



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Goods Movement COLLABORATIVE AND PLAN



A presentation to the California Marine Affairs and Navigation Conference
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Alameda County Transportation Commission – Agency Overview

- **Congestion Management Agency:** provide transportation planning and programming funds – created by State legislation
- **County transportation sales tax administrator:** Measure B and Measure BB sales tax programs implementation – \$8 billion over the next 30 years – approved by Alameda County voters
- **Vehicle Registration Fee program administrator:** \$10 million annually
- **Express Lanes operator:** I-580 and I-680
- **Manage and deliver major capital projects:** \$2.5 billion in current construction contract value
- **Governed by a 22-member Commission:** all elected officials
- Agency run by **22 staff** and a several **consultant teams**
- **Annual operating and capital budget:** ~ \$320 million

Alameda County Snapshot

- Home to 1.5 million diverse residents; 2nd most populous in the Bay Area; 7th most in the State; one of 20 self-help counties
- Home of 20% of Bay Area population and 40% of all traffic congestion due to its central location in the region
- Home of five interstate freeways – all on the National Primary Freight Network: I-580/I-238/I-880 truck corridor connecting to Port of Oakland; the Oakland International Airport
- Location of a significant network of Class I railroad lines that are shared with intercity passenger and commuter rail services
- Location of many diverse manufacturing and business centers
- Transit-rich transportation network (BART, AC Transit, Ferry, Rail, Trails, etc.)
- Home of prestigious national laboratories and universities

Why Are We Talking About Goods Movement?

- A major component of the County and region's economy and economic competitiveness
- 33 percent of jobs in Alameda County are in goods movement-dependent industries – a critical source of job diversity and well-paying jobs
- A major “user” of our transportation system and network
- A major infrastructure asset in the County and region
- We need to better understand gaps and needs, identify solutions and resources and make better investment choices to relieve traffic, improve mobility, gain economic competitiveness, improve the environment and create jobs
- Create a platform for building alliances and advocacy – short- and long-term
- This conversation is overdue and needed now

Northern California Mega-Region

Bay Area

- International trade hub – Port of Oakland and SFO
- Fuels, agriculture and foods producer
- High value manufactured products
- Consumer center

Sacramento

- Agricultural /food products – domestic and exports
- Consumer center
- High value manufactured products
- Regional warehouse center
- Bay Area connection via Central Corridor (I-80 and UP rail)

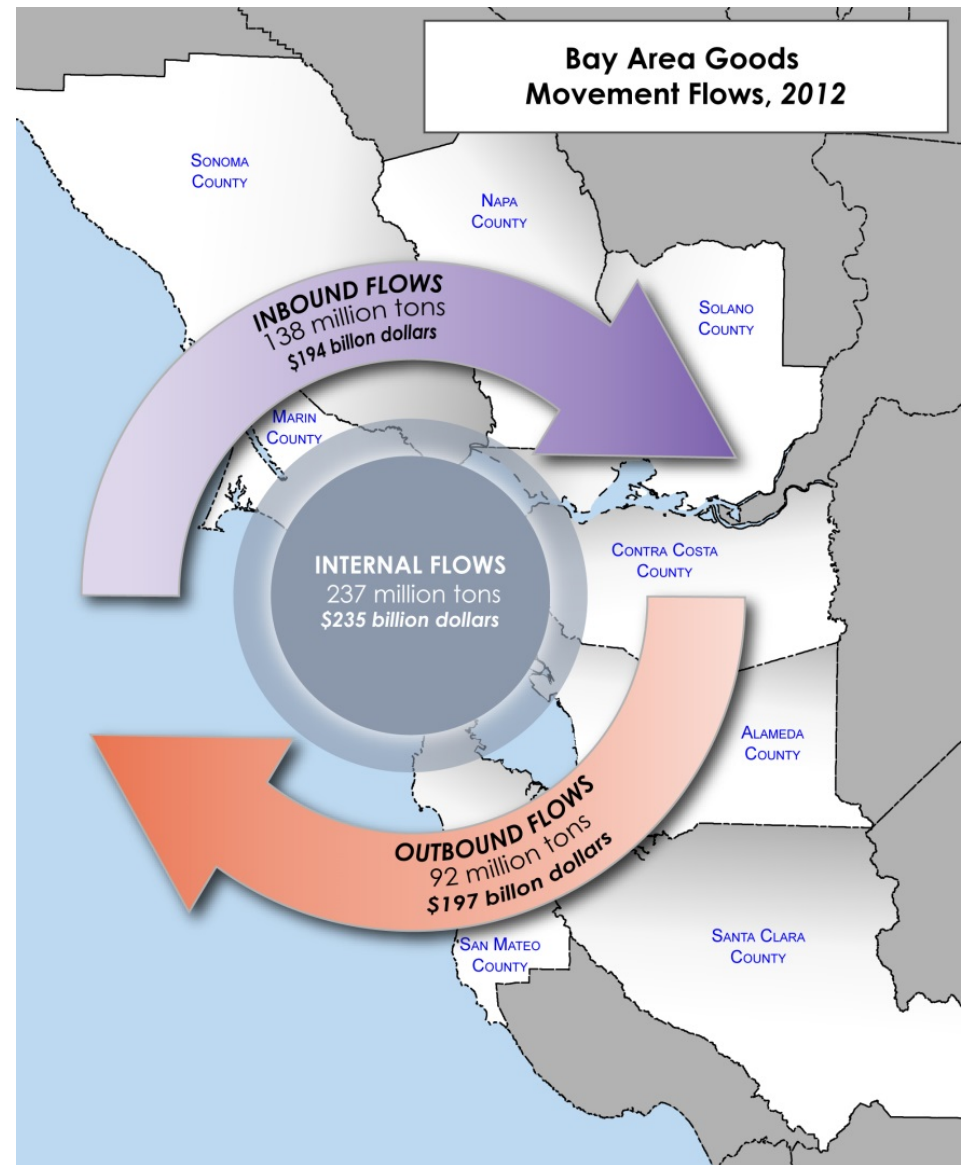
San Joaquin Valley

- Agricultural and food products
- Regional distribution center for Bay Area and Sacramento
- Rail and interstate highway linkage
- Bay Area connections via Altamont Corridor (I-580, rail and barge) and SR 152

Central Coast

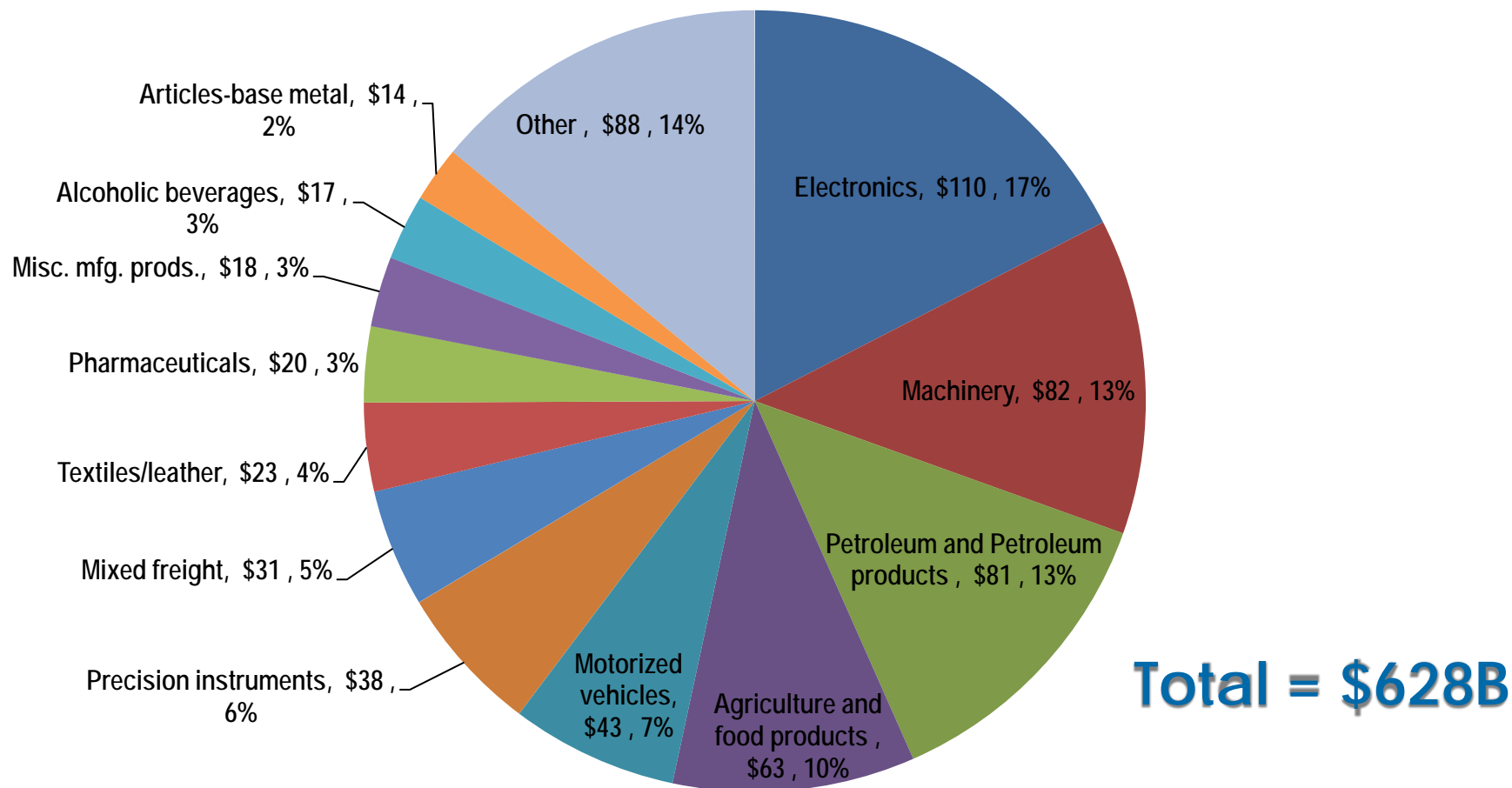
- Wine, fish and agricultural products– domestic and exports
- Critical agricultural linkages with San Joaquin Valley

Goods Movement Flows in the Bay Area



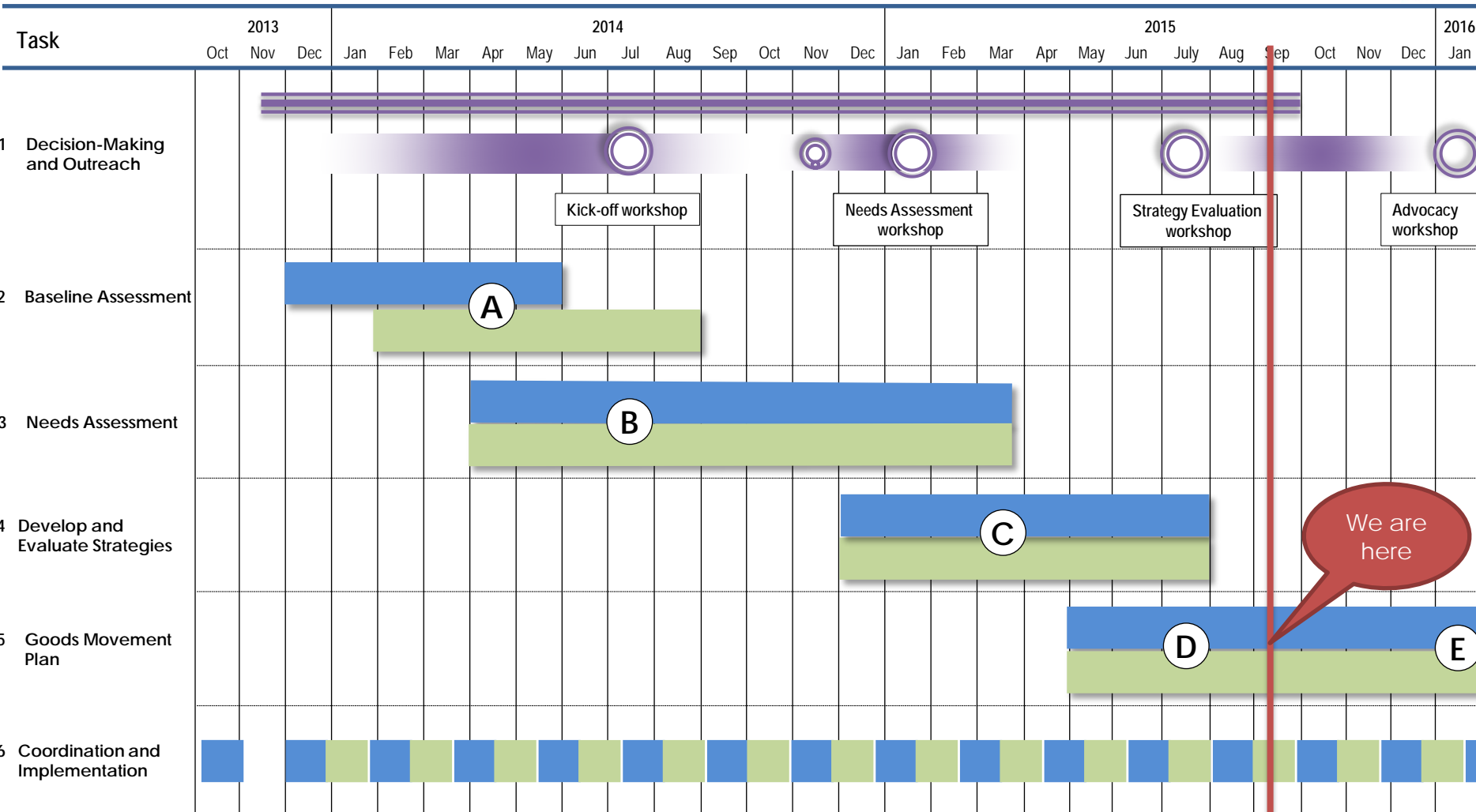
Bay Area Freight Flows by Commodity

2011 – \$ in billions



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

Robust Stakeholder Engagement

Executive Team

- High level guidance
- Commitment to implementation

Technical Team

- Technical review
- On-ground knowledge

Stakeholder Meetings

- Three rounds of interviews/focus groups
- System users, operators, labor and community/environmental groups

Roundtables

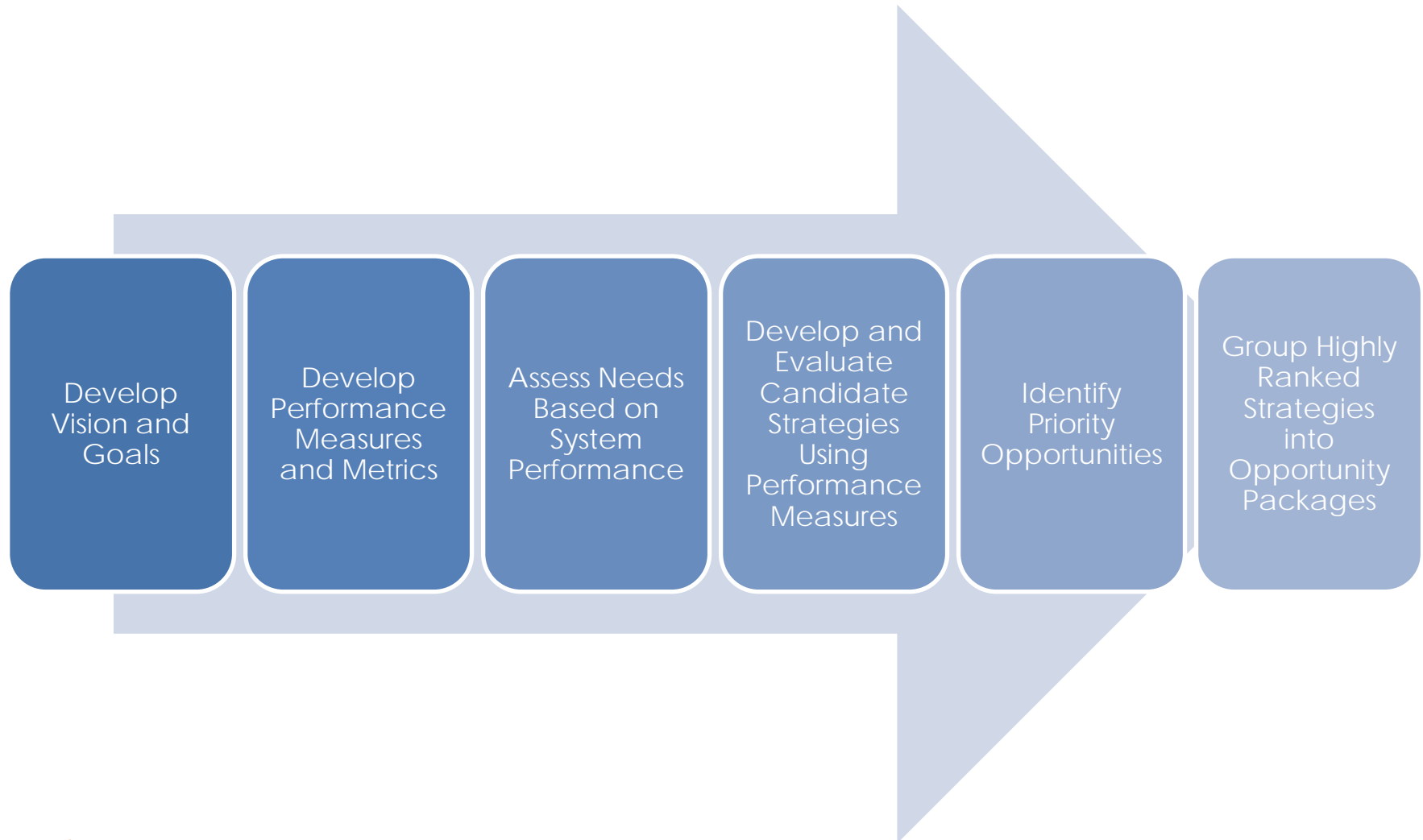
- Convene all stakeholders together
- Platform for advocacy

Who We've Talked To

- Trade unions
- Shippers/receivers
- Government agencies
- Business chambers/commerce
- Public health and community groups
- Carriers
- Railroads, aviation, maritime reps



Strategic Evaluation Process



Goods Movement Infrastructure



Global Gateways

- Handle international trade, and cover entry and exits points that are essential to moving imports/exports
- Port of Oakland and Oakland International Airport



Interregional and Intraregional Corridors

- Link Alameda County and the Bay Area with rest of the U.S.
- Highways: I-880, I-580, I-238, I-80 and I-680
- Railroads: Martinez (northern) and Niles/Oakland (southern) routes



Local Streets and Roads

- Local streets and roads link global gateways and the interregional and intraregional corridors
- Last-mile connectors and arterial corridors

Assembling Priority Packages

- Groupings of high priority capital projects, programs and policies
- Capture synergies between projects
- Ensure “balanced” portfolio to achieve all goals
 - Ensure equity and health considerations integrated with capacity expansion



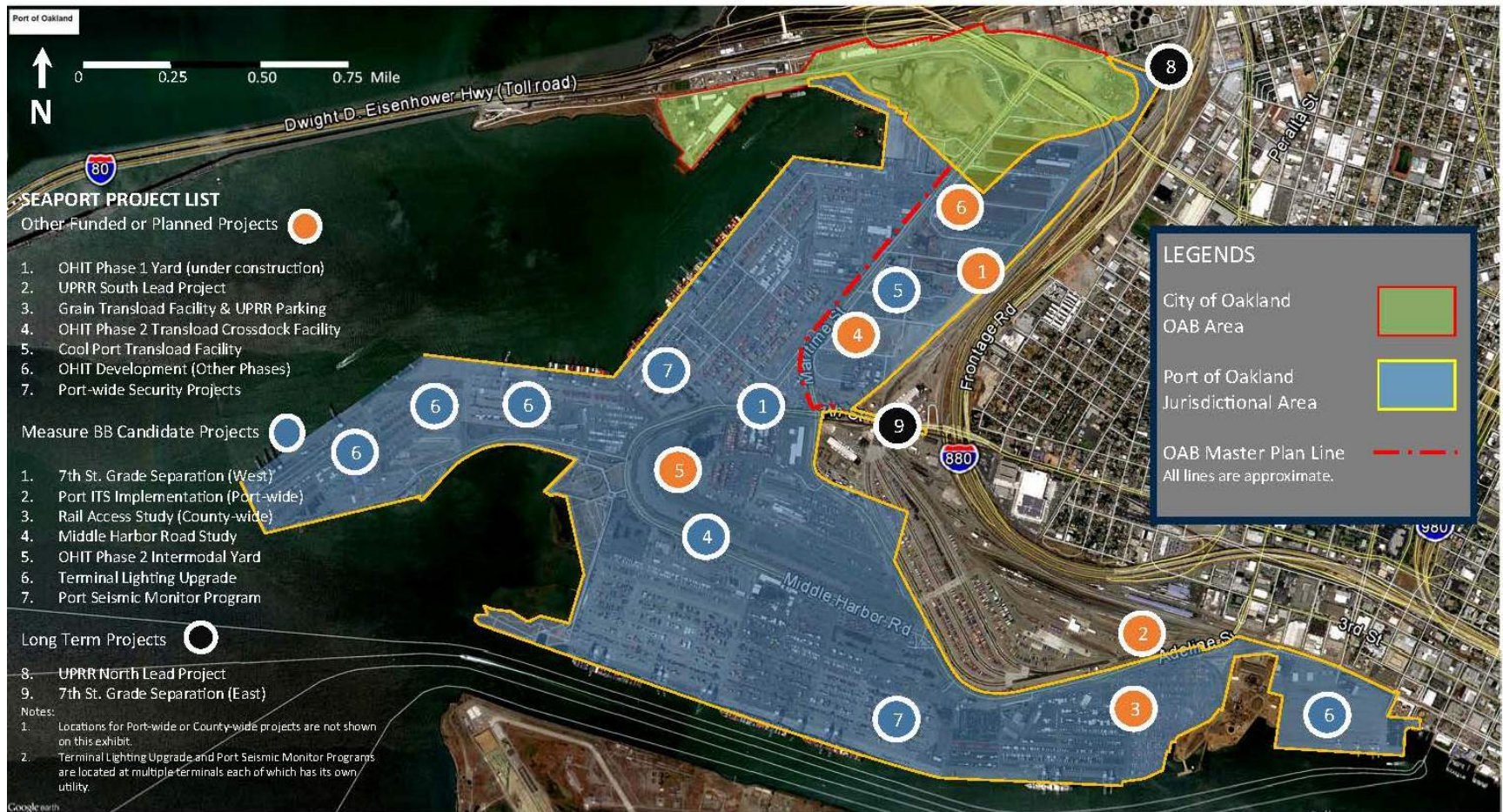
Potential Programs/Projects to Address Needs in Alameda County

- Convert major truck freeway corridors (I-580/I-238/I-880) to Smart Corridors
 - Intelligent transportation system technology
 - Integrated corridor mobility concept
- Reconstruct/upgrade existing freeway interchanges along truck corridors, especially along I-580, I-238, and segments of I-880 in the central part of the County
- Improve specific local roadways connecting to, and within the Port of Oakland, and ITS infrastructure at the Port

Potential Programs/Projects to Address Needs in Alameda County (cont'd)

- Improve rail capacity and operational infrastructure on the Union Pacific Oakland, Niles and Martinez subdivisions to improve access between the Port of Oakland and the rest of the U.S.
- Improve Port of Oakland's infrastructure to improve access, truck circulation and transloading
 - 7th Street Grade Separation
 - Internal roadways
 - Truck parking facilities
 - Fully-develop the former Oakland Army Base
- Zero-emission programs for trucks, trains and ships
- Community impact reduction programs

Potential Port of Oakland Investments



PORT OF OAKLAND MARITIME DEVELOPMENT PROGRAM

Seaport Project List- July 2015



METROPOLITAN
TRANSPORTATION
COMMISSION

GOODS MOVEMENT COLLABORATIVE AND PLAN

Next Steps

- Draft plans released – Winter 2015
- Final plans developed – January 2016
- Advocacy roundtable – January 2016



Thank You

