Alameda CTC Meeting 07/25/13 Handout Agenda Item 8.2



Goods Movement Collaborative and Plan Update

- Update on Collaborative and Plan Actions
- Integration with other goods movement efforts
- Long-term support for Collaborative
- Next Steps

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Goods Movement Collaborative and Plan – An Integrated Approach

Goods Movement Collaborative

- Bring together
 partners/stakeholders
- Serve as organized structure for the Goods movement
 - Policy development
 - Planning in Alameda County and the region
 - Advocacy for goods movement projects and programs

Goods Movement Plan

• Develop long-range vision and identify the following:

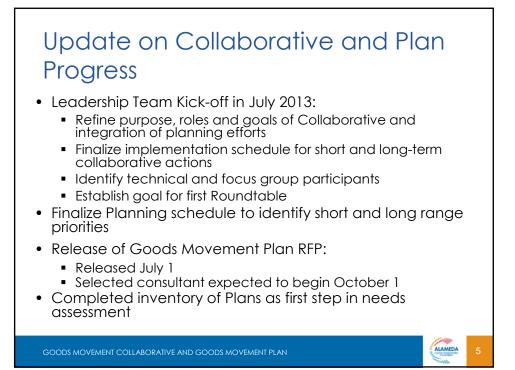
- Needs and short- and long-term priorities
- Benefits goods movement in Alameda County brings to the nation, state and region

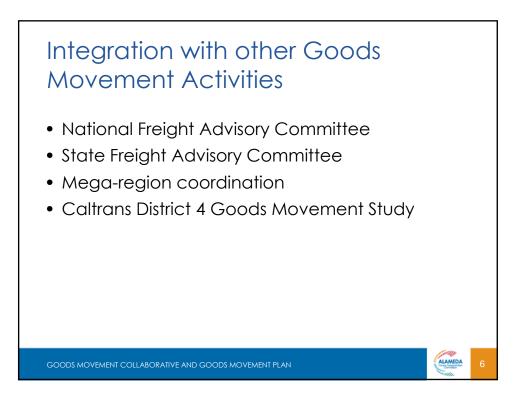
Collaborative Structure

- Leadership Team: Alameda CTC, MTC, Caltrans, Port of Oakland, East Bay EDA
- Technical Team
- Focus Groups
- Goods Movement Roundtable



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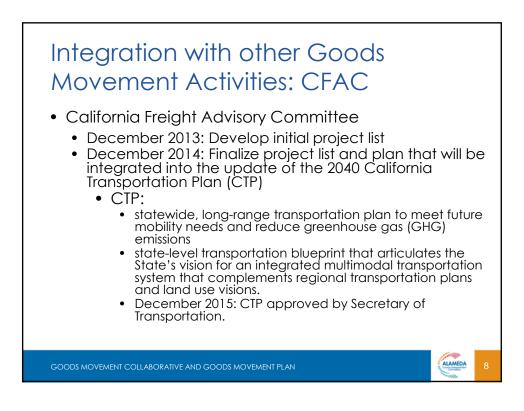
- National Freight Advisory Committee*
 - July 2013: DOT develops work plan
 - September through December 2013: NFAC subcommittees develop recommendations
 - May 2014: DOT drafts framework for the national strategy
 - December 2014 through April 2015: DOT drafts the national strategy

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• September 2015: Strategic plan drafted

*Preliminary schedule, subject to change

GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN



Integration with other Goods Movement Activities: Mega-Region Coordination

- Mega-Region Coordination
 - Alameda CTC
 - MTC
 - San Joaquin
 - Sacramento

Integration with other Goods Movement Activities: Caltrans District 4 Plan

- Caltrans, District 4 Bay Area Freight Mobility Study
 - June-July 2013: Inventory of facilities and needs
 - July-Sept. 2013: Assessment of current and future trends and impacts

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- August- Oct. 2013: Freight improvement strategies, performance measures and impact mitigation strategies
- Sept. Nov. 2013: Emerging trends, future studies
- December 2013: Final report
- Alameda CTC plan activities are being integrated with Caltrans/MTC study to avoid duplication of efforts



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