



# Metropolitan Transportation Commission

101 Eighth Street,  
Joseph P. Bort  
MetroCenter  
Oakland, CA

## Meeting Agenda

### Planning Committee

*MTC Committee Members:*

*James P. Spering   Anne W. Halsted*

*Alicia C. Aguirre, Scott Haggerty,  
Steve Kinsey, Sam Liccardo, Julie Pierce*

*Non-Voting Members: Tom Azumbrado, Dorene M. Giacomini*

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Friday, December 11, 2015

9:10 AM

Lawrence D. Dahms Auditorium

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This meeting is scheduled to be audiocast live on MTC's Web site: [www.mtc.ca.gov](http://www.mtc.ca.gov)

#### 1. Roll Call / Confirm Quorum

*Quorum: A quorum of this committee shall be a majority of its regular voting members (4).*

#### 2. Consent Calendar

- 2a.     [15-1045](#)     Minutes of the November 13, 2015 Meeting

**Action:**             Committee Approval

**Attachments:**     [2a\\_MTC Minutes\\_Nov 2015.pdf](#)

#### 3. Approval

- 3a.     [15-1055](#)     Mega-Region Planning and Collaboration - MTC Resolution No. 4209

Given that many transportation, labor, housing, land use, economic and other system boundaries extend beyond the nine-county Bay Area, staff recommends establishing a Mega-Region Working Group to include MTC, San Joaquin Council of Governments, and the Sacramento Council of Governments. The Mega-Regional Working Group would include two to four Board members and senior staff from each MPO and meet at least three times each year to identify issues of common interest and recommend joint activities for consideration by the three governing boards.

**Action:**             Commission Approval

**Presenter:**       Ken Kirkey

**Attachments:**     [3a Mega-Region Planning and Collaboration - MTC Resolution No. 4209.pdf](#)

**4. Information****4a. [15-1048](#)****Core Capacity Transit Study**

Update on the Core Capacity Transit Study, a multi-agency effort to investigate short, medium, and long term transit solutions to address capacity issues to the San Francisco central business district.

**Action:** Information

**Presenter:** Matt Maloney

**Attachments:** [4a Core Capacity Transit Study.pdf](#)

**4b. [15-1049](#)****Regional Goods Movement Collaborative and Plan**

Presentation of the draft Regional Goods Movement Plan, recommending packages of infrastructure investments, policies and programs to promote the goals of quality of life, safety & reliability, innovation and economic prosperity set forth in the project vision and goals.

**Action:** Information

**Presenter:** Matt Maloney

**Attachments:** [4b Regional Goods Movement Collaborative and Plan.pdf](#)

**5. Public Comment / Other Business****6. Adjournment / Next Meeting**

**The next meeting of the MTC Planning Committee will be January 8, 2016, 9:10 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.**

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 510.817.5757 or 510.810.5769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 510.817.5757 或 510.817.5769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Titulo VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



# Metropolitan Transportation Commission

101 Eighth Street,  
Joseph P. Bort MetroCenter  
Oakland, CA

## Legislation Details (With Text)

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**File #:** 15-1045      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 11/10/2015      **In control:** Planning Committee  
**On agenda:** 12/11/2015      **Final action:**  
**Title:** Minutes of the November 13, 2015 Meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a\\_MTC\\_Minutes\\_Nov\\_2015.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the November 13, 2015 Meeting

**Recommended Action:**  
Committee Approval

### Attachments



101 Eighth Street,  
Joseph P. Bort  
MetroCenter  
Oakland, CA

## Meeting Minutes - Draft

### Joint MTC Planning Committee with the ABAG Administrative Committee

#### *MTC Committee Members:*

*James P. Spering, Chair   Anne W. Halsted, Vice Chair*

*Alicia C. Aguirre, Scott Haggerty, Steve Kinsey*

*Sam Liccardo, Julie Pierce*

*Non-Voting Members: Tom Azumbrado, Dorene M. Giacopini*

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Friday, November 13, 2015

9:30 AM

Lawrence D. Dahms Auditorium

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#### **1. Roll Call / Confirm Quorum**

**Present:** 7 - Chairperson Spering, Vice Chair Halsted, Commissioner Aguirre, Commissioner Haggerty, Commissioner Kinsey, Commissioner Liccardo and Commissioner Pierce

Non-Voting Member Present: Commissioner Giacopini

Non-Voting Member Absent: Commissioner Azumbrado

Ex Officio Voting Members Present: Commission Chair Cortese and Commission Vice Chair Mackenzie

Ad Hoc Non-Voting Members Present: Commissioner Bates, Commissioner Campos, Commissioner Rein Worth and Commissioner Wiener

ABAG Administrative Committee members present were: Cortese, Eklund, Gupta, Haggerty, Harrison, Mar, Pierce, and Spering.

#### **2. Pledge of Allegiance**

#### **3. MTC Compensation Announcement - Committee Secretary**

#### **4. ABAG Compensation Announcement - Clerk of the Board**

## 5. Consent Calendar

Approval of the Consent Calendar

**Upon the motion by Vice Chair Halsted and second by Commissioner Kinsey, the Consent Calendar was unanimously approved by the following vote:**

**Aye:** 6 - Chairperson Spering, Vice Chair Halsted, Commissioner Aguirre, Commissioner Haggerty, Commissioner Kinsey and Commissioner Pierce

**Absent:** 1 - Commissioner Liccardo

5a. [15-1013](#) MTC - Minutes of the October 9, 2015 Meeting

**Action:** MTC Planning Committee Approval

Commissioner Liccardo arrived after the approval of the Consent Calendar

6. [15-1014](#) ABAG - Minutes of the October 9, 2015 Meeting

**Action:** ABAG Administrative Committee Approval

## 7. Approval

7a. [15-1015](#) MTC Resolution No. 4204, Revised. Remaining Performance Targets.

Recommendation for performance targets not already adopted (adequate housing, displacement risk, jobs / wages, and goods movement).

**Action:** Commission Approval

**Presenter:** Dave Vautin, MTC and Pedro Galvao, ABAG

The following individuals spoke on this item:

David Zisser of Public Advocates;

Louise Averhahn of Working Partnerships;

Reverend Kirsten Snow Spalding of San Mateo County Union Community Alliance;

Bob Allen of Urban Habitat;

Clarrissa Cabansagan of Transform;

Tim Frank of the Center for Sustainable Neighborhoods;

Matt Vander Sluis of Greenbelt Alliance;

Ken Bukowski;

Scott Lane;

Alex Lantsberg of Northern California Carpenters Regional Council; and

Rick Auerback of West Berkeley Artisans and Industrial Companies

**Upon the motion by Commissioner Haggerty and second by Vice Chair Halsted, MTC Resolution No. 4204, Revised, the Remaining Performance Targets, with the addition of a methodology footnote related to the Adequate Housing target (target #2) was approved and forwarded to the Commission for approval. The motion carried by the following vote:**

**Aye:** 7 - Chairperson Spering, Vice Chair Halsted, Commissioner Aguirre, Commissioner Haggerty, Commissioner Kinsey, Commissioner Liccardo and Commissioner Pierce

## 8. Information

- 8a. [15-1019](#) Plan Bay Area 2040 Scenario Planning Approach and Draft Scenario Concepts

Presentation on the approach for development of the Plan Bay Area 2040 scenarios.

**Action:** Information

**Presenter:** Miriam Chion, ABAG and Ken Kirkey, MTC

The following individuals spoke on this item:

Matt Vander Sluis of Greenbelt Alliance;

Scott Lane; and

Carl Anthony of Breakthrough Communities

- 8b. [15-1028](#) Follow-up to MTC Commission and ABAG Administrative Committee Actions of October 28, 2015.

The Committee members discussed next steps related to action taken on October 28, with respect to the development of a MTC/ABAG Merger Study and Merger Implementation Plan.

**Action:** Information

**Presenter:** Alix Bockelman, MTC and Bradford Paul, ABAG

Matt Vander Sluis of Greenbelt Alliance was called to speak

## 9. Public Comment / Other Business

## **10. Adjournment / Next Meeting**

**The next meeting of the MTC Planning Committee will be December 11, 2015, 9:10 a.m. with the Joint MTC Planning Committee with the ABAG Administrative Committee beginning at 10 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.**



# Metropolitan Transportation Commission

101 Eighth Street,  
Joseph P. Bort MetroCenter  
Oakland, CA

## Legislation Details (With Text)

**File #:** 15-1055      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 11/12/2015      **In control:** Planning Committee  
**On agenda:** 12/11/2015      **Final action:**  
**Title:** Mega-Region Planning and Collaboration - MTC Resolution No. 4209

Given that many transportation, labor, housing, land use, economic and other system boundaries extend beyond the nine-county Bay Area, staff recommends establishing a Mega-Region Working Group to include MTC, San Joaquin Council of Governments, and the Sacramento Council of Governments. The Mega-Regional Working Group would include two to four Board members and senior staff from each MPO and meet at least three times each year to identify issues of common interest and recommend joint activities for consideration by the three governing boards.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [3a Mega-Region Planning and Collaboration - MTC Resolution No. 4209.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

Mega-Region Planning and Collaboration - MTC Resolution No. 4209

Given that many transportation, labor, housing, land use, economic and other system boundaries extend beyond the nine-county Bay Area, staff recommends establishing a Mega-Region Working Group to include MTC, San Joaquin Council of Governments, and the Sacramento Council of Governments. The Mega-Regional Working Group would include two to four Board members and senior staff from each MPO and meet at least three times each year to identify issues of common interest and recommend joint activities for consideration by the three governing boards.

### Presenter:

Ken Kirkey

### Recommended Action:

Commission Approval

### Attachments



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 3a  
Joseph P. Bort MetroCenter  
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Oakland, CA 94607-4700  
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## *Memorandum*

TO: Planning Committee

DATE: December 4, 2015

FR: Executive Director

RE: Mega-Region Planning and Collaboration - MTC Resolution No. 4209

### **Background**

In May and September, a group of MTC Commissioners joined colleagues from our neighboring Metropolitan Planning Organizations (MPOs) - the Sacramento Area Council of Governments (SACOG) and the San Joaquin Council of Governments (SJCOG) - to discuss issues that are common to the three regions encompassed in the Northern California "Mega-Region." These issues include Goods Movement, Jobs/Housing Imbalances, Regional Passenger Rail Initiatives, a northern California Economic Development Study and each of the region's Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCS). The meetings were productive, and a key outcome of the September meeting in Stockton was that each MPO would appoint two to four elected officials to an advisory council referred to as the Mega-Region Working Group.

This effort was originally suggested through discussions amongst the executive directors of the three MPOs. The three agencies have had a good working relationship throughout the years but the combined efforts have rarely risen to policy-level decision making. Inter-regional collaboration has become more important over time given the growing connectedness of our regions and the importance of ensuring that each region's RTP/SCS is well aligned with those of its neighboring regions.

MTC Resolution No. 4209 would establish and formalize the role of the Mega-Region Working Group. Among the coordination activities identified for the working group are:

- Meet three times annually to identify issues of common interest and recommend joint activities;
- Coordinate RTP/SCS issues of mutual interest; and
- Participate in joint data gathering and analysis.

Both SACOG and SJCOG have approved similar resolutions in the past few months.

The first meeting of the three MPO Board members took place in Sacramento at the offices of SACOG and the second in Stockton at the offices of SJCOG. The next meeting - as a more formal Mega-Region Working Group - will be at MTC in early 2016. MTC Commissioners participating in the September meeting were Commissioners Baker, Haggerty, Mackenzie, and Spering.

**Recommendation**

Staff recommends that the Planning Committee refer Resolution No. 4209 to the Commission for approval. Further, staff recommends that the chair appoint up to four Commissioners to the Mega-Region Working Group.



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Steve Heminger

Attachment: MTC Resolution No. 4209

SH: kk

J:\COMMITTEE\Planning Committee\2015\12\_PLNG\_Dec 2015\3a\_Megaregion\_Memo\_kk - 11-19-15.docx

Date: December 16, 2015  
W.I.: 1121  
Referred by: Planning Committee

ABSTRACT

Resolution No. 4209

This resolution establishes and formalizes the role of MTC in the Mega-Region Working Group comprised of MTC, the Sacramento Area Council of Governments (SACOG) and the San Joaquin Council of Governments (SJCOG).

Further discussion of this action is contained in the MTC Executive Director's Memorandum to the Planning Committee dated December 4, 2015.

Date: December 16, 2015  
W.I.: 1121  
Referred by: Planning Committee

Re: Establish Mega-Region Working Group

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4209

WHEREAS, there is substantial and increasing evidence that mega-regions, or mega-metropolitan areas, are the functional geographic scale for many natural, transportation, labor, housing, land use, economic and other systems; and

WHEREAS, various recent studies and analyses have identified an existing mega-region geography inclusive of the 9 member counties and 101 cities of the Metropolitan Transportation Commission, the 6 counties and 22 cities of the Sacramento Council Area of Governments, and the county and 6 cities of the San Joaquin Council of Governments; and

WHEREAS, it is not possible for any one of the regional planning organizations to optimize the provision of services to its residents without considering and addressing the cross-border impacts and influences on and from the residents of the other two regional planning organizations; and

WHEREAS, federal, state and philanthropic programs, policies, regulations and funding are increasingly encouraging coordinated planning and action between organizations functioning within the same mega-region; and

WHEREAS, the governing boards of these three Metropolitan Planning Organizations conclude it is in the interests of their residents and employees to build on and enhance the existing substantial coordination and cooperation between these organizations; now therefore, be it

RESOLVED, that the Metropolitan Transportation Commission will participate with the Sacramento Council Area of Governments and the San Joaquin Council of Governments to do the following:

1. Establish a Mega-Region Working Group by designating two to four Board members and senior staff from each Metropolitan Planning Organization (MPO) to meet at least three times each year to identify issues of common interest and recommend joint activities for consideration by the three governing boards;

2. Coordinate the Regional Transportation Plan/Sustainable Communities Strategies of the organizations to optimize the performance of the plans and make efficient the work effort required to produce them, with particular emphasis on jobs-housing balance issues between the three MPOs, improving transportation infrastructure for all modes of transportation, making easier the flow of goods within the mega-region and in and out of the mega-region, and growing in a way that protects essential natural resources such as air, water and farmland.
3. Participate in joint data gathering and analysis, research, planning, service delivery and policy-making activities to enhance the quality of life and economic prosperity of the mega-region and work with private, higher education and civic organizations as appropriate to conduct this work;
4. Continually update and analyze data and research on the geography of the mega-region and recommend any appropriate changes to the Mega-Region Working Group, initially and specifically considering the addition of the Association of Monterey Bay Area Governments serving Monterey, San Benito and Santa Cruz counties, and the Tahoe Regional Planning Agency and the Regional Transportation Commission serving Reno and Washoe County, Nevada.
5. Pursue additional ways to integrate the staff-work of the three organizations to improve effectiveness and efficiency;
6. Partner with each other and organizations from other sectors to hold a biennial conference that highlights key shared issues within the mega-region;
7. Conduct other activities to enhance the performance of the mega-region as identified by the mega-region Working Group and, when appropriate, approved by the three governing boards.

METROPOLITAN TRANSPORTATION COMMISSION

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Dave Cortese, Chair

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held in  
Oakland, California, on December 16, 2015.



# Metropolitan Transportation Commission

101 Eighth Street,  
Joseph P. Bort MetroCenter  
Oakland, CA

## Legislation Details (With Text)

**File #:** 15-1048      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 11/10/2015      **In control:** Planning Committee  
**On agenda:** 12/11/2015      **Final action:**  
**Title:** Core Capacity Transit Study

Update on the Core Capacity Transit Study, a multi-agency effort to investigate short, medium, and long term transit solutions to address capacity issues to the San Francisco central business district.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a\\_Core Capacity Transit Study.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Core Capacity Transit Study

Update on the Core Capacity Transit Study, a multi-agency effort to investigate short, medium, and long term transit solutions to address capacity issues to the San Francisco central business district.

**Presenter:**

Matt Maloney

**Recommended Action:**

Information

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 4a  
Joseph P. Bort MetroCenter  
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Oakland, CA 94607-4700  
Tel: 510.464.7700  
TDD/TTY: 510.464.7769  
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## *Memorandum*

TO: Planning Committee

DATE: December 4, 2015

FR: Executive Director

RE: Core Capacity Transit Study

### **Background**

The Core Capacity Transit Study (CCTS) is an ongoing, multi-agency effort to evaluate and prioritize short-, medium-, and long-term transit investments and strategies to address existing and forecasted capacity constraints serving the San Francisco central business district, or Core. The investment and policy priorities of the study will be advanced for further consideration in Plan Bay Area 2040. MTC is the lead agency on the study, working in close partnership with AC Transit, BART, Caltrain, SFCTA, SFMTA, and WETA. The study will recommend a preferred investment package in spring 2016, and issue a final report in early 2017.

### **Study Overview**

Every day, transit operators move hundreds of thousands of people into and out of San Francisco's Core, which includes portions of the Financial District, South of Market (SoMa), Mid-Market, and Mission Bay neighborhoods. Facing increasingly crowded conditions as the region and transit ridership continues to grow, our transit system is challenged to deliver quality service to riders both now and in the future. Carpooling - both formal and casual - also plays a major role in providing commuters an alternative to driving alone to work in the Bay Bridge corridor.

The CCTS Study Area includes two primary transit corridors: the Transbay Corridor and the San Francisco Metro Corridor. The Transbay corridor focuses on investments to transport commuters on BART, AC Transit and WETA (San Francisco Bay Ferries) from the East Bay, as well as exploring potential new connections across the Bay. The San Francisco Metro Corridor focuses on Muni's light rail and bus network, Caltrain's peninsula service to San Francisco, and BART service through the southern neighborhoods of San Francisco.

### **Progress to Date**

To date, the study has completed the following interim technical work:

- 1) Guiding Principles: a set of consensus principles to guide the project and policy evaluation process.
- 2) Market Assessment for the San Francisco Core: an assessment of employment and market trends and the development of a range of future employment growth scenarios for subareas within the Core.
- 3) Initial Engineering: a review of potential tunnel crossing landing locations and corridors for a second transit tube crossing of San Francisco Bay, with a focus on potential tunneling techniques and technologies.
- 4) Transbay Corridor Capacity and Demand Analysis and Problem Statement: a detailed analysis of current and future conditions in the transbay corridor, focusing on existing capacity, future growth projections, and planned investments.

- 5) SF Metro Corridor Capacity and Demand Analysis and Problem Statement: a similar analysis to the above, focused on the major corridors serving the Core from the south and west sides of the City.
- 6) Candidate Projects: a list of projects and policies to be considered for inclusion in the study's investment packages.

### **Transbay Corridor Capacity and Demand**

The study has focused considerable attention on an analysis of current and future conditions in the Transbay Corridor. Transit demand has experienced explosive growth in this corridor over recent years. Morning peak-hour transit demand grew by 35% from 2010-2014 and is currently operating over the operators' capacity standard. The Bay Bridge continues to operate at capacity for automobile trips, which erodes the speed and reliability of Transbay bus services. From 2010 to 2014, reported rates of high-occupancy vehicle transactions fell from 29% to 28% during the AM peak period. Without an improvement in vehicle occupancy, under current conditions there is no capacity to add new trips on the Bay Bridge.

The region has committed to funding and delivering a number of short and medium term transit investments to add transit capacity. The Core Capacity Challenge Grant (MTC Resolution 4123) targets federal, state, and regional funds to high-priority transit capital projects between FY 2014-15 and FY 2029-30. When delivered, these investments, plus new and increased WETA service, will increase corridor transit capacity by roughly 33 percent - no mean feat.

Under the study's forecast scenarios, without other investments, transit in the near term will continue to experience at-capacity or over-capacity conditions. In the medium and long term, the planned capacity investments will need to be delivered in order to reduce the length of time demand will exceed capacity. Additional investments and strategies to increase capacity in the short, medium and long term will be developed through this study. These investments and strategies must be right-sized to meet demand.

### **Stakeholder Engagement Process**

The study is seeking input from interested groups and individuals throughout the process. The study team has conducted a series of one-on-one meetings with business, environmental, and equity groups. Official public outreach activities for the study will be coordinated with Plan Bay Area 2040 events during 2016.

### **Next Steps**

The study's project management team is finalizing a candidate list of strategies and will develop investment packages by early 2016 to communicate alternatives to policy makers and the public. These packages will be evaluated in close coordination with Plan Bay Area 2040's project performance assessment, and the study will devote additional resources toward assessing impacts on transit crowding, reliability, redundancy, and other measures. A preferred investment package will be developed and recommended in spring 2016 for the region's consideration in Plan Bay Area 2040.



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Steve Heminger

# Core Capacity Transit Study: Project Update



**MTC Planning Committee**  
**December 11, 2015**

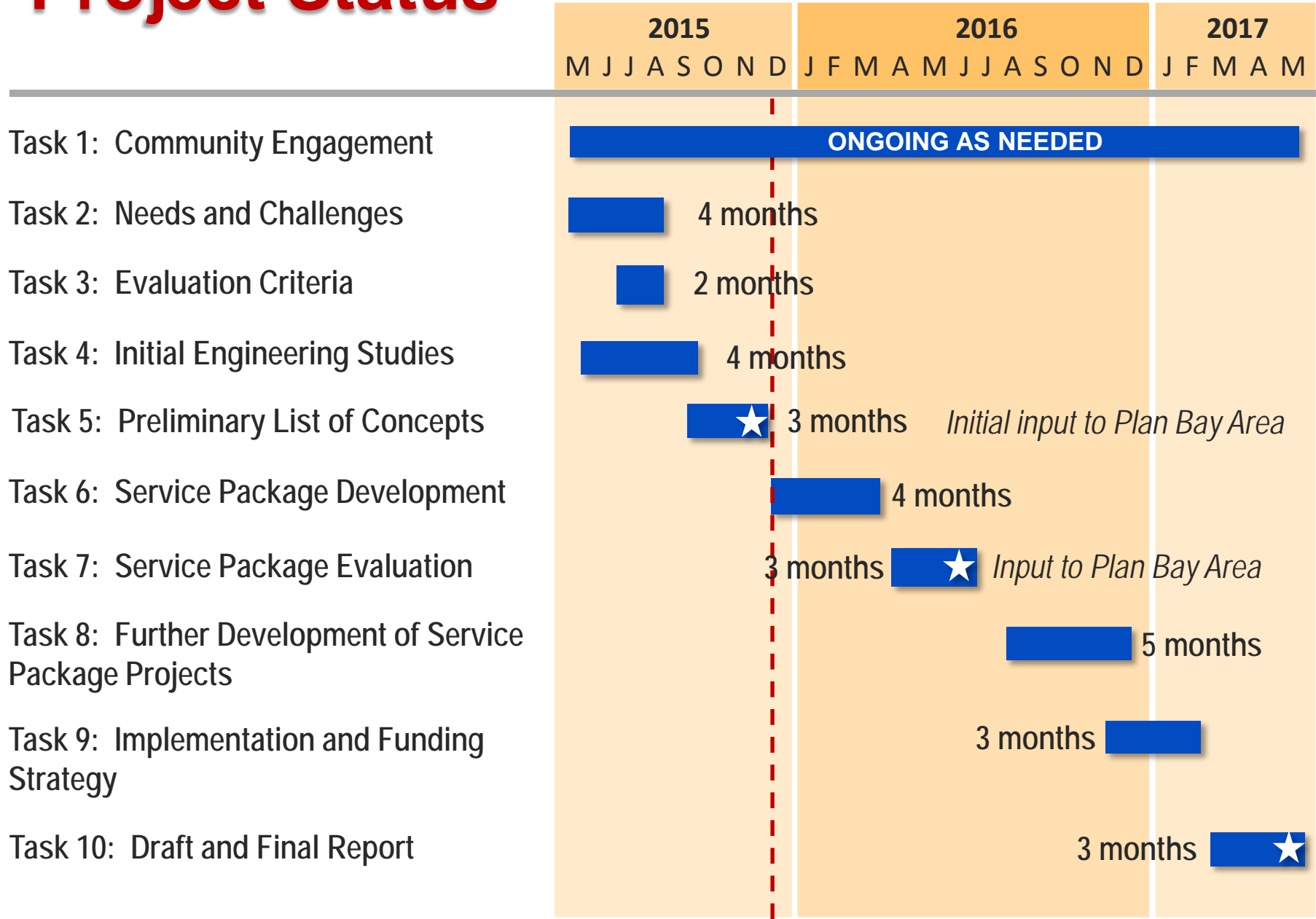
# Study Purpose

- Multi-agency effort to develop future planning and funding initiatives that will inform Plan Bay Area 2040

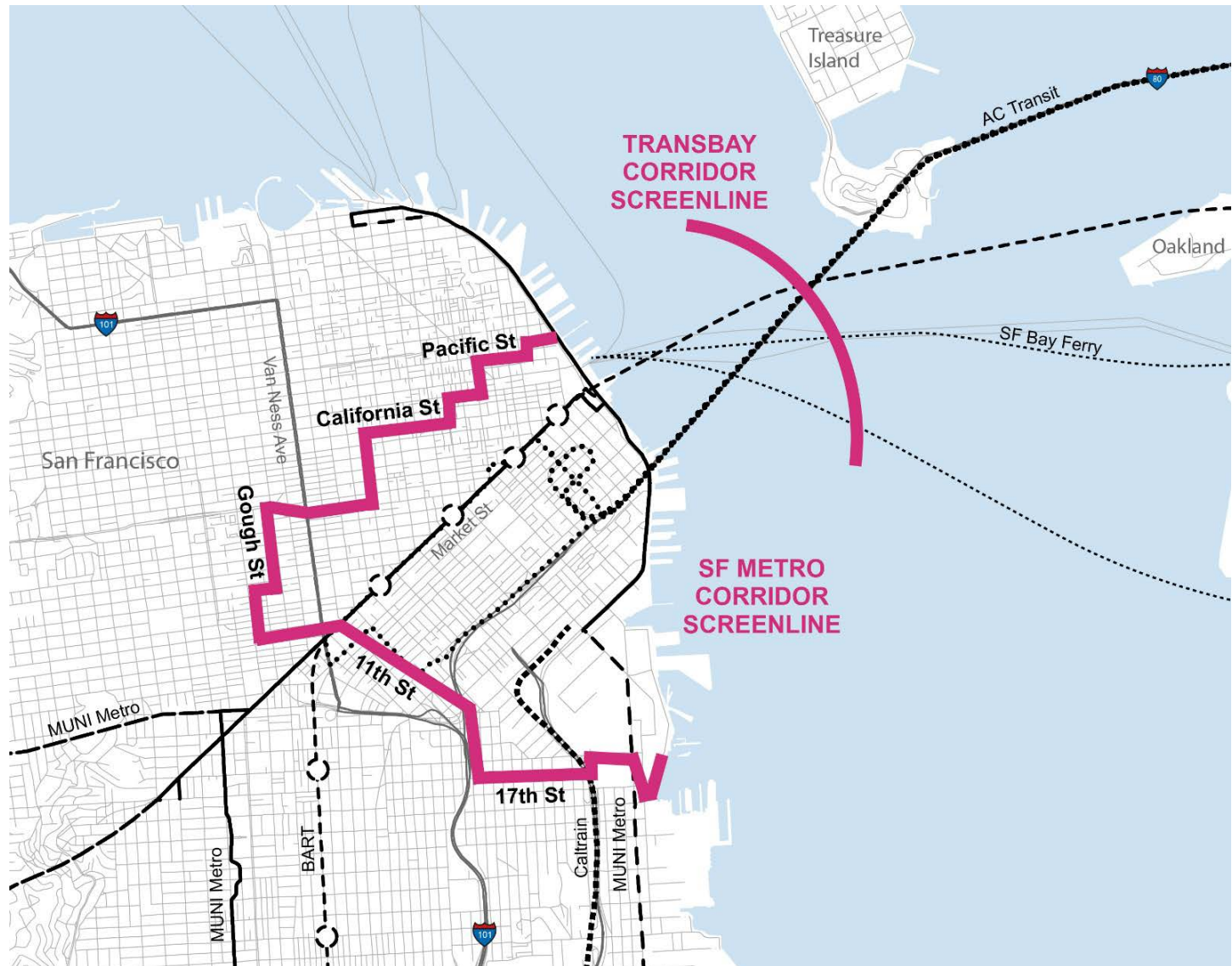


- Builds off completed & current initiatives, including Core Capacity Challenge Grant Program (MTC Res. 4123)
- Recognition of the need to investigate *short, medium, and long term* transit solutions to address the economy-driven capacity issues to the San Francisco core
  - Solutions will be evaluated, prioritized, and bundled into service packages of strategies, policies and investments

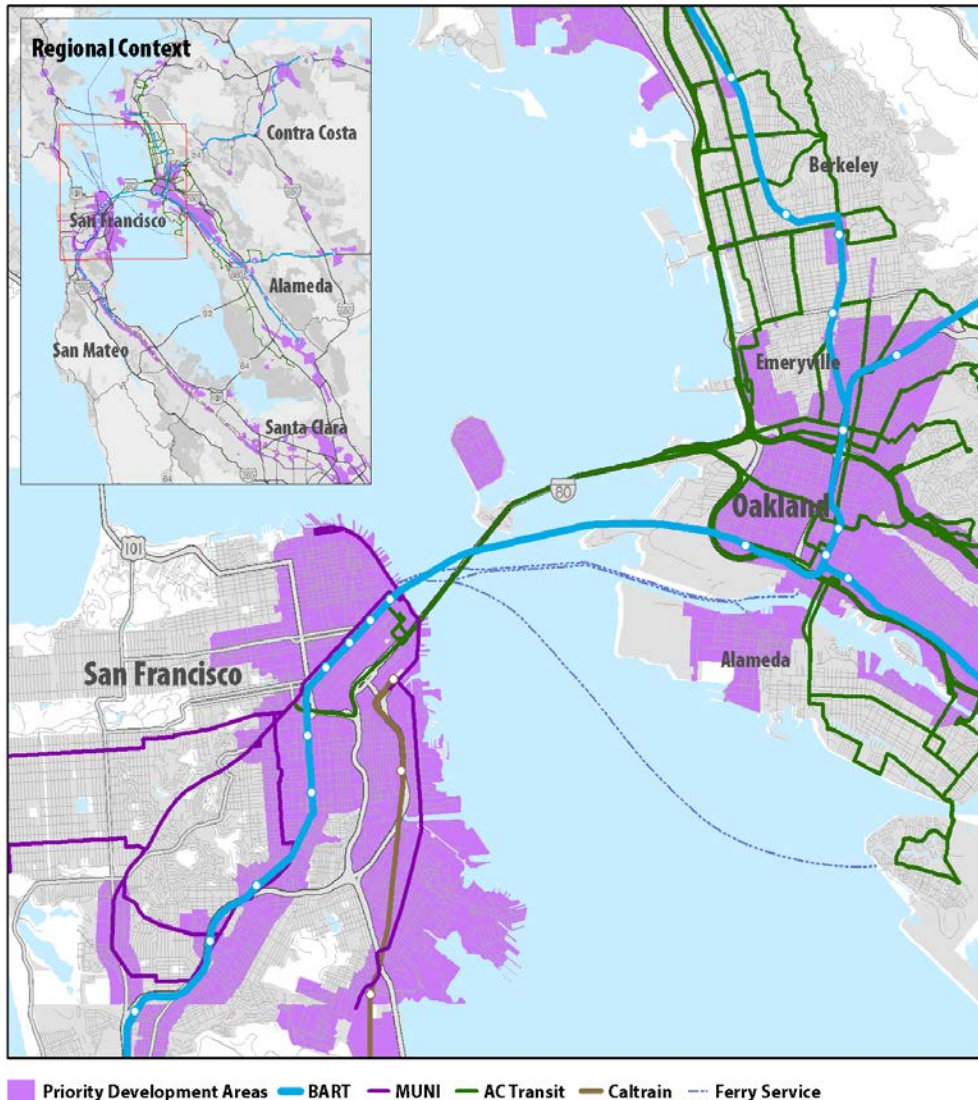
# Project Status



# Study Area and Corridors



# Trends



- BART and AC Transit Transbay services experiencing record ridership
- Between 2010 and the end of 2014, the number of jobs in San Francisco grew by 25 percent
- Study's market assessment projects 100,000-140,000 new jobs in the SF Core between 2015-2040.

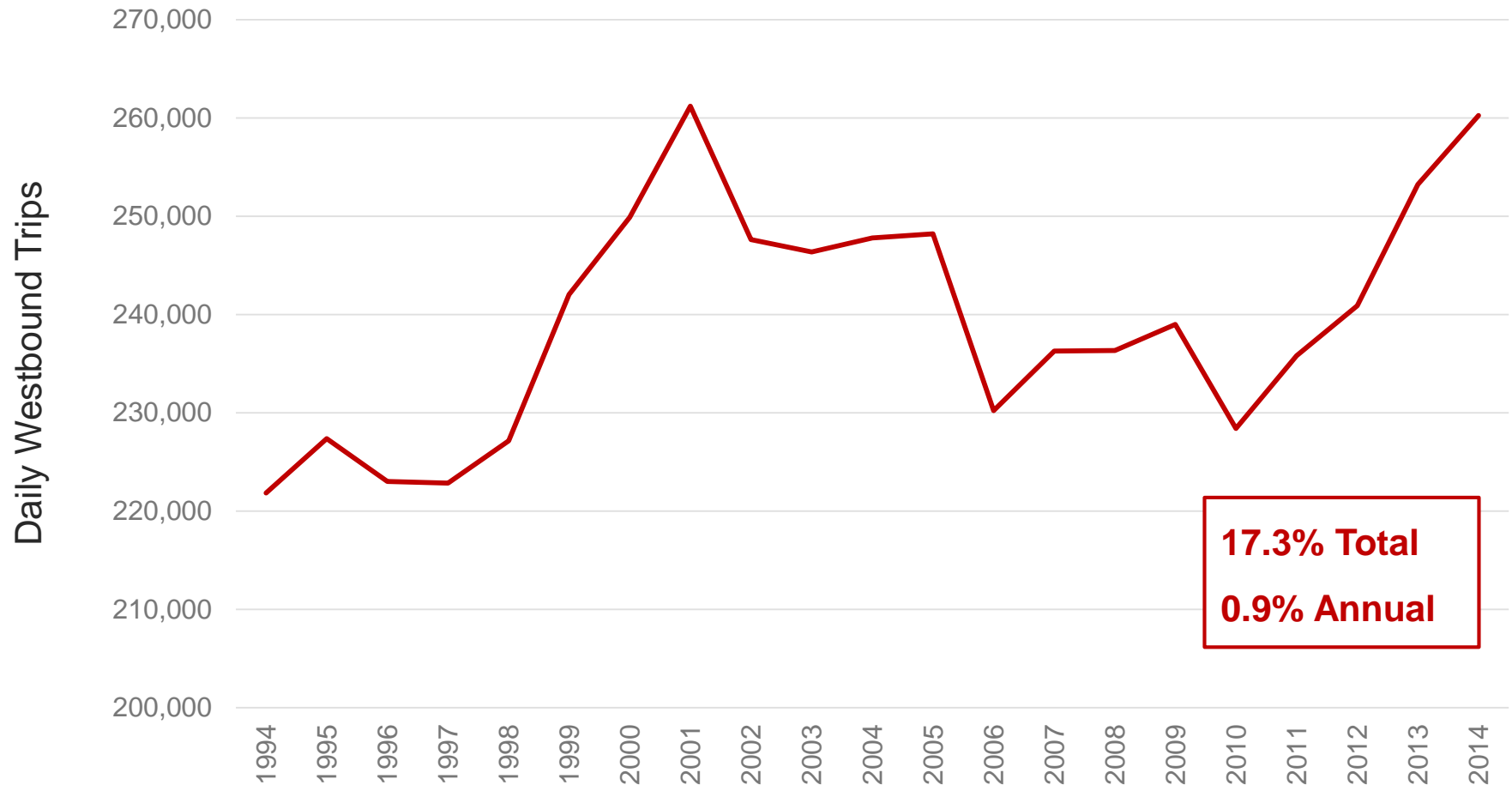
# Current Conditions: Transbay Transit Trips (Westbound AM Peak Hour)

## 2014 Transit Trips

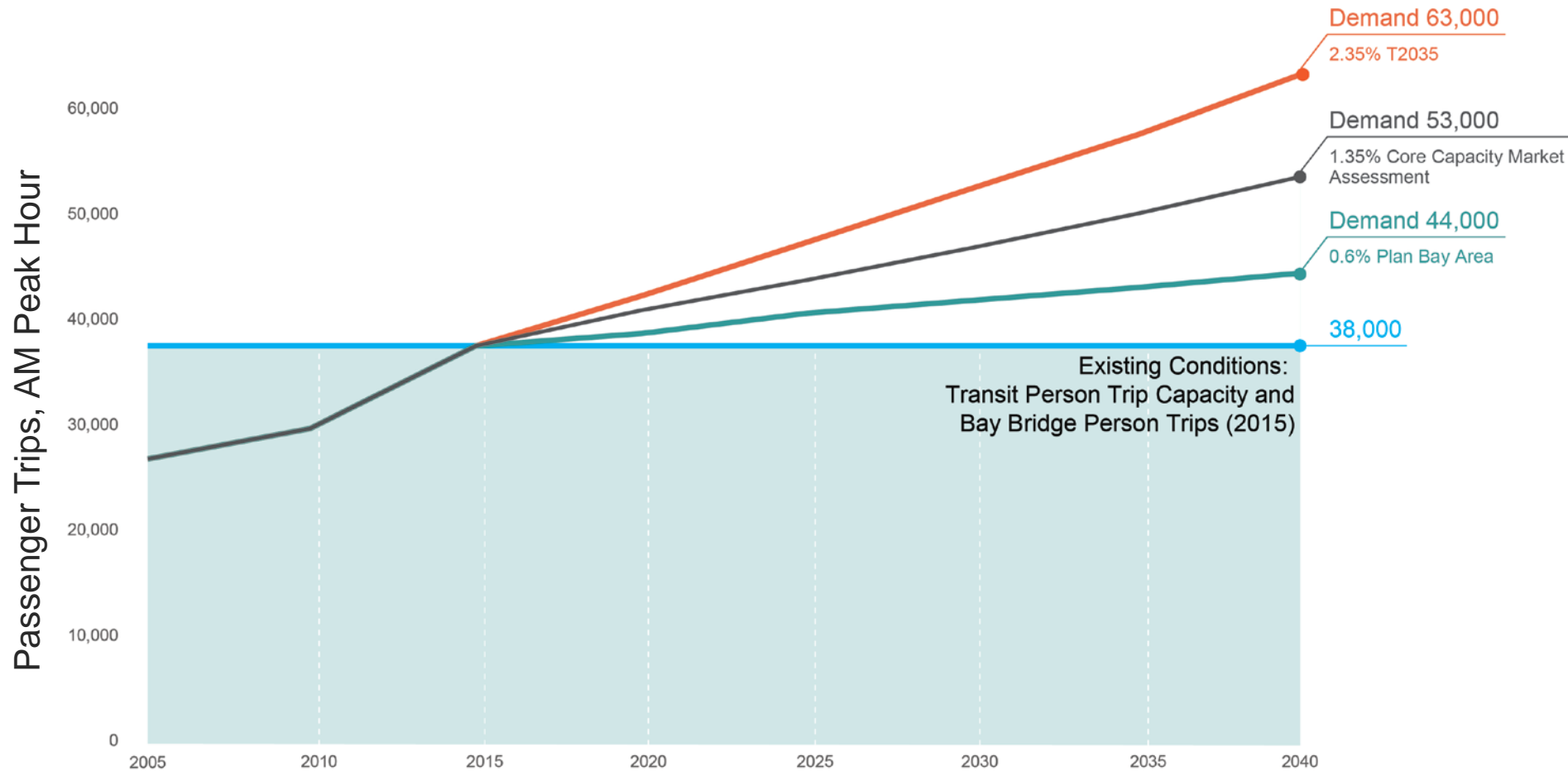
	BART		AC Transit		WETA		Other Bus		Total
	#	% of transit trips	#	% of transit trips	#	% of transit trips	#	% of transit trips	
Person Trips	23,664	86%	2,546	9%	1,008	4%	180	1%	27,398

- Peak-hour transit demand grew by 35% from 2010-2014.
- There is **limited additional transit capacity** under current conditions—operating **at 101% of the** overall capacity standard.
- ~10,000 auto person trips *to the core* in the AM peak hour, so roughly ~38,000 people overall.
- Without a change in mode split or vehicle occupancy, under current conditions **there is no capacity to add auto new trips** on the Bay Bridge.

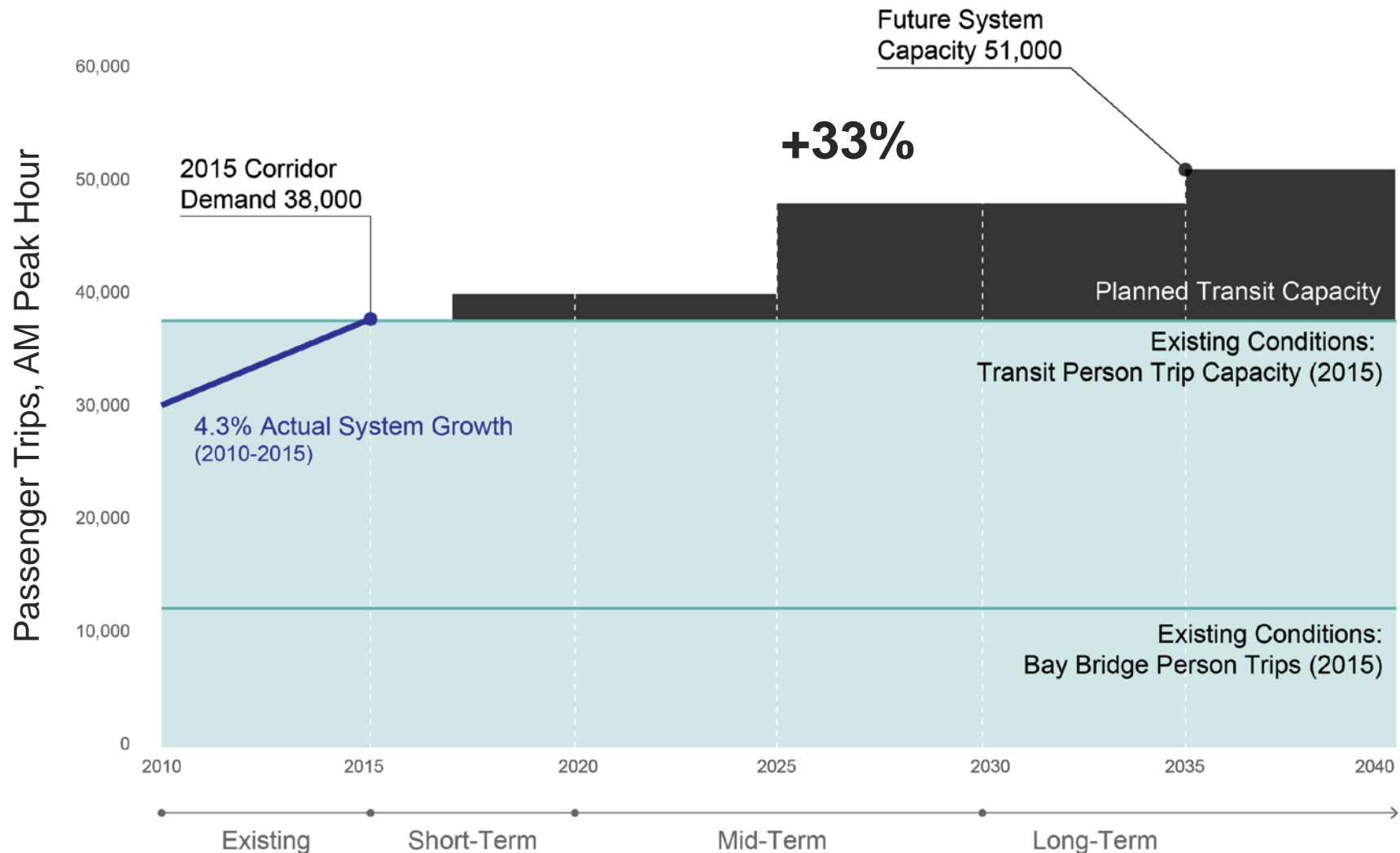
# Transbay Corridor Historical Growth: All Daily Travel (Auto + Transit)



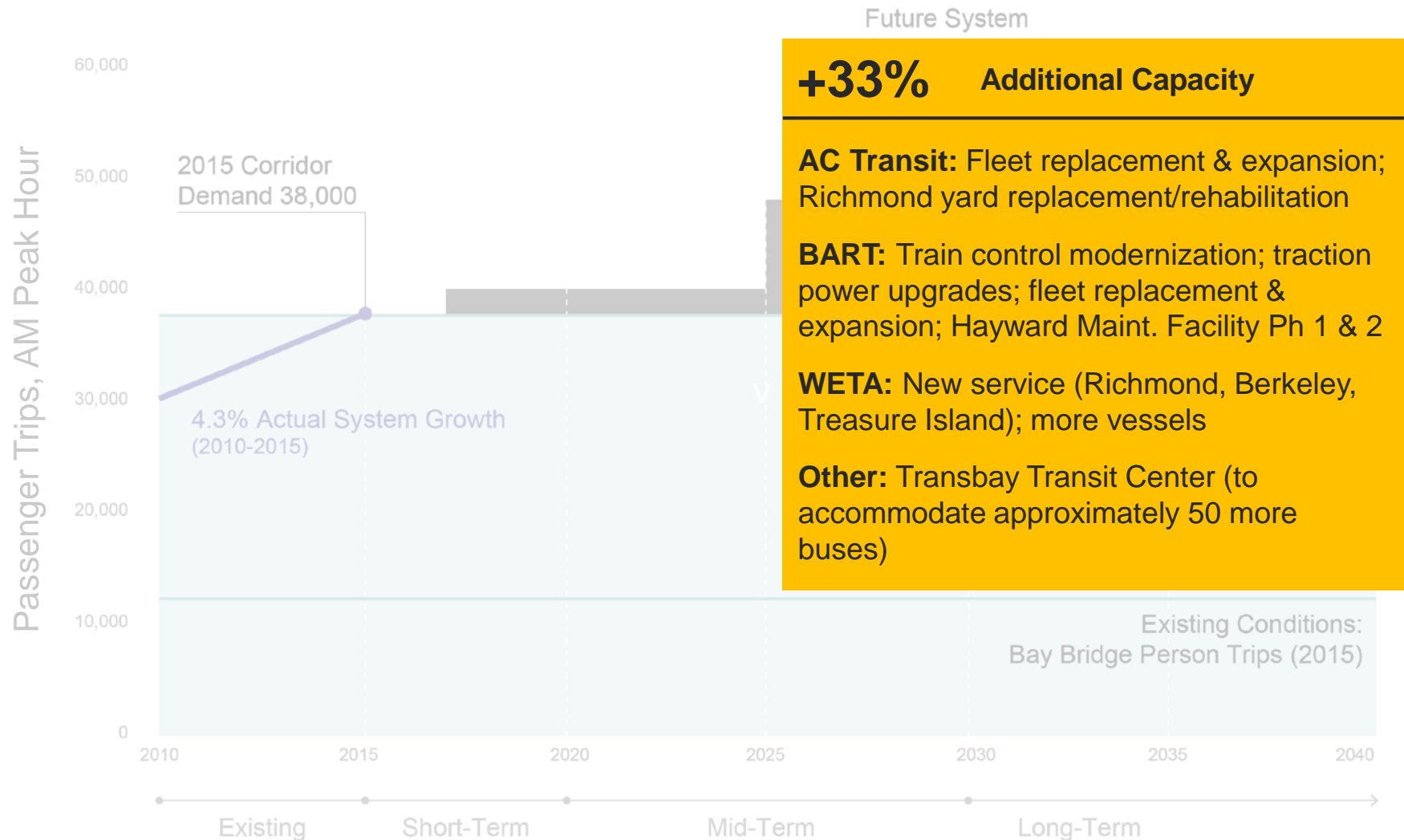
# Transbay Corridor Future Growth



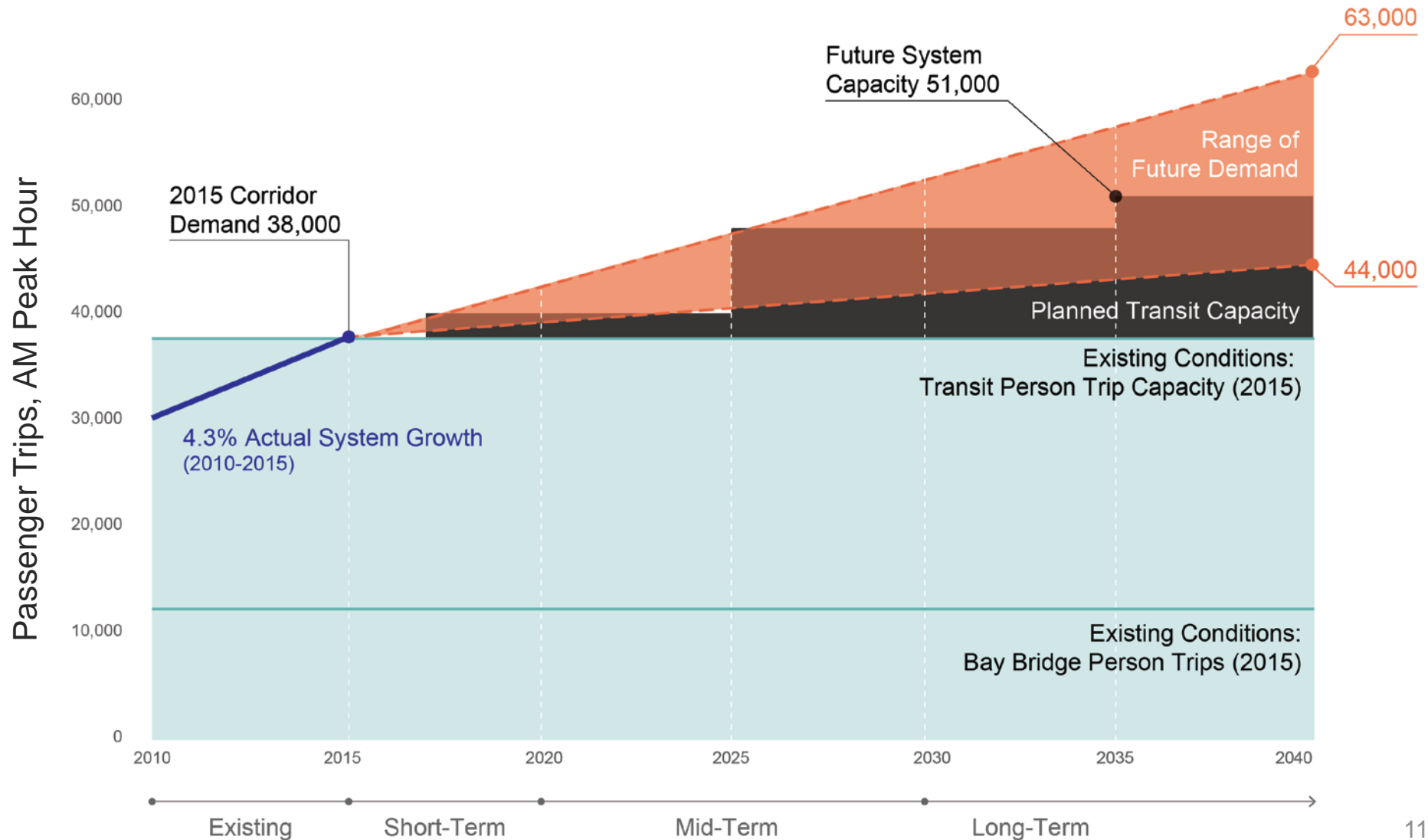
# Transbay Corridor Future Growth



# Transbay Corridor Future Growth

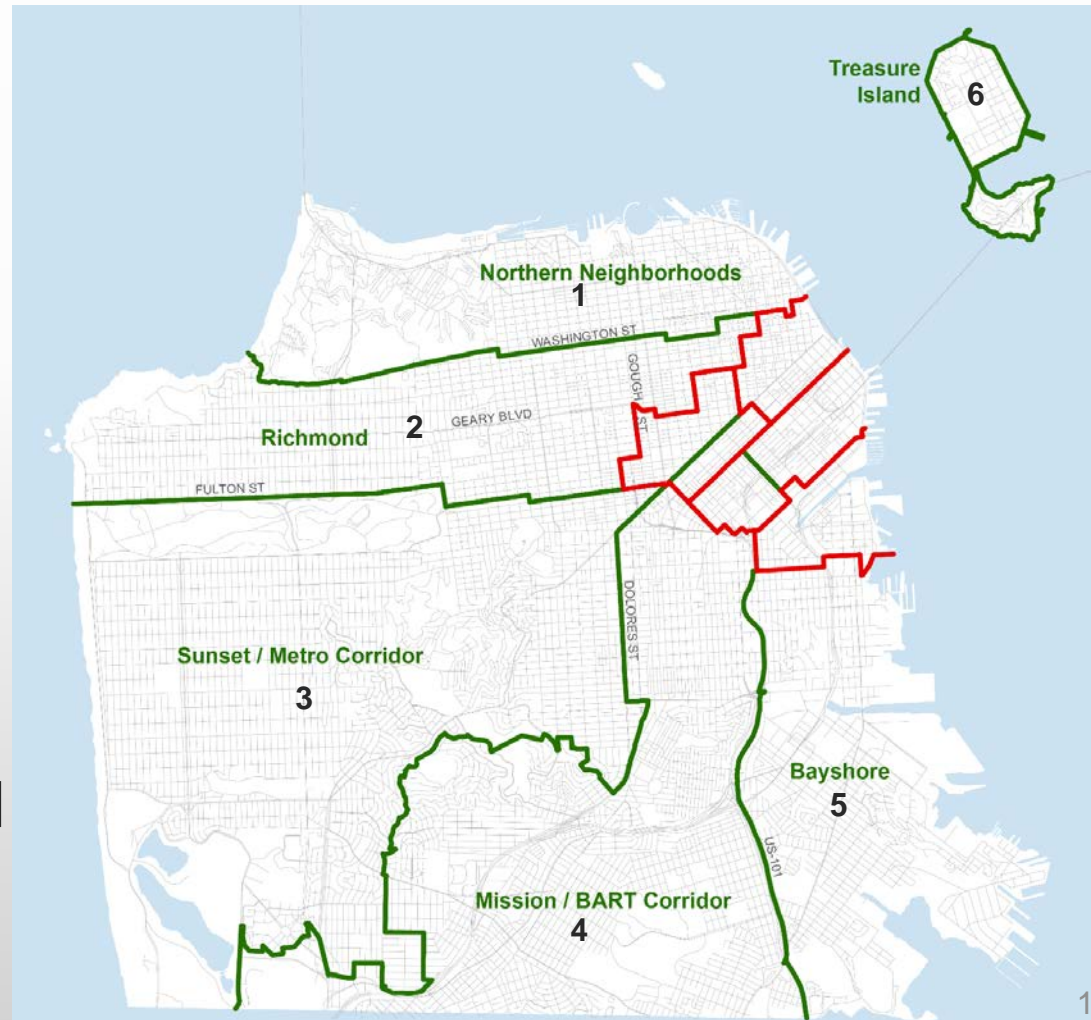


# Transbay Corridor Future Growth

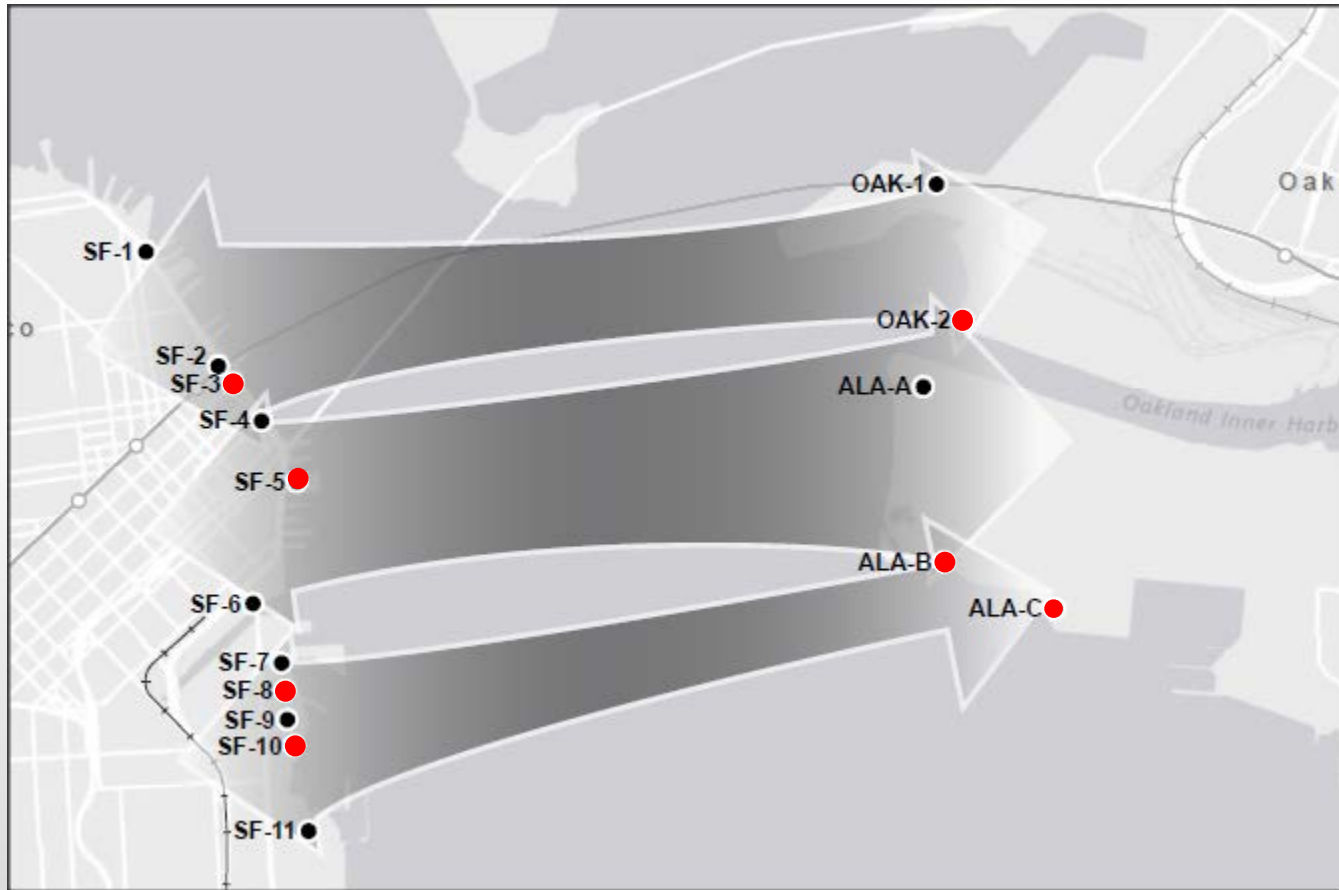


# SF Metro Corridor Future Growth

- Similar analysis to Transbay, but capacity/demand assessed in 6 sub-areas
- Richmond & Sunset corridors show projected demand above planned capacity
- Other corridors show future planned capacity above projected demand



# A Second Transbay Transit Tube? Potential Landing Sites & Corridors



- Mission Street to Oakland Outer or Middle Harbor
- Pier 30–32 to Alameda NAS
- Central Mission Bay to Alameda NAS

# Next Steps: Package Development Process

1

## Create Themes

Pre-define themes & pivotal investments for ~ 3 packages- each will have a balance of near, mid and long term improvements

2

## Package Workshops

Multiple workshops to develop & refine packages of projects- major Transbay investments require complementary strategies

3

## Deliver Packages

Deliver three refined packages to TAC, Executive Team



# Metropolitan Transportation Commission

101 Eighth Street,  
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## Legislation Details (With Text)

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**Title:** Regional Goods Movement Collaborative and Plan

Presentation of the draft Regional Goods Movement Plan, recommending packages of infrastructure investments, policies and programs to promote the goals of quality of life, safety & reliability, innovation and economic prosperity set forth in the project vision and goals.

**Sponsors:**

**Indexes:**

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**Attachments:** [4b Regional Goods Movement Collaborative and Plan.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Regional Goods Movement Collaborative and Plan

Presentation of the draft Regional Goods Movement Plan, recommending packages of infrastructure investments, policies and programs to promote the goals of quality of life, safety & reliability, innovation and economic prosperity set forth in the project vision and goals.

**Presenter:**

Matt Maloney

**Recommended Action:**

Information

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 4b  
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## *Memorandum*

TO: Planning Committee

DATE: December 4, 2015

FR: Executive Director

RE: Regional Goods Movement Collaborative and Plan

### **Background**

Plan Bay Area identified goods movement as a key implementation item and an area to develop further for Plan Bay Area 2040. In late 2013, MTC and the Alameda County Transportation Commission (ACTC) embarked on the Regional Goods Movement Collaborative, a two year process of technical analysis, strategy evaluation, and extensive stakeholder engagement with business, labor, public health, environment, shippers, carriers, and regulatory agencies. The major milestone of this effort - the Regional Goods Movement Plan – is available for public comment at <http://files.mtc.ca.gov/pdf/rgmdraftplan.pdf> and will be presented at your meeting.

### **Plan Overview**

The draft plan is organized into seven sections. These are summarized below.

1. *Background and Policy Context.* As the Bay Area's economy and planning priorities have evolved, so too must its approach to considering goods movement's role in the regional transportation system. This includes changes in industry mix and downward pressure on middle wage jobs, changes in land use development patterns and the location of distribution facilities, and the urgency to address environmental justice issues while reducing greenhouse gas emissions.
2. *Challenges and a Vision for the Future.* The Plan's vision states that the system will be safe and efficient, provide seamless connections to international and domestic markets to enhance economic competitiveness, create jobs, and promote innovation while reducing environmental impacts and improving local communities' quality of life.
3. *Goods Movement and the Economy.* A significant share of the regional economy- roughly one third of the region's jobs- is associated with goods movement-dependent industries. This section also describes the dynamics of the region's freight flows.
4. *Components of the Goods Movement System.* The Bay Area goods movement system consists of a series of interconnected infrastructure components including highways, rail lines and rail terminals, airports, ports, and warehouse and distribution facilities.

5. *Gaps, Needs, Issues, and Deficiencies.* The Bay Area goods movement system supports a vibrant economy. However, a number of system performance gaps and deficiencies must be addressed in light of the various growth trends discussed in earlier sections.
6. *The Regional Goods Movement Plan- Opportunities for the Bay Area.* A wide variety of strategies – projects, programs, and policies – were proposed and evaluated using the performance measures developed for this plan. Highly rated strategies were then combined into “opportunity packages” (Attachment 1) to organize and articulate the core priorities of the Plan and show how different strategies can be coordinated during implementation.
7. *Moving Forward- Implementation, Funding, Programs, and Partnerships.* Implementation of the Regional Goods Movement Plan will require that the region address a number of wider policy and governance issues, including institutional arrangements, public-private collaborations, and funding to deliver new projects and programs. This section provides a roadmap for how to move the opportunity packages forward within this wider regional context.

### **Stakeholder Engagement Process**

MTC used a Regional Technical Advisory Committee (RTAC) to guide the Goods Movement Planning process. The RTAC was comprised of representatives from Caltrans, Congestion Management Agencies (CMAs), regional agencies, ports, transit operators, and representatives from business and the public health communities. In addition, Goods Movement Roundtable meetings have served as forums and information-exchange opportunities to discuss the benefits of efficient goods movement, hear the concerns of stakeholders, and receive input on the policy, planning, prioritizing and financing discussions around goods movement. A final roundtable in January will focus on near-term advocacy efforts on funding and implementation.

### **Next Steps**

Staff will recommend approval of the Regional Goods Movement Plan in February. Additionally, staff believes there is a shared interest across transportation, business, environment, and public health stakeholders to develop an implementation strategy and policy commitment for many of the projects and programs included in the Plan’s opportunity packages. This strategy is timely given the development of Plan Bay Area 2040; the upcoming California Sustainable Freight Action Plan, which may set statewide priorities for future state funding opportunities; and the federal transportation bill, which in its conference report form, includes both a major new formula program and a competitive program for freight projects.

Staff will continue working with the CMAs, Air District, Ports, representatives from business, equity and public health organizations, and partners from the wider California mega-region (including San Joaquin Council of Governments (SJCOG) and Sacramento Area Council of Governments (SACOG) to develop this implementation strategy. Staff will provide more details on the implementation strategy in mid-2016 to align with the adoption of Plan Bay Area 2040’s preferred scenario.

Lastly, MTC received a FY 2015-16 Caltrans Sustainable Transportation Planning grant to partner with SJCOG and SACOG on development of a mega-regional plan to improve goods movement and industrial lands access in northern California. Following the adoption of the Regional Goods Movement plan in February, staff from MTC, SJCOG and SACOG will initiate this work.



Steve Heminger

Attachments: Opportunity Packages  
Presentation Slides

SH:mm














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## Attachment 1: Regional Goods Movement Plan Opportunity Packages

**Table 1 Opportunity Package 1: Sustainable Global Competitiveness Strategies**

ID	Project Name	Project Description	Performance Across Goal Areas				
			Interconnected/ Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
C1	7 <sup>th</sup> Street Grade Separation Projects (East and West)	These projects will grade separate 7th Street to eliminate the at-grade railroad crossings, which cause significant traffic backup throughout the port area.	●	◐			◐
C2	Oakland Army Base Phase 2 improvements (Port Development)	This project includes building of new warehouses, upgrade of utility infrastructure, access road, gates and intersection improvements at Maritime Street and 14th Street.	●			●	⊙ <sup>a</sup>
C3	Oakland Army Base Phase 2 Intermodal Rail Improvements	This project will increase yard trackage to provide annual capacity of 900,000 TEU.	●			●	⊙ <sup>a</sup>
C4	Truck Services (including truck parking) at Oakland Army Base	This project will include additional parking beyond those mentioned as part of the Army Base Phase 2 project. It will only be implemented after reassessment.	◐			●	●
C5	Replace Adeline overpass at 3rd Street in Oakland to Accommodate Overweight Trucks	This project will reconstruct the Adeline Street bridge to upgrade it to current seismic standards, reduce its grade to allow for better truck operations, and provide a separate bicycle path.	◐	○			
C6	ITS Improvements to Address Queuing at Interchanges along I-880 and on Local Streets to Port of Oakland	This include freeway reductions strategies around I-880 near the Port of Oakland along Local Streets to reduce queuing.	●		●		○
C7	Airport Perimeter Dike (OAK)	This project provides flood and shoreline protection to the Airport's main passenger and cargo runway, parts of which are below sea-level.	●	●		◐	◐

**Table 1 Opportunity Package 1: Sustainable Global Competitiveness Strategies**

ID	Project Name	Project Description	Performance Across Goal Areas				
			Interconnected/ Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
C8	Rail Quiet Zone Program	This program will assess the suitability of locations, prioritize locations, design, and address implementation of quiet zones.					
C9	An Initial Demonstration Followed by Targeted Incentives to Promote Adoption of Zero and Near-Zero Emissions Truck Technology for Port Drayage	The program will initial conduct feasible applicationsof zero emission trucks with an intent to identify incentives for market development.					
C10	Rail and Terminal Emission Reduction Program	This program will assess rail and terminal emissions, including potential voluntary adoption of Tier 4 standards for locomotives by railroads, as well as incentives for using low emission switching locomotives.					
C11	Freight Corridors Community and Impact Reduction Initiative	This new program would help to fund impact reduction in neighborhoods immediately adjacent to freight facilities, where buffers and freight hub relocation are not possible.					
C12	Develop/Support Workforce Training Programs for Goods-Movement-Related Jobs (especially transloading and logistics jobs)	This program will support workforce training for goods movement-related jobs in logistics and transloading, especially for residents of areas most affected by goods movement projects.					
C13	A Program of Rail Crossing Improvements	<p>This include the following projects:</p> <ul style="list-style-type: none"> <li>• Berkeley Rail Road Crossing Improvements;</li> <li>• Grade Separation over Decoto;</li> <li>• High St/Davis St/Hesperian Blvd Grade Separation; and</li> <li>• Tennyson Rd grade separation.</li> </ul>					

**Table 1 Opportunity Package 1: Sustainable Global Competitiveness Strategies**

ID	Project Name	Project Description	Performance Across Goal Areas				
			Interconnected/ Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
C14	A Program of Track Additions, Sidings, and New Connections	This program includes the following projects:					
a.	Hayward Double Track (Elmhurst to Industrial Parkway 2nd Track)	This project involves adding a second track on Niles Subdivision between Elmhurst and Industrial Parkway	○				⊙ <sup>b</sup>
b.	Niles Junction Bypass	This involves building a new rail bridge over Alameda Creek in Niles Junction to allow movement from Oakland Subdivision at mouth of Niles Canyon to Niles Subdivision.	◐				⊙ <sup>b</sup>
c.	Improvement on the Oakland Subdivision East of Niles Junction.	This program involves improvements on the Oakland Subdivision pending approval of ACEforward projects.	Unknown				

Key: ● – High positive Impact; ◐ – Medium positive Impact; ○ – Low positive Impact; ⊙ – Negative Impact

<sup>a</sup> This project was included in the Oakland Army Base 2002 EIR and the 2012 EIR Addendum and mitigation measures were identified for air quality and traffic-related impacts on neighboring communities. These mitigations measures are currently being implemented by the Port of Oakland and the city of Oakland's developer. In some cases mitigation measures are only necessary when construction activities or port/logistics activities grow to certain levels and the measures will be implemented as necessary in the future.

<sup>b</sup> This project was not subject to environmental review. Impacts associated with increased rail traffic on this line will be reduced through the adoption of the rail crossing improvement and rail quiet zone programs included in this package.

**Table 2 Opportunity Package 2: Smart Operations and Deliveries Strategies**

ID	Project Name	Project Description	Performance Across Goal Areas				
			Interconnected/ Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
S1	Off-Peak and Novel Delivery Policy Guidance and Demonstration Program	This program is built to demonstrate off-peak delivery policy and incentives building on New York City research and results of FHWA off-peak delivery demonstration.	●		◐	●	◐
S2	Port of Oakland ITS including FRATIS	This ITS project will leverage the existing communications infrastructure to implement various projects in a phased deployment, appointment-based arrival system.	●		●		●
S3	Oakland Airport Area ITS Project	ITS at OAK will include design and implementation of ITS along 98th Ave and Hegenberger Rd from I-880 to OAK.	○	○	●		◐
S4	Freight Guidelines for Complete Streets Initiative	This program will develop policy, funding, and recommended guidelines design of especially complicated projects in urban centers.	◐	○			○
S5	I-880, I-580 and U.S. 101 Integrated Corridor Management (ICM) Project	This will be similar to the I-80 ICM project and will design and implement Adaptive Ramp Metering (ARM) and Active Traffic Management (ATM) strategies to reduction congestion and provide incident management capabilities.	◐	●	●		◐
S6	Arterial Smart Corridor Program	This is a new program to identify focused truck corridor ITS projects along arterials. ITS applications will be coordinated with existing and other planned local and regional programs.	●	◐	●		○
S7	Strategies to Improve Port Operations Including Night Gates and Weekend Operations	This program includes adding more shifts, automation of terminal operations, and/or other gate management practices while mitigating any potential community impacts.	●		◐		◐

**Table 2 Opportunity Package 2: Smart Operations and Deliveries Strategies**

ID	Project Name	Project Description	Performance Across Goal Areas				
			Interconnected/ Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
S8	Clean Truck Policy & Program Collaborative (Joint Working Group with Regulatory Agencies, Freight Industry Representatives, and Public Agencies)	This program will include potential local or state policy, such as fleet emission standards, emission trading programs, and other incentives to encourage adoption of clean truck technologies and alternative fuels.	○		◐		●
S9	Near-Zero and Zero-Emission Goods Movement Technology Advancement Program	This is a program to fund and demonstrate Near-Zero and Zero-Emission goods movement technologies. Program could include incentives for engine retrofits to low emission and ZEV technology.	○		●	◐	●

Key: ● – High positive Impact; ◐ – Medium positive Impact; ○ – Low positive Impact

**Table 3 Opportunity Package 3: Modernizing Infrastructure Strategies**

ID	Project Name	Project Description	Performance Across Goal Areas				
			Interconnected/ Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
E1	Land use guidelines and incentive programs to cities that reduce land use conflicts	This program will coordinate with regional and state efforts to address land use conflicts.	●				●
E2	A program of freeway interchange and auxiliary lane projects	<p>These Projects Include:</p> <ul style="list-style-type: none"> <li>• Improve I-80/I-680/Route 12 Interchange – All Remaining Phases;</li> <li>• Add auxiliary lanes on U.S. 101 between Rowland Blvd and North San Pedro Road, near Port of San Francisco, near SFO, and segments between San Mateo and Dumbarton Bridge;</li> <li>• I-580/Vasco Road interchange improvements in Livermore;</li> <li>• I-880 NB and SB auxiliary lanes between West A and Winton in Hayward; and</li> <li>• I-880/A St interchange improvements in Hayward.</li> </ul>					
E3	A program of freeway corridor capacity enhancement or operations improvement projects	<p>These projects include:</p> <ul style="list-style-type: none"> <li>• Construct a lane on southbound U.S. 101 using the existing median from south of Story Road to Yerba Buena Road and modify the U.S. 101/Tully Road Interchange to a partial cloverleaf; and</li> <li>• Widen U.S. 101 from Monterey Street to Route 129 – project development</li> </ul>					
E4	Local road and county road access and safety program on truck routes	This program would provide funding and guidance to address safety and speed issues along rural truck routes. Program should be coordinated with maintenance, rehab, and bridge programs.	●	●			○
E5	Truck Route Coordination Planning/Guidance, Technical Assistance, and Information to Address Truck Route Connectivity, Health and Community Impacts	This program will allow counties to provide planning and technical assistance on truck route planning, and allow MTC to provide coordination to enable that.	●	○	○		●

**Table 3 Opportunity Package 3: Modernizing Infrastructure Strategies**

ID	Project Name	Project Description	Performance Across Goal Areas				
			Interconnected/ Multimodal	Safe and Reliable	Innovative	Economic Prosperity	Improved Quality of Life
E6	Development of public or public-private truck parking and full-service truck service facilities near major industrial centers (most likely in the Hayward, Union City, Fremont area)	This program will update the findings from the 2008 study on truck parking in Alameda County and extend it to the rest of the region. It will then implement the findings to provide parking in major industrial centers.	●				●
E7	Targeted Programs to Encourage Use of Zero-Emission Trucks and Cargo Handling Equipment Particularly in the I-80, I-880, I-580, and SR 4 Corridors	This program extends from the Technology Advancement program and targets freight corridors and facilities in communities with greatest adverse impacts from freight emissions.	○		●	◐	●
E8	Develop/Support workforce training programs for goods-movement related jobs (industry-focused logistics jobs)	This program will support workforce training for goods movement-related jobs that are focused on logistics.			○	●	
E9	Regionwide Freight Signage Program	This program includes signage to encourage the use of designated truck routes and display route choices for specific destinations.	◐	○			
E10	At-Grade Crossing Safety and Grade Separation Policy and Program	This is a program to identify the grade crossings with the highest priorities and seek funding to upgrade them.	◐	●	○		●
E11	Industrial Rail Access Program	A program to support industrial rail users to improve industrial spurs to allow for increased rail usage along locations where there are industrial or agricultural activities.	◐	○			○

Key: ● – High positive Impact; ◐ – Medium positive Impact; ○ – Low positive Impact

# Goods Movement Collaborative and Goods Movement Plan *Draft Plan*

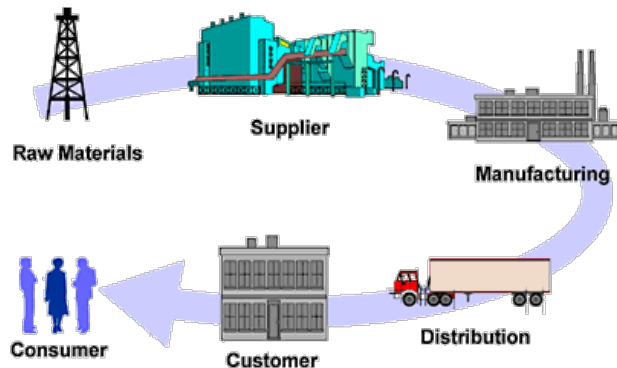


**MTC Planning Committee**

December 11, 2015

# Why Goods Movement?

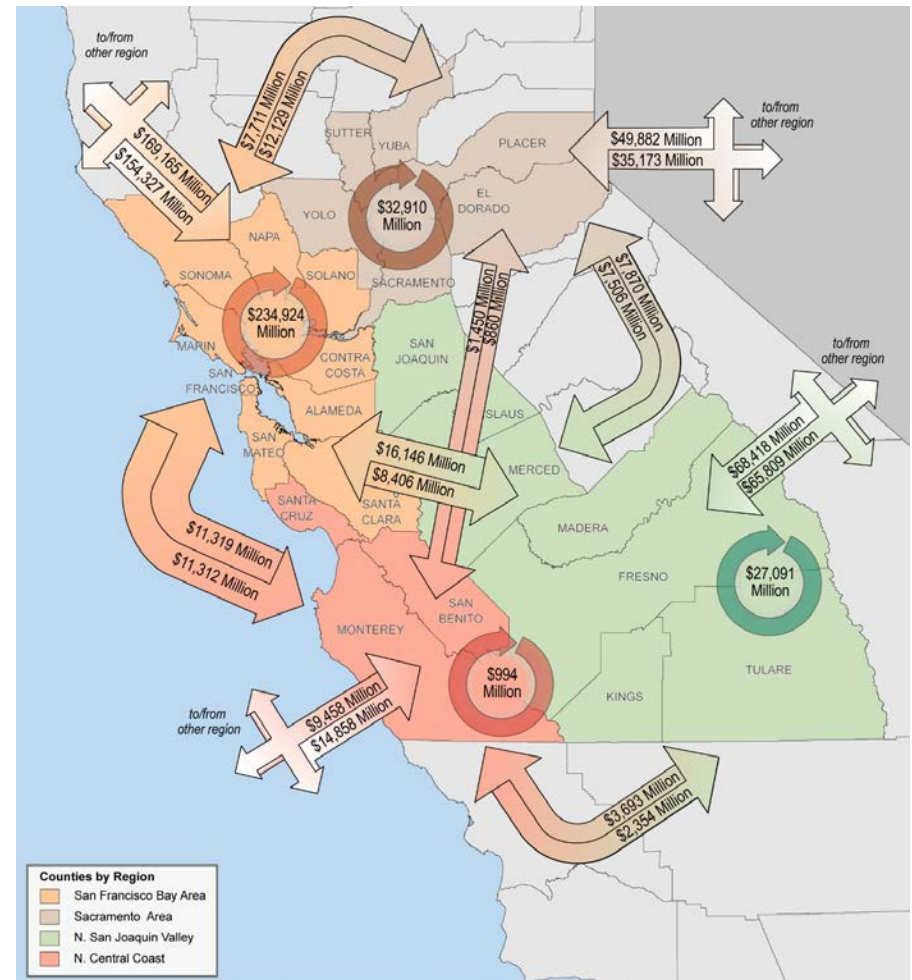
- One third of the region's jobs are in goods movement dependent industries;
  - Key source of regional job diversity - middle-income jobs
  - Heavily reliant on transportation system
  - Nation's 5<sup>th</sup> largest marine port and major cargo airport
- Future trends creating opportunities
    - *Changing trade logistics and supporting rail demand*
    - *Core and emerging industry base with needs for modernized infrastructure*
    - *New land use approaches creating challenges on local roads*
    - *New technologies and operational practices can improve efficiency and reduce impacts*



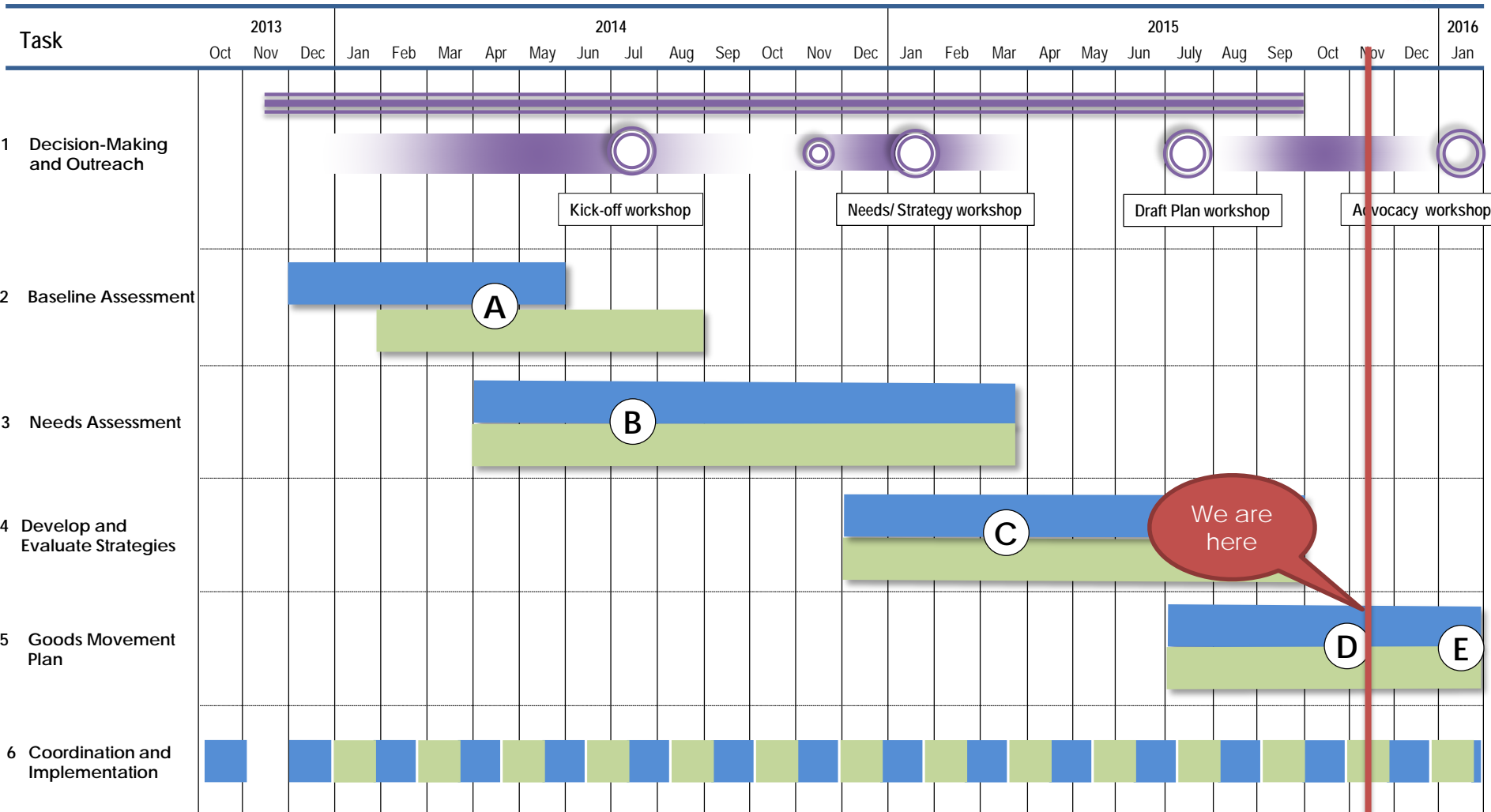
*The goods movement system provides connections between each of these steps in this conceptual supply chain.*

# The Center of Goods Movement in Northern California

- Nearly \$1 trillion in freight flows in Northern California in 2012
  - 40% moves entirely within the mega-region
- The Bay Area and Alameda County provide most of mega-region's critical goods movement infrastructure



# Alameda County Transportation Commission and Metropolitan Transportation Commission Goods Movement Collaborative and Goods Movement Plans



- Executive Team/Tech Team/Regional Advisory Group Meetings
- Stakeholder Roundtables (Broad and topic-based)
- Interest Group Meetings and Outreach

- ACTC Activity
- MTC Activity

- A Vision and Goals
- B Performance Measures
- C Strategy Development
- D Strategy Evaluation Results
- E Final Plans

# Opportunity Package 1: Sustainable Global Competitiveness

Support environmentally sustainable investments at key global gateways that create local jobs, protect the community and attract international commerce.

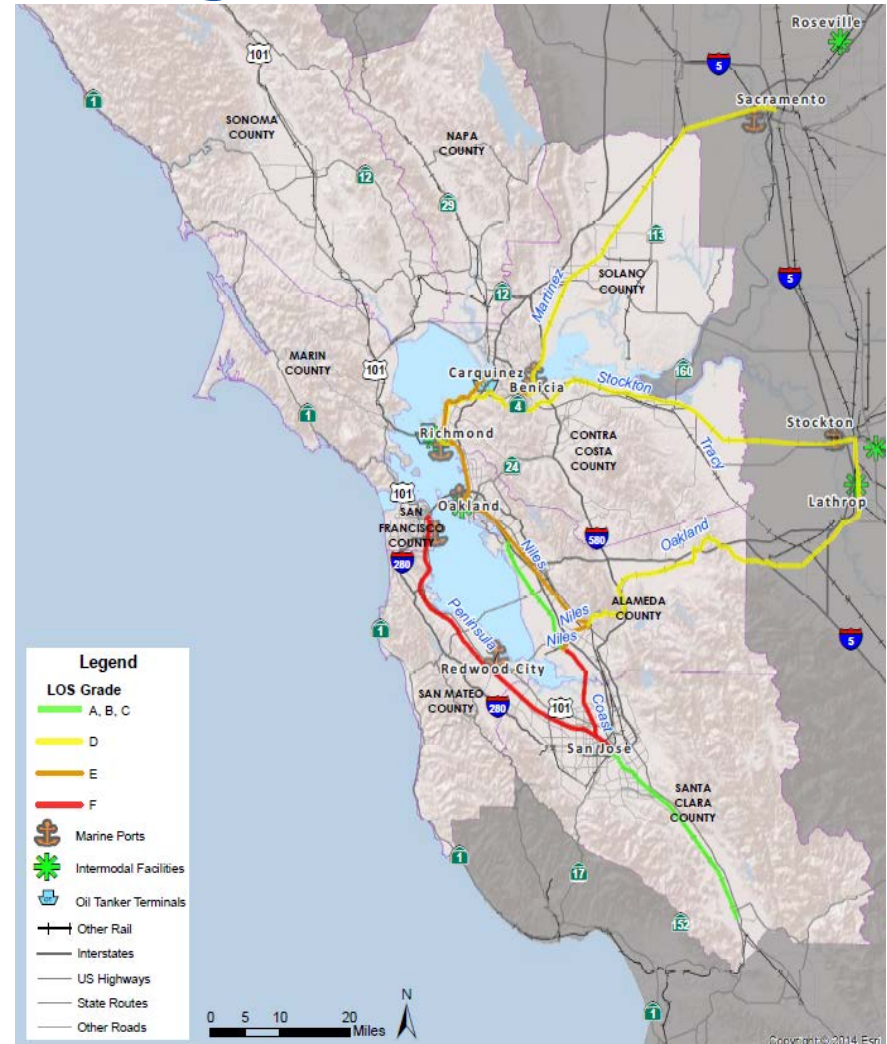


Graphic source: Worker: <https://www.port.venice.it/en/2011-safety-day.html>; Truck: <https://www.gobytrucknews.com/carb-ups-grant-budget/123>  
Rail: [https://en.wikipedia.org/wiki/Double-stack\\_rail\\_transport#/media/File:Cajon\\_Intermodal.jpg](https://en.wikipedia.org/wiki/Double-stack_rail_transport#/media/File:Cajon_Intermodal.jpg)

# Rail Investments – Increasing Competitiveness, Creating Jobs, Reducing Congestion

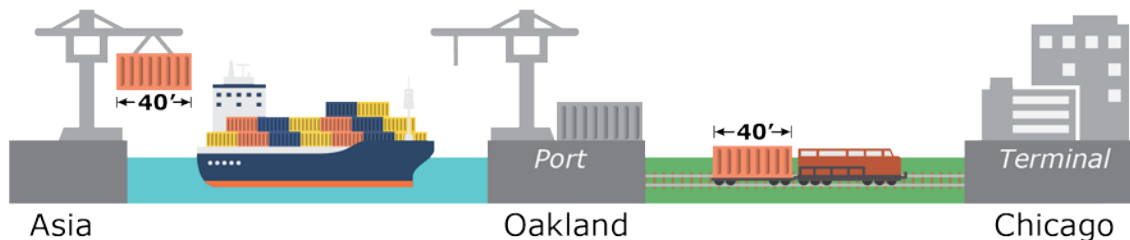
- Critical to creating a world class logistics hub
  - *Capacity needed on both northern and southern route to Oakland*
  - *Public investment to achieve public benefits*
  - *Benefits other Bay Area ports*
- Promote transload intermodal in Oakland
  - *Shifts truck to rail*
  - *Creates local jobs*

Source of graphic: Cambridge Systematics.



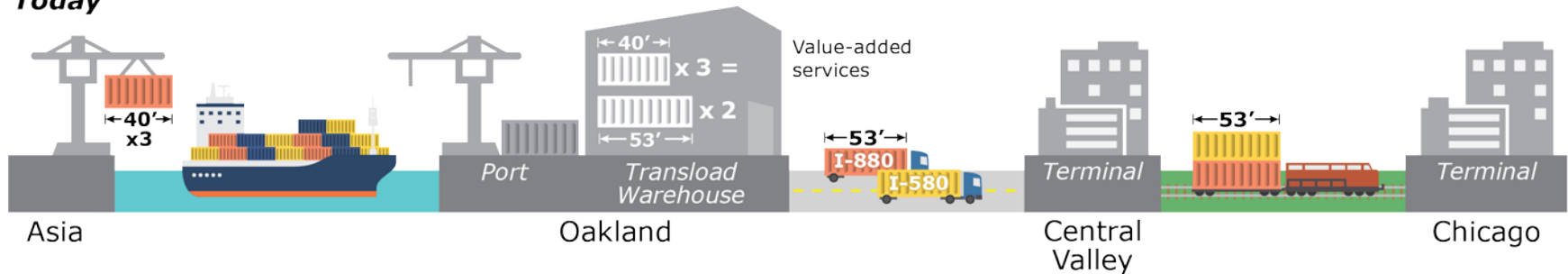
# New Approach to Rail/Port Operations – Transloading and Rail in Oakland

## IPI Import

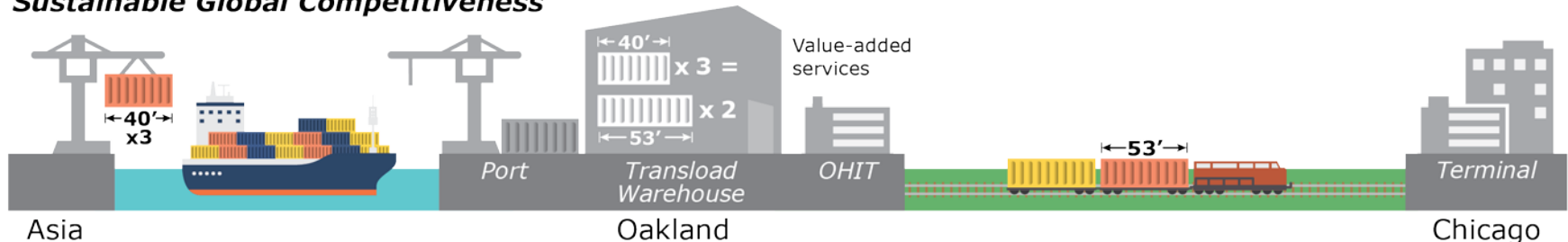


Overall strategy to eliminate 1,280 truck trips per day on I-580 and I-880

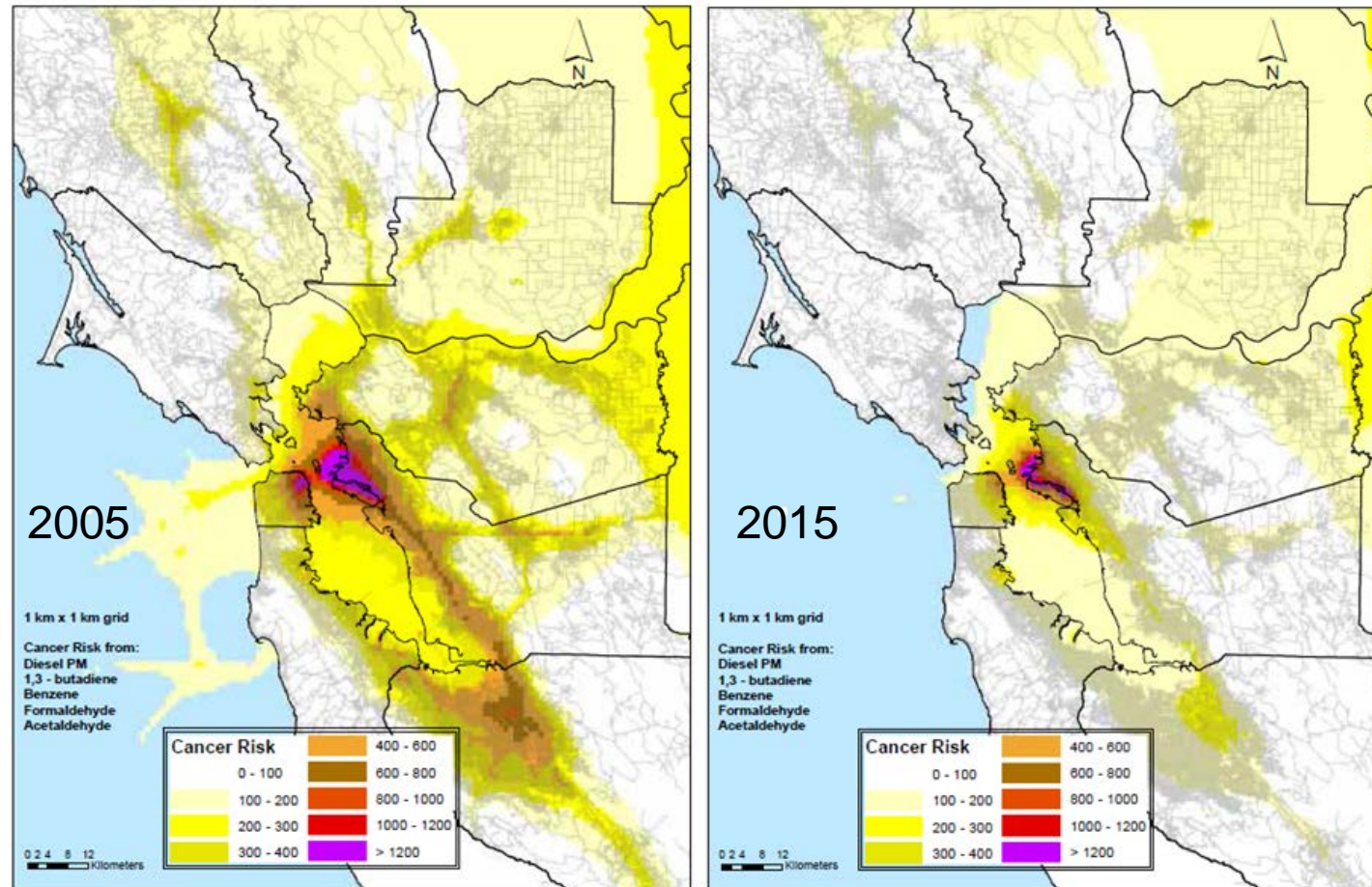
## Transload Import Today



## Transload Import Sustainable Global Competitiveness



# Air Pollution Improving- but Localized Impacts Require Additional Intervention



Source: Bay Area Air Quality Management District.

# Opportunity Package 2: Smart Operations and Deliveries

Support technology and innovative operations strategies to improve goods movement, reduce congestion and increase safety on urban and rural roads.

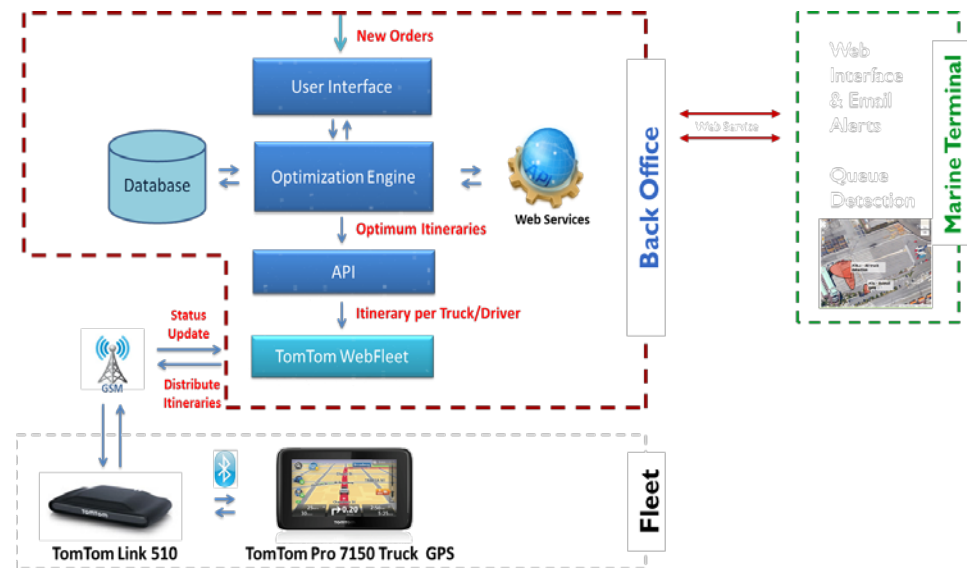


Graphic source: Nighttime Delivery: <http://blog.tstc.org/2011/05/06/better-faster-smarter-off-peak-deliveries-in-nyc/>; Other graphics from Cambridge Systematics.

# Off-Peak Deliveries and FRATIS

## Concepts show significant benefits

- Pilot Off-peak delivery program in NYC saw up to 75% reduction in travel time for carriers
- Analysis of potential Alameda County program (shifting 20% trucks to off-peak) shows 10.5% reduction in truck delay and 14.7% in total vehicle delay.
- New pilots planned for Pensacola, FL and is being considered in Chicago.
- Freight Advanced Traveler Information System (FRATIS) was demonstrated at Port of LA.
- It consists of 2 parts: Advanced travel information for trucks, and drayage optimization.
- Demonstration program showed 34.7% reduction in daily miles traveled, and 15.3% reduction in time it takes per order → significant emission and cost savings. (data as of June 2014)



Graphic source: Nighttime delivery: Jose Holguin Veras, Talking Freight webinar, 09-17-11; FRATIS: Cambridge Systematics. FRATIS data source: USDOT-FRATIS, Ken Troup, NRCG

# Opportunity Package 3: Modernized Infrastructure

Supporting growing sectors of the Bay Area economy by modernizing the road network, improving safe access, reducing land use conflicts and improving last-mile truck routes and rail connections.



Modernizing Core  
Freight Highway  
Network



Improving Safety and  
Reduce Conflicts

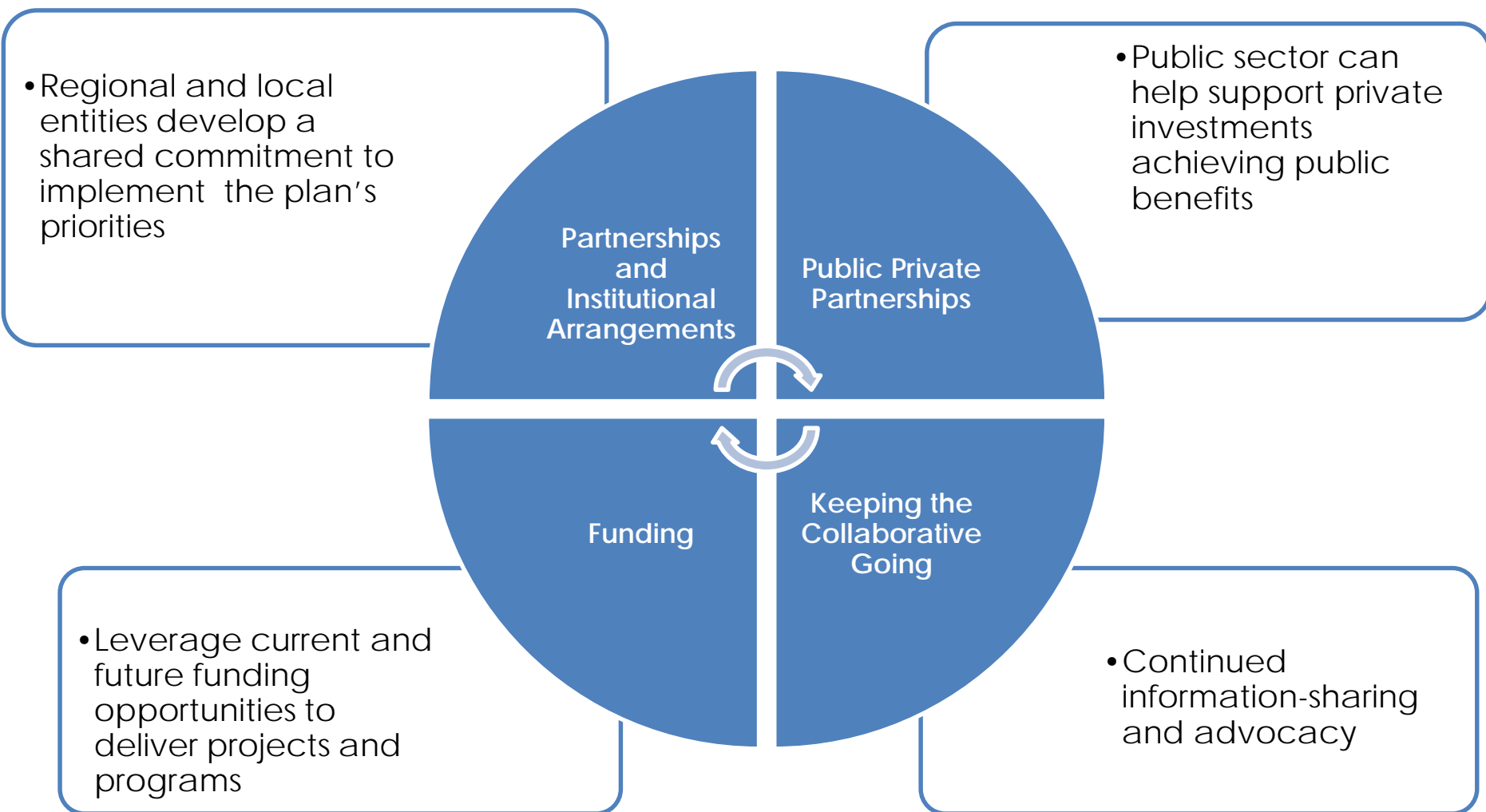


Improve Last Mile Rail  
and Highway  
Connectivity



Graphic source: US101 Congestion: <http://www.sfchronicle.com/multimedia/item/Boeing-777-Crashes-at-SFO-22447.php/>; Traffic accident: [http://www.syracuse.com/opinion/index.ssf/2014/07/cyclists\\_and\\_motorists\\_need\\_to\\_do\\_more\\_to\\_prevent\\_bike-car\\_accidents\\_your\\_letter.html](http://www.syracuse.com/opinion/index.ssf/2014/07/cyclists_and_motorists_need_to_do_more_to_prevent_bike-car_accidents_your_letter.html) ; Rail: [https://en.wikipedia.org/wiki/California\\_Northern\\_Railroad](https://en.wikipedia.org/wiki/California_Northern_Railroad)

# Moving Forward



# Next Steps

- Comments due to MTC by December 30, 2015
- Roundtable #5 on January 22, 2016
  - *Topic = advocacy*
- Final plan to Commission in February 2015 for adoption
- Develop implementation strategy and policy commitment to inform Plan Bay Area 2040 investment strategy
- Upcoming partnership with SACOG, SJCOG to support mega-regional goods movement planning

# Thank You