

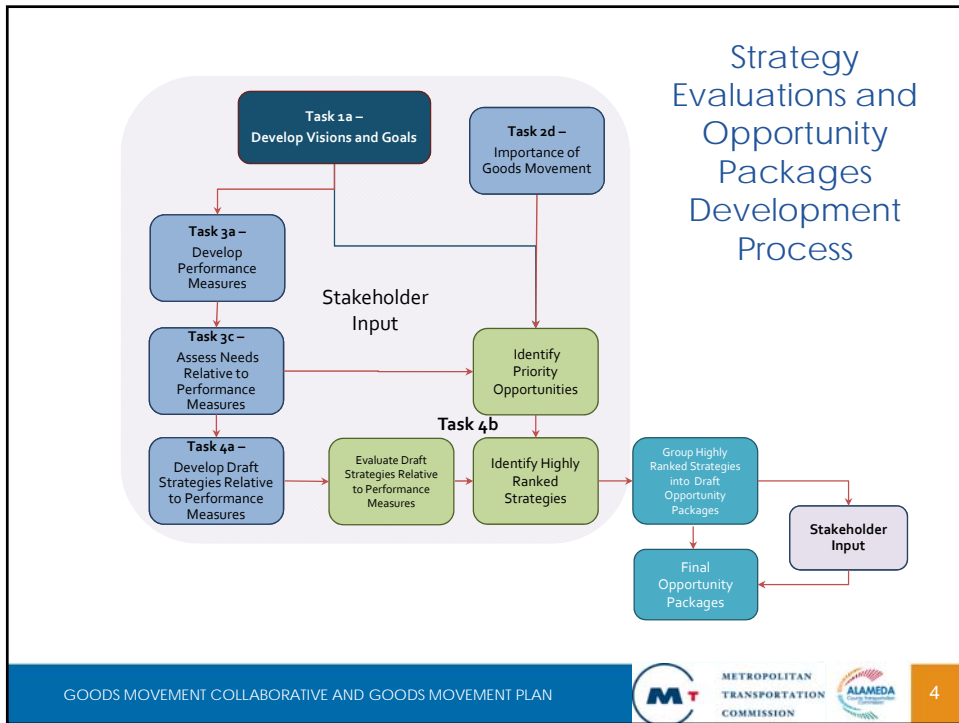
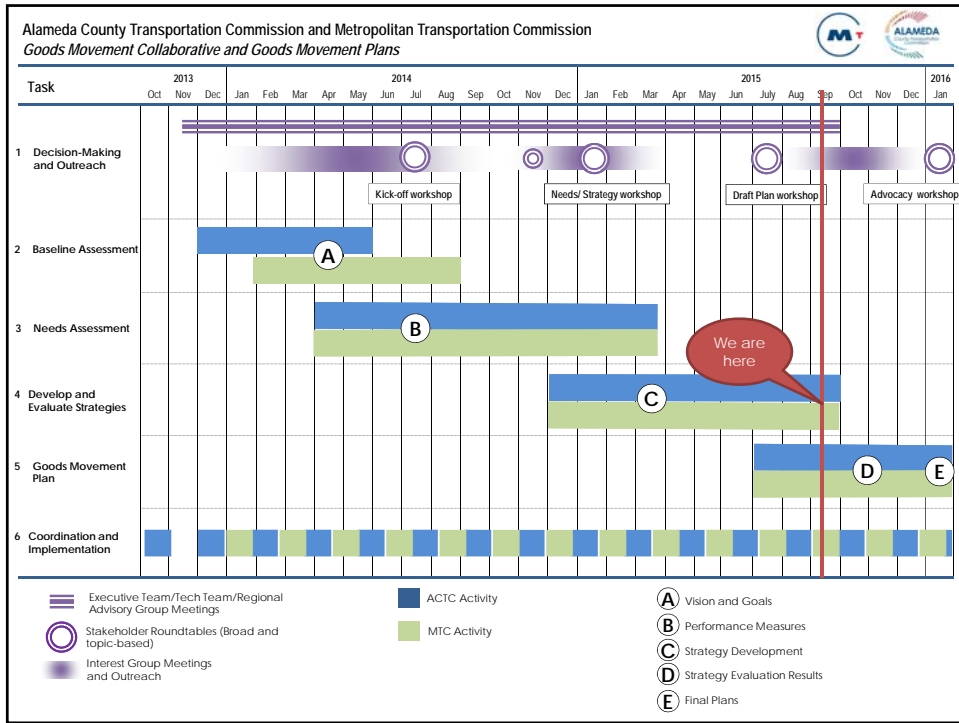
# Goods Movement Collaborative and Goods Movement Plan *Strategy Evaluation and Package Review*



Technical Team  
September 10, 2015

## Review of Last Meeting and Today's Agenda

- Last Meeting (March 4<sup>th</sup>)
  - *Completed review of Needs Assessment*
  - *Initiated Review of Potential Strategies for Evaluation*
- Today's Meeting
  - *Complete Review of Strategy Evaluation Opportunity Packages – obtain comments by **September 25th** in order to present recommendation to ACTAC in October*



# Methodology Used to Create Opportunity Packages

## Identify Priority Opportunities

- Three main sources were used to inform opportunities

**Visions and Goals**

The Goods Movement system will be safe and efficient, provide seamless connections to international and domestic markets to enhance economic competitiveness, create jobs, and promote innovation while reducing environmental impacts and improving local communities' quality of life.

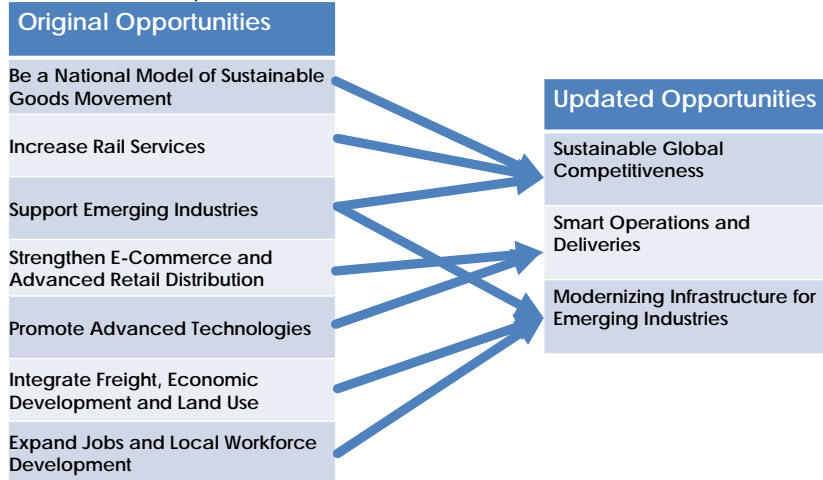
Resource	Metric	Current/ Future Rating	Needs
Travel Time Reliability	Buffer index on freight (buck) routes	●	● Significant reliability issues along major corridors
Freight Related Truck-involved crashes	Crashes	●	● Highest crash rate per mile and gto ● Crashes highest near high volume interchanges
Freight Infrastructure Conditions	Bridge and pavement conditions	●	● Conditions generally good but extensive needs

**Needs Assessment**



## Identify Priority Opportunities

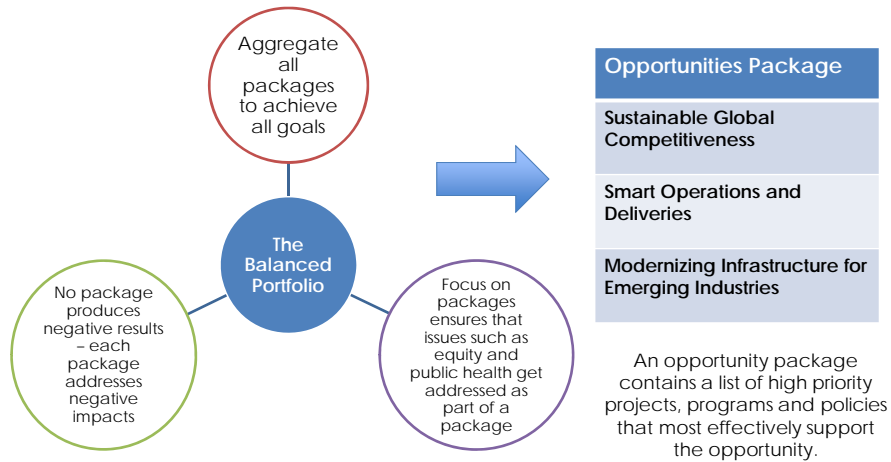
- Evolved through plan process based upon technical analyses and stakeholder Input



## Identify Highly Ranked Strategies Using Individual Strategy Ratings System

Overall Rating	Description	Possible Ratings Combinations (Importance of Need - Effectiveness of Improvement)
High (H)	Strategy has highest positive impact through a combination of <b>high importance</b> of the need and <b>high effectiveness</b> of improvement.	High-High Medium-High High-Medium
Medium (M)	Strategy has medium positive impact at addressing a given need.	Medium-Medium, Medium-High Medium-Low, High-Low, High-Medium Low-High, Low-Medium
Low (L)	Strategy has a positive, but low overall positive impact in addressing a particular need	Low-Low, Medium-Low, Low-Medium
Neutral (N)	Strategy has no clear impact on addressing a particular need regardless of the importance of the need	Neutral-Neutral, Low-Neutral, Medium-Neutral, High-Neutral
Negative (-)	Strategy has negative impact on addressing a particular problem regardless of the extent of the need	Low-Negative, Medium-Negative, High-Negative

# Grouping Highly Ranked Projects into Opportunity Packages



# Opportunity Package 1: Sustainable Global Competitiveness



# Key Package Elements

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](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	Project Evaluation Section	Performance Across Goal Areas				
			Interconnected / Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
C1	7 <sup>th</sup> Street Grade Separation projects (East and West)	3.1	●	◐			◐
C2	Oakland Army Base Phase 2 Improvements (Port development)	3.3	●			●	●
C3	Oakland Army Base Phase 2 Intermodal Rail Improvements	3.4	●			●	●
C4	Truck Services at Oakland Army Base	3.5	◐				●
C5	Adeline St Bridge	7.6	○	○			
C6	ITS Improvements to Address Queuing at Interchanges along I-880 and on Local Streets to Port Of Oakland	3.9	●		●		○
C7	Airport Perimeter Dike	8.1	●	●		◐	◐
C8	Rail Quiet Zone Program	9.14	◐		○		◐
C9	An initial demonstration followed by targeted incentives to promote adoption of zero and near-zero emissions truck technology for port drayage	9.3	○	●		◐	●
C10	Rail and Terminal Emission Reduction Program	9.13	◐				●

## List of Strategies in Opportunity Package (2)

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

ID	Project Description and Project Elements	Project Evaluation Section	Performance Across Goal Areas				
			Interconnected /Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
C11	Freight Corridors Community and Impact Mitigation Initiative	9.16	◐				●
C12	Develop / Support Workforce Training Programs for Goods-Movement Related Jobs (specially transloading and logistics jobs)	9.17			○		●
C13	A program of rail crossing improvements.	4.1 and 4.2			Varies		
C14	A program of track additions, sidings, and new connections to provide an improved continuous route through Niles Canyon and north to Oakland.	4.3			Varies		



## Combined Impacts of Port and Rail Projects for Economic Competitiveness

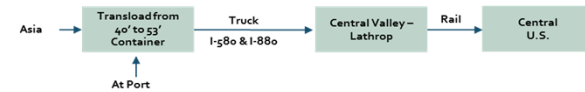
Critical to creating a world class logistics hub through increased capacity on Niles

Promote transload and domestic intermodal in Oakland  
 - Shifts truck to rail  
 - Creates local jobs

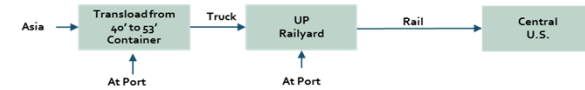
Overall strategy to eliminate 3,700 truck trips per day on I-580.

### Import

Before:



After:

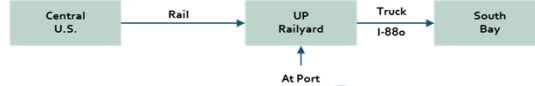


### Domestic Intermodal (Inbound to Bay Area)

Before:



After:



## Opportunity Package 2: Smart Operations and Deliveries

## 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.

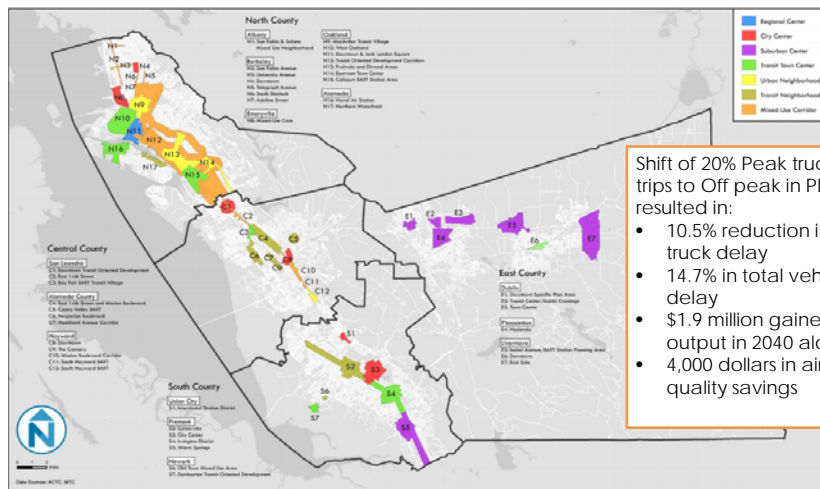


## List of Strategies in Opportunity Package

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

ID	Project Description and Project Elements	Project Evaluation Section	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	5.2	●	○	◐	●	◐
S2	Port of Oakland ITS including FRATIS	3.8	●	○	●	○	●
S3	Oakland Airport Area ITS Project	3.7	○	○	●	○	◐
S4	Freight Guidelines for Complete Streets Initiative	9.18	◐	○	○	○	○
S5	I-880 and I-580 Integrated Corridor Management (ICM) Project	5.4	◐	●	●	○	◐
S6	Bypass Lanes in I-880, I-238, I-580 Corridors	5.3	●	◐	○	○	○
S7	Arterial smart corridor program	9.1	●	◐	●	○	○
S8	Strategies to Improve Port Operations Including Night Gates and Weekend Operations	3.6	●	○	○	○	◐
S9	Clean Truck Policy & Program Collaborative (Joint Working Group with Regulatory Agencies, Freight Industry Representatives, and Public Agencies)	9.15	○	○	◐	○	●
S10	Near-Zero and Zero-Emission Goods Movement Technology Advancement Program	9.5	○	○	●	◐	●

## Example: Off-Peak and Novel Delivery Policy Guidance and Demonstration Program



Source: [http://www.alamedaAlameda CTC.org/files/managed/Document/10698/AlamedaCounty\\_PDA\\_IGS\\_Final\\_March\\_2013.pdf](http://www.alamedaAlameda CTC.org/files/managed/Document/10698/AlamedaCounty_PDA_IGS_Final_March_2013.pdf)

Example: Off-Peak and Novel Delivery Policy  
Guidance and Demonstration Program (Cont'd)

Metric	Importance of Problem Rating	Effectiveness of Improvement Rating	Overall Rating
Travel Time Delay - Highway	H	H	H
Crashes - Truck	H	M	M
Passenger/Freight Conflicts	H	H	H
Land Use Conflicts/Benefits	L	N	N
ITS/Technology	H	M	M
Jobs / Output / Co-Benefits	M	H	H
Emissions	H	M	M
Equity	H	N	N



Opportunity Package 3:  
Modernized Infrastructure for  
Emerging Industries



## List of Strategies in Opportunity Package

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

ID	Project Description and Project Elements	Project Evaluation Section	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	9.19	◐				◐
E2	A program of freeway interchange and auxiliary lane projects	6	Varies				
E3	A program of local street projects to improve truck route access and connectivity	7	Varies				
E4	Truck Route Coordination Planning/Guidance, Technical Assistance, and Information to Address Truck Route Connectivity, Health and Community Impacts	9.6	●	○	○		●
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)	9.10	●				●
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	9.4	○		●	◐	●
E7	Develop/Support workforce training programs for goods-movement related jobs (Industry-focused logistics jobs)	9.17			○		●
E8	Countywide Freight Signage Program	9.8	◐	○			
E9	At-Grade Crossing Safety and Grade Separation Policy and Program	9.2	◐	●	○		●



## Next Steps

- Complete revisions of strategy evaluation – Comments due **September 25, 2015**
- Draft plans developed – Winter 2015
- Final plans adopted – February 2016
- Advocacy Roundtable – January 2016



Thank You!

GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN



METROPOLITAN  
TRANSPORTATION  
COMMISSION



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