



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Planning Committee

*MTC Committee Members:*

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

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

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

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Friday, February 12, 2016

9:30 AM

Lawrence D. Dahms Auditorium

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This meeting is scheduled to be audiocast live on the Metropolitan Transportation Commission's Web site: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:30 a.m.

#### 1. Roll Call / Confirm Quorum

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

#### 2. Pledge of Allegiance

#### 3. Compensation Announcement

#### 4. Consent Calendar

4a. [15-1222](#) Minutes of the January 8, 2016 Meeting

Action: Committee Approval

Attachments: [4a\\_PLNG Minutes\\_Jan 2016.pdf](#)

## 5. Approval

- 5a. [15-1224](#) Regional Goods Movement Collaborative and Plan.
- 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:** Commission Approval
- Presenter:** Matt Maloney
- Attachments:** [5a Regional Goods Movement Collaborative and Plan.pdf](#)  
[5a Regional Goods Movement Collaborative and Plan - Ltrs. rec'd 2-11-16 - Ha](#)  
[5a Regional Goods Movement Collaborative and Plan - Ltrs. rec'd 2-12-16 - Ha](#)

## 6. Information

- 6a. [15-1225](#) Plan Bay Area 2040 Spring 2016 Open Houses
- Update on plans for the second round of Plan Bay Area 2040 public engagement activities.
- Action:** Information
- Presenter:** Ellen Griffin
- Attachments:** [6a Plan Bay Area 2040 Spring 2016 Open Houses.pdf](#)

## 7. Public Comment / Other Business

## 8. Adjournment / Next Meeting

The next meeting of the Planning Committee will be March 11, 2016, 9:30 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)

**File #:** 15-1222      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 1/8/2016      **In control:** Planning Committee  
**On agenda:** 2/12/2016      **Final action:**  
**Title:** Minutes of the January 8, 2016 Meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [4a\\_PLNG Minutes\\_Jan 2016.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the January 8, 2016 Meeting

**Recommended Action:**  
Committee Approval

### Attachments



# Metropolitan Transportation Commission

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

## Meeting Minutes - Draft

### Planning 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. Giacomini*

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Friday, January 8, 2016

9:20 AM

Lawrence D. Dahms Auditorium

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#### 1. Roll Call / Confirm Quorum

**Present:** 5 - Commissioner Haggerty, Commissioner Kinsey, Commissioner Liccardo,  
Commissioner Pierce, and Chairperson Spering

**Absent:** 2 - Commissioner Aguirre, and Vice Chair Halsted

Non-Voting Members Absent: Commissioner Azumbrado and Commissioner Giacomini

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

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

#### 2. Consent Calendar

Approval of the Consent Calendar

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

**Aye:** 5 - Commissioner Haggerty, Commissioner Kinsey, Commissioner Liccardo,  
Commissioner Pierce and Chairperson Spering

**Absent:** 2 - Commissioner Aguirre and Vice Chair Halsted

2a. [15-1106](#) Minutes of the December 11, 2015 Meeting

**Action:** Committee Approval

### 3. Information

- 3a. [15-1109](#) A Roadmap for Economic Resilience: The Bay Area Regional Economic Strategy

Bay Area Council Economic Institute (BACEI) staff will review the recommendations for leading the region to economic resiliency as outlined in the BACEI report - A Roadmap for Economic Resiliency - The Bay Area Regional Economic Strategy.

**Action:** Information

**Presenter:** Therese Trivedi, MTC and Micah Weinberg, Bay Area Council Economic Institute

The following individuals spoke on this item:

David Schonbrunn of TRANSDEF;

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

Ken Bukowski.

### 4. Approval

- 4a. [15-1047](#) MTC Resolution No. 4217: Equity Framework for Plan Bay Area 2040.

Approve the draft Equity Framework, developed with input from the Regional Equity Working Group. The Framework includes two components: 1) equity measures to analyze Plan Bay Area 2040 scenarios; and 2) the Communities of Concern that define disadvantaged communities for scenario analysis and the Plan.

**Action:** Commission Approval

**Presenter:** Doug Johnson, MTC

MTC Resolution No. 4217: Equity Framework for Plan Bay Area 2040 was deferred to the January 27, 2016 MTC Commission without a recommendation.

### 5. Public Comment / Other Business

Paul Campos of BIA Bay Area was called to speak.

### 6. Adjournment / Next Meeting

The next meeting of the Planning Committee will be February 12, 2016, 9:30 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)

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<b>File #:</b>	15-1224	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Commission Approval	
<b>File created:</b>	1/8/2016	<b>In control:</b>		Planning Committee	
<b>On agenda:</b>	2/12/2016	<b>Final action:</b>			
<b>Title:</b>	Regional Goods Movement Collaborative and Plan.				

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:**

**Code sections:**

**Attachments:** [5a Regional Goods Movement Collaborative and Plan.pdf](#)  
[5a Regional Goods Movement Collaborative and Plan - Ltrs. rec'd 2-11-16 - Handout](#)  
[5a Regional Goods Movement Collaborative and Plan - Ltrs. rec'd 2-12-16 - Handout 2](#)

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

Regional Goods Movement Collaborative and Plan.

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:**

Commission Approval

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 5a  
Joseph P. Bort MetroCenter  
101 Eighth Street  
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## *Memorandum*

TO: Planning Committee

DATE: February 5, 2015

FR: Deputy Executive Director, Policy

RE: Regional Goods Movement Collaborative and Plan

### **Background**

In December, staff provided the draft Regional Goods Movement Plan for the Planning Committee's consideration and released the plan for public comment. These comments and staff's responses are summarized in **Attachment 2**.

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 at <http://mtc.ca.gov/our-work/plans-projects/economic-vitality/regional-goods-movement-plan> 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.

### **Next Steps**

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 FAST Act (Fixing America’s Surface Transportation Act), the federal transportation reauthorization establishing new formula and competitive programs focused on freight.

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 return with 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, staff from MTC, SJCOG and SACOG will initiate this work.



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**Attachments:** Regional Goods Movement Plan Opportunity Packages  
Public comments on the MTC draft plan and MTC responses  
Presentation














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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>c</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 would not be subject to a CEQA environmental review because Federal law exempts private railroad projects from environmental reviews if they are conducted entirely within the railroad's existing right-of-way. 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.

<sup>c</sup> This project will require an EIR because it is a new bridge over Alameda Creek outside existing right-of-way to address potential impacts on the creek. During this review, any necessary measures needed to mitigate impacts on surrounding communities will be identified.

**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

**Attachment 2: Public comments on the MTC draft plan and MTC responses**

Commenter	Comment	MTC response
Ditching Dirty Diesel Collaborative	Include the following language in section 2.1.1 on page 2-2 immediately following "adjacent to major good movement facilities and connecting infrastructure": "This Goods Movement Plan is intended to reduce pollution and other negative impacts of goods movement in the Bay Area over time, while simultaneously increasing equity throughout the region by narrowing the gap that currently exists between low-income communities and communities of color, which historically have been more impacted by goods movement, and more affluent Bay Area communities which historically have been less impacted."	<p>Change made to section 1.1 (Background and Context). Inserted "communities which are disproportionately low income and/or communities of color" under the sub-bullet on "urgency to address environmental justice issues while reducing GHG emissions."</p> <p>Additionally, equity and public health issues are articulated at various points throughout the Plan. Section 1.1 (Background and Context) discusses the urgency to address environmental justice issues while reducing greenhouse gas (GHG) emissions, stating "along with the region's concern over housing affordability comes an overarching concern about equity in land use and transportation decisions. The region's major goods movement corridors and facilities tend to be concentrated in close proximity to communities where environmental justice concerns are significant and continued investment in goods movement in these corridors must minimize impacts on these communities."</p> <p>Section 2.1.1 further describes the Plan's quality of life goals and Section 5.1.4 discusses the Port of Oakland's Air Quality &amp; Public Health Impacts.</p>
Ditching Dirty Diesel Collaborative	Include the following language immediately following above sentence, and in section 7.1.1.; at page 73, immediately following "would need to be timed to come on line as the Port and Army Base projects are delivered": "MTC is committed to ensuring that strategies to reduce and mitigate pollution and other negative impacts of goods movement move forward simultaneously with other goods movement infrastructure projects, and will not fund, authorize or advance strategies with potential negative impacts on historically impacted communities until sufficient funding is secured to reduce those impacts to the level of insignificance."	No change made. Section 7.5.4 (Moving Forward- A Policy Commitment and Investment Strategy for Bay Area Goods Movement) includes the following paragraph on next steps for delivering the Plan's investments: "Such an effort should not be limited to infrastructure projects. This Plan includes a number of high-priority pilot project and program ideas to increase efficiency of freight movements, promote the adoption of new technologies, and reduce local health impacts from freight. These programs are of paramount concern to many of the region's environmental and equity stakeholders, and any future collaborative should work to incorporate these programs into the policy commitment."

Ditching Dirty Diesel Collaborative	Insert in section 7.1 on page 7-1 immediately following "formation of new partnerships.": "As a first step in developing the implementation plan, MTC will conduct a health equity analysis to determine how to prioritize strategies to advance regional equity. The implementation plan will engage impacted communities directly in prioritizing strategies and will provide for community oversight to ensure that disparities in the distribution of adverse impacts of future freight transport projects are minimized and adequately mitigated."	<p>Change made to section 7.5.4 (Moving Forward- A Policy Commitment and Investment Strategy for Bay Area Goods Movement. Sentence added: "In terms of health impacts, health impact assessments (HIA) can be helpful tools for considering the potential health effects of policies, programs, and projects, and these studies can further inform prioritization. MTC and its partners will continue to work with the public health community as this process takes shape."</p> <p>Section 7.5.4 includes a relevant section regarding community engagement, including focusing on affected communities and directly involving community members in advocacy efforts on behalf of the plan's opportunity packages.</p>
Ditching Dirty Diesel Collaborative	Insert in section 7.1 on page 7-1: "In addition, as the implementation is developed, explicit consideration will be given to how the implementation plan fits with other planning efforts, including the CARB Zero Emission Vehicle initiative, the CalTrans Plan, the Federal Goods Movement Plan, and Governor Brown's Executive Order on Climate."	Change made to section 7.5.4. Sentence added: "Lastly, as the implementation is developed, explicit consideration will be given to how the implementation plan aligns with other planning efforts, including the California Freight Mobility Plan, National Freight Advisory Committee, and the California Sustainable Freight Action Plan, the most recent ongoing effort resulting from Governor Brown's 2015 Executive Order directing state agencies to improve freight efficiency, transition to zero-emission technologies, and increase competitiveness of California's freight system."

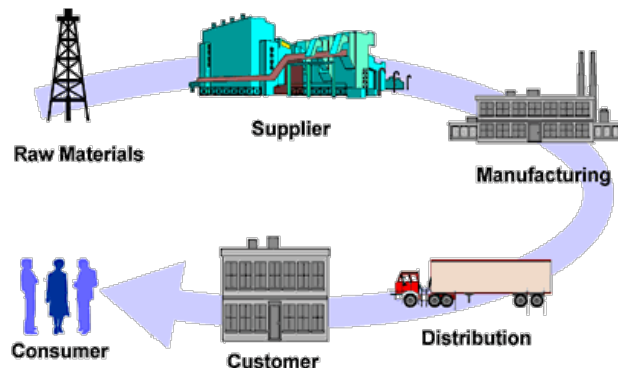
# Regional Goods Movement Plan

Planning Committee

February 12, 2016

# 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

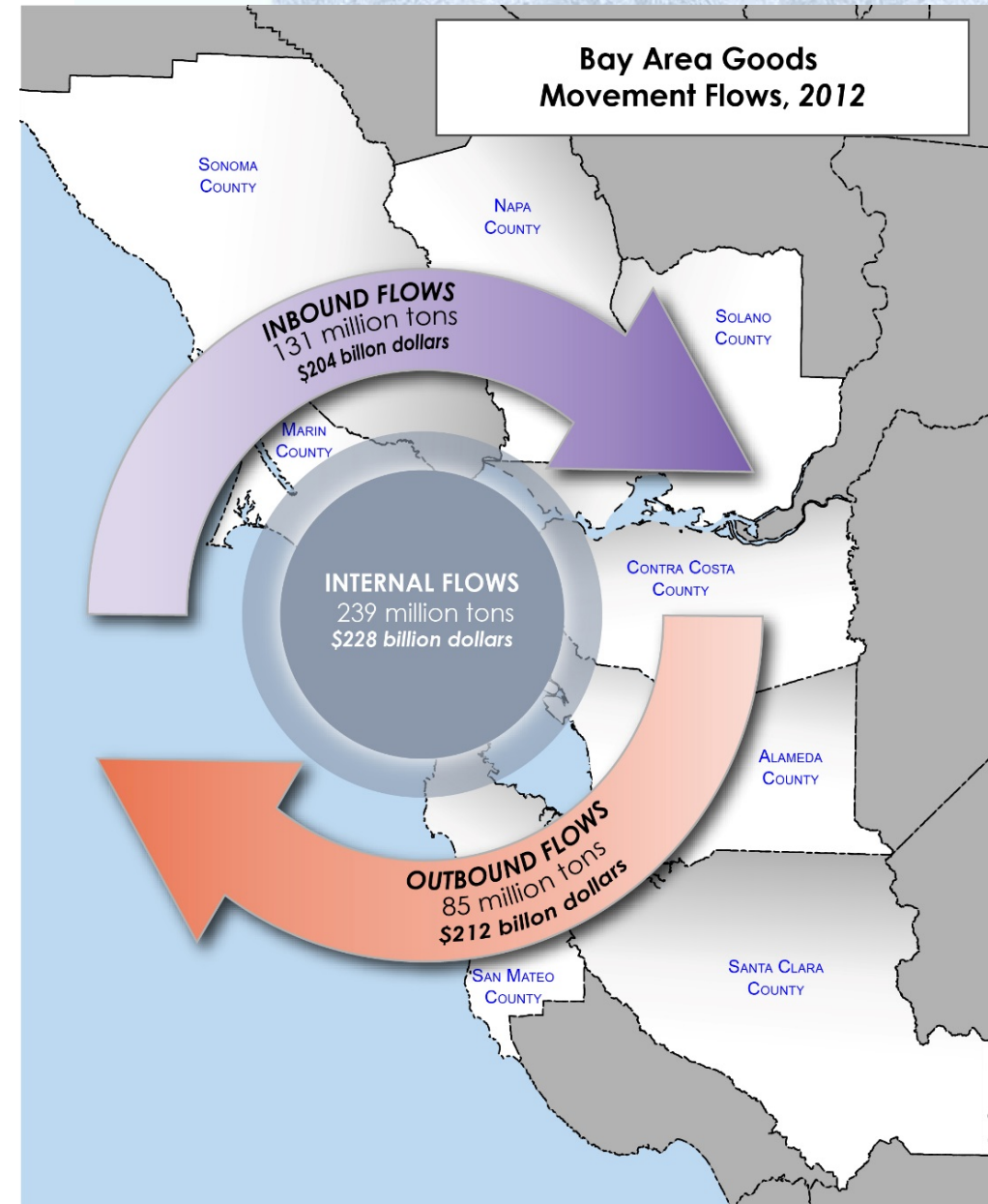


*The goods movement system provides connections between each of these steps in this conceptual supply chain.*

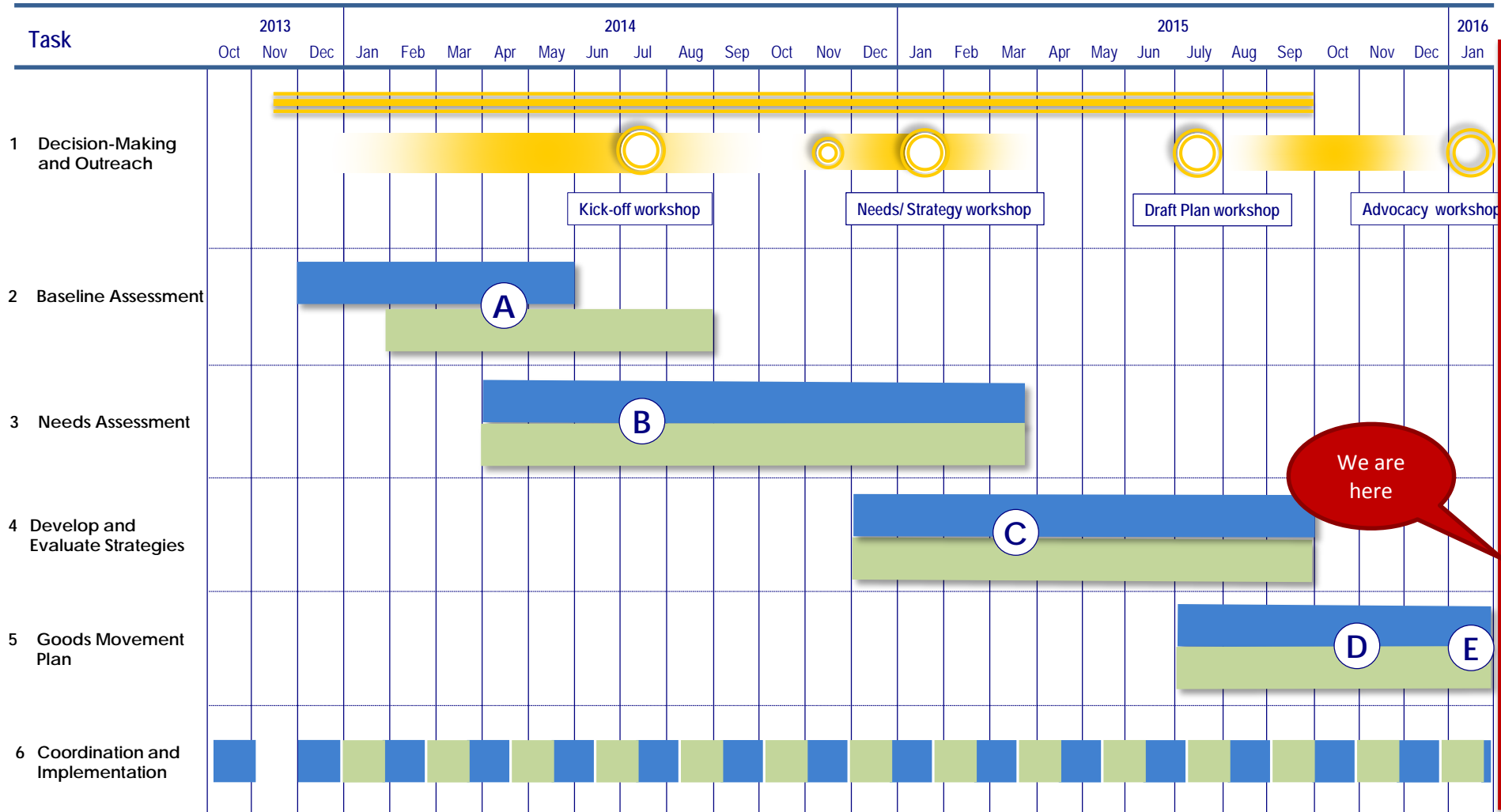


# The Center of Goods Movement in Northern California

- \$644 billion in freight flows in the region in 2012
- Domestic movements are 85% of all tonnage moved
- International trade is fastest growing element, and exports are growing faster than imports.



# 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

We are here

# 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.

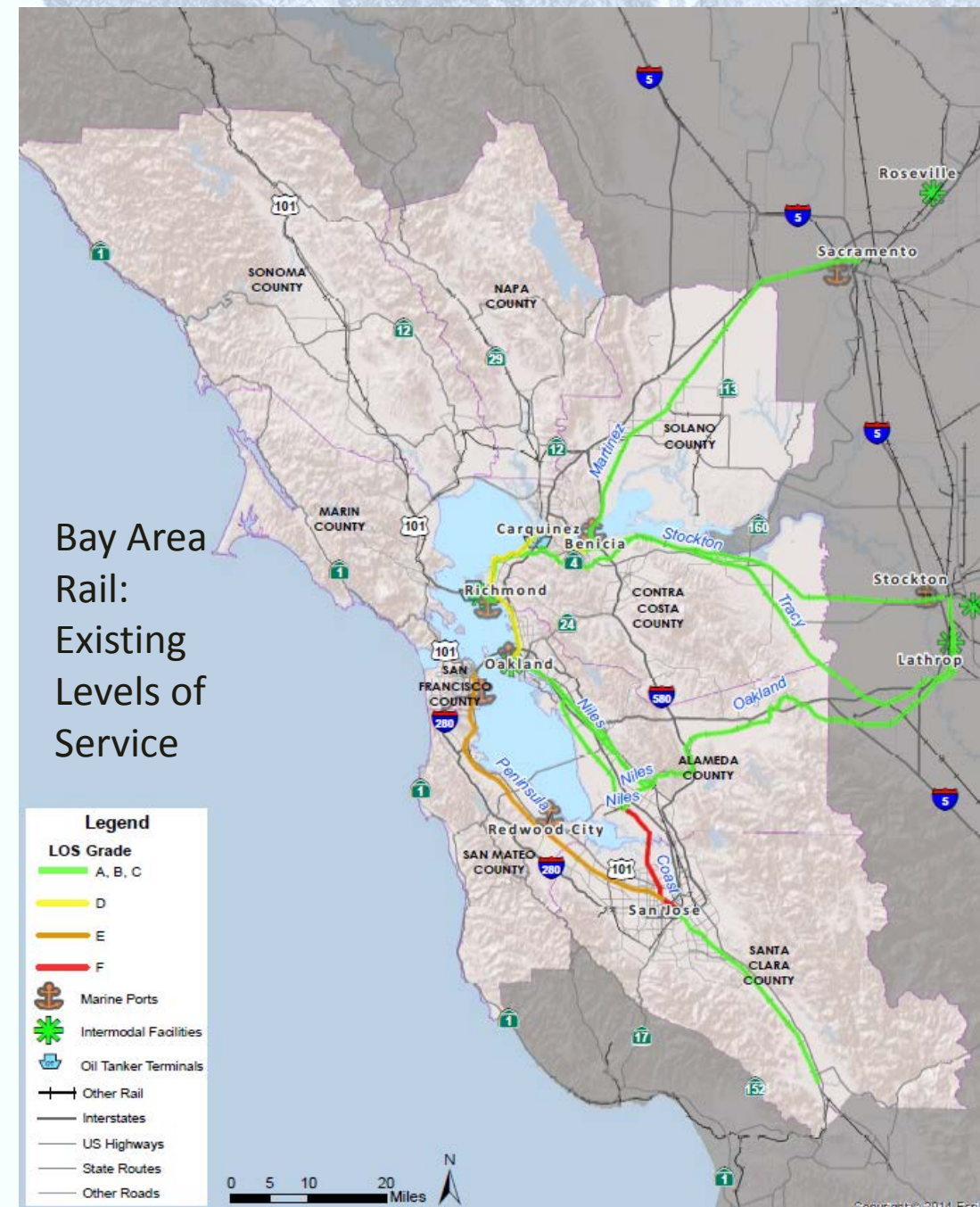


Graphic source: Worker: <https://www.port.venice.it/en/2011-safety-day.html>; Truck: <https://www.gobytrucknews.com/carb-ups-grant-budget/123>  
Rail: [https://en.wikipedia.org/wiki/Double-stack\\_rail\\_transport#/media/File:Cajon\\_Intermodal.jpg](https://en.wikipedia.org/wiki/Double-stack_rail_transport#/media/File:Cajon_Intermodal.jpg)



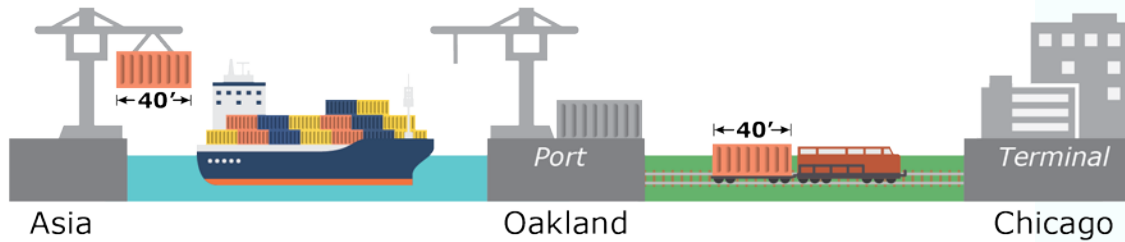
# Rail Investments – Increasing Competitiveness, Creating Jobs, Reducing Congestion

- 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



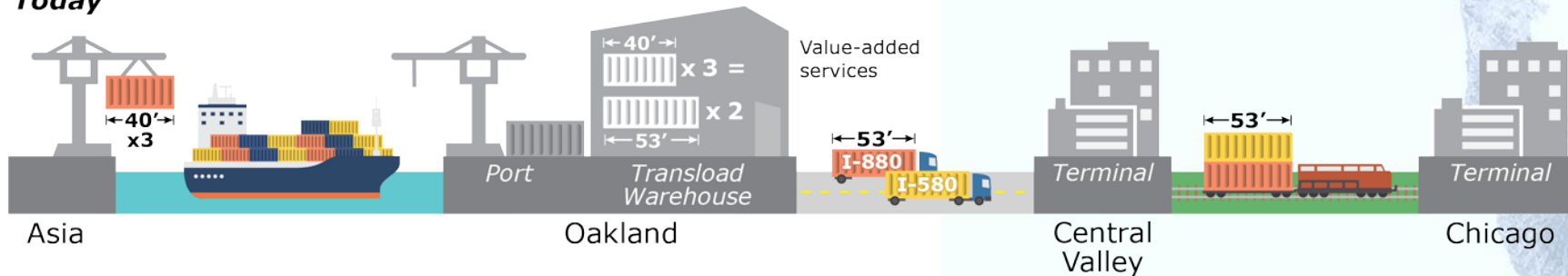
# New Approach to Rail/Port Operations – Transloading and Rail in Oakland

## IPI Import

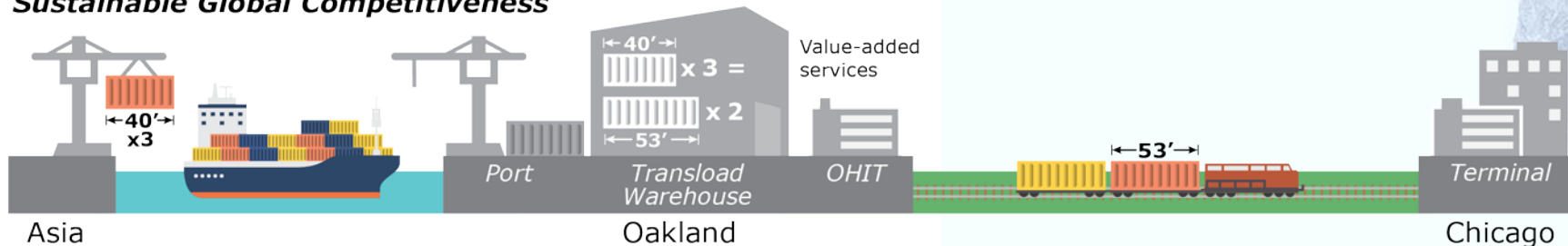


Overall strategy to eliminate 1,280 truck trips per day on I-580 and I-880

## Transload Import Today

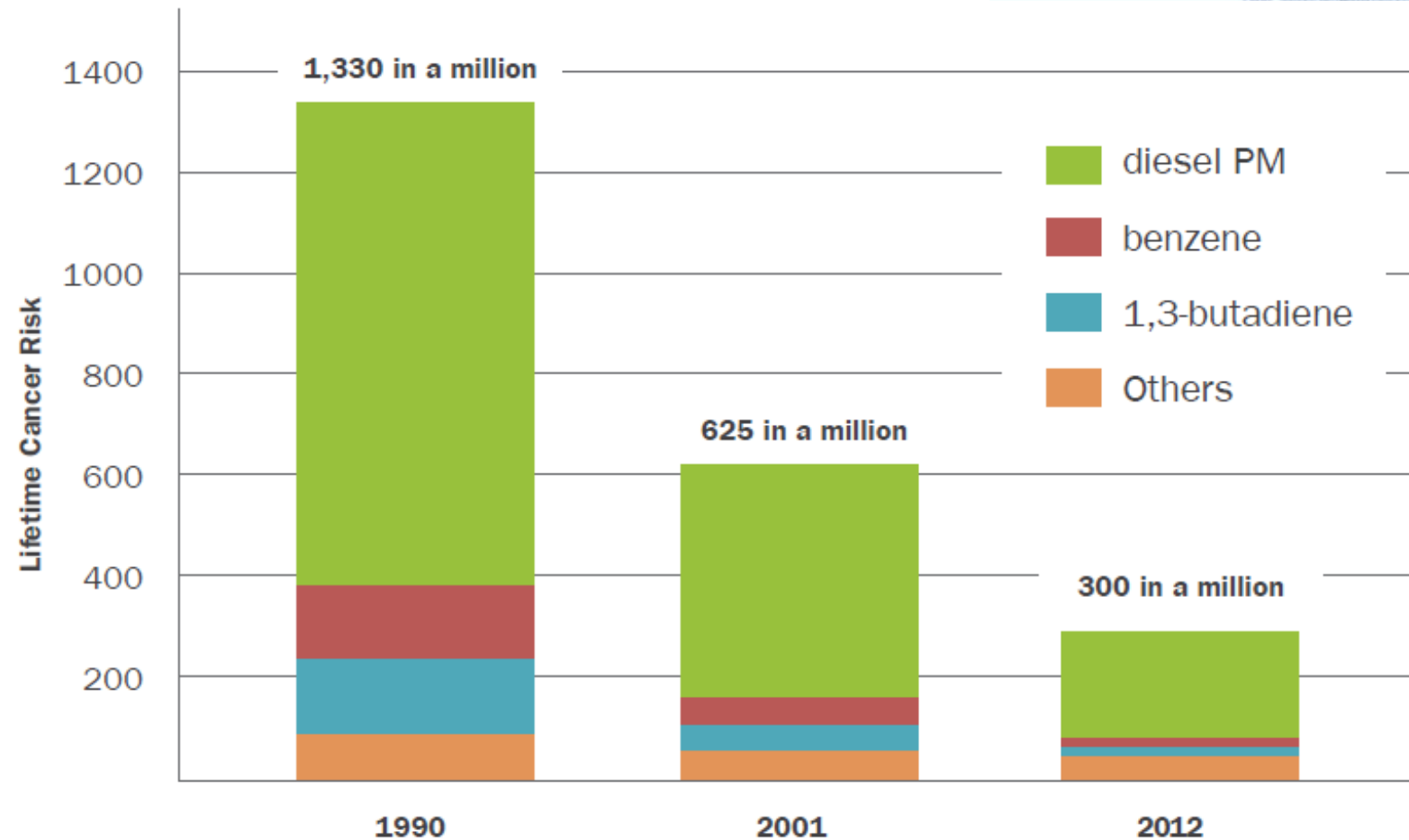


## Transload Import Sustainable Global Competitiveness





# Air Pollution Improving- but Localized Impacts Require Additional Intervention



Source: Improving Air Quality and Health in Bay Area Communities, Community Air Risk Evaluation Program Retrospective and Path Forward (2004 – 2013), BAAQMD, April 2014.

# 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.

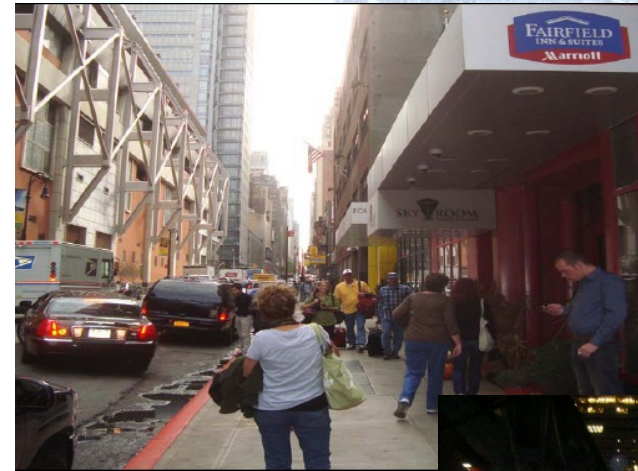


Graphic source: Nighttime Delivery: <http://blog.tstc.org/2011/05/06/better-faster-smarter-off-peak-deliveries-in-nyc/>; Other graphics from Cambridge Systematics.



# Off-Peak Deliveries and ITS 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) demonstration at Port of L.A. showed 34.7% reduction in daily VMT



Graphic source: Nighttime delivery: Jose Holguin Veras, Talking Freight webinar, 09-17-11

# Opportunity Package 3: Modernized Infrastructure

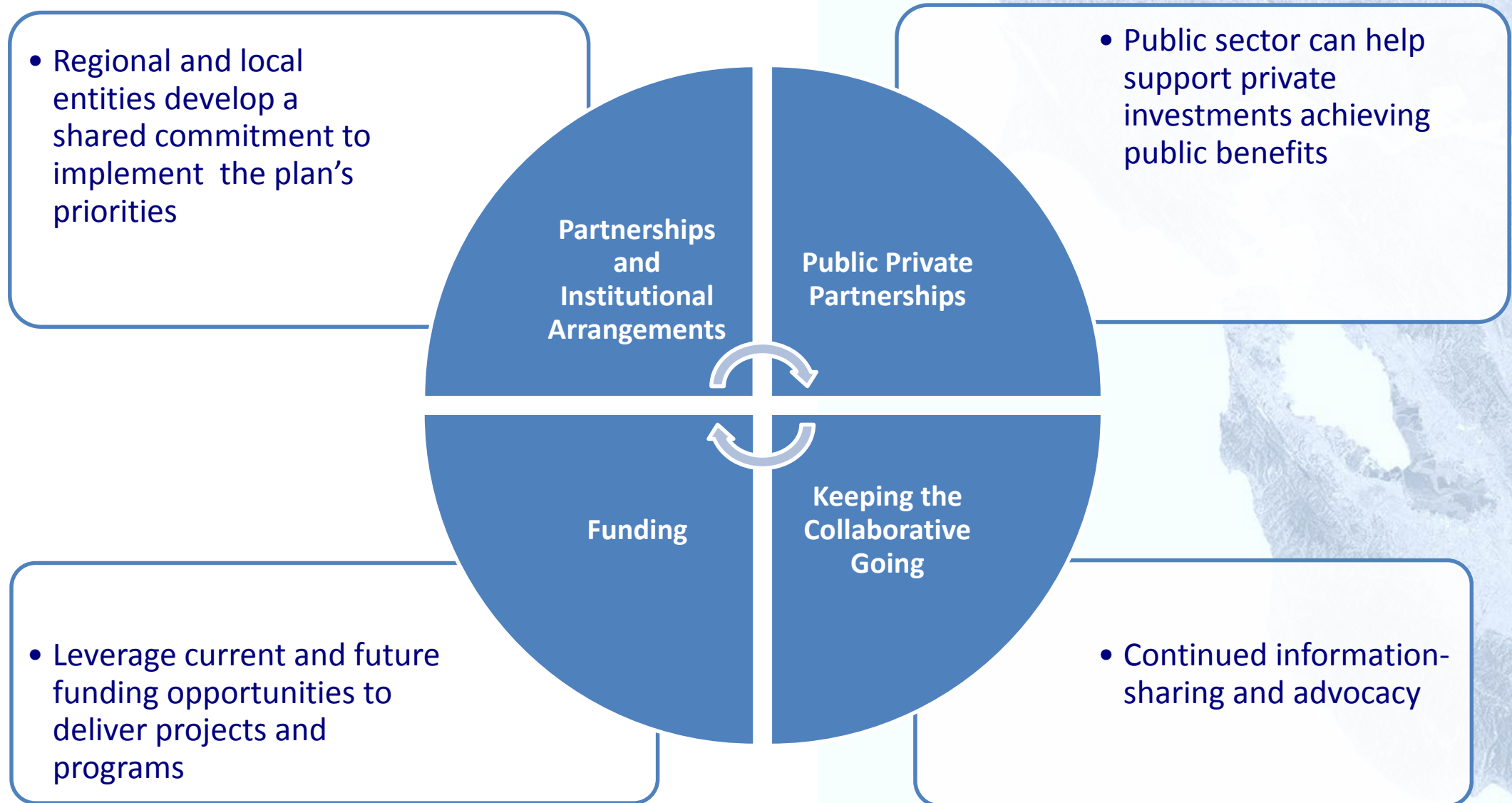
Supporting growing sectors of the Bay Area economy by modernizing the road network, improving safe access, reducing land use conflicts and improving last-mile truck routes and rail connections.



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



# Partnerships and Institutional Arrangements – Challenges



Multi-jurisdictional packages with dispersed implementation responsibilities  
Transportation and non-transportation agencies  
Public and Private Sector



Need to keep components linked over multiple phases



Wide variety of funding sources that may not all be available at the same time

Build on successful models:

FAST Corridor  
(Puget Sound)

CREATE (Chicago)



# Next Steps

- Develop implementation strategy and policy commitment to inform Plan Bay Area 2040 investment strategy
- Focus on prioritizing a near-term set of projects and programs, and align these with federal, state, regional funding opportunities
- Upcoming partnership with SACOG, SJCOG to support mega-regional goods movement planning

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Partner  
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& Moskowitz LLP

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President, Sonoma County  
St. Joseph Health System

**GARY TENNYSON**  
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Verihealth/FALK NC

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Former Director of Operations  
Skywalker Properties Ltd LLC.

**CYNTHIA MURRAY**  
President & CEO



February 10, 2016

Jim Sperring  
Chair, Planning Committee  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, California 94607

RE: Including North Bay Goods Movement Corridors in the Opportunity Packages' Improvements in the Draft Goods Movement Plan

Dear Chair Sperring:

North Bay Leadership Council (NBLC) urges the Metropolitan Transportation Commission to support inclusion of improvements to the North Bay's Highway 101 and Highway 37 in the Opportunity Packages' improvements in the Draft Bay Area Goods Movement Plan. As a regional council, NBLC supports improving the economic ecosystem of the Bay Area, including making the Bay Area ports a national shipping destination of choice. We also support the particular need to preserve and strengthen our port and rail systems in the Bay Area. We appreciate the recognition that the Bay Area, as a leader in innovation and technology, is uniquely poised to utilize system innovation to address needs. But we also recommend that key corridors that connect the North Bay to the port and rail hubs, to the urban centers of manufacturing and delivery, must be recognized in any goods movement plan developed for the Bay Area.

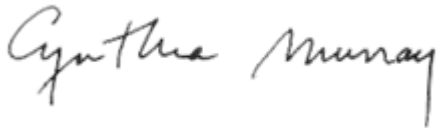
A wide range of commodities are moved in and out on the Highway 101 corridor through Marin and Sonoma. There is recognition in the Draft Goods Movement Plan that we have tremendous demand on our key interregional corridors of Highway 101, and Highway 37. These corridors are lifelines for economic vitality in the North Bay, with our strong agricultural production, especially our wine industries. NBLC has been partnering with the transportation authorities and the SMART rail district to help bring the resources needed to the North Bay to ensure that our limited transportation options are as fully optimized as possible.

The Opportunity Packages in the Draft Goods Movement Plan fail to include coordinated improvements on Highway 101. The effort to improve Highway 101 has been going on for decades, and is stymied with the failure to find funding for the Marin-Sonoma Narrows section, resulting in horrible delays, rising costs of doing business and increased risks to public safety. While the report recognizes auxiliary lanes on Highway 101 in Marin, the bigger need that has been prioritized by both Marin and Sonoma is completing the widening of Highway 101 between Marin and Sonoma, with operational improvements and a new carpool lane.

The Goods Movement Plan also fails to recognize the need for improvements on Highway 37. Linking all four North Bay Counties, a State Route 37 Policy committee supported by a broad technical team is looking at how best to provide more capacity on Highway 37 while simultaneously mitigating for upcoming sea-level rise. The four county band of electeds are all agreeing to develop multi-modal options in the corridor. These needs must be recognized in the Draft Goods Movements Plan as well.

We request the critical goods movement needs of the North Bay on Highway 101 and Highway 37 be recognized in the Draft Goods Movement Plan. Thank you for your consideration of this change.

Sincerely,

A handwritten signature in cursive script that reads "Cynthia Murray". The ink is dark and the signature is fluid, with the first and last names being clearly legible.

Cynthia Murray  
President and CEO



**HISPANIC CHAMBER OF COMMERCE OF MARIN**

P.O. Box 4423, San Rafael, CA 94913 (415) 721-9686 hccmarin@um.att.com  
www.hccmarin.com

February 10, 2016

Jim Sperling  
Chair, Planning Committee  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, California 94607

Sent via Email

Dear Chair Sperling:

As President of the Hispanic Chamber of Commerce of Marin, I write this letter regarding the Draft Bay Area Good Movement Plan. The Hispanic Chamber of Commerce of Marin's mission is to support, advance and promote the growth and success of Hispanic businesses and professionals through collaboration, policy-making, networking opportunities and access to resources.

We request the critical goods movement needs of the North Bay, on Highway 101 and Highway 37, be recognized in the Draft Goods Movement Plan. We appreciate the recognition that the Bay Area as a leader in innovation and technology is uniquely poised to utilize system innovation to address needs. But we also recommend that key corridors that connect the North Bay to the port and rail hubs, to the urban centers of manufacturing and delivery, must be recognized in any goods movement plan developed for the Bay Area.

Wide ranges of commodities are moved in and out on the Highway 101 corridor through Marin and Sonoma. There is tremendous demand on our key interregional corridors of Highway 101, and Highway 37. These corridors are lifelines for economic vitality in the North Bay, with our strong agricultural production, especially our wine industries. We have been doing the work to coordinate across counties, in developing improvements that address our economic needs. We have been addressing the needs on Highway 101 and Highway 37 to not only address our County needs but address the critical interconnection to the Redwood Empire north of the Bay Area.

The Opportunity Packages in the Draft Goods Movement Plan fail to include coordinated improvements on Highway 101. Over the last 20 years, improvements have been made to Highway 101, and significant progress has been seen in Marin and Sonoma counties. While the report recognizes auxiliary lanes on Highway 101 in Marin,

the bigger need that has been prioritized by both Marin and Sonoma is completing the widening of Highway 101 between Marin and Sonoma, with operational improvements and a new carpool lane.

The Goods Movement Plan also fails to recognize the need for improvements on Highway 37. Linking all four North Bay Counties, a State Route 37 Policy committee supported by a broad technical team is looking at how best to provide more capacity on Highway 37 while simultaneously mitigating for upcoming sea-level rise. The four county band of electeds are all agreeing to develop multi-modal options in the corridor. These needs must be recognized in the Draft Goods Movements Plan as well.

We ask for you to include the critical goods movement needs of the North Bay on Highway 101 and Highway 37 in the Draft Goods Movement Plan.

Thank you for your consideration of this very necessary change.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cecilia', followed by a long horizontal flourish.

Cecilia Zamora  
President



900 Fifth Avenue  
Suite 100  
San Rafael  
California 94901

Phone: 415/226-0815  
Fax: 415/226-0816

[www.tam.ca.gov](http://www.tam.ca.gov)

**Belvedere**  
Sandra Donnell

**Corte Madera**  
Diane Furst

**Fairfax**  
John Reed

**Larkspur**  
Dan Hillmer

**Mill Valley**  
Stephanie Moulton-Peters

**Novato**  
Eric Lucan

**Ross**  
P. Beach Kuhl

**San Anselmo**  
Tom McInerney

**San Rafael**  
Gary Phillips

**Sausalito**  
Tom Theodores

**Tiburon**  
Alice Fredericks

**County of Marin**  
Damon Connolly  
Katie Rice  
Kathrin Sears  
Steve Kinsey  
Judy Arnold

February 12, 2016

Jim Spering  
Chair, Planning Committee  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, California 94607

Dear Chair Spering:

The Transportation Authority of Marin, representing the County of Marin along with all 11 cities and towns, has been working to address congestion and support economic development in the North Bay. For over 10 years, Marin has been a leader in multi-modal development. Over 50% of our ½-cent local sales tax is dedicated to local transit operations. Our Safe Routes to Schools program has shifted school trips to walking and biking. Our Non-Motorized Transportation Pilot Program has completed significant elements of our multi-use pathway system throughout Marin. TAM has dedicated its sales tax to completing the Carpool Lane through San Rafael, finishing the last 5 miles of our 17-mile system through Marin. TAM has also been able to start closing the gap in its carpool lane system between Marin and Sonoma in concert with the Sonoma County Transportation Authority and thanks to the support of MTC, Caltrans, and the California Transportation Commission.

Regarding the Draft Bay Area Goods Movement Plan, we recognize the need to support our California ports as a national shipping destination of choice. We also support the particular need to preserve and strengthen our port and rail systems in the Bay Area. We appreciate the recognition that the Bay Area as a leader in innovation and technology is uniquely poised to utilize system innovation to address needs. But we also recommend that key corridors that connect the North Bay to the port and rail hubs, to the urban centers of manufacturing and delivery, must be recognized in any goods movement plan developed for the Bay Area.

A wide range of commodities are moved in and out on the Highway 101 corridor through Marin and Sonoma. There is recognition in the Draft Goods Movement Plan that we have tremendous demand on our key interregional corridors of Highway 101, and Highway 37. These corridors are lifelines for economic vitality in the North Bay, with our strong agricultural production, especially our wine industries. We have been doing the work to coordinate across counties, in developing improvements that address our economic needs. We have been addressing the needs on Highway 101 and Highway 37 to not only address our County needs but address the critical interconnection to the Redwood Empire north of the Bay Area.

The Opportunity Packages in the Draft Goods Movement Plan fail to include coordinated improvements on Highway 101. We have been improving Highway 101 for over 20 years and have made significant progress in Marin and Sonoma. However, we are struggling to close the final gaps in adding capacity to Highway 101. While the report recognizes auxiliary lanes on Highway 101 in Marin, the bigger need that has been prioritized by both Marin and Sonoma is completing the widening of Highway 101 between Marin and Sonoma, with operational improvements and a new carpool lane.

The Goods Movement Plan also fails to recognize the need for improvements on Highway 37. Linking all four North Bay Counties, a State Route 37 Policy committee supported by a broad technical team is looking at how best to provide more capacity on Highway 37 while simultaneously mitigating for upcoming sea-level rise. The four county band of electeds are all agreeing to develop multi-modal options in the corridor. These needs must be recognized in the Draft Goods Movements Plan as well.

We request the critical goods movement needs of the North Bay on Highway 101 and Highway 37 be recognized in the Draft Goods Movement Plan.

Thank you for your consideration of this change.

Sincerely,

A handwritten signature in cursive script, appearing to read 'D. Steinhauser', written in dark ink.

Dianne Steinhauser  
Executive Director

DS/dmm

cc: Steve Heminger, Executive Director  
Ken Kirkey, Director, Planning





Jim Spering  
Chair, Planning Committee  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, California 94607

February 10, 2016

RE: Including North Bay Goods Movement Corridors in the Opportunity Packages' Improvements in the Draft Goods Movement Plan

Dear Chair Spering:

The Novato Chamber of Commerce urges the Metropolitan Transportation Commission to support inclusion of improvements to the North Bay's Highway 101 and Highway 37 in the Opportunity Packages' improvements in the Draft Bay Area Goods Movement Plan. As one of the largest Chambers in Marin County, we support improving the economic ecosystem of the Bay Area, including making the Bay Area ports a national shipping destination of choice. We also support the particular need to preserve and strengthen our port and rail systems in the Bay Area.

But we also recommend that key corridors that connect the North Bay to the port and rail hubs, to the urban centers of manufacturing and delivery, must be recognized in any goods movement plan developed for the Bay Area.

A wide range of commodities are moved in and out on the Highway 101 corridor through Marin and Sonoma. There is recognition in the Draft Goods Movement Plan that we have tremendous demand on our key interregional corridors of Highway 101, and Highway 37. These corridors are lifelines for economic vitality in the North Bay, with our strong agricultural production, especially our wine and beer industries. The Novato Chamber supports the transportation authorities and the SMART rail district as they help bring the resources needed to the North Bay to ensure that our limited transportation options are as fully optimized as possible.

The Opportunity Packages in the Draft Goods Movement Plan fail to include coordinated improvements on Highway 101. The effort to improve Highway 101 has been going on for decades, and is stymied with the failure to find funding for the Marin-Sonoma Narrows section, resulting in horrible delays, rising costs of doing business and increased risks to public safety. This has a significant effect on Novato employers and local business. While the report recognizes auxiliary lanes on Highway 101 in Marin, the bigger need that has been prioritized by both Marin and Sonoma is completing the widening of Highway 101 between Marin and Sonoma, with operational improvements and a new carpool lane.



The Goods Movement Plan also fails to recognize the need for improvements on Highway 37 which sits right in the heart of Novato. Linking all four North Bay Counties, a State Route 37 Policy committee supported by a broad technical team is looking at how best to provide more capacity on Highway 37 while simultaneously mitigating for upcoming sea-level rise. The four county group of electeds are all agreeing to develop multi-modal options in the corridor. These needs must be recognized in the Draft Goods Movements Plan as well.

We request the critical goods movement needs of the North Bay on Highway 101 and Highway 37 be recognized in the Draft Goods Movement Plan. Thank you for your consideration of this change.

Sincerely,

Don Cliver  
President of the Board  
Novato Chamber of Commerce

# San Rafael Chamber

February 11, 2016

Jim Spering  
Chair, Planning Committee  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, California 94607

RE: Including North Bay Goods Movement Corridors in the Opportunity Packages' Improvements in the Draft Goods Movement Plan

Dear Chair Spering:

The San Rafael Chamber of Commerce (SRCC) urges the Metropolitan Transportation Commission to support inclusion of improvements to the North Bay's Highway 101 and Highway 37 in the Opportunity Packages' improvements in the Draft Bay Area Goods Movement Plan. As the largest Chamber in Marin County, representing over 600 companies employing over 26,000 employees from banking to farming, biotech to green tech, healthcare to software, senior care to education, SRCC supports improving the economic ecosystem of the Bay Area, including making the Bay Area ports a national shipping destination of choice. We also support the particular need to preserve and strengthen our port and rail systems in the Bay Area. SRCC has been partnering with the transportation authorities and the SMART rail district to help bring the resources needed to the North Bay to ensure that our limited transportation options are as fully optimized as possible.

We appreciate the recognition that the Bay Area, as a leader in innovation and technology, is uniquely poised to utilize system innovation to address needs. But we also recommend that key corridors that connect the North Bay to the port and rail hubs, that is Highway 101 and Highway 37, to the urban centers of manufacturing and delivery, must be recognized in any goods movement plan developed for the Bay Area. A wide range of commodities are moved in and out on the Highway 101 corridor through Marin and Sonoma. There is recognition in the Draft Goods Movement Plan that we have tremendous demand on our key interregional corridors of Highway 101, and Highway 37. These corridors are lifelines for economic vitality in the North Bay, with our strong agricultural production, especially our wine industries.

The Opportunity Packages in the Draft Goods Movement Plan fail to include coordinated improvements on Highway 101. The effort to improve Highway 101 has been going on for decades, and is stymied with the failure to find funding for the Marin-Sonoma Narrows section, resulting in horrible delays, rising costs of doing business and increased risks to public safety. While the report recognizes auxiliary lanes on Highway 101 in Marin, the bigger need that has been prioritized by both Marin and Sonoma is completing the widening of Highway 101 between Marin and Sonoma, with operational improvements and a new carpool lane.

Page Two

# San Rafael Chamber

The Goods Movement Plan also fails to recognize the need for improvements on Highway 37. Linking all four North Bay Counties, a State Route 37 Policy committee supported by a broad technical team is looking at how best to provide more capacity on Highway 37 while simultaneously mitigating for upcoming sea-level rise. The four county bands of electeds are all agreeing to develop multi-modal options in the corridor. These needs must be recognized in the Draft Goods Movements Plan as well.

We request the critical goods movement needs of the North Bay on Highway 101 and Highway 37 be recognized in the Draft Goods Movement Plan. Thank you for your consideration of this change.

Sincerely,



Joanne Webster  
President and CEO  
San Rafael Chamber of Commerce  
cc: Board of Directors (via email)



490 MENDOCINO AVENUE, SUITE 206  
SANTA ROSA, CA 95401  
WWW.SCTAINFO.ORG (707) 565-5373



February 11, 2016

Honorable Jim Spering  
Chair, Planning Committee  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, California 94607

RE: Including North Bay Goods Movement Corridors in the Opportunity Packages' Improvements in the Draft Goods Movement Plan

Dear Chair Spering:

As the Planning Committee considers the Draft Bay Area Goods Movement Plan the Sonoma County Transportation Authority (SCTA) urges the Metropolitan Transportation Commission to support inclusion of improvements to the North Bay's Highway 101 and Highway 37 corridors in the proposed Opportunity Packages.

We appreciate that the Bay Area, as a leader in innovation and technology, is uniquely positioned to utilize system innovation to address traffic congestion issues. But we also must address capacity issues in key corridors that connect the North Bay to the port and rail hubs – Highway 101 and Highway 37.

A wide range of commodities are moved in and out on the Highway 101 corridor through Sonoma and Marin. Highway 101 and Highway 37 are lifeline corridors for economic vitality in the North Bay for the movement of people and goods.

The Opportunity Packages in the Draft Goods Movement Plan fail to include coordinated improvements on Highway 101. The effort to improve Highway 101 has been going on for decades, and is stymied with the failure to find funding for the final phases of the Marin-Sonoma Narrows. This results in horrible delays, rising costs of doing business and increased risks to public safety. The report correctly recognizes auxiliary lanes on Highway 101 in Marin, however the bigger need that has been prioritized by both SCTA and TAM is completing the widening of Highway 101 between Marin and Sonoma, with operational improvements and a new carpool lane.



The Draft Goods Movement Plan also fails to recognize the need for improvements on Highway 37. As you know this corridor links all four North Bay counties and connects Highway 101 with Interstate 80 and initial efforts are underway to address capacity issues as well as risks to the infrastructure related to sea level rise. This should be recognized in the Draft Goods Movements Plan.

Thank you for considering an amendment to the Draft that will include the high priority needs of the North Bay on Highway 101 and Highway 37.

Sincerely,

A handwritten signature in black ink that reads "Suzanne Smith". The script is cursive and fluid, with the first letter of each name being capitalized and prominent.

Suzanne Smith  
Executive Director, SCTA/RCPA

From: Joanne Webster

Date: February 11, 2016 at 12:51:03 PM PST

To: "JPSpering@solanocounty.com" <JPSpering@solanocounty.com>, "sheminger@mtc.ca.gov" <sheminger@mtc.ca.gov>

Cc: "ChamberMaster Recipient List (board-of-directors-2016@srchamber.chambermaster.com)" <board-of-directors-2016@srchamber.chambermaster.com>, "Cynthia Murray

Subject: SRCC support for Including Highway 101 and Highway 37 in Goods Movement Plan

Dear Mr Spering,

On behalf of the San Rafael Chamber of Commerce which represents over 600 companies, with over 26,000 employees, I am requesting the critical goods movement needs of the North Bay on Highway 101 and Highway 37 be recognized in the Draft Goods Movement Plan.

As the largest Chamber in Marin County, representing companies from banking to farming, biotech to green tech, healthcare to software, senior care to education, SRCC supports improving the economic ecosystem of the Bay Area, including making the Bay Area ports a national shipping destination of choice. We also support the particular need to preserve and strengthen our port and rail systems in the Bay Area. SRCC has been partnering with the transportation authorities and the SMART rail district to help bring the resources needed to the North Bay to ensure that our limited transportation options are as fully optimized as possible.

We appreciate the recognition that the Bay Area, as a leader in innovation and technology, is uniquely poised to utilize system innovation to address needs. But we also recommend that key corridors that connect the North Bay to the port and rail hubs, that is Highway 101 and Highway 37, to the urban centers of manufacturing and delivery, must be recognized in any goods movement plan developed for the Bay Area. A wide range of commodities are moved in and out on the Highway 101 corridor through Marin and Sonoma. There is recognition in the Draft Goods Movement Plan that we have tremendous demand on our key interregional corridors of Highway 101, and Highway 37. These corridors are lifelines for economic vitality in the North Bay, with our strong agricultural production, especially our wine industries.

The Opportunity Packages in the Draft Goods Movement Plan fail to include coordinated improvements on Highway 101. The effort to improve Highway 101 has been going on for decades, and is stymied with the failure to find funding for the Marin-Sonoma Narrows section, resulting in horrible delays, rising costs of doing business and increased risks to public safety. While the report recognizes auxiliary lanes on Highway 101 in Marin, the bigger need that has been prioritized by both Marin and Sonoma is completing the widening of Highway 101 between Marin and Sonoma, with operational improvements and a new carpool lane.

The Goods Movement Plan also fails to recognize the need for improvements on Highway 37. Linking all four North Bay Counties, a State Route 37 Policy committee supported by a broad technical team is looking at how best to provide more capacity on Highway 37 while simultaneously mitigating for upcoming sea-level rise. The four county band of elected officials are all agreeing to develop multi-modal options in the corridor. These needs must be recognized in the Draft Goods Movements Plan as well.

Thank you for your consideration of this change.

**Joanne Webster**

President and CEO

San Rafael Chamber of Commerce

817 Mission Ave., San Rafael, CA 94901

P 415-454-4163x101 F 415-454-7039 E jwebster@srchamber.com www.srchamber.com

Keep up with the Chamber on:



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**File #:** 15-1225      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 1/8/2016      **In control:** Planning Committee  
**On agenda:** 2/12/2016      **Final action:**  
**Title:** Plan Bay Area 2040 Spring 2016 Open Houses

Update on plans for the second round of Plan Bay Area 2040 public engagement activities.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6a\\_Plan Bay Area 2040 Spring 2016 Open Houses.pdf](#)

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

Plan Bay Area 2040 Spring 2016 Open Houses

Update on plans for the second round of Plan Bay Area 2040 public engagement activities.

**Presenter:**

Ellen Griffin

**Recommended Action:**

Information

**Attachments**



TO: Planning Committee  
FR: Executive Director  
RE: Plan Bay Area 2040 Spring 2016 Open Houses

DATE: February 5, 2016

### **Background**

MTC's adopted Public Participation Plan calls for conducting public meetings for Plan Bay Area 2040 at key planning and decision milestones. Looking ahead to the next such milestone — Summer 2016 adoption of a preferred scenario by ABAG and MTC — staff is planning a series of nine public open houses slated for late spring of 2016 (late May and early June). The scenario planning process is summarized in Attachment 1.

### **Proposed Open House Format**

Given the largely positive feedback received from the 2015 open houses, we propose to replicate this format for this second round of outreach. We are working to schedule a series of nine public open houses, one in each county, to be held in the evening from approximately 7 p.m. to 9 p.m. We will look for the same type of venue (one large-capacity room, flexible floor plan).

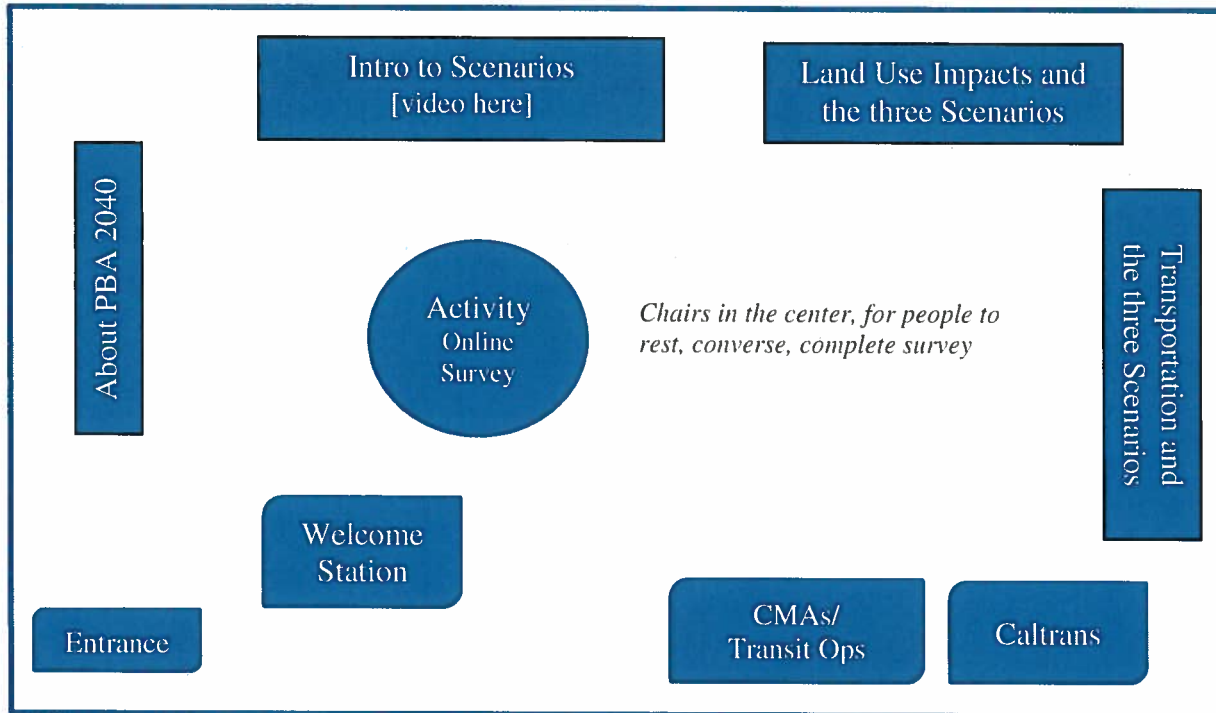
Highlights would include a video that introduces the scenarios at one station, and the ability to complete an online survey at another station. Staff will be available at all stations for Q & A and one-on-one conversations. Comments and feedback will be taken at each station. See below for full list of stations and a diagram of the planned room layout.

### **Stations**

1. **Welcome Station** – An orientation to the meeting with map.
2. **About Plan Bay Area** – Where we are in the update process; how public comments are shaping the development of the Plan; and past milestones, including goals, revenue forecast and regional demographic and economic forecast.
3. **Introduction to Scenarios** – Continuous video presentation that reviews scenario development process to date; provides an overview of each of the three scenario concepts and, why they're important; highlights public input and "ask" at this meeting; and summarizes next steps.
4. **Focus on Population Growth/Land Use in Scenarios** – Detailed county-level information on anticipated population growth and how that growth is dealt with in each scenario.  
**Handout** includes information on population and jobs in the county as well as for the largest cities in region.
5. **Focus on Transportation in Scenarios** – Detailed/county level information on transportation projects and options; and which projects are featured in each scenario.  
**Handout** includes information on project performance plus top ten projects in the county.
6. **Activity Station** – Features an online engagement tool. This electronic survey will address some of the trade-off issues facing the policy makers.



## Draft Room Map



### Companion Telephone Poll, Online Survey to Extend Our Reach

Recognizing that not everyone can attend an evening meeting, we will conduct a telephone survey of Bay Area residents on a range of policy questions. Likewise, we are planning an online quiz covering similar topics featured at the open houses. We will promote the online quiz on social and traditional media outlets in order to encourage more people to weigh in with their views on the region's Plan Bay Area 2040 development.

### Next Steps

Staff will incorporate feedback from the Planning Committee and begin scheduling open houses in early 2016.



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Steve Heminger

SH: eg

# Scenario Development Process

