

**Goods Movement Collaborative
Goods Movement Plan**



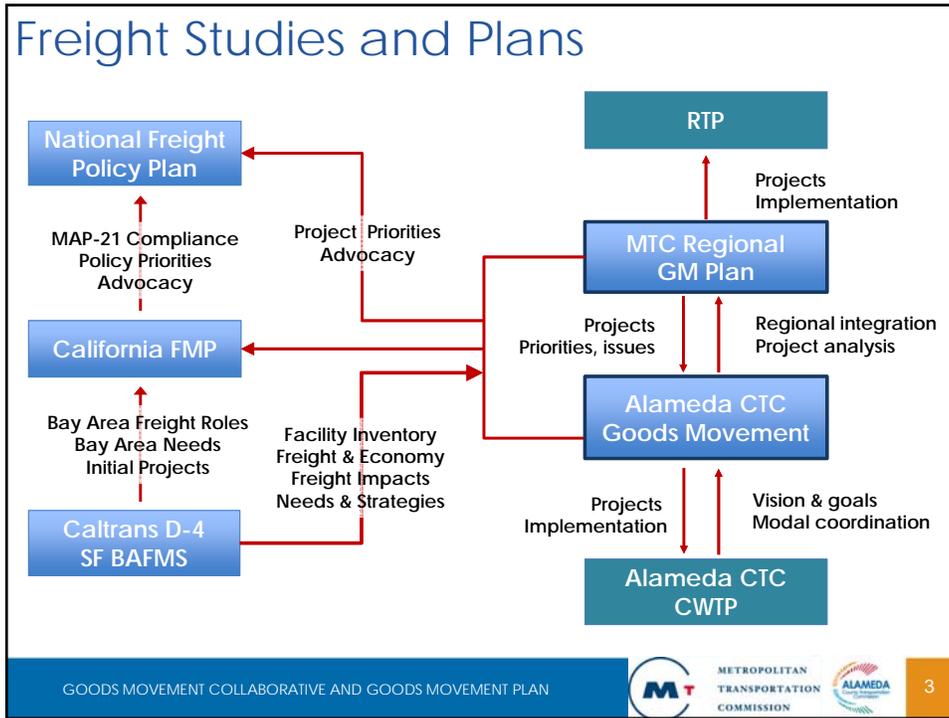
Partnership Technical Advisory Committee
May 19, 2014

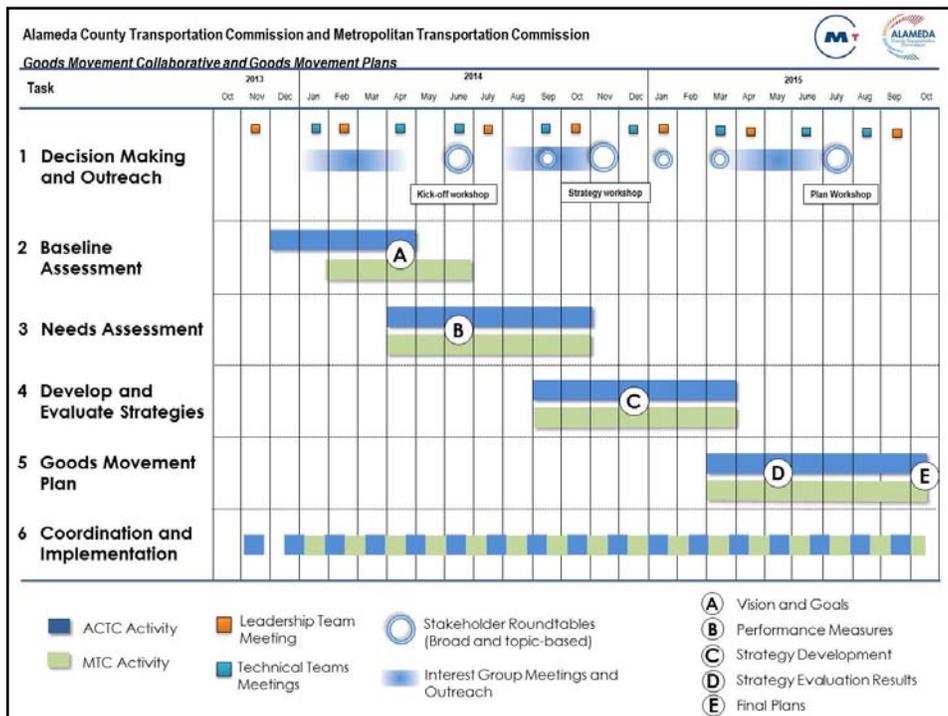
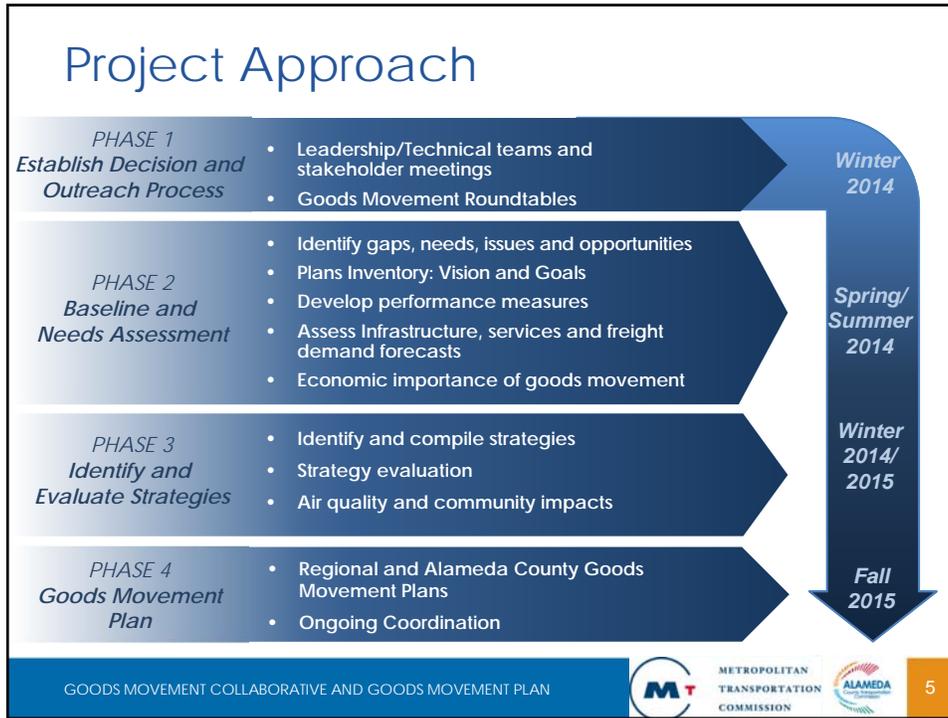
Project Overview and Update

GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN



2





What is Goods Movement?

- Internal and External Drivers and Impacts
- International Trade
- Domestic Trade
- Urban Goods Movement



GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN

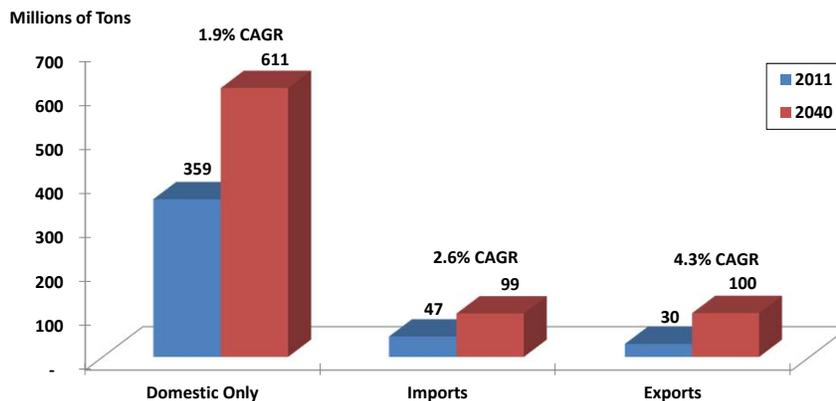


METROPOLITAN
TRANSPORTATION
COMMISSION



7

Goods Movement in the Bay Area by Trade Type – 2011 and 2040



CAGR – Compound Annual Growth Rate

Source: Federal Highway Administration FAF3.

GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN



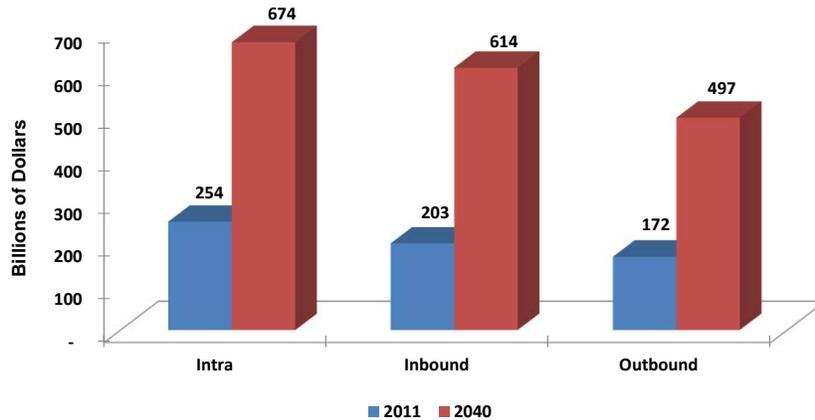
METROPOLITAN
TRANSPORTATION
COMMISSION



8

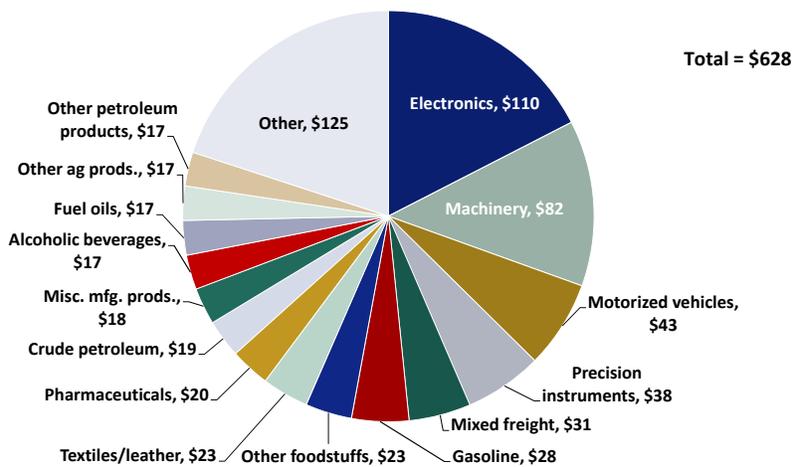
8

Goods Movement in the Bay Area by Movement Type – 2011 and 2040

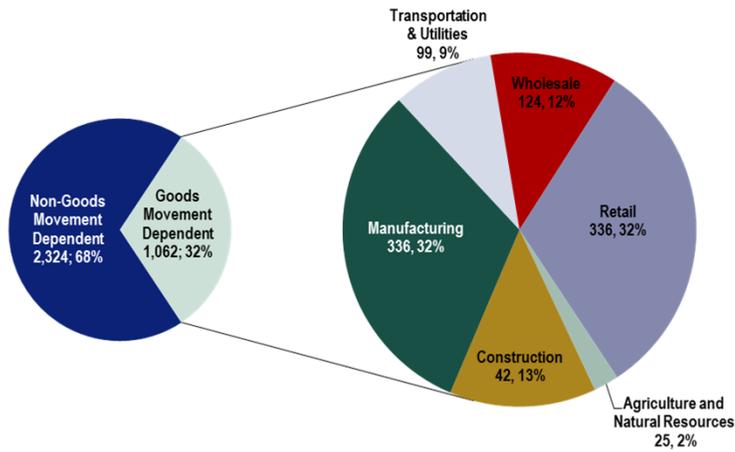


Source: Federal Highway Administration FAF3.

Bay Area Freight Flows by Commodity, 2011- \$Billions



Goods Movement Dependent Industries in the Bay Area



Employment in Bay Area, 2010
in Thousands of Employees

Source: ABAG *Plan Bay Area Economic Forecasts*; factors from CCSCE and Cambridge Systematics Analysis.



Goods Movement Functional Elements

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



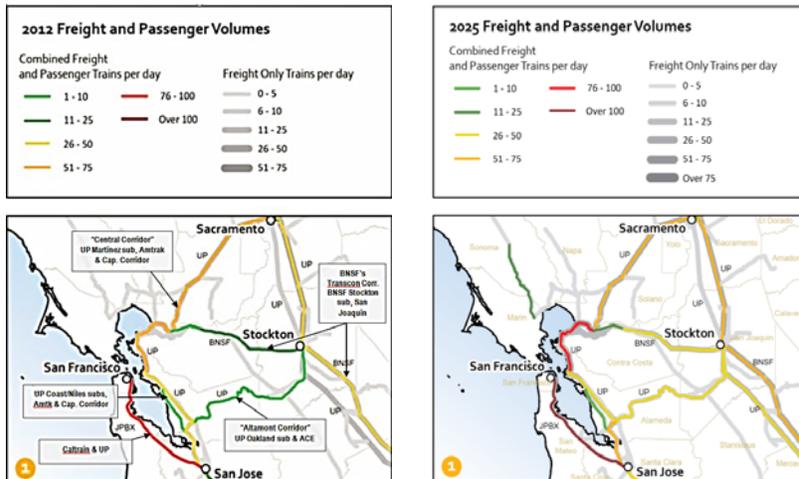
Heavy Truck Movements on Key Corridors-Examples of Data



GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN



Daily Train Volumes in Northern California

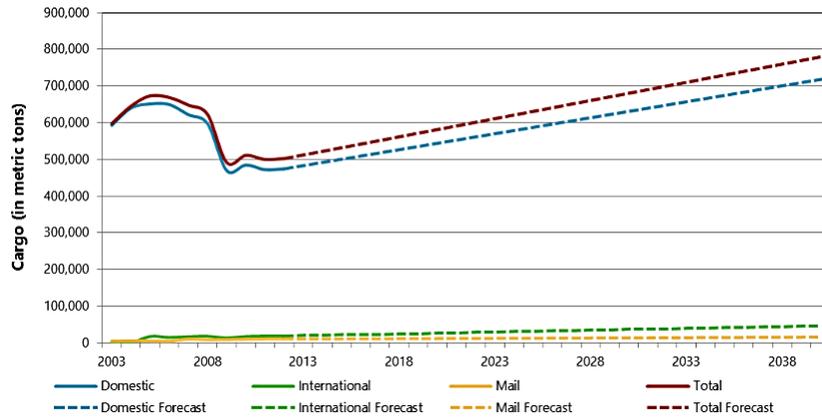


Source: California Rail Plan, 2013.

GOODS MOVEMENT COLLABORATIVE AND GOODS MOVEMENT PLAN

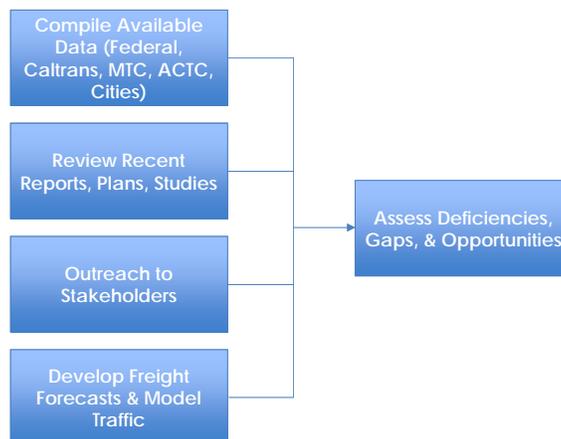


Air Cargo Demand and Forecast, Oakland International Airport



Source: 2013 California Air Cargo Groundside Needs Study, Caltrans.

Assessing Needs



Who Are We Talking To?

- California Trucking Association and trucking firms
- County congestion management agencies
- Alameda County cities
- Alameda Labor Council and ILWU
- California Group and maritime businesses
- Logistics service providers
- Business community – BAC, EBLC, EBEDA, chambers
- Ditching Dirty Diesel Collaborative, public health organizations, and neighborhood groups
- Class I railroads
- Shippers and receivers



Key Goods Movement Trends

- Growth in high-value and bulk commodity exports
- Changing mix of air cargo suggesting need to expand international cargo capabilities
- Growth in transloading of import consumer products
- Growth of international trade on share-use corridors
- Shifting crude supplies leading to increased rail usage
- Income growth driving consumer demand and e-commerce
- Continuing improvement in emissions but needs for continued application of new technologies



Issues and Strategies

Issues

- Turn times at Port of Oakland
- Needed improvements in rail service, transload and bulk terminal availability at Port of Oakland
- Shared-use multi-modal corridor issues – rail and highway
- Local truck route lane widths, geometry, connectivity
- Noise and potential delays at at-grade crossings
- Land use conflicts in industrial corridors
- Truck parking, restrictions and encroachment issues
- Public health and jobs equity

Strategies

- Improved transload centers/bulk terminals and rail access to Port
- Freight ITS at terminals, inter-regional corridors and arterial Smart Corridors
- New and improved multi-modal inter-regional corridors and services
- Arterial corridor plans/truck route guidance – trucks in Complete Streets
- Industrial land use guidance
- Low emission technology and financial incentives
- Bottleneck relief on rail and inter/intra-regional corridors



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



Analysis of Urban Goods Movement and Land Use Issues

- Map locations of major industries and freight generators – identify connectivity issues
- Overlay of PDAs and other modal corridors – identify potential sources of conflict and coordination
- Develop case studies focused on Alameda County to identify access and street design issues and opportunities for different place types
 - *Compile local truck routes and truck traffic data*
 - *Input to comprehensive arterial corridor plans, truck route planning, and Complete Streets guidance*



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*
 - *ITS*



Discussion

- Are there other key issues you would like to see included in the planning work?
- Do you have any goods movement work underway in your area we should be aware of?
- How can we best engage stakeholders in your area?



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 Vision and Goals

Vision

The Goods Movement system will be safe and efficient, provide seamless connections to international and domestic markets to enhance economic competitiveness, and promote innovation while reducing environmental impacts and improving local communities' 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 and well-maintained goods movement facilities.



(3) Increase economic growth and prosperity that supports communities and businesses.



Goods Movement Vision and Goals

Goals (part 2)



(4) Reduce environmental and community 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.



(5) Promote innovative technology strategies to improve the efficiency of the goods movement system.



Goods Movement Performance Measures

Developing Draft Performance Measures

- Identify performance measures to support decision-making
- Needs assessment, strategy identification and evaluation, monitoring plan

Performance Measures in Goods Movement Plans

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

Performance Measure Example From San Joaquin Valley

San Joaquin Valley Interregional Goods Movement Plan Metrics

- **Mobility** Performance Measure:
 - *Valleywide model – delay reduction*
 - *Last mile connectors – connect to key facilities*
 - *Reinforcing prior goods movement investments*
 - *Non-highway improvements in travel times*
- **Economic** Performance Measure
 - *Value of mobility improvements and multiplier effects*
 - *Jobs created or retained and multiplier effects*
- **Environmental/Community** Performance Measure
 - *Highway emissions improvements from model*
 - *Historic accident data*



San Joaquin Valley Qualitative Analysis and Packaging

- Long-term, vision projects and policies
 - *Regional significance*
 - *Addressing critical issues not adequately addressed by conventional projects*
- Portfolio approach
 - *Projects ranked highly on all criteria and mix of highly ranked projects on each individual criteria*
 - *Mix of:*
 - projects and policies
 - near-term and long-term strategies
 - modes
 - Geography



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
- Next meeting: July PTAC
 - *Performance Measures*
 - *Additional baseline and needs assessment information*