

Goods Movement Collaborative and Plan Development Technical Team Meeting Agenda

Thursday, November 5, 2015 11:30 a.m. – 1:00 p.m.

Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607

Staff Liaisons: Tess Lengyel, Alameda CTC; Matt Maloney, MTC;

Technical Team Members: Alameda CTC Alameda County Technical Advisory Committee

Consultant: Michael Fischer, Cambridge Systematics

Public Meeting Coordinator: Angie Ayers

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|---|------|-----|
| 1. Welcome and Introductions | | |
| 2. Public Comment | | |
| 3. September 10, 2015 Meeting Minutes
Recommendation: Approve the September 10, 2015 meeting minutes. | 1 | A |
| 4. Work Update (Verbal)
Staff/consultants will present a project recap and an updated project schedule, and discuss deliverables completed and in progress. | | I |
| 5. Draft Countywide Goods Movement Plan
Staff/consultants will provide an overview of the Draft Countywide Goods Movement Plan.

Recommendation: Approve the Draft Countywide Goods Movement Plan | | A |
| 6. Next Steps/Next Meeting | | |
| 7. Adjournment | | |

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Goods Movement Collaborative and Plan
Technical Team Meeting Minutes
Thursday, September 10, 2015, 11:00 a.m.

3.0

1. Welcome and Introductions

Tess Lengyel called the meeting to order at 11:00 a.m. The meeting began with introductions. Tess provided a brief overview of meeting outcomes.

Public Comments

Aaron Reaven stated that he is a member with 350 Bay Area Climate Action Group and is also active with the No Coal in Oakland Coalition. He mentioned an East Bay Express article that reported on the prospect of shipping coal from Utah through the Port of Oakland. The article uncovered that the prospect of 50 million tons may go through the Port of Oakland. Aaron stated that the fundamental principle of the 350 Bay Area Climate Action Group is that 90 percent of the coal reserves on the planet must remain in the ground in order to preserve the planet. He could not determine if an agenda item existed on the September 24, 2015 Commission meeting to establish a prohibition of Measure BB funds being used to facilitate the transit of fossil fuel through Oakland. Aaron said that he is looking for this group to provide leadership to put a governmental break on this irresponsible plan to export coal through Oakland.

Michael Kaufman an Oakland resident stated that he is speaking on the behalf of No Coal in Oakland Coalition. The coal industry is teaming up with local developers for big profits to ship coal through Oakland. This will endanger our health, our safety and the economy of Oakland. Mr. Kaufman invited the committee to attend a rally at the City of Oakland City Hall on September 21, 2015 at 3:30 p.m.

2. March 5, 2015 Meeting Minutes

Matt Davis (Port of Oakland) moved to approve the March 5, 2015 meeting minutes. Abhishek Parikh (Hayward) seconded the motion. The motion passed unanimously.

3. Work Update

Michael Fischer of Cambridge Systematics reviewed the project schedule with the committee and provided a recap of the items done to date.

4. Countywide Goods Movement Plan Draft Strategy Evaluation

Michael Fischer reviewed with the group the findings from the Strategy Evaluation Technical memorandum.

Questions/feedback from the members:

- Are opportunity packages the same as projects? Michael said that opportunity packages are collections of projects, programs, and policies.
- Where are health and environment captured in the opportunities? Michael stated that each package addresses the impact on communities and ensures public health is addressed in all three packages.
- Have you found definitive analysis on truck traffic reduction as rail usage for freight increases? Michael said that analysis was done that is included in the report. He also stated that the most reduction is on I-580 with the potential reduction on I-880.

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The reduction of emissions depends on rail technology and a strategy exists to try to push rail industry towards cleaner technology.

- Is the overall emission reduction in trucks based on long-haul or short-haul? Michael said that the strategy is based on conventional long-haul
- Are there freeway operations projects included in plan? Michael stated that these are generally found in opportunity packages #2 and #3.
- Is ACE train connection included? ACE improvements not showing on table in slides. Michael said that for rail, capacity analysis was performed of entire mainline volumes broken out by type of train, and improvements were recommended to separate passenger and freight operations through Niles Canyon. These are included in ID C14 on slide 13.
- What are truck bypass lanes? Michael said new modified ramps, I-580/I-238 and I-238/I-880.
- Are there any congestion pricing type strategies? Michael said that nighttime delivery is recommended, which is an incentive program to transfer savings from more efficient nighttime operations from the shipper to the receiver.
- Why are there no ITS improvements recommended for I-580? Michael said the team recommended Integrated Corridor Management (ICM) on both I-580 and I-880 (project S5).
- Why is nighttime delivery program focused on PDAs? The program the modeled on New York City's program, which focuses on downtown deliveries. It could in theory have broader applicability.
- Does I-580 ICM include local roads? Yi Lin said yes, ICM programs typically cover both the freeway and parallel local roads. She noted there is also an Arterial Smart Corridor Program, S7.
- Is there information on how effective the programs that are targeting zero emissions for trucks (Gateway Cities Council of Governments Program)? Michael said the program uses sales tax funds for ZEV purchase subsidies and it was a successful program, with high participation. He said these programs work best when associated with a program that has "regulatory push" and when there is a concentration of goods movement activity.
- Is a program that is targeting zero emissions eligible for Measure BB funding? Tess Lengyel said that it could fall under category Technology & Innovation listed in the 2014 Transportation Expenditure Plan.
- How does the Freight Emission Reduction Study relate to the Goods Movement Plan? Matt Maloney said this is a Metropolitan Transportation Commission study that just started. The timeline to complete the study is June 2016 to align with the update to Plan Bay Area. This study will provide more in-depth analysis of specific strategies. Michael said the scope includes developing an action plan and technology demonstration opportunities.
- Will the Goods Movement Plan look at geographic distribution of impacts? Tess Lengyel said the team first wants to see what projects are recommended as part of the Plan. Michael added that the Strategy Evaluation did look at the equity impacts associated with individual projects.
- I-580/I-680 Interchange Projects: The report says that a feasibility study will be undertaken, why not refer to the actual project. Michael stated that it is not clear that the exiting I-580/I-680 interchange project has truck safety project, and that

the study could refer to a study to develop a new project. Yi Lin Pei said this was designed to be a project not a study and the team will go back and look at it.

- City of Fremont said that page 4.16 talks about railroad crossing improvements, which mention four locations and the city is requesting the three additional locations also be considered: Blacow Road, Shinn Street and Park Drive.
- City of Fremont would support focused improvements on State Route 262 corridor and less supportive on truck routes on Auto Mall Parkway and Grimmer Blvd.
- Can the comment due date change from September 25, 2015 to a later date? Tess Lengyel said that the Goods Movement Plan needs to be completed in the timeframe stated in order to feed into the Countywide Transportation Plan.
- How would quiet zone locations be prioritized; can consideration be given to prioritizing PDAs?
- Is Hesperian Blvd included? Matt Bomberg said that section 7.4 addressed the Hesperian Blvd corridor.
- The committee had questions on "rating" versus "overall" and "first" and "second" priority. Michael provided explanations.
- Is there a push-pull around Niles versus Martinez? Matt Davis said that the Port of Oakland has worked with railroads regarding the north lead (Martinez Sub) and determined that a larger rail network analysis should be conducted before moving ahead with specific projects. Michael noted that the capacity shortage becomes most apparent around 2020-2025. Tom Ruark noted that Union City is generally not concerned about increased freight on the Niles Subdivision, but is concerned about increased freight on the Oakland Subdivision which goes through its PDA.

5. Next Steps/Next Meeting

Tess Lengyel defined the next steps as follows:

- Draft Goods Movement Plan is released in November
- The Draft Plan will be presented to ACTAC in November
- Goods Movement Plan TAC in January

Tess informed the committee to provide comments to Matt Bomberg at mbomberg@alamedactc.org.

6. Adjournment

The meeting adjourned at 1:00 p.m.



Memorandum

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DATE: November 2, 2015

SUBJECT: Draft Countywide Goods Movement Plan

RECOMMENDATION: Approve the Draft Countywide Goods Movement Plan

Summary

Goods movement is critical to a strong economy and a high quality of life in Alameda County. For the past two years Alameda CTC has worked to develop a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water. This plan development has been supported by robust stakeholder engagement that has sought input throughout the plan development process using a variety of methods. Staff recommends approval of the Draft Countywide Goods Movement Plan. Approval of the draft plan will enable the project team to proceed with a draft plan review period and to bring a final plan for Committee and Commission adoption in February 2016.

Background

Goods movement is critical to a strong economy and a high quality of life in Alameda County. Alameda County is a goods movement hub that enjoys one of the most strategic trade locations in the world and is home to much the Bay Area's manufacturing, transportation, logistics, and warehousing employment and much of the Northern California Megaregion's vital goods movement infrastructure. For the past two years Alameda CTC has worked to develop a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water. This work has culminated in a Draft Countywide Goods Movement Plan, provided as Attachment A.

The Countywide Goods Movement Plan development has been supported by a robust stakeholder engagement process referred to as the Goods Movement Collaborative. The Collaborative has included a technical team, an executive team, interest group meetings, and roundtables. The Technical Team is comprised of ACTAC and has also featured participation from community, environmental, and public health groups. The Executive Team is comprised of executives from MTC, other CMAs, the Air District, Caltrans, and the Port and has provided strategic guidance throughout the plan development. Interest group outreach has been conducted via in person meetings and surveys in three phases and

groups including, shippers, maritime, trucking, railroads, third party logistics companies, community, environmental, public health, and federal regulatory bodies have provided input. Finally, input has been sought via four roundtables which have convened all different stakeholder groups at key plan milestones.

The Countywide Goods Movement Plan incorporates nearly two years of technical analysis and stakeholder engagement. At prior meetings, the Commission has approved the plan's vision and goals, performance measures, needs assessment, and projects, programs, and policies (referred to as strategies) for evaluation. The draft plan builds on these previous milestones. The plan also incorporates the results of a detailed evaluation of all strategies against the plan's adopted performance measures. The strategy evaluation was reviewed by the Technical Team and by Interest Groups in October, and comments and responses on the Strategy Evaluation are provided as an attachment to the Goods Movement Draft Plan. Finally, the draft plan includes discussion of next steps to move the plan forward including potential funding sources and roles and responsibilities for various agencies and entities.

A key feature of the Countywide Goods Movement Plan is the grouping of high priority projects, programs, and policies into "opportunity packages." Opportunity packages serve to ensure that synergistic strategies are considered together (e.g. expansion in Port rail terminal capacity and improvements in rail access routes) and that strategies that address different goals are considered together (e.g. increased warehousing activity at the Port and zero emission truck demonstration projects). The plan identifies three opportunity packages: Sustainable Global Competitiveness, Smart Deliveries and Operations, and Modernizing Infrastructure.

Staff recommends approval of the Draft Countywide Goods Movement Plan. Following approval, the project team will seek input on the draft plan during the months of December and January, and will return to Committees and Commission for approval of a Final Countywide Goods Movement Plan in February 2016. In addition, the project team will convene a final Goods Movement Roundtable on January 22, 2016 which will highlight advocacy for the priorities and opportunities identified in the plan.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. [Draft Countywide Goods Movement Plan](#)

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner