

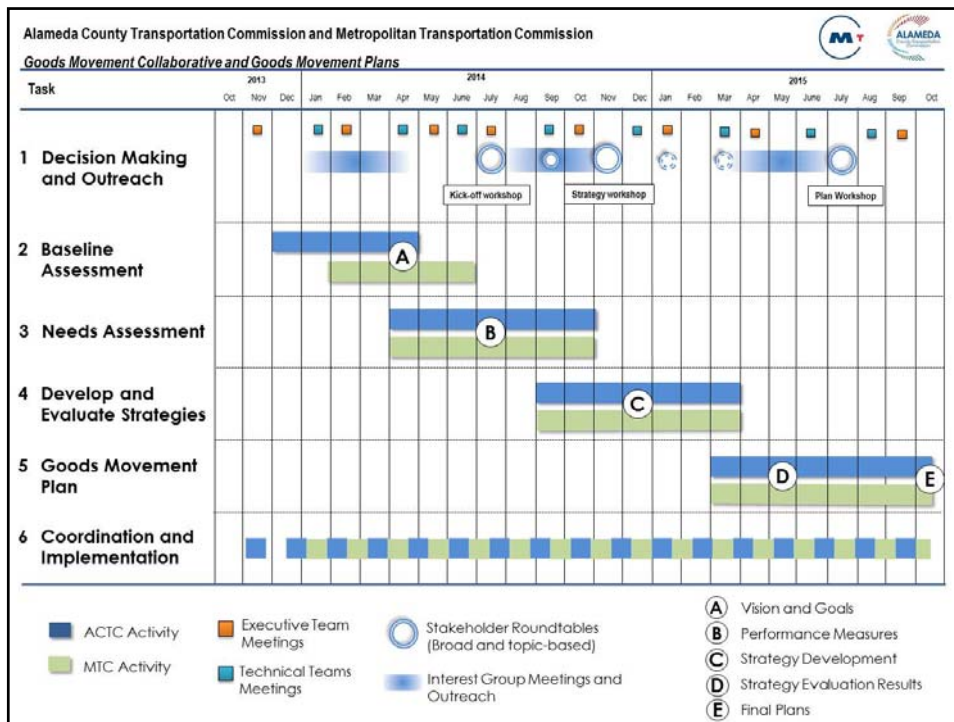
Vision and Goals Multimodal Performance Measures



Alameda County Transportation Commission and
Metropolitan Transportation Commission

June 5, 2014

Project Overview and Update



Task Status

- Met with most of stakeholder interest groups to do initial issues reconnaissance
- Completed review of plans, policies, and studies – tech memo
- Completed draft infrastructure, trends, and issues inventory – tech memo
- Draft identification of 5-year project list – to be completed later in project
- Draft goods movement white paper/advocacy piece – in staff review
- Draft performance measures and evaluation process

Goods Movement Vision and Goals



Goods Movement Vision and Goals

- Provide focus to overall project approach and outreach
- Reflect issues and opportunities identified through early outreach
- Align common issues in Alameda County and regional plans
- Organize strategy evaluation using performance measures



Goods Movement Issues, Opportunities

- Keeping pace with economic trends, attracting investors
- Port of Oakland improvements in rail service, transload and bulk terminal availability, and turn times (capacity and efficiency)
- Shared-use multi-modal corridor issues (congestion) -- rail and highway
- Local truck routes: complete streets, lane width, geometry, last-mile connections
- Public health, pollution, and roadway safety
- Jobs equity and community participation
- At-grade crossings: noise and potential delays
- Pavement maintenance – highway and rural
- Land use conflicts in industrial corridors
- Truck parking, route guidance, and encroachment issues
- ITS on arterial Smart Corridors, interregional corridors, and Port terminals
- Innovative funding and financing

What We Heard from Cities – ACTAC Survey

Issues

- Locomotive noise
- Truck-related congestion and spillover to local streets
- Truck parking and loading/unloading issues
- Street and road damage

Opportunities

- Local street investments
- Bottleneck relief
- Road surface improvements
- Improve and mark truck routes
- Grade separations
- Coordinate land use plans with goods movement

Goods Movement Vision and Goals

Vision

The goods movement system will be safe and efficient, provide integrated connections to international and domestic markets to enhance economic competitiveness, and promote innovation while reducing environmental impacts and improving residents' and employees' quality of life.

Goods Movement Vision and Goals

Goals (part 1)



1. Preserve and strengthen an integrated and connected, multimodal goods movement system that supports freight mobility and access, and is coordinated with passenger transportation systems and local land use decisions.



2. Provide safe, reliable, efficient, resilient, and well-maintained goods movement facilities and corridors.



3. Increase jobs and economic opportunities that support residents and businesses.

Goods Movement Vision and Goals

Goals (part 2)



4. Reduce and mitigate impacts from goods movement operations to create a healthy and clean environment, and support improved quality of life for people most burdened by goods movement.



5. Promote innovative technology and policy strategies to improve the efficiency of the goods movement system.

Discussion

- Did we touch on all key issues?
- Does the vision convey the purpose of the plan?
- Do you suggest any changes?

Goods Movement Performance Measures

Performance Measures – Where we are

- Draft performance measures technical memorandum
 - *Provided to the Technical Team for review today*
- Developed proposed process for assessing needs, developing and evaluating strategies
- Recommended performance measures
- Request approval of performance measures by Technical Team
 - *Present to Commission for approval in July*

Performance Measures in Goods Movement Plans

- Linked to goals and identified issues
 - Assessment of system and trends
 - Identify gaps and opportunities
- } Existing conditions (not forecasts)
- Identify and evaluate strategies that best meet goods movement goals
 - Monitor ongoing performance

Performance Measure – Important Considerations

- Qualitative and quantitative measures
 - *Choose metrics suited to stage of evaluation and data availability*
- Data availability
 - *Some data available assess current conditions but forecast methodologies are limited*
 - *Proprietary data*
- Unique issues in Bay Area
 - *Public health and environment*
 - *Major international gateways – Port of Oakland, airports*
 - *Balancing industrial, commercial and residential land use*

Plan Development Process

Using Performance Measures in Plan Development Process

- Assess needs, gaps, and deficiencies
 - *Used along with stakeholder input and prior studies*
- Provide input into strategy/project evaluation
 - *Performance measures are a source of information not a sole deciding evaluation method*
 - *Performance measures are evaluated quantitatively using models (transportation, economic, environmental) and prior planning/engineering analysis*
 - *In some cases, performance measures must be assessed qualitatively*

Goods Movement Plan Building Blocks

- Vision and goals – link to performance measures
- Goods movement functions
 - *Global gateways*
 - *Interregional corridors*
 - *Intraregional core system*
 - *Urban goods movement*
 - *Last-mile connectors*
- Needs, issues, and opportunities
- Strategies



Strategies and Projects/Programs/Policies

Needs, Issues, or Opportunities	Example Strategy	Example Projects, Programs or Policies
<p>Recurrent congestion on I-880 and I-580 truck corridors will increase;</p> <p>No public truck stopping or parking locations in Alameda County</p>	<p>Improve Truck Mobility, Access, and Parking</p>	<p>Various projects including interchange improvements, lane additions, ramp metering, service patrols, etc.</p> <p>Reexamine STAA Designated Routes</p> <p>Additional Truck Rest Areas</p> <p>Truck Stop Electrification</p>

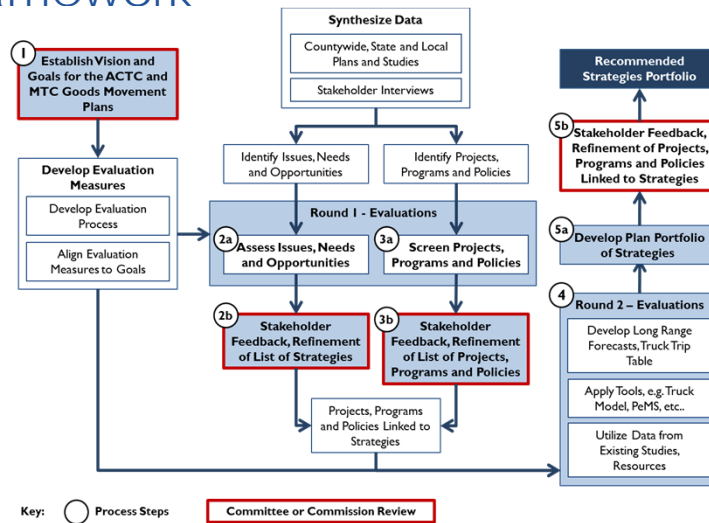


Key Concepts for Performance Based Evaluation Framework

- Screening
- “Cut sheets” to summarize evaluative information
- Stakeholder workshops
- Review with Committees



Performance Based Evaluation Framework



Sample Cut Sheet – SJV Goods Movement Plan

Project # 18 SR-152 Bypass around the City of Los Banos

Project Summary

The SR 152 corridor provides a viable alternative for handling expected increases in truck movement on the already congested I-580/I-205/I-580 corridor. Santa Clara, San Benito, Merced, and Madera counties are working to improve SR 152 to a full freeway between SR 101 and SR 99. This would result in reliable and predictable east-west flow of goods. The first phase includes construction of the SR 152 Bypass/Northern Realignment around City of Los Banos.
Estimated cost: \$510 Million

Goal Areas Addressed

- ✓ Congested / Deteriorated Infrastructure
- ✓ Transportation Modal Choice
- ✓ Environmental / Community Impacts of Goods Movement
- ✓ Connections to International Markets
- ✓ Ensure East-West and Local Connectivity
- ✓ Build a System to Support Economic Development

Benefits

Category of Benefit	Mobility	Economic	Environmental
Relative Ranking	High	High	High

Mobility Benefits:

High - Estimated savings of 290 truck hours per day.

Economic Benefits:

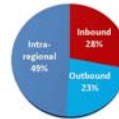
High - The direct economic benefits of this project are estimated at \$7.2 million per year driven by truck time savings of 290 hours per day. These savings would translate to an estimated 53 jobs, \$10.6 million in additional output, and \$419,000 million in additional state and local taxes.

Environmental Benefits:

High - The project reduces total NOx emissions by 54kg/day and NOx emissions from trucks by 7 kg/day. The project raises the NOx/VMT by .07 g/VMT.

Other Benefits:

The project is located on a key east-west corridor. These corridors are vital to the movement of intra-regional goods, which comprise almost 50% of all goods moving throughout the San Joaquin Valley.



GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN



METROPOLITAN
TRANSPORTATION
COMMISSION



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Recommended Performance Measures

Goal 1 – Preserve and strengthen an integrated and connected, multimodal goods movement system that supports freight mobility and access, and is coordinated with passenger transportation systems and local land use decisions.

Measures	Metrics
Travel Time Delay	Travel time delay on key freight (truck) routes
	Travel time delay on railways, terminals, ports, airports
Multimodal Connectivity and Redundancy	Freight generator access to freight routes
	Freight generator access to rail lines, terminals, ports, and airports
Coordinate with Passenger Systems	Freight system element shares use with passenger system
Compatibility with Land Use Decisions	Freight generator proximity to non-compatible land uses

Recommended Performance Measures

Goal 2 – Provide safe, reliable, efficient, resilient, and well-maintained goods movement facilities and corridors.

Measures	Metrics
Travel Time Reliability	Buffer time index on key freight (truck) routes
Freight-Related Crashes	Truck-involved crashes and crash rates
	Crashes at at-grade rail crossings
Freight Infrastructure Conditions	Bridge conditions ratings
	Key freight (truck) highway and arterial routes pavement conditions ratings
Freight Resiliency	Addresses freight system vulnerability to major service disruptions due to major natural or other events

Recommended Performance Measures

Goal 3 – Increase jobs and economic opportunities that support residents and businesses.

Measures	Metrics
Economic Contribution	Jobs and output generated

Recommended Performance Measures

Goal 4 – Reduce and mitigate impacts from goods movement operations to create a healthy and clean environment, and support improved quality of life for those communities most burdened by goods movement.

Measures	Metrics
Emissions/Air Quality/Public Health	Tons of GHG emissions
	Tons of PM emissions
Equity	Freight Impacts, such as light, noise pollution and encroachment, on adjacent communities

Goal 5 – Promote innovative technology and policy strategies to improve the efficiency of the goods movement system.

Measures	Metrics
Use of Innovative Technologies	Use of ITS and innovative technologies

Next Steps

- Develop strategy identification and evaluation plan (to support Tasks 3 and 4)
 - *Steps required to inform the decision-making process*
 - *Describe performance measures, specific metrics, data sources, methodologies as needed*
- Feedback from Technical Teams, Executive Team and ACTC and MTC Commissions

Discussion

- Did we touch on all key issues for which we need performance measures?
- What are the most important performance areas to evaluate?
- What is the appropriate balance of quantitative and qualitative performance measures?
- Are there measures you recommend?