

Goods Movement Collaborative and Goods Movement Plan *Draft Plan*






Alameda CTC Commission

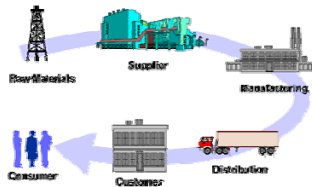
December 3, 2015

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*

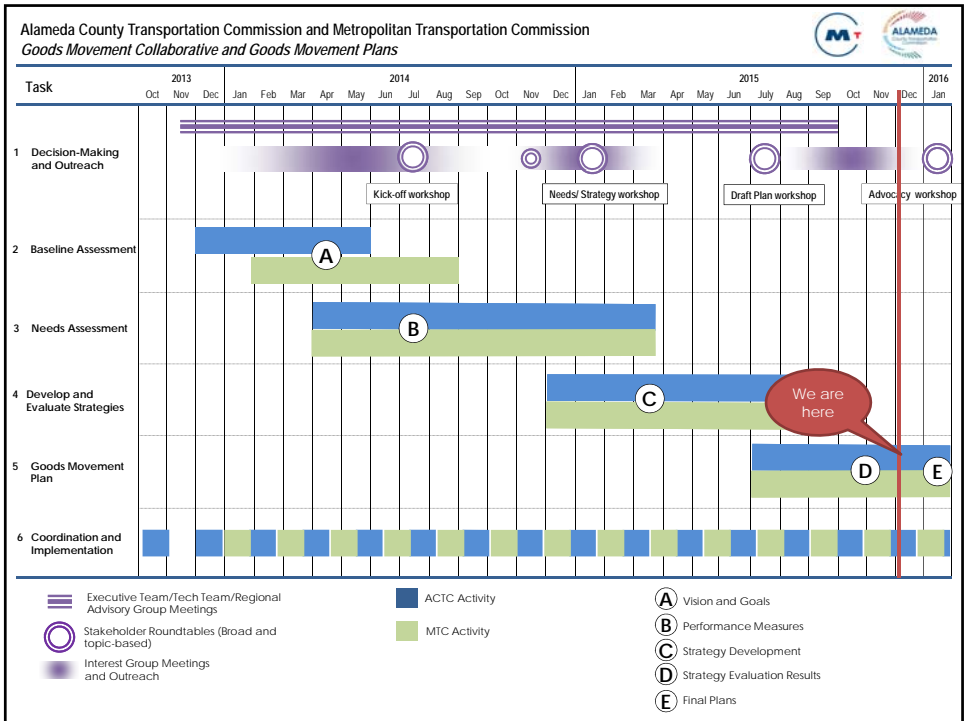


The goods movement system provides connections between each of these steps in this conceptual supply chain.

The Center of Goods Movement in Northern California

- More than \$953 billion in freight flows in Northern California
 - *40% moves entirely within the mega-region*
- The Bay Area and Alameda County provide most of mega-region's critical goods movement infrastructure





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

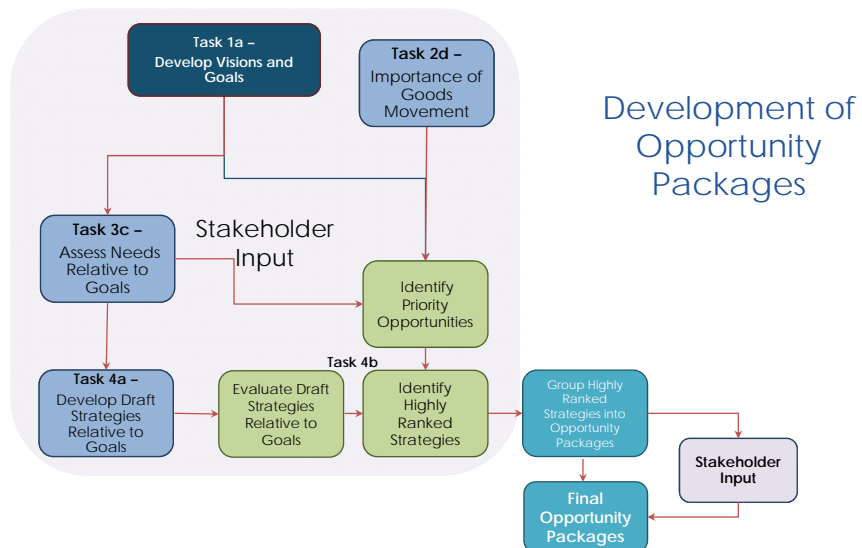
- Comprised of local agency staff
- 8 meetings throughout project
- Review of technical materials
- Community and public health groups participated in meetings

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



Final Plan Overview

- Background and Policy Context
- Challenges and a Vision for a Future
- Goods Movement and the Economy
- Components of the Goods Movement System
- Gaps, Needs, Issues and Deficiencies
- Alameda County Goods Movement Plan - Opportunities for the Bay Area
- Moving Forward – Funding, Programs and Partnerships



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.

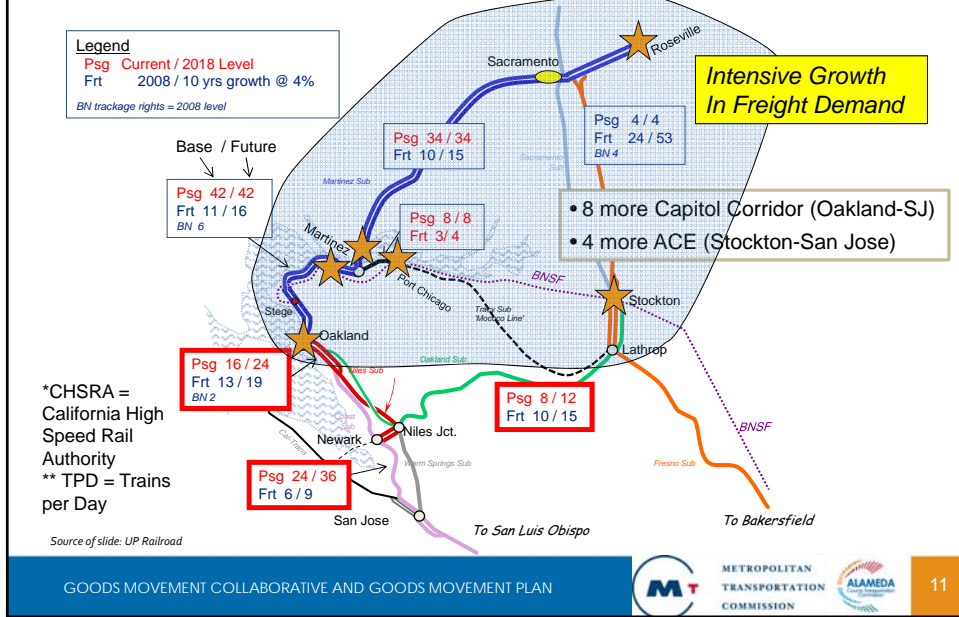


Graphic source: Worker: <https://www.port.venice.it/en/2011-safety-day.html>; Truck: <https://www.gobytrucknews.com/carb-ups-grant-budget/123>
Rail: https://en.wikipedia.org/wiki/Double-stack_rail_transport#/media/File:Cajon_Intermodal.jpg



CHSRA* Unified Service Concept

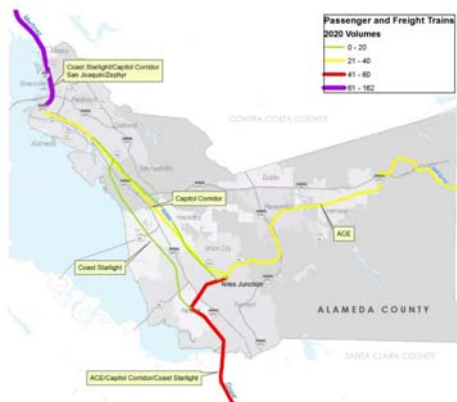
TPD** Volume - Base Period & Future (10 years freight growth)



Rail Investments – Increasing Competitiveness, Creating Jobs, Reducing Congestion

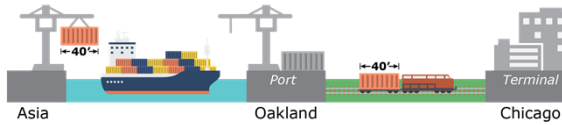
- Critical to creating a world class logistics hub
 - Capacity needed on both northern and southern route to Oakland
 - Public investment to achieve public benefits
 - Benefits other Bay Area ports
- Promote transload intermodal in Oakland
 - Shifts truck to rail
 - Creates local jobs

Source of graphic: Cambridge Systematics.



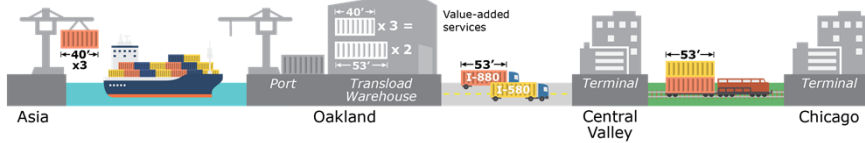
New Approach to Rail/Port Operations – Transloading and Rail in Oakland

IPI Import

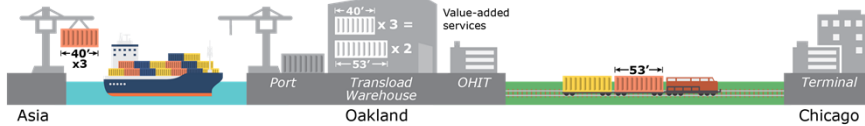


Overall strategy to eliminate 1,280 truck trips per day on I-580 and I-880

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-ny/>; Other graphics from Cambridge Systematics.

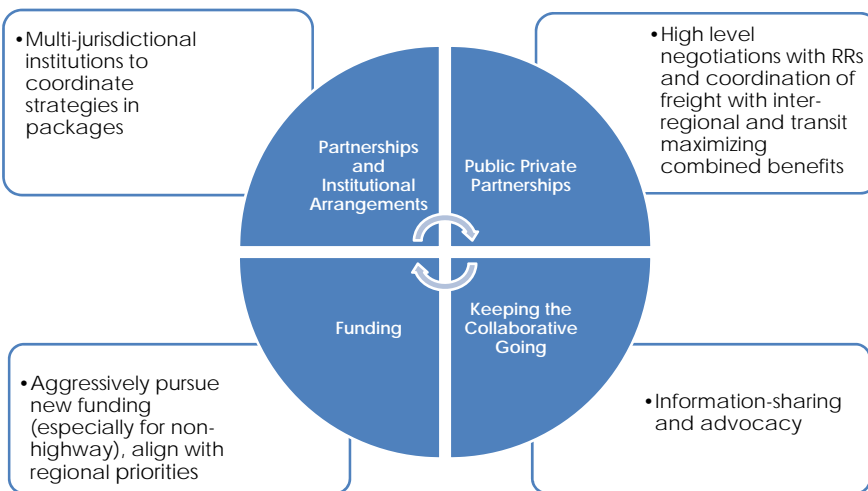
Opportunity Package 3: Modernized Infrastructure

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

Moving Forward



PPLC Comments will be addressed in Final Plan

- Consider adding an addendum of policy suggestions that are not within the jurisdiction of Alameda CTC
- Plan should clearly communicate Alameda County's role supporting the megaregion. Plan should convey that Alameda County shoulders impacts such as emissions and potholes from goods movement activity that benefits the entire state. Consider adding graphic showing freight flows throughout Northern California Megaregion from earlier materials.
- Truck parking should be rated high on economic prosperity due to economic activity and sales tax revenue from associated truck services.
- Railroad quiet zone program should be rated high on quality of life.
- Plan should discuss role of high capacity transit in improving freeway operations on I-580 which could reduce truck congestion.
- Plan should include a "cash for clunkers" program to pay for retirement of older, dirtier trucks. Program could be implemented at state level and should include an adequate level of funding to ensure successful participation by truck owner/operators.

Next Steps

- Roundtable #5 on January 22, 2016
 - *Topic = advocacy*
- Final plan to committees and commission in February 2016 for adoption

Thank You

