



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Planning Committee

DATE: March 7, 2014

FR: Executive Director

RE: Regional Goods Movement Plan Update

Background

Plan Bay Area identifies goods movement as a key work item to advance as part of Plan implementation and to develop further for the Plan update in 2017. In response, MTC staff has initiated an update to the Regional Goods Movement Plan and this memo and attached presentation slides provide an overview of the process for developing that update.

Coordination with Alameda County Transportation Commission

MTC staff is coordinating the update to the Regional Goods Movement Plan with the Alameda County Transportation Commission (ACTC) which initiated a countywide goods movement planning effort in late 2013. Given the major role the transportation network in Alameda County plays in the region's goods movement system, and the fact that goods flow across county and even regional boundaries, the two efforts should be closely integrated. MTC is partnering with ACTC to use the same consultant team through the ACTC contract. The integration and simultaneous work on the regional and the countywide plans will ensure consistency in the county and regional work, maximize resources, and allow stakeholders to participate in one integrated effort. The outcomes of the work will be: (1) two distinct planning documents – an Alameda Countywide Goods Movement Plan and a Regional Goods Movement Plan; (2) coordinated advocacy material; and (3) formation of a Goods Movement Collaborative to both support the planning work and advance implementation of the regional and county recommendations.

This Collaborative will engage a broad range of stakeholders on goods movement issues on an ongoing basis and will continue after the completion of the planning work to support goods movement initiatives in the region. The Goods Movement Collaborative Leadership Team currently includes Executive staff from the ACTC, MTC, Caltrans District 4, the Port of Oakland, and East Bay Economic Development Agency. In recognition of the regional goods movement plan update, the Leadership Team will be expanded to include additional regional agency representatives.

Coordination with Caltrans and Neighboring Counties

Caltrans District 4 is currently finalizing the Bay Area Freight Mobility Study to feed directly into the California Freight Mobility Plan. That study will serve as a baseline for much of the regional planning work. MTC is also working closely with our neighboring metropolitan

regions, including Sacramento, the Central Valley, particularly San Joaquin County, and the Central Coast to advance the Northern California mega region work that was started with the Trade Corridor Improvement Fund program. This will include development of advocacy material and coordinated strategies to improve the flow of goods between regions and support the broader Northern California economy.

Related Efforts

Federal Efforts

MAP-21 required the U.S. Department of Transportation (USDOT) to establish a Primary Freight Network of 27,000 centerline miles of existing roadway that are most critical to the movement of freight. USDOT released a draft Primary Freight Network in November 2013; MTC submitted comments in February supporting the draft network and requesting a limited set of additions. As part of the Federal Freight Advocacy Principles adopted by the Commission in January, MTC is strongly recommending that future goods movement legislation broaden the definition of the Primary Freight Network beyond roadways, and include freight rail, navigable waterways, inland ports, seaports, land ports of entry, freight intermodal connectors and airports.

California Freight Mobility Plan

In response to Assembly Bill 14 (Lowenthal) requirements and MAP-21 recommendations, Caltrans is in the process of developing the California Freight Mobility Plan. MTC is actively participating on the California Freight Advisory Committee that was established to advise Caltrans on this effort. Caltrans anticipates releasing a Draft Plan to the Committee this Spring with the Final Plan released in December 2014.

California Air Resources Board (CARB)

CARB recently initiated the development of a Sustainable Freight Strategy, focused on zero/near-zero emissions reduction strategies. MTC staff is monitoring the CARB work and will be working with the Bay Area Air Quality Management District and other transportation partners throughout the state as more information is provided by CARB.



Steve Heminger

Goods Movement Planning Update



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MTC Planning Committee

March 14, 2014

Goods Movement Planning Update

- **Regional Efforts**
 - *Regional Goods Movement Plan*
 - *Alameda Countywide Goods Movement Plan*
- **Related state and federal activities**

Two Coordinated Planning Efforts

Regional Plan

- Needs and strategies on regional and mega-region scale
- Detailed functional and corridor level analysis
- Recommend infrastructure, operational, institutional and policy strategies to improve goods movement efficiency and reduce impacts
- Input to 2017 RTP/SCS

Alameda County Plan

- “Deeper dive” on arterial system and local streets
- More work on Last Mile Connectors and Urban Goods Movement
- Comprehensive project and strategy evaluation and project prioritization
- Input to next Countywide Plan

- Coordinated outreach to stakeholders within Alameda County, the region and larger Northern California Mega-Region
 - Joint ongoing advocacy for goods movement

Project Approach

PHASE 1
*Outreach
Underway and
Ongoing*

- Leadership teams and stakeholder meetings
- Support Goods Movement Roundtable

PHASE 2
*Baseline & Needs
Assessment
Spring/Summer*

- Assess Infrastructure, services and trends
- Freight forecasts and freight demand
- Identify gaps, needs, issues and deficiencies
- Economic impacts and importance of goods movement
- Air quality and community impacts

PHASE 3
*Strategy development and evaluation
Fall 2014*

- Develop strategies
- Strategy evaluation

PHASE 4
*Goods Movement Plan
2015*

- Goods Movement Plans
 - Regional Goods Movement Plan
 - Alameda County Goods Movement Plan
- Ongoing Coordination

Collaborative Outreach

Leadership Team – Guidance and advocacy

- *Executive level from key partner agencies*

Technical Teams – technical review and input

Regional TAC

- *CMAAs, Port, Caltrans, BAAQMD, BCDC*

ACTAC

- *Staff from cities, transit agencies, MTC, Port, Caltrans*

Interest Groups – meaningful, frequent input

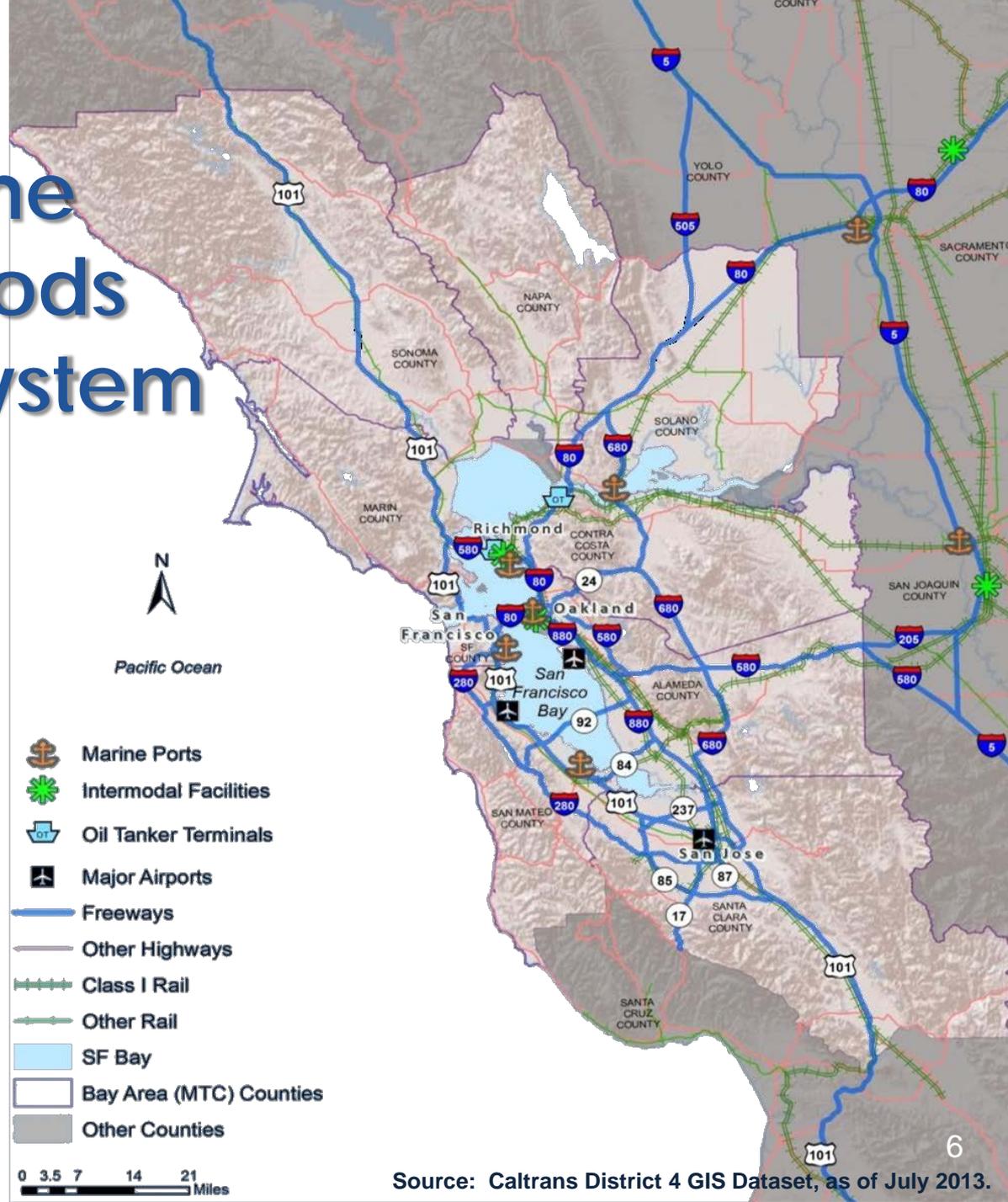
- *Private sector, economic development and business groups, environmental groups, public health groups, community groups*

Roundtables – building stakeholder collaboration

- *Representatives from interest groups*

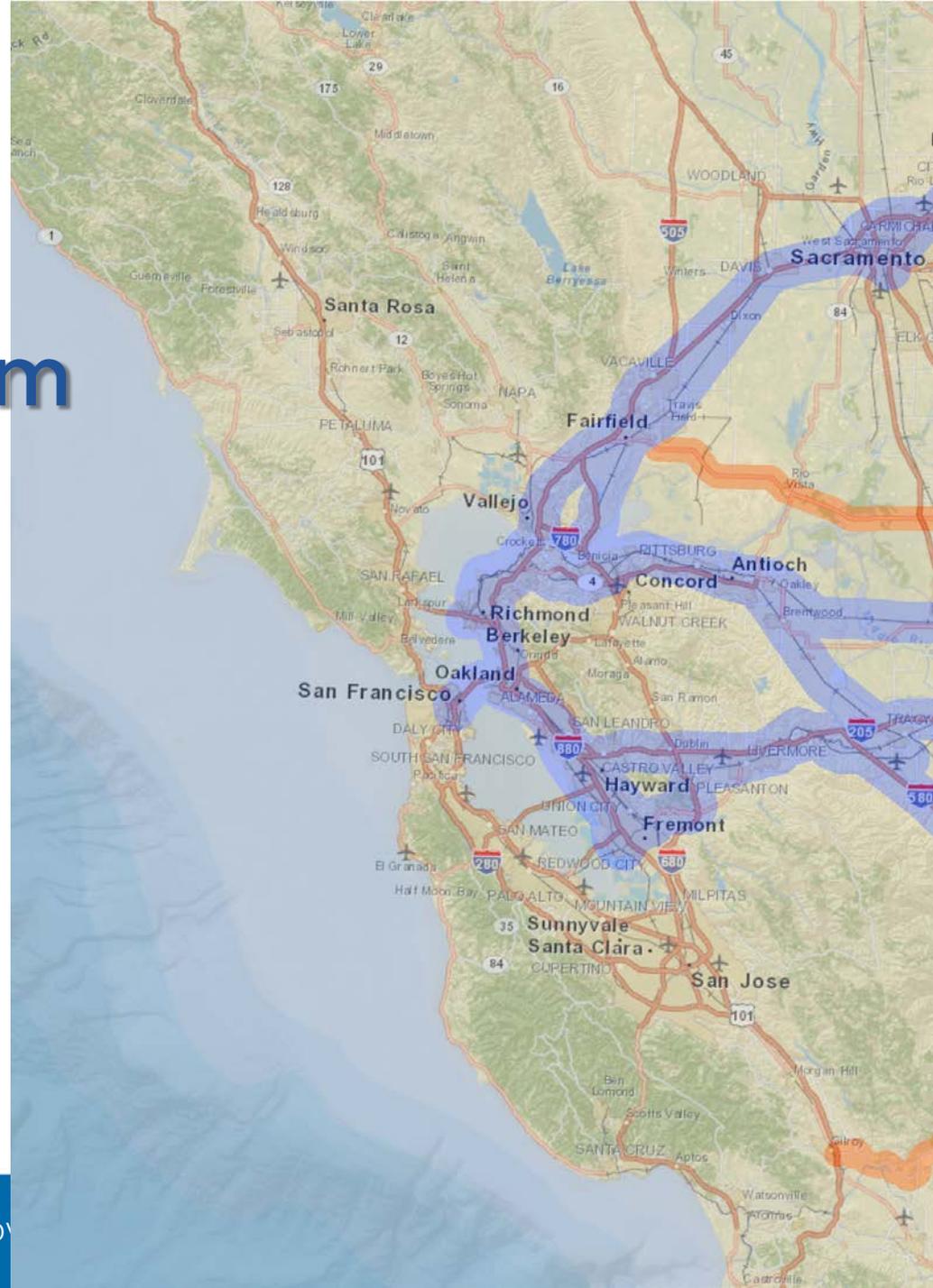
Functional Elements of the Bay Area Goods Movement System

- Global Gateways
- Interregional Corridors
- Intraregional Core Network
- Urban Goods Movement Network
- Last-Mile Connectors



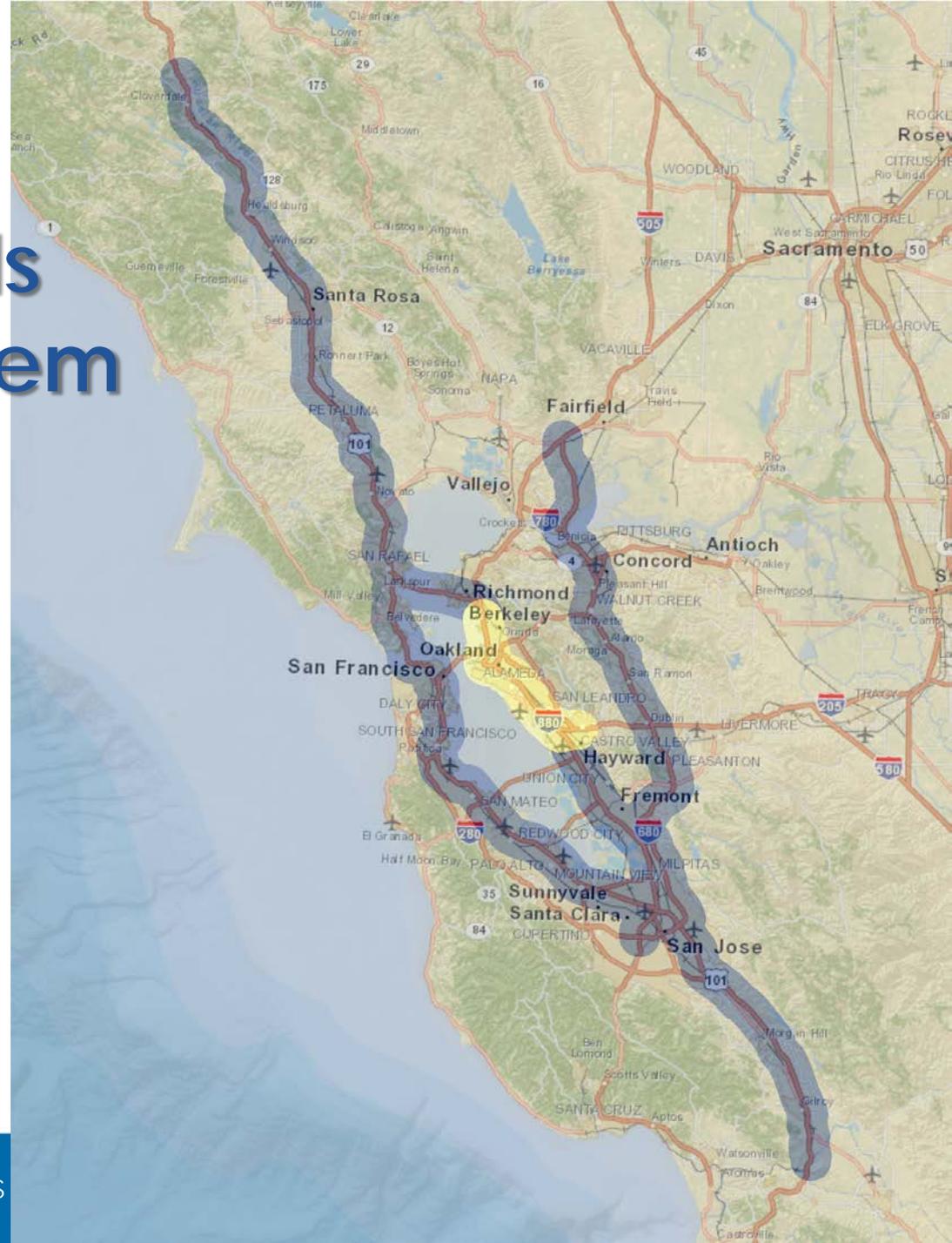
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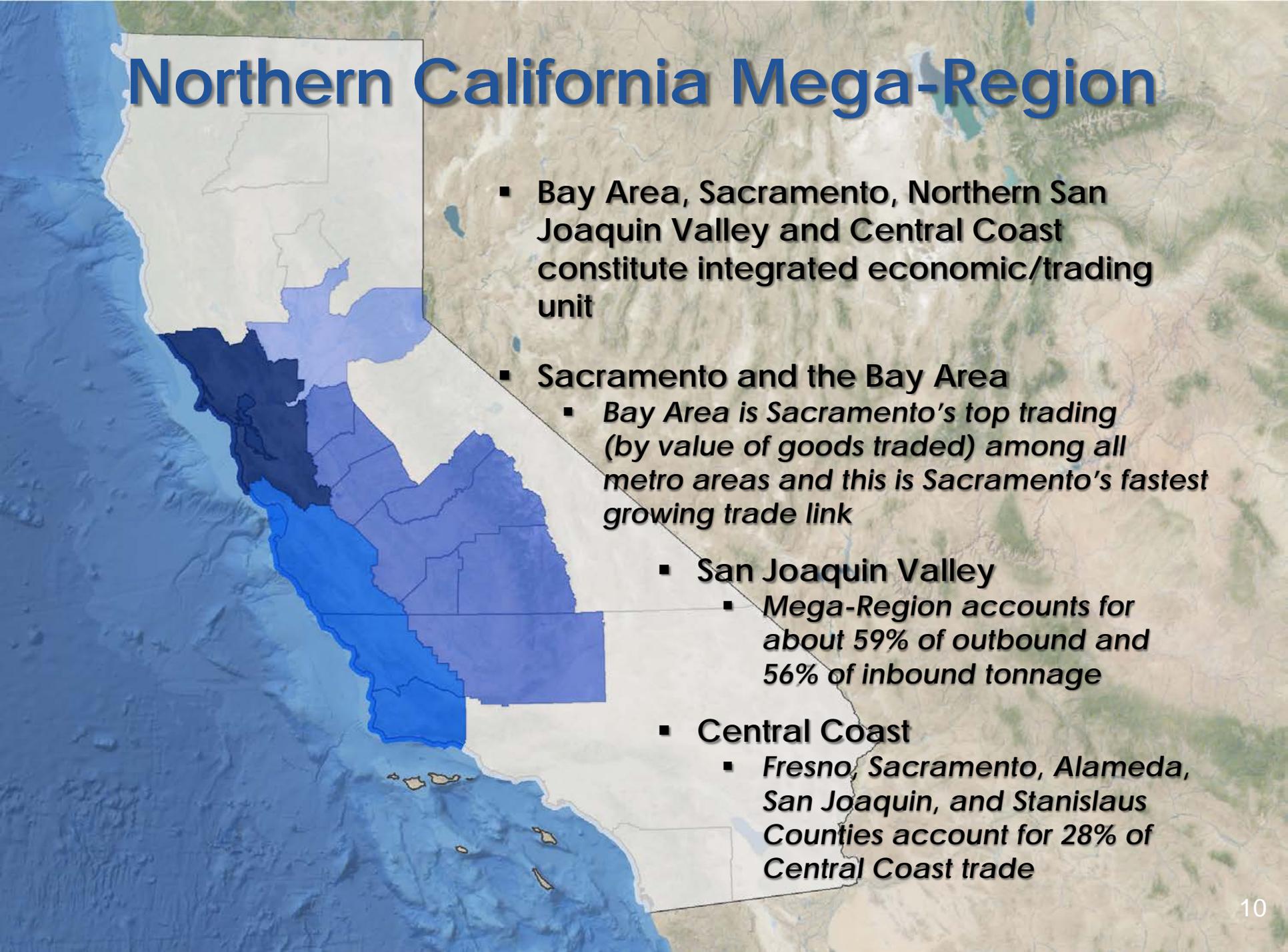
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What Sets Our Region Apart?

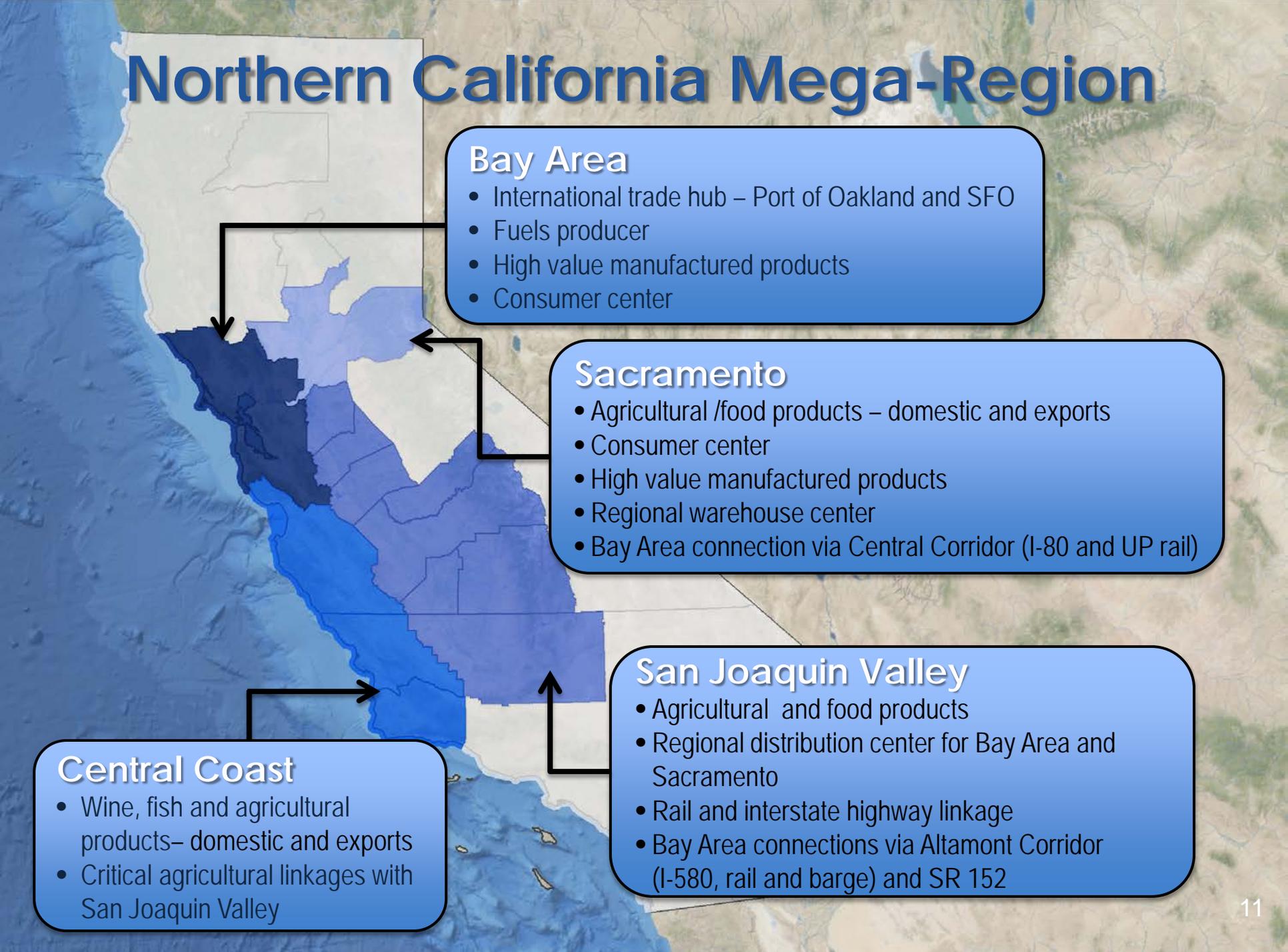
- Goods Movement for the Export Economy
- Planning Goods Movement in a Mega Regional Context
- The Farm-to-Market Goods Movement System
- Planning for Goods Movement in a Modern Urban Center
 - *Complete Streets and Goods Movement*
 - *Comprehensive Arterial Corridor Planning*
 - *Intelligent Transportation Systems (ITS)*

Northern California Mega-Region

A map of Northern California with several regions highlighted in different shades of blue. The darkest blue region is the Bay Area. A medium blue region covers the Sacramento Valley and parts of the Central Coast. A lighter blue region covers the San Joaquin Valley. The rest of the state is shown in a light tan color. The map is overlaid with a grid of latitude and longitude lines.

- Bay Area, Sacramento, Northern San Joaquin Valley and Central Coast constitute integrated economic/trading unit
- Sacramento and the Bay Area
 - *Bay Area is Sacramento's top trading (by value of goods traded) among all metro areas and this is Sacramento's fastest growing trade link*
 - San Joaquin Valley
 - *Mega-Region accounts for about 59% of outbound and 56% of inbound tonnage*
 - Central Coast
 - *Fresno, Sacramento, Alameda, San Joaquin, and Stanislaus Counties account for 28% of Central Coast trade*

Northern California Mega-Region

A map of Northern California is shown, divided into four distinct regions highlighted in shades of blue. Each region is connected to a callout box by a black arrow. The callout boxes contain descriptive text and bulleted lists of key features for each region. The regions are: Bay Area (darkest blue), Sacramento (medium-dark blue), San Joaquin Valley (medium blue), and Central Coast (lightest blue).

Bay Area

- International trade hub – Port of Oakland and SFO
- Fuels producer
- High value manufactured products
- Consumer center

Sacramento

- Agricultural /food products – domestic and exports
- Consumer center
- High value manufactured products
- Regional warehouse center
- Bay Area connection via Central Corridor (I-80 and UP rail)

San Joaquin Valley

- Agricultural and food products
- Regional distribution center for Bay Area and Sacramento
- Rail and interstate highway linkage
- Bay Area connections via Altamont Corridor (I-580, rail and barge) and SR 152

Central Coast

- Wine, fish and agricultural products– domestic and exports
- Critical agricultural linkages with San Joaquin Valley

Work in Progress

- Outreach
 - *Stakeholder interviews*
 - *Developing Technical Teams*
- Reviewing existing plans and studies and developing vision and goals concepts
- Preparing inventory of infrastructure, services, and demographic trends
- Assembling data and analysis for advocacy white paper
- Roundtable event in May



State Freight Activity

- **California Freight Mobility Plan**
 - *District 4 Bay Area Freight Mobility Study providing material to support CFMP*
 - *Spring 2014: Draft chapters released for comment*
 - *December 2014: Final Plan released*
- **Caltrans federal freight principles**
- **CARB Sustainable Freight Strategy**
 - *Focus on zero/near-zero emission technologies*
 - *Sustainable Freight Strategy draft released in Fall 2014*

