Goods Movement Planning Update

Alameda County Transportation Commission
March 27, 2014

Freight Studies and Plans

- California FMP
  - Bay Area Freight Roles
  - Bay Area Needs
  - Initial Projects

- Caltrans D-4 SF BAFHS
  - Facility Inventory
  - Freight & Economy
  - Freight Impacts
  - Initial Needs & Strategies

- MTC Regional GM Plan
  - Projects & Priorities
  - Integration w/ Region & NorCal System
  - Regional Project Analysis

- Alameda CTC GM Collaborative & Plan
  - Projects & Implementation
  - Vision & Goals
  - Coordination w/ Other Modal Elements

- National Freight Policy Plan
  - MAP-21 Compliance
  - Policy Priorities
  - Advocacy

- Project Priorities
  - Advocacy

- Project Priorities
  - MAP-21 Compliance
  - Policy Priorities
  - Advocacy

- Projects & Implementation
  - MAP-21 Compliance
  - Policy Priorities
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GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN

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

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
What is Goods Movement?

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

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

- Domestic Only: 359 Million Tons (2011), 611 Million Tons (2040) - 1.9% CAGR
- Imports: 47 Million Tons (2011), 99 Million Tons (2040) - 2.6% CAGR
- Exports: 30 Million Tons (2011), 100 Million Tons (2040) - 4.3% CAGR

CAGR - Compound Annual Growth Rate
Source: Federal Highway Administration FAF3.
### Goods Movement in the Bay Area by Movement Type – 2011 and 2040

![Bar chart showing goods movement by type in billions of dollars](chart1.png)

**Source:** Federal Highway Administration FAF3.

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

![Pie chart showing freight flows by commodity in billions of dollars](chart2.png)

Total = $628

- **Electronics:** $110
- **Machinery:** $82
- **Motorized vehicles:** $43
- **Precision instruments:** $38
- **Mixed freight:** $31
- **Gasoline:** $28
- **Textiles/leather:** $23
- **Other foodstuffs:** $23
- **Other:** $125
- **Crude petroleum:** $19
- **Pharmaceuticals:** $20
- **Misc. mfg. products:** $18
- **Fuel oils:** $17
- **Alcoholic beverages:** $17
- **Other ag prod.:** $17
- **Other petroleum products:** $17
- **Other, foodstuffs:** $12
Goods Movement Dependent Industries in Alameda County

Employment in Alameda County, 2010, in Thousands of Employees

- Retail 75.5 (33%)
- Manufacturing 66.4 (29%)
- Transportation & Utilities 26.0 (11%)
- Wholesale 27.8 (12%)
- Construction 31.7 (14%)
- Goods Movement Dependent 228.3 (33%)
- Agriculture & Natural Resources 0.9, <1%
- Non-Goods Movement Dependent 461.4 (67%)

Percentage of Alameda County Goods Movement-Dependent Industry Employment

Source: ABAG Plan Bay Area Economic Forecasts factors from CCSCE, and Cambridge Systematics Analysis.

Functional Elements of the Goods Movement System

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

Source: Caltrans District 4 GIS Dataset, as on July 2013.
Heavy Truck Movements on Key Corridors—Examples of Data

Daily Train Volumes in Northern California

Source: California Rail Plan, 2013.
Air Cargo Demand and Forecast, Oakland International Airport

![Graph showing cargo demand and forecast](image)


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

- Compile Available Data (Caltrans, MTC, ACTC, Cities)
- Review Recent Reports, Plans, Studies
- Outreach to Stakeholders
- Develop Freight Forecasts & Model Traffic
- Assess Deficiencies, Gaps, & Opportunities

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

Questions?