

Goods Movement Collaborative and Goods Movement Plan Draft Plan

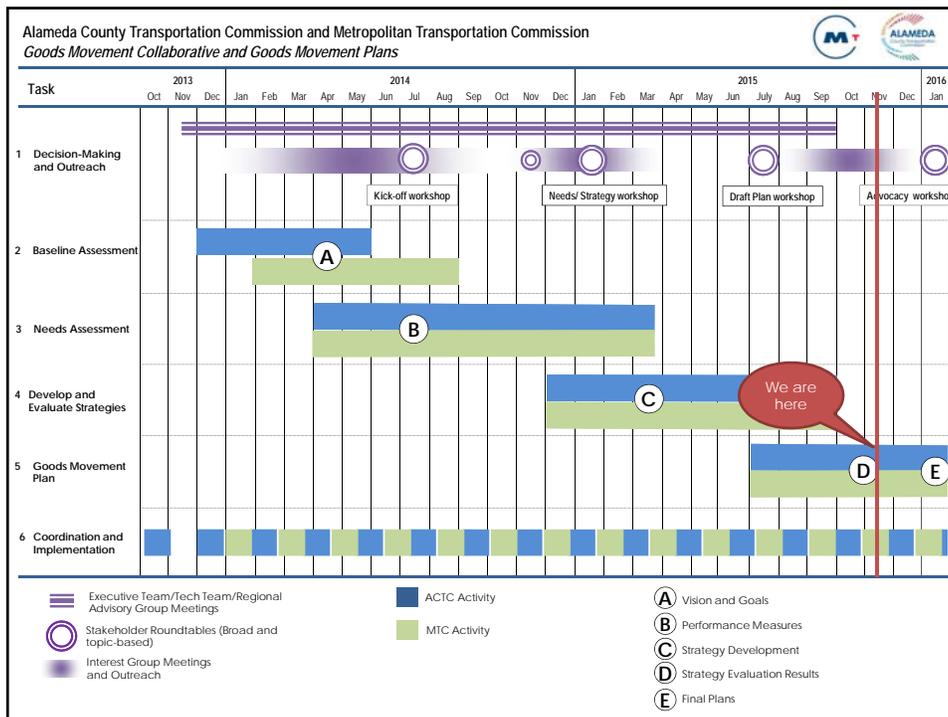


Goods Movement Plan Technical Advisory Committee

November 5, 2015

Agenda

- Last Meeting (Sept 10)
 - *Complete Review of Strategy Evaluation Opportunity Packages*
- Today
 - *Responses to comments and overview of Draft Plan*
 - *Review Final Opportunity Packages and Projects (revised based on your inputs)*
 - *Moving Forward*



Types of comments received and addressed

1. Provided additional supporting the ratings with no changes required.
2. Suggested corrections of technical details in the rating descriptions – no changes in ratings required.
3. Some suggestions about programs that were best addressed in *Moving Forward* section of the draft plan.
4. Some suggestions for new projects that would be better addressed when programs are implemented.
5. Some cases where additional information was provided that affected the ratings.
6. Concerns about how equity impacts were addressed, particularly as related to quantitative analysis.

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

GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN



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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.



Create Middle-income Jobs



Support Local Community



Increase Competitiveness by Improving Rail Access



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

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List of Strategies in Opportunity Package (1)

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

ID	Project Description and Project Elements	Performance Across Goal Areas				
		Interconnected/Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
C1	7 th Street Grade Separation projects (East and West)	●	◐			◐
C2	Oakland Army Base Phase 2 improvements (Port development)	●			●	●
C3	Oakland Army Base Phase 2 Intermodal Rail Improvements	●			●	●
C4	Truck Services at Oakland Army Base	◐				●
C5	Replace Adeline overpass at 3rd St in Oakland to accommodate overweight trucks	◐	○			
C6	ITS Improvements to Address Queuing at Interchanges along I-880 and on Local Streets to Port Of Oakland	●		●		○
C7	Airport Perimeter Dike	●	●		◐	◐
C8	Rail Quiet Zone Program	◐		○		◐
C9	An initial demonstration followed by targeted incentives to promote adoption of zero and near-zero emissions truck technology for port drayage	○		●	◐	●
C10	Rail and Terminal Emission Reduction Program	◐				●

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List of Strategies in Opportunity Package (2)

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

ID	Project Description and Project Elements	Performance Across Goal Areas				
		Interconnected/Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
C11	Freight Corridors Community and Impact Mitigation Initiative	◐				●
C12	Develop / Support Workforce Training Programs for Goods-Movement Related Jobs (specially transloading and logistics jobs)			○	●	
C13	A program of rail crossing improvements.			Varies		
C14	A program of track additions, sidings, and new connections			Varies		
a.	Hayward Double-Track (Elmhurst to Industrial Parkway 2nd Track)	○				●
b.	Niles Junction Bypass	◐				●
c.	Improvements on the Oakland Subdivision Levels East of Niles Junction			Unknown		

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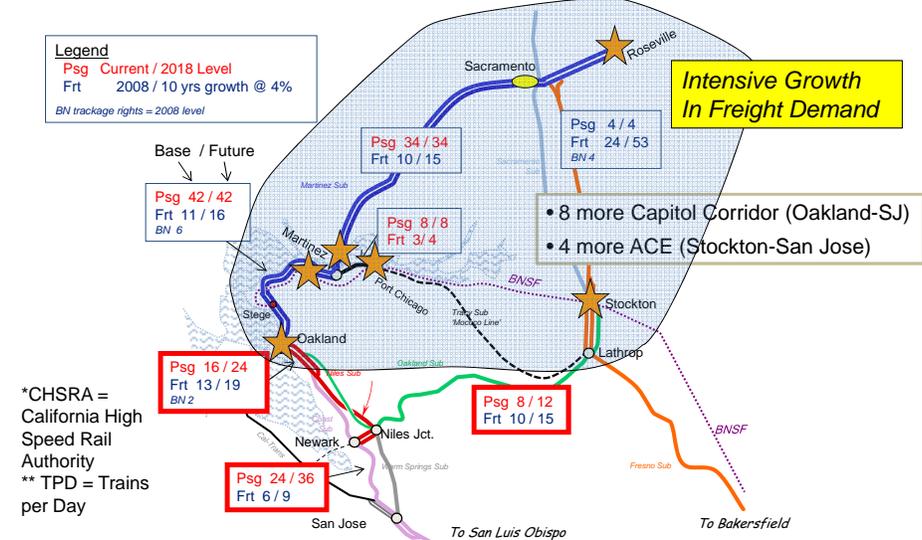
Rail Investments – Increasing Competitiveness, Creating Jobs, Reducing Congestion

- 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



CHSRA* Unified Service Concept

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



*CHSRA = California High Speed Rail Authority
 ** TPD = Trains per Day

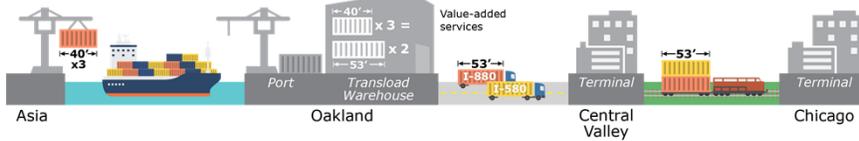
New Approach to Rail/Port Operations – Transloading and Rail in Oakland

IPI Import

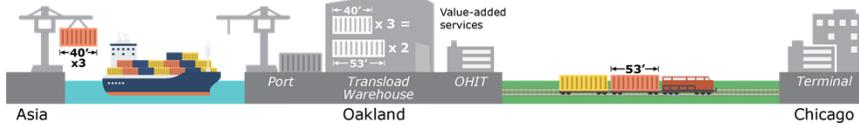


Overall strategy to eliminate 1,280 truck trips per day on I-580 and I-880

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.



List of Strategies in Opportunity Package

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- Low Positive Impact

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



Opportunity Package 3: Modernized Infrastructure for Emerging Industries

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.ssf2014/07/cyclists_and_motorists_need_to_do_more_to_prevent_bike-car_accidents_your_letter.html; Rail: http://en.wikipedia.org/wiki/California_Northern_Railroad



List of Strategies in Opportunity Package

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



Moving Forward – Partnerships and Institutional Arrangements

Issue

Packages require multi-jurisdictional implementation, different levels of government, non-transportation entities, multiple funding sources, varied timing

Solution

Develop formal institutional arrangements around packages

High level point of contact for RR negotiations on interregional rail needs in Alameda County (CalSTA, Governor's office) – coordinated passenger rail/freight rail/transit strategy

Technology Collaborative



Moving Forward – P3

Issue

How to partner with Class 1 railroads

Solution

Public contribution to a private project raises ROI to increase railroad interest - Can purchase public benefits (e.g., changes in transload practices)

Public buys (or already owns) track and charges usage fee – potential for old Niles Railway

Railroad market risks – public conducts detailed rail study and “buys down” risk (guaranteed returns)

Moving Forward – Funding

Issue

Significant funding gap for non-highway projects, grade crossing improvements, and community impact reductions

Solution

Align packages with regional priorities – climate change (for ZEV and efficiency improvements – possibly rail); Smart operations

Aggressively pursue Cap and Trade funding for a new TCIF allocation

Lobby for expanded share of proposed Federal freight funding to go to non-highway projects of national and regional significance

Moving Forward – Keeping the Collaborative Going

Issue

Lack of a mechanism to carry through with implementation after plan completion

Solution

Develop a collaborative with senior officials from public and private entities supported by staff-level collaborative

Initial focus on implementation (e.g., CREATE-style approach for Sustainable Global Competitiveness)

Hold roundtable for information sharing – provide input from a broad array of stakeholders

Next Steps

- Draft Plan Review
 - *Comments due to Matthew Bomberg (mbomberg@alamedactc.org) by December 30, 2015*
- Roundtable on Jan 22, 2016
- Final Plan approval in Feb 2016

Thank You

