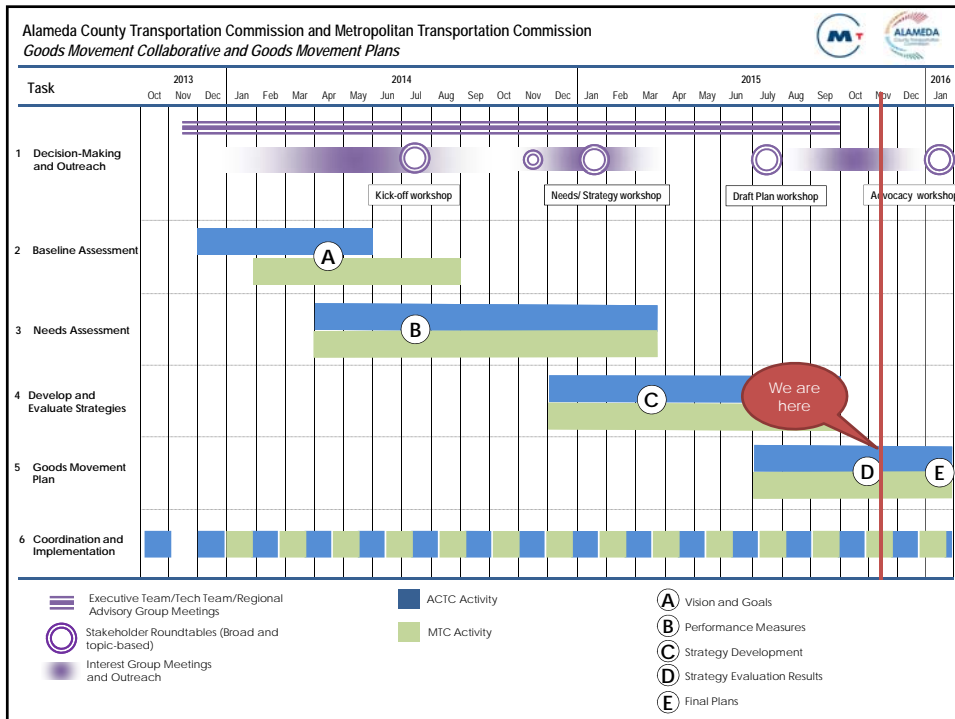
Why Goods Movement?

- 33 percent of jobs in Alameda County are in goods movement dependent industries;
- Key source of job diversity in the County - middle-income jobs
- Heavily reliant on transportation system
- Nation's 5th largest marine port and major cargo airport
- Future trends creating opportunities
 - *Changing trade logistics and supporting rail demand*
 - *Core and emerging industry base with needs for modernized infrastructure*
 - *New land use approaches creating challenges on local roads*
 - *New technologies and operational practices can improve efficiency and reduce impacts*

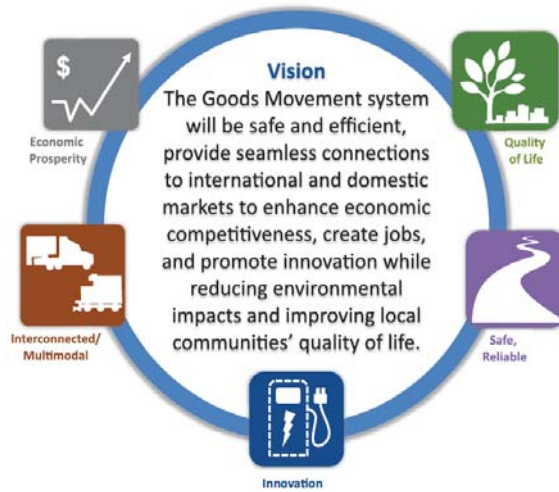


The goods movement system provides connections between each of these steps in this conceptual supply chain.

GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN



Visions and Goals



Extensive Stakeholder Engagement Process

Over 60 stakeholder meetings throughout project

Interest Groups

- 3 rounds of meetings
- Included business, labor, public health, environment, shippers, carriers, & regulatory agencies
- Presence at 5 transportation open houses around County

Technical Team

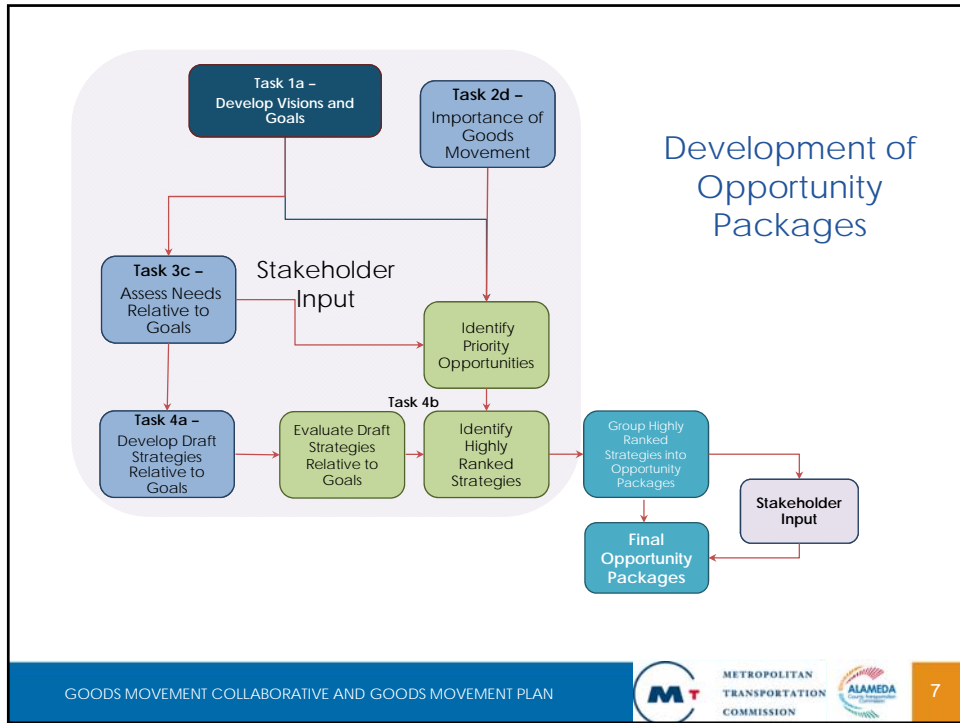
- Comprised of local agency staff
- 8 meetings throughout project
- Review of technical materials
- Community and public health groups participated in meetings

Roundtables

- All interest groups attended
- Generally 60+ participants
- 5 held throughout project
- One held in West Oakland

Executive Team

- Provides strategic guidance; ensures buy-in for implementation
- MTC, Caltrans D4, BAAQMD, Port of Oakland, East Bay EDA, CMAs
- 6 meetings throughout project



Opportunity Package 1: Sustainable Global Competitiveness

Support environmentally sustainable investments at key global gateways that create local jobs, protect the community and attract international commerce.



Graphic source: Worker: <https://www.port.venice.it/en/2011-safety-day.html>; Truck: <https://www.gobytrucknews.com/carb-ups-grant-budget/123>
 Rail: https://en.wikipedia.org/wiki/Double-stack_rail_transport#media/File:Cajon_Intermodal.jpg



List of Strategies in Opportunity Package (1)

- High Positive Impact
- ◐ Medium Positive Impact
- Low Positive Impact
- Negative Impact

ID	Project Description and Project Elements	Performance Across Goal Areas				
		Interconnecte d/Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
C1	7 th Street Grade Separation projects (East and West)	●	◐			◐
C2	Oakland Army Base Phase 2 Improvements (Port development)	●			●	●
C3	Oakland Army Base Phase 2 Intermodal Rail Improvements	●			●	●
C4	Truck Services at Oakland Army Base	◐				●
C5	Replace Adeline overpass at 3rd St in Oakland to accommodate overweight trucks	◐	○			
C6	ITS Improvements to Address Queuing at Interchanges along I-880 and on Local Streets to Port Of Oakland	●		●		○
C7	Airport Perimeter Dike	●	●		◐	◐
C8	Rail Quiet Zone Program	◐		○		◐
C9	An initial demonstration followed by targeted incentives to promote adoption of zero and near-zero emissions truck technology for port drayage	○		●	◐	●
C10	Rail and Terminal Emission Reduction Program	◐				●



List of Strategies in Opportunity Package (2)

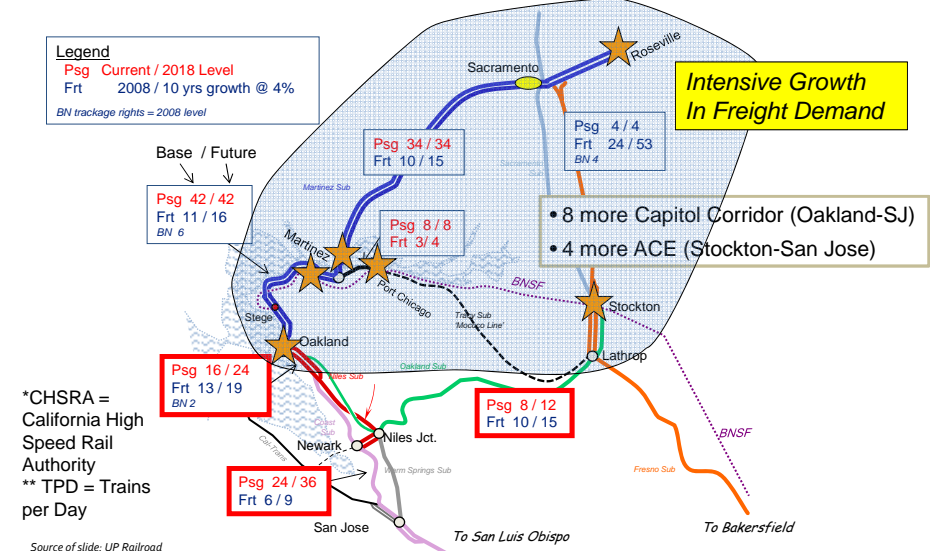
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ID	Project Description and Project Elements	Performance Across Goal Areas				
		Interconnected /Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
C11	Freight Corridors Community and Impact Mitigation Initiative	◐				●
C12	Develop / Support Workforce Training Programs for Goods-Movement Related Jobs (specially transloading and logistics jobs)			○	●	
C13	A program of rail crossing improvements.	Varies				
C14	A program of track additions, sidings, and new connections					
a.	Hayward Double-Track (Elmhurst to Industrial Parkway 2nd Track)	○				●
b.	Niles Junction Bypass	◐				●
c.	Improvements on the Oakland Subdivision Levels East of Niles Junction	Unknown				



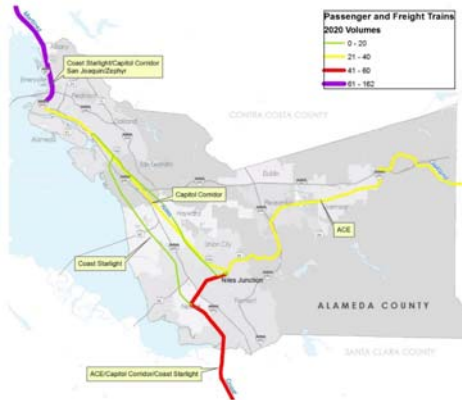
CHSRA* Unified Service Concept

TPD** Volume - Base Period & Future (10 years freight growth)



Rail Investments – Increasing Competitiveness, Creating Jobs, Reducing Congestion

- Critical to creating a world class logistics hub
 - Capacity needed on both northern and southern route to Oakland
 - Public investment to achieve public benefits
 - Benefits other Bay Area ports
- Promote transload intermodal in Oakland
 - Shifts truck to rail
 - Creates local jobs

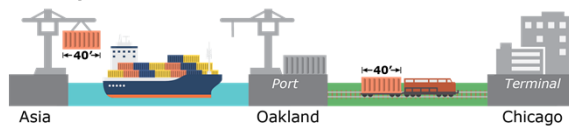


Source of graphic: Cambridge Systematics.



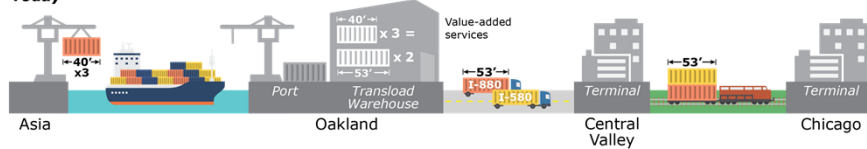
New Approach to Rail/Port Operations – Transloading and Rail in Oakland

IPI Import

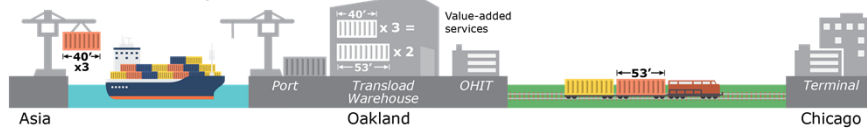


Overall strategy to eliminate 1,280 truck trips per day on I-580 and I-880

Transload Import Today



Transload Import Sustainable Global Competitiveness



Opportunity Package 2: Smart Operations and Deliveries

Support technology and innovative operations strategies to improve goods movement, reduce congestion and increase safety on urban and rural roads.



Graphic source: Nighttime Delivery: <http://blog.tstc.org/2011/05/06/better-faster-smarter-off-peak-deliveries-in-nyc/>; Other graphics from Cambridge Systematics.

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ID	Project Description and Project Elements	Performance Across Goal Areas				
		Interconnected / Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
S1	Off-Peak and Novel Delivery Policy Guidance and Demonstration Program	●		◐	●	◐
S2	Port of Oakland ITS including FRATIS	●		●		●
S3	Oakland Airport Area ITS Project	○	○	●		◐
S4	Freight Guidelines for Complete Streets Initiative	●	●			○
S5	I-880 and I-580 Integrated Corridor Management (ICM) Project	◐	●	●		◐
S6	Arterial smart corridor program	●	◐	●		○
S7	Strategies to Improve Port Operations Including Night Gates and Weekend Operations	●		◐		◐
S8	Clean Truck Policy & Program Collaborative (Joint Working Group with Regulatory Agencies, Freight Industry Representatives, and Public Agencies)	○		◐		●
S9	Near-Zero and Zero-Emission Goods Movement Technology Advancement Program	○		●	◐	●

Opportunity Package 3: Modernized Infrastructure

Supporting growing sectors of the Bay Area economy by modernizing the road network, improving safe access, reducing land use conflicts and improving last-mile truck routes and rail connections.



Graphic source: US101 Congestion: <http://www.sfchronicle.com/multimedia/item/Boeing-777-Crashes-at-SFO-22447.php/>; Traffic accident: http://www.syracuse.com/opinion/index.ssf/2014/07/cyclists_and_motorists_need_to_do_more_to_prevent_bike-car_accidents_your_letter.html; Rail: https://en.wikipedia.org/wiki/California_Northern_Railroad

GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN



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List of Strategies in Opportunity Package

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ID	Project Description and Project Elements	Performance Across Goal Areas				
		Interconnected /Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
E1	Land use guidelines and incentive programs to cities that reduce land use conflicts	◐				◐
E2	A program of freeway interchange and auxiliary lane projects			Varies		
E3	A program of local street projects to improve truck route access and connectivity, including overweight corridors			Varies		
E4	Truck Route Coordination Planning/Guidance, Technical Assistance, and Information to Address Truck Route Connectivity, Health and Community Impacts	●	○	○		●
E5	Development of public or public-private truck parking and full-service truck service facilities near major industrial centers (most likely in the Hayward, Union City, Fremont area)	●				●
E6	Targeted Programs to Encourage Use of Zero-Emission Trucks and Cargo Handling Equipment Particularly in the I-80, I-880, and I-580 Corridors	○		●	◐	●
E7	Develop/Support workforce training programs for goods-movement related jobs (industry-focused logistics jobs)			○	●	
E8	Countywide Freight Signage Program	◐	○			
E9	At-Grade Crossing Safety and Grade Separation Policy and Program	◐	●	○		●

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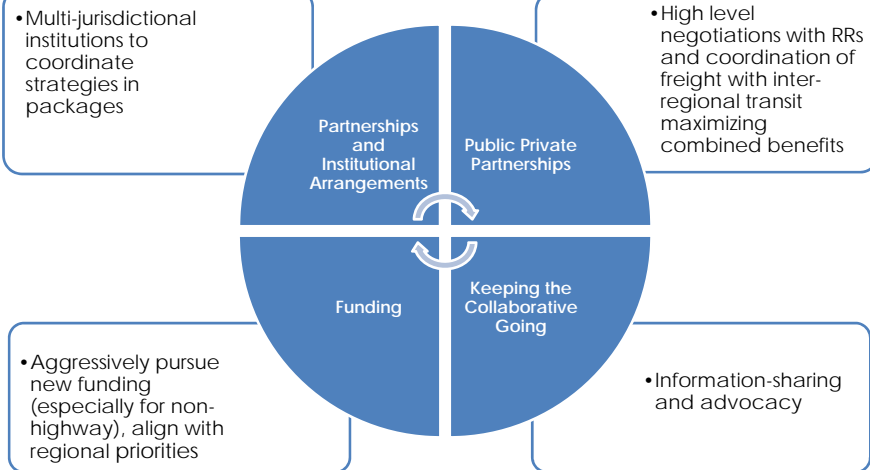


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Moving Forward



Next Steps

- Comments due to Alameda CTC by December 30, 2015
- Roundtable #5 on January 22, 2016
 - *Topic = advocacy*
- Final plan to committees and commission in February 2015 for adoption

Thank You

