



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: May 19, 2014

FR: Carolyn Clevenger, Planning

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. This memo and attached presentation slides provide an overview of the process for developing that update and draft material for discussion at the meeting on May 19th.

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 Executive Team currently includes Executive staff from the ACTC, MTC, the Bay Area Air Quality Management District, Caltrans District 4, the Port of Oakland, the East Bay Economic Development Agency, Santa Clara Valley Transportation Authority, Contra Costa Transportation Authority and Solano Transportation Authority. The Collaborative effort will include a series of Roundtables for all stakeholders in the region, as well as targeted focus group and stakeholder meetings, which are currently underway.

Regional Technical Advisory Committee

MTC will be utilizing the Partnership Technical Advisory Committee to serve as the Technical Advisory Committee (TAC) for the Regional Goods Movement work. (In addition, ACTC is using the Alameda County Technical Advisory Committee as the TAC for the work focused on Alameda County.) We anticipate

bringing goods movement material to PTAC approximately once a quarter. The goods movement items will be at the end of the agendas to allow in-depth discussion of goods movement issues.

Coordination with Caltrans and Neighboring Counties

In addition to the planning work underway by MTC and ACTC, Caltrans District 4 is currently finalizing the Bay Area Freight Mobility Study to feed directly into the California Freight Mobility Plan (described below). 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.

On April 29, the Administration introduced the GROW AMERICA Act, or Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America. This four-year surface transportation authorization proposal provides \$302 billion for highways, transit, rail and freight infrastructure. The proposal calls for the creation of a multimodal National Freight Infrastructure program funded at \$10 billion over the four-year period.

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 is in the process of releasing portions of the Draft Plan to the Committee, with the final Draft Plan ready for review this summer and 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.