San Joaquin Valley Interregional Goods Movement Plan

presented to

San Joaquin Valley Council of Governments

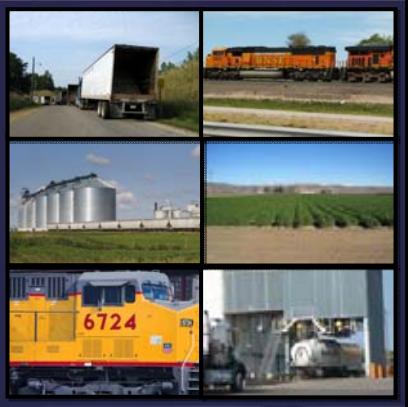
presented by

Cambridge Systematics, Inc.

Fehr & Peers

The Tioga Group, Inc.

Jock O'Connell



June 30, 2011

Transportation leadership you can trust.

The Consulting Team

San Joaquin Valley COGs
Valleywide Project Manager

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Tioga	The Tioga Group, Inc.
F&P	Fehr & Peers
IC	Individual Consultant

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Sophie Hartshorn (CS) – *Deputy Project Manager*

Daniel Smith (Tioga), Richard Lee (F&P) – *Subcontractor Managers*

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- Sophie Hartshorn (CS)
- Martin Schilling (CS)
- Daniel Smith (Tioga)
- Stephen Neiman (Tioga)
- Jock O'Connell (IC)

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- Martin Schilling (CS) – Highway/Rail
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Community/ Environmental Issues
- Sophie Hartshorn (CS)
- Martin Schilling (CS)

Funding/ Institutional Analysis
- Sophie Hartshorn (CS)
- Daniel Smith (Tioga)

Today's Agenda and Outcomes

- Anticipated project outcomes
- Background materials
- Complimentary ongoing efforts
- Project approach
- Stakeholder approach
- Private stakeholder list

Project Outcomes

- A clear, data-driven process to select projects, including multimodal performance measures – maximize benefits
- A ranked, multimodal project list that represents the regional Stakeholders' combined vision – "Efficiency/Economy/Environment"
- Strategies that build on regional strengths/address regional competitiveness needs
  - Short-haul rail service to serve regional markets
  - Full implementation of SR-99 Improvements
  - East-West corridor connectivity
- Funding and implementation strategy
  - Public-private partnerships
  - Potential Federal and state funding sources
  - Institutional arrangements

Background Materials

- San Joaquin Valley Regional Goods Movement Action Plan 2007
- SR 58 Origin-Destination Truck Study
- SR 223, 166, 119, 46 and 65 Truck Origin and Destination Study
- Central Stanislaus Freight Study
- State Route 99 Business Plan
- California Inter-Regional Intermodal System Study, Phase I and II
- SR 99/I-5 Origin-Destination Truck Study
- SACOG Goods Movement Study and Goods Movement Action Plan (3 phases)
- East Side Business Plan (Short Haul rail)

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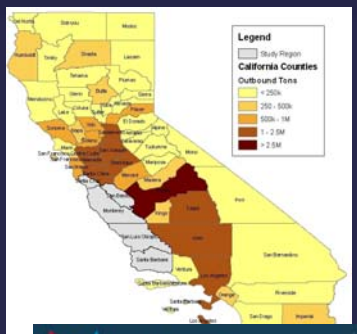
Other Ongoing Events & Efforts



- Federal Re-authorization
- West Coast Corridor Coalition Efforts (e.g. Marine Highways, clean corridor concepts)
- California Inter-regional Blueprint
- CA Statewide Rail Plan
- Statewide Goods Movement Action Plan Update
- SCAG Regional Goods Movement Study
- AMBAG Commodity Flows Study

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Three-Phased Project Approach

PHASE I: Assess Conditions

Task 1: Demographics, Economics, and Circulation

Task 2: Importance and Benefits of Freight Movement

Task 3: Stakeholder Outreach

Task 4: Goods Movement Data and Report

Task 5: Assess Growth in Freight Demand, Trends in Logistics Industry, and 2035 System Performance

Task 6: Evaluate Community, Environmental, and Economic Impacts of Freight Movement

PHASE II: Strategy Development

Task 7: Identify and Evaluate Strategies for Improving Freight Mobility

Task 8: Identify Strategies for Mitigating the Effect of Goods Movement on Communities and the Environment

PHASE III: Recommendations

Task 9: Develop SJV Interregional Goods Movement Plan Report and Identify Institutional/Funding Arrangements Needed to Implement the Plan

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Phase I
Assess SJV Demographics & Economics

- Economics
- Demographics
- Infrastructure
- Commodity Flow
- Key issues
- Stakeholder goals
- Impacts on communities/ the environment

Use existing knowledge, supplemented with data sources including Census, Caltrans, EDD, USDA, and BEA, etc.

Key topics include:

- **Regional socioeconomic characteristics**
- **Demographics changes (in particular since recent economic downturn)**
- **Industry profile**
- **Export outlook and goods movement needs**

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Phase I
Assess SJV Demographics & Economics (Cont.)

Deliverables:

- Material to feed into Goods Movement Report regarding region's economics, demographics, and industries.
- Summary of the importance of goods movement to the SJV regional economy.
  - » Contribution to taxes & GDP
  - » Jobs
  - » Regional economic development synergies
  - » Will include other benefit categories (as appropriate) from TIGER, TCIF, etc.
  - » Short, compelling document

Phase I
Assess SJV Infrastructure and Commodity Profile

- Economics
- Demographics
- Infrastructure
- Commodity Flow
- Key issues
- Stakeholder goals
- Impacts on communities/ the environment

Infrastructure Profile

•Regional, multimodal freight system profile, including all infrastructure and facilities that make up the freight system.
•Emphasis on East-West connectivity (I-580, SR 152, SR 58, etc.)

Commodity Flow Profile

CS' Disaggregated FAF2 Commodity Flow dataset, compared against FAF3, IMPLAN, U.S. Department of Agriculture Data, Truck O-D surveys, etc.

Translating Impacts to Infrastructure

Use San Joaquin Heavy-Duty Truck Model to translate results into impacts on regional infrastructure

Phase I
Assess Regional Key Issues

- Economics
- Demographics
- Infrastructure
- Commodity Flow
- Key issues
- Stakeholder goals and priorities
- Impacts on communities/ the environment

Key Issues are largely known- identified through other efforts Including the 2007 Goods Movement Action Plan, recent Truck Origin & Destination Studies, others.

Others will emerge during Phase I work:

- **Physical infrastructure issues**
- **Operational infrastructure issues**
- **Institutional issues**
- **Needs arising from changing demographics / industries**

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Phase I
SJV Infrastructure, Commodity Profile, and Key Issues

Deliverables:

- Commodity Flow Profile (2010 and 2035)
  - » Volumes and types of commodities
  - » Multimodal flows
- Industry Profiles
  - » Infrastructure needs of key industries
- Identify current (2010) and future (2035) constraints and deficiencies
  - » Physical
  - » Operational
  - » institutional

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Phase I
Stakeholder Interaction

- Economics
- Demographics
- Infrastructure
- Commodity Flow
- Key issues
- Stakeholder goals and priorities
- Impacts on communities/ the environment

Capitalize on existing public and private-sector contacts gained through previous projects for STANCOG, SJCOG, Kern COG, and others, and the San Joaquin Goods Movement Study Phases I-III

Types of Coordination Activities:
- Kickoff meetings
- Issue-focused face-to-face and phone interviews as needed
- Web-based contact management and communications
- Monthly and Quarterly updates

Phase I
Types of Stakeholder Groups

- Two different stakeholder groups:

Stakeholder Advisory Group
- Smaller group
- Guides project deliverables and progress
- Meets quarterly or in coordination with major deliverables

Stakeholder Working Group
- Larger group
- Consulted periodically, "as-needed" throughout project

Phase I
Sample Types of Public and Private Stakeholders

Private-Sector Stakeholders

- Chambers of Commerce
- Class I railroads (BNSF & UP)
- Shortline Railroads (San Joaquin Valley Railroad)
- Motor carriers association
- Shippers
- Agricultural representatives
- Other industry representatives
- Trucking companies

Public-Sector Stakeholders

- San Joaquin Valley COGs
- Caltrans
- Ports (Stockton, Oakland, Sacramento)
- Air Cargo Facilities (Fresno-Yosemite Airport, Meadows Field, Stockton Metro, etc.)
- U.S. DOT / FHWA
- California Department of Agriculture
- California Air Resources Board
- Air Pollution Control Districts
- California Highway Patrol
- Economic Development Representative
- University Research Centers

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Phase I
Stakeholder Interaction (Cont).

A history of over 1,000 trucker, fleet, DC, and shipper contacts in California

- Master list of public and private Includes many different DC, trucker, fleet and shipper contacts
- This list (almost 700 entries) will be the stakeholder distribution list – for major milestone deliverables, etc.

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Three-Phased Project Approach

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PHASE II: Strategy Development

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PHASE III: Recommendations

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Phase II
Identify Strategies That Respond to Regional Needs

SJV Regional Needs	SJV Regional Strategies
East-West Highway Corridor Connectivity	Prioritize Improvements to East-West Corridors
Address Truck Safety Concerns	Trucking, Parking, and Routing Improvements
Minimize Impacts on Communities and the Natural Environment	Integrate Freight & Land Use Best Practices Into Planning Process
Modal Shift and VMT Reduction	Potential Short-Haul Rail Service

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Phase II
Well-Defined Criteria to Select and Prioritize Projects

- Identify specific performance measures
- Define regional stakeholders' vision, goals, and objectives
- Evaluate projects side-by-side with clear metrics
- Identify benefits for specific user groups
- Balance multimodal needs with strategies and projects

Stakeholders	Measures
Regional Governments	Jobs
	Tax Revenue
	Environmental Impacts
	Community Impacts
Shippers	Cost
	Reliability
Freight Carriers	System Velocity
	Delay
	Market Share

Phase II
Prioritizing Projects

Inputs

Outcomes

Lists of projects
- Infrastructure
- Operational
- Institutional
- Short & long term
- Multimodal
- Projects from RTP and from new analysis

→ **Stakeholder Workshop #1** →

1. **Stakeholder Goals & Objectives**
2. **Refined Project Lists**

- Evaluation criteria
- Project cut sheets
- Alternatives matrix

→ **Stakeholder Workshop #2** →

Stakeholder Consensus for Preferred Future System

Phase II
Criteria and Performance Measures

Market Feasibility

- Is there a market for a given goods movement service / strategy?
- Is it sustainable?
- Would it result in benefits to the SJV, the State, and the Nation?
- Can the benefits be quantified?

Transportation System Impacts

- Safety impacts
- Emissions impacts
- Mobility impacts
- Capacity impacts
- Cost savings

Community and Stakeholders

- Capture the benefits of goods movement while minimizing the impacts
- Smart land use planning that takes advantage of goods movement land use best practices
- Safer, cleaner, more efficient freight

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Phase II
Facilitate Stakeholder Selection of Projects

- Define SJV freight system vision, goals, and objectives
- Tie goals to strategies/projects
- Create project summary sheets and matrices
- Hold stakeholder workshops to prioritize / finalize project lists

Port of Oakland

Project Title: 7th Street Grade Separation
Project Sponsor: Port of Oakland

Freight Issue(s) Addressed	
✓	Regional Trade
✓	Intrastate Trade
✓	Interstate Trade

Trade Corridor/Project Justification:

Supports Increasing TEU Throughput:
Expected TEU growth from 2.2 million in 2005 to 4 million in 2025.

Increasing Traffic:
1.7 million TEU's= 850,000 trucks or 23,000 additional 75-car trains.

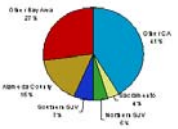
Addresses Identified
Port has identified 7th Street as major infrastructure impediment to growth.

Trade Corridor/ Project Benefits:

Environmental:
Reduced idling of trucks due to truck delays at existing at-grade crossing.

Job Creation:
Supports 16,000 existing maritime Port jobs and creates additional job opportunities.

Support Regional Economy by Exporting Regional Goods:



Partner Projects:
The Outer Harbor Intermodal Terminal (OHIT) yard should not be built without this project.

Recommendation:
This project appears to fit into a strategy to promote regional economic growth by supporting job creation and regional economic trade. It is recommended in conjunction with the OHIT yard.

Phase III
Funding Strategies and Institutional Arrangements

- Institutional Strategies
  - » Joint Powers Authority
  - » Operating Authority
  - » Other Statewide / Regional Coordination
- Funding Strategies and Opportunities
  - » State, Regional, and Federal Sources
  - » Public Private Partnerships
  - » Innovative Financing

Phase III
SJV Interregional Goods Movement Plan

- Create draft and final versions of plan
- Present plan to the SJV Stakeholder Group and the SJV Transportation Planning Agencies Directors' Group

Executive Summary	• Serve as a stand-alone, concise document • Summarize benefits of SJV's goods movement industries • Present multimodal strategies and projects that can maximize benefits to the SJV region, the State, and the Nation
Full Report	• Summarize work completed in Tasks 1-8 • Description of how this work builds on, and relates to, other SJV regional goods movement planning work
Appendices	• Additional technical details and methodology • Summary of stakeholder process • Summary of comments received throughout plan review process

Phase III
Funding Developments and Needs

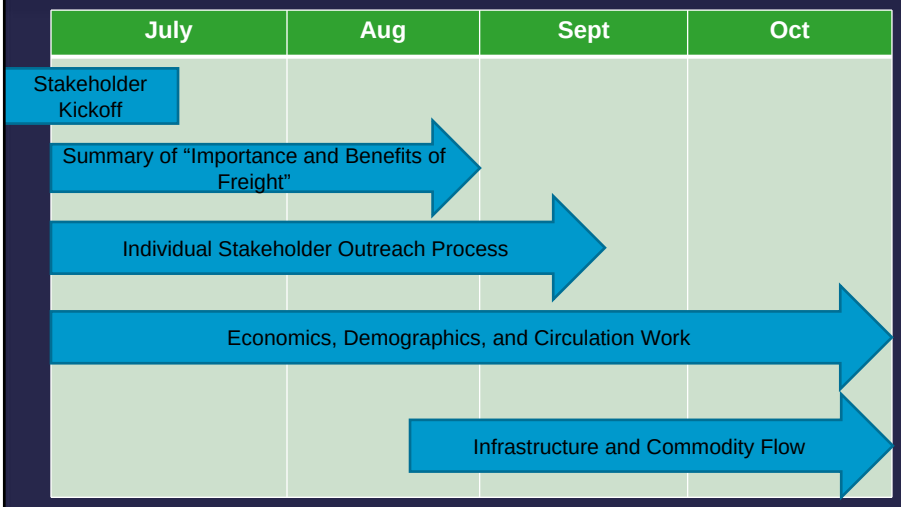
Successful TIGER Grant Application Assistance

- Norfolk Southern Corporation – Crescent Corridor Benefit / Cost analysis ($105 Million)
- Chicago Region Environmental and Transportation Efficiency Program (CREATE) – Developed CREATE application for the American Association of Railroads ($100 Million)
- Navajo Nation and New Mexico DOT – Assisted application for U.S. 491 improvement grant application ($31 Million)

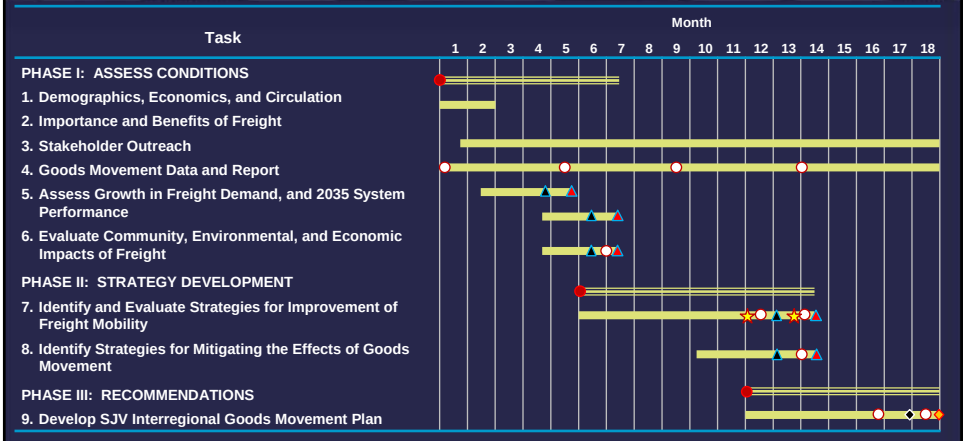
Successful High-Speed Intercity Passenger Rail (HSIPR) Grant Application Assistance

- Vermont Agency of Transportation (VTrans) – Developed three HSIPR applications, of which two were awarded grants
- Maryland Department of Transportation (MDOT) – Developed two HSIPR grant applications

Timeline & Next Steps



Entire Project Schedule



THANK YOU
&
QUESTIONS