

## Project Approach

### PHASE 1 Outreach Underway and Ongoing

- Leadership teams and stakeholder meetings
- Support Goods Movement Roundtable

### PHASE 2 Baseline & Needs Assessment Spring/Summer 2014

- Assess Infrastructure, services and trends
- Freight forecasts and freight demand
- Identify gaps, needs, issues and deficiencies
- Economic impacts and importance of goods movement
- Air quality and community impacts

### PHASE 3 Strategy Development and Evaluation Fall 2014

- Develop strategies
- Strategy evaluation

### PHASE 4 Goods Movement Plan 2015

- Goods Movement Plans
- Regional Goods Movement Plan
- Alameda County Goods Movement Plan
- Ongoing Coordination

GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN



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3

## What Will Countywide Goods Movement Plan Provide?

- Recognize the role of goods movement to support Alameda County population and economy
- Capture benefits of the County's larger goods movement role - competitiveness
  - *Job diversity and workforce development*
- Encourage innovation
  - *Advanced operations and design concepts*
  - *Advanced and green technology*
- Address impacts
  - *Align policies to avoid conflicts – improve public health*
  - *Advocate – Alameda County's state and national role*

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4

## What is Goods Movement?

- Internal and External Drivers and Impacts
- International Trade
- Domestic Trade
- Urban Goods Movement



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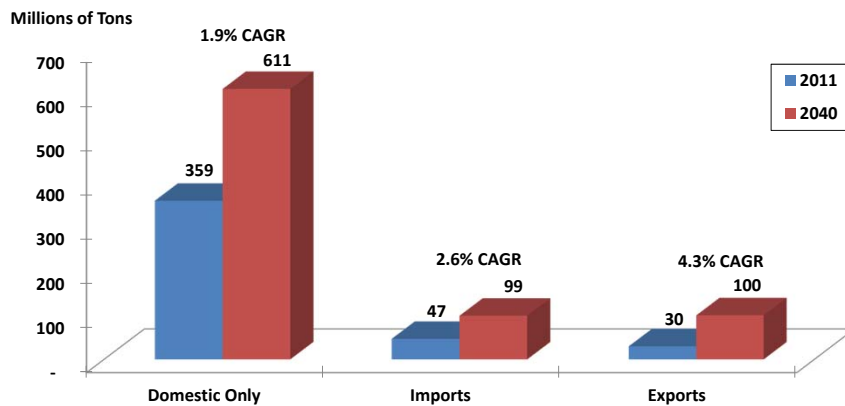


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5

## Goods Movement in the Bay Area by Trade Type – 2011 and 2040



CAGR – Compound Annual Growth Rate

Source: Federal Highway Administration FAF3.

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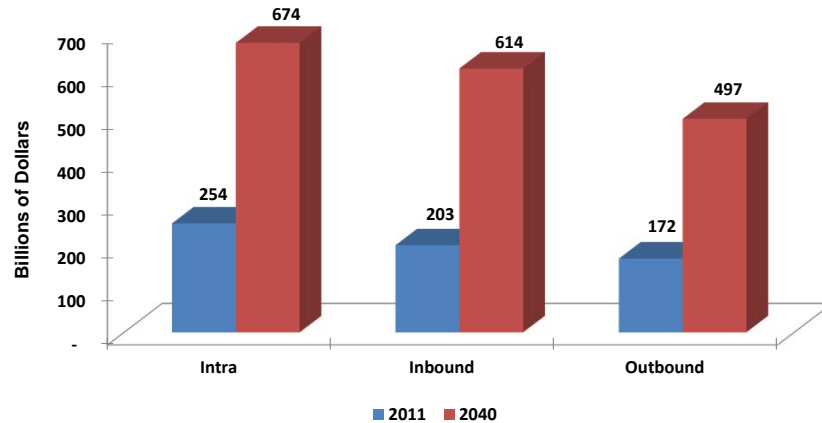
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6

6

## Goods Movement in the Bay Area by Movement Type – 2011 and 2040



Source: Federal Highway Administration FAF3.

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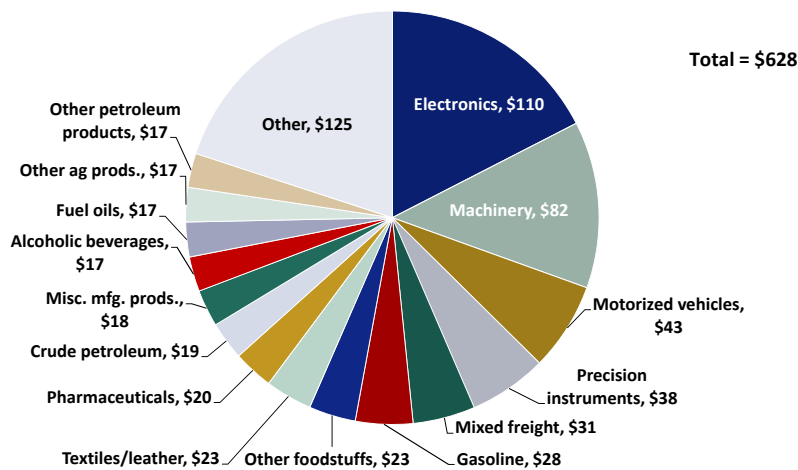


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7

## Bay Area Freight Flows by Commodity, 2011- \$Billions



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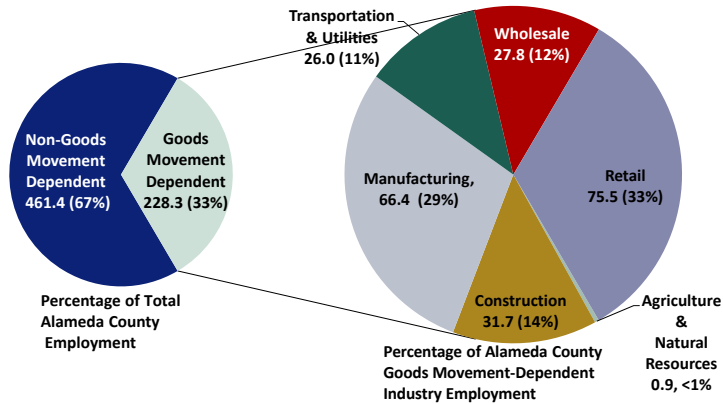
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8

# Goods Movement Dependent Industries in Alameda County

Employment in Alameda County, 2010, in Thousands of Employees



Source: ABAG Plan Bay Area Economic Forecasts; factors from CCSC; and Cambridge Systematics Analysis.

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9

# Functional Elements of the Goods Movement System

- Global Gateways
- Interregional Corridors
- Intraregional Core Network
- Urban Goods Movement Network
- Last-Mile Connectors



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10

# Heavy Truck Movements on Key Corridors-Examples of Data



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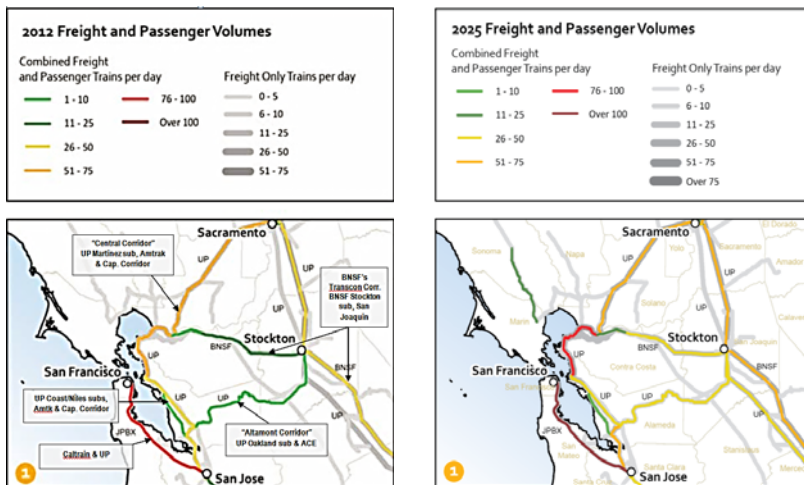


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11

# Daily Train Volumes in Northern California



Source: California Rail Plan, 2013.

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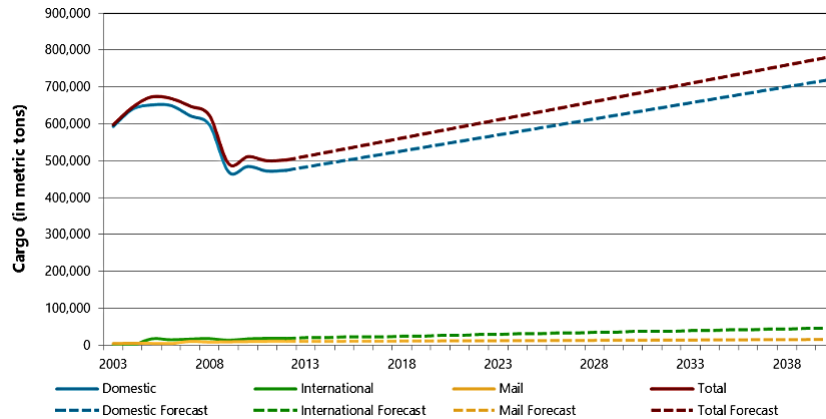


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12

## Air Cargo Demand and Forecast, Oakland International Airport



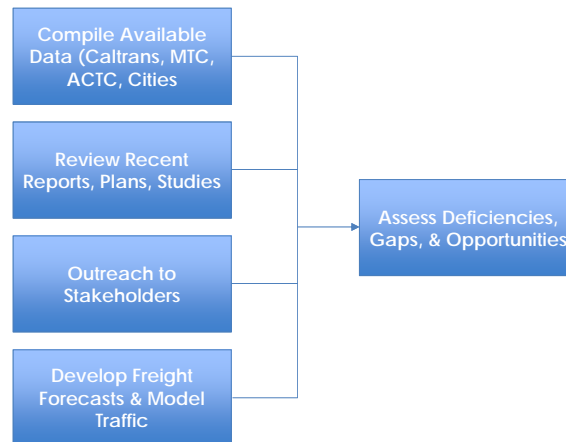
Source: 2013 California Air Cargo Groundside Needs Study, Caltrans.

## Analysis of Urban Goods Movement and Land Use Issues

- Compile local truck routes and truck traffic data
- Mapping locations of major industries and freight generators – identify connectivity issues
- Overlay of PDAs and other modal corridors – identify potential sources of conflict and coordination
- Case studies to identify access and street design issues and opportunities
- Input to comprehensive arterial corridor plans, truck route planning, and Complete Streets guidance



## Assessing Needs



## Who Are We Talking To?

- California Trucking Association and trucking firms
- Alameda County cities
- Alameda Labor Council and ILWU
- California Group and maritime businesses
- Logistics service providers
- Business community – BAC, EBLC, EBEDA, chambers
- Ditching Dirty Diesel Collaborative and neighborhood groups
- Class I railroads
- Shippers and receivers



## Key Goods Movement Trends

- Growth in high-value and bulk commodity exports
- Changing mix of air cargo suggesting need to expand international cargo capabilities
- Growth in transloading of import consumer products
- Growth of international trade on share-use corridors
- Shifting crude supplies leading to increased rail usage
- Income growth driving consumer demand and e-commerce
- Continuing improvement in emissions but needs for continued application of new technologies



## Issues and Strategies

### Issues

- Turn times at Port of Oakland
- Needed improvements in rail service, transload and bulk terminal availability at Port of Oakland
- Shared-use multi-modal corridor issues – rail and highway
- Local truck route lane widths, geometry, connectivity
- Noise and potential delays at at-grade crossings
- Land use conflicts in industrial corridors
- Truck parking, restrictions and encroachment issues
- Public health and jobs equity

### Strategies

- Improved transload centers/bulk terminals and rail access to Port
- Freight ITS at terminals, inter-regional corridors and arterial Smart Corridors
- New and improved multi-modal inter-regional corridors and services
- Arterial corridor plans/truck route guidance – trucks in Complete Streets
- Industrial land use guidance
- Low emission technology and financial incentives
- Bottleneck relief on rail and inter/intra-regional corridors



## Next Steps

- Complete stakeholder interviews
- Complete baseline assessment (April) and conduct detailed Alameda County analysis (Spring/Summer)
- Kickoff Roundtable in May
- Advocacy materials – Goods Movement White Paper (April)



# Questions?

