



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3
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Memorandum

TO: Regional Advisory Working Group

DATE: November 24, 2015

FR: Matt Maloney, MTC

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- will be presented at the RAWG meeting on December 1, 2015.

Plan Overview

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

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” 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 at the February MTC Commission meeting. 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 and the upcoming California Sustainable Freight Action Plan, which may set statewide priorities for future state funding opportunities. 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 strategy.

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

Goods Movement Collaborative and Goods Movement Plan *Draft Plan*

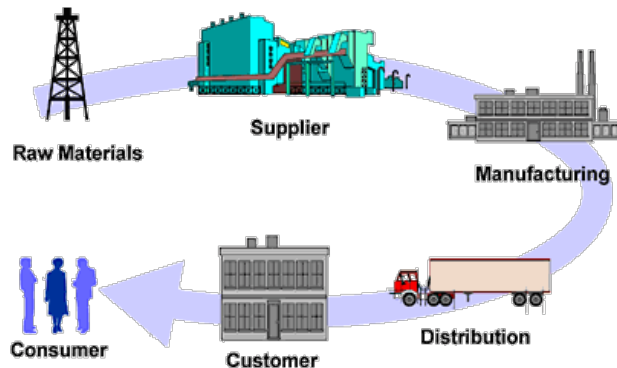


Regional Advisory Working Group

December 1, 2015

Why Goods Movement?

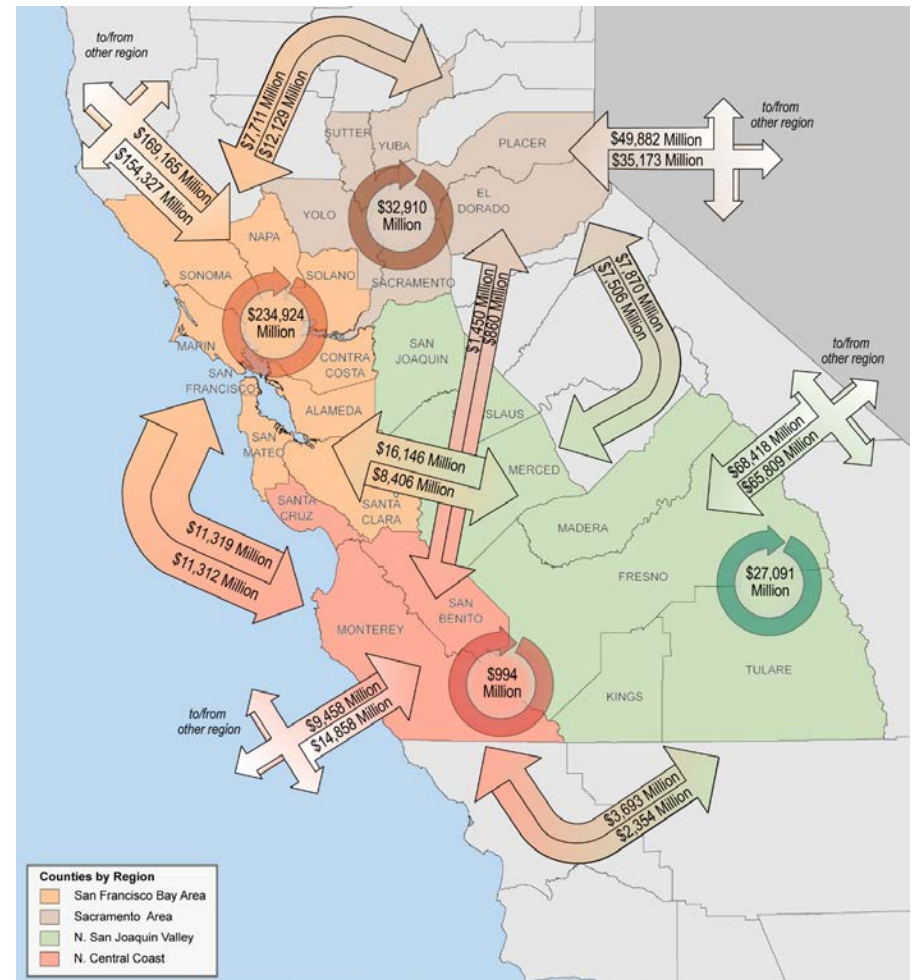
- One third of the region's jobs are in goods movement dependent industries;
 - Key source of regional job diversity - middle-income jobs
 - Heavily reliant on transportation system
 - Nation's 5th largest marine port and major cargo airport
- Future trends creating opportunities
 - *Changing trade logistics 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*



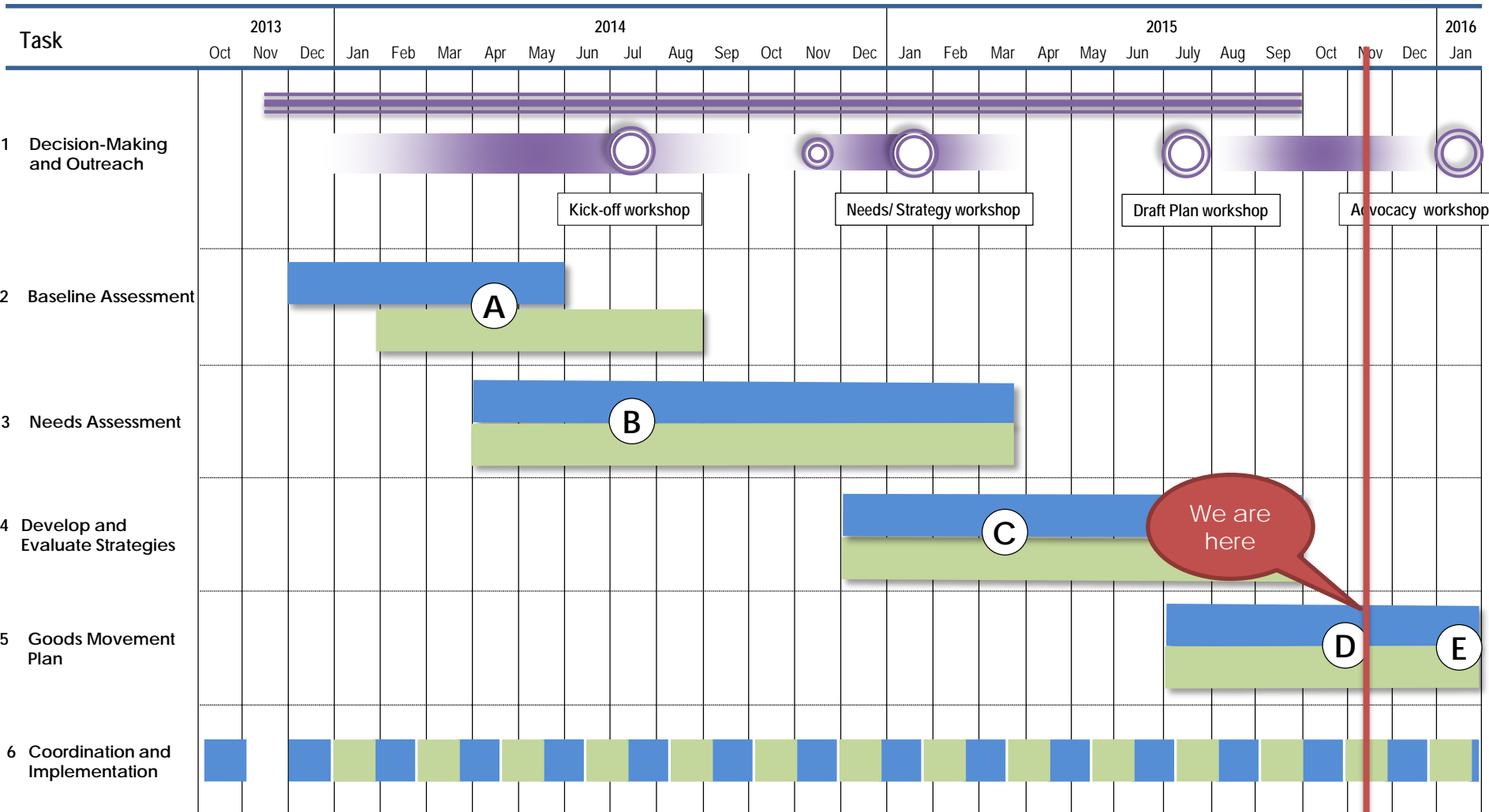
The goods movement system provides connections between each of these steps in this conceptual supply chain.

The Center of Goods Movement in Northern California

- More than \$953 billion in freight flows in Northern California
 - 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

Rail Investments – Increasing Competitiveness, Creating Jobs, Reducing Congestion

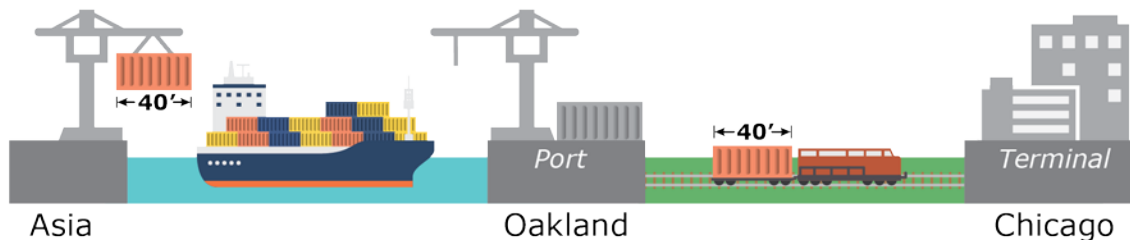
- Critical to creating a world class logistics hub
 - *Capacity needed on both northern and southern route to Oakland*
 - *Public investment to achieve public benefits*
 - *Benefits other Bay Area ports*
- Promote transload intermodal in Oakland
 - *Shifts truck to rail*
 - *Creates local jobs*

Source of graphic: Cambridge Systematics.



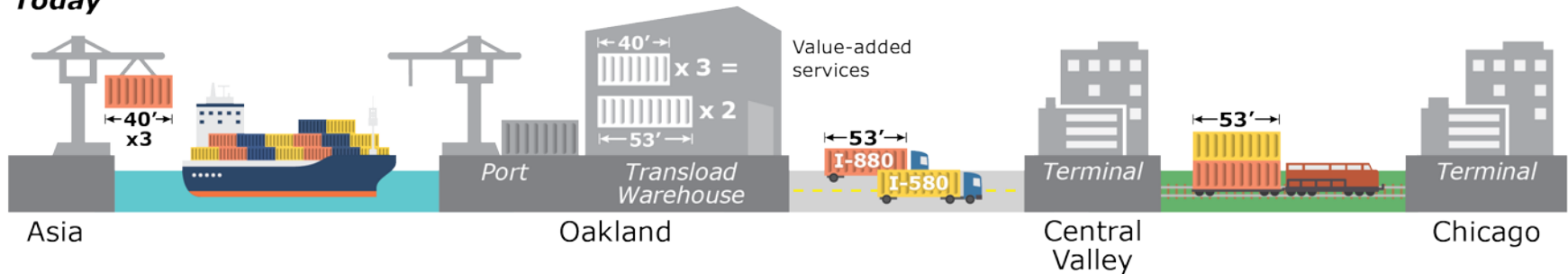
New Approach to Rail/Port Operations – Transloading and Rail in Oakland

IPI Import

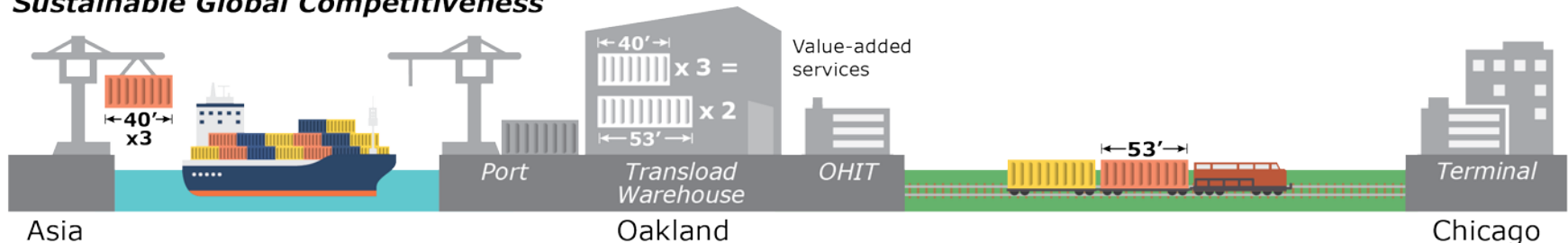


Overall strategy to eliminate 1,280 truck trips per day on I-580 and I-880

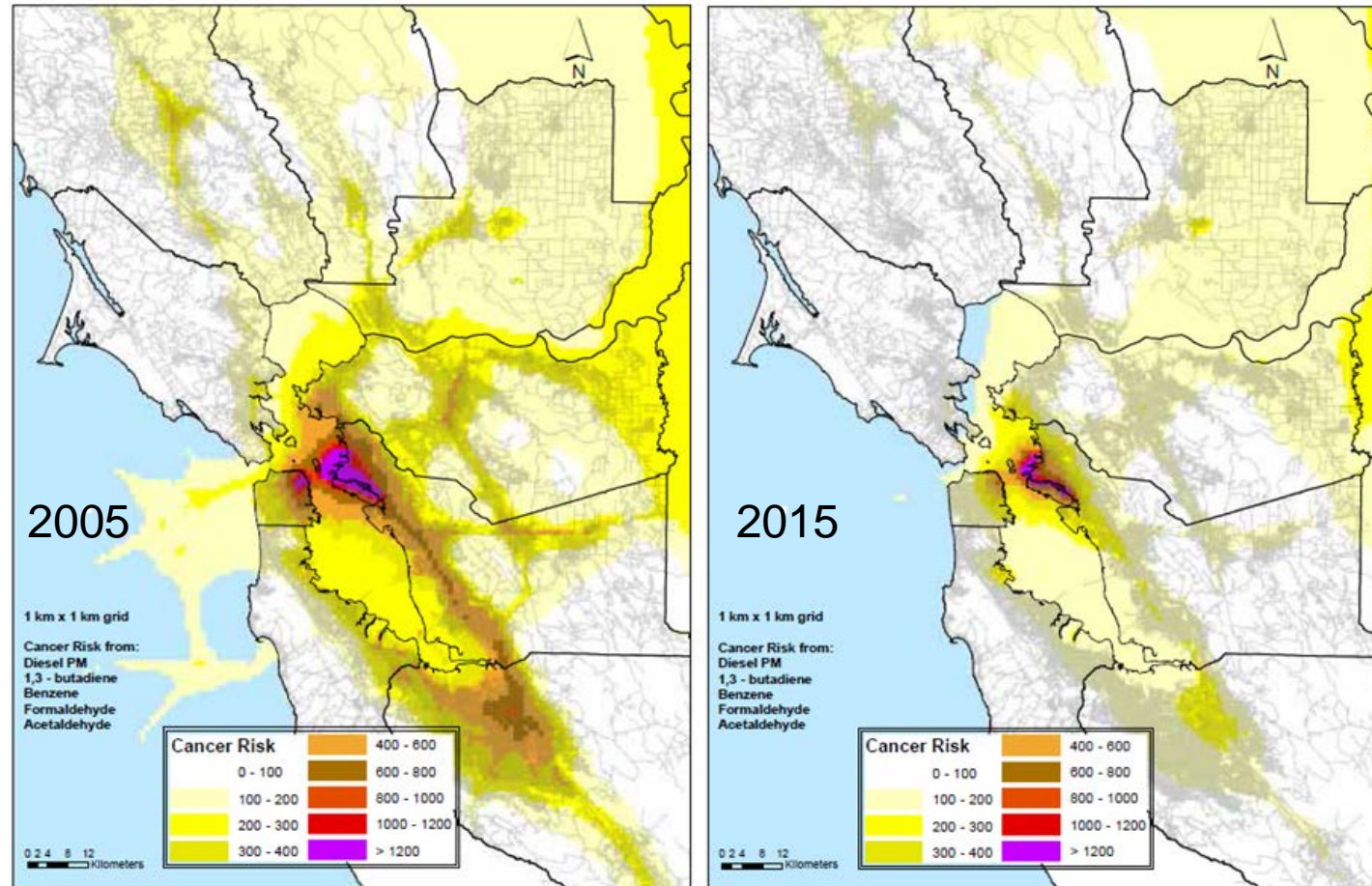
Transload Import Today



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.

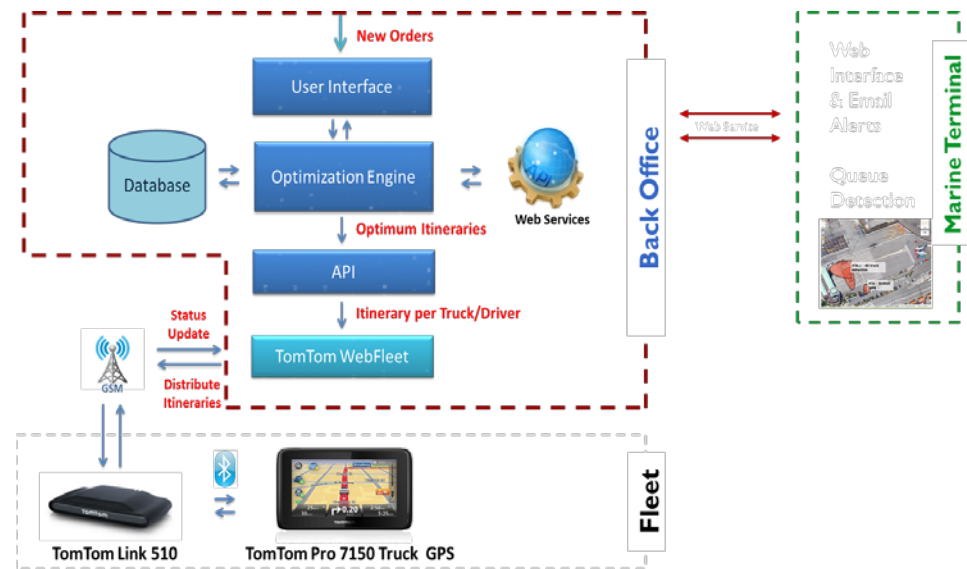


Graphic source: Nighttime Delivery: <http://blog.tstc.org/2011/05/06/better-faster-smarter-off-peak-deliveries-in-nyc/>; Other graphics from Cambridge Systematics.

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)



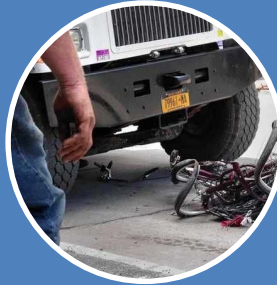
Graphic source: Nighttime delivery: Jose Holguin Veras, Talking Freight webinar, 09-17-11; FRATIS: Cambridge Systematics. FRATIS data source: USDOT-FRATIS, Ken Troup, NRCG

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



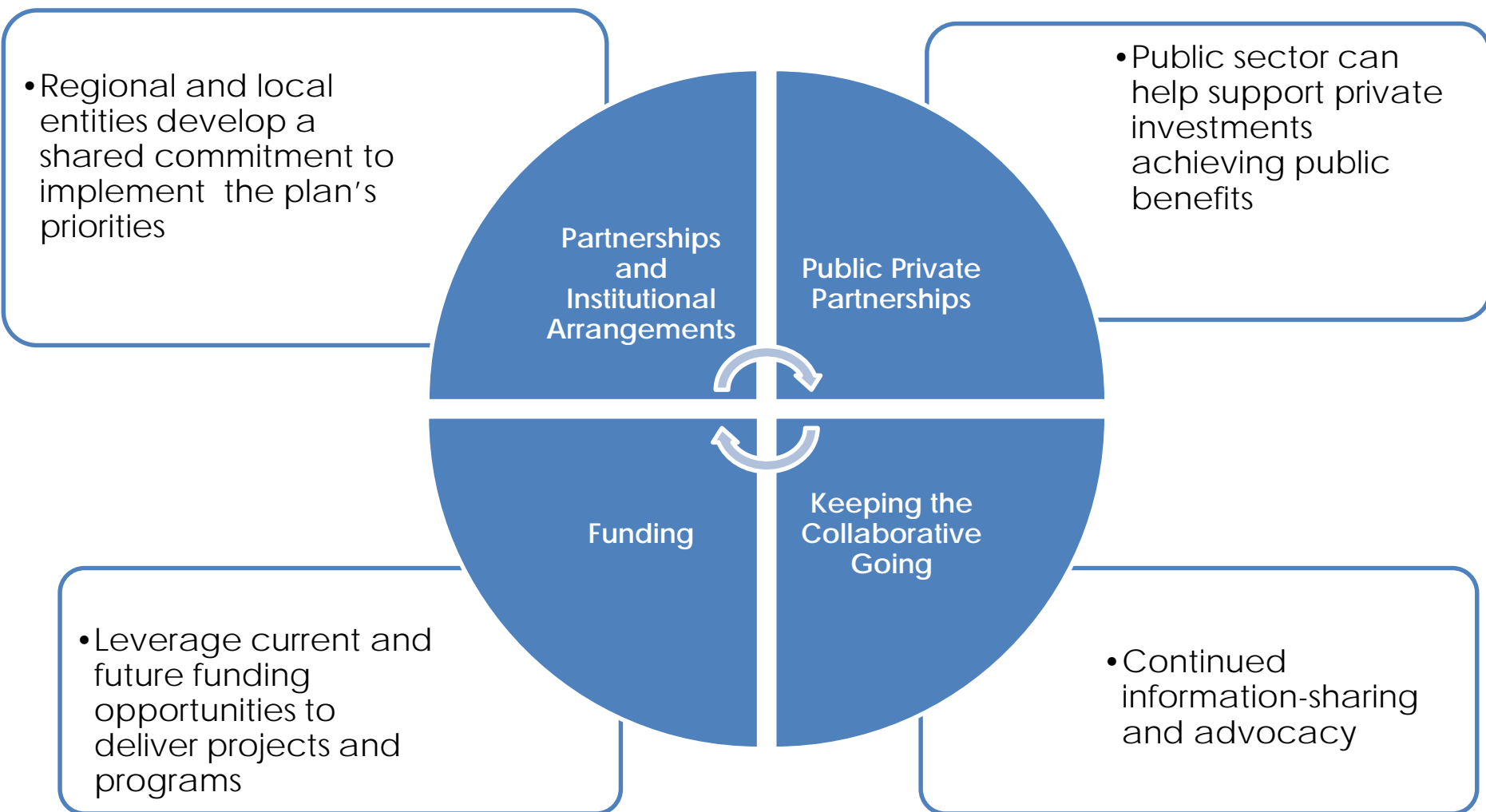
Improving Safety and
Reduce Conflicts



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 ; Rail: 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