

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



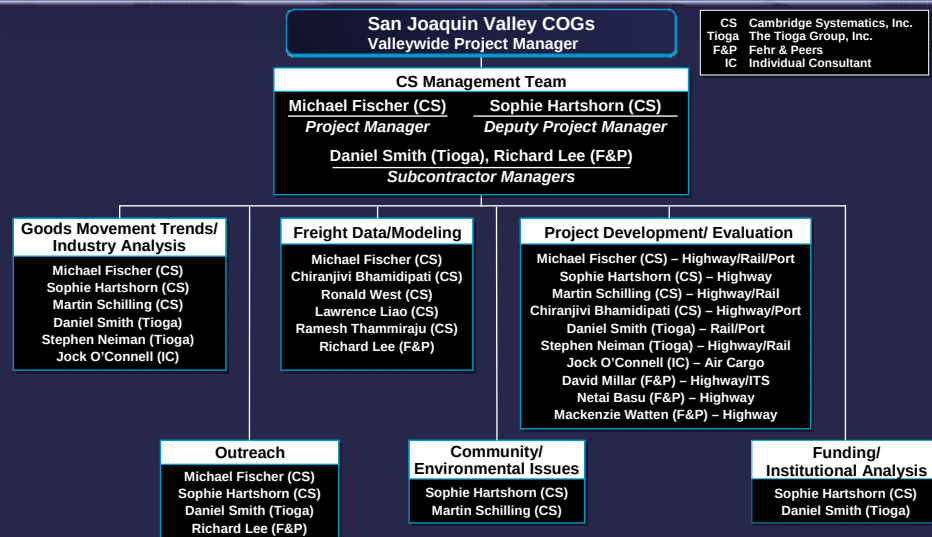
June 30, 2011

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The Consulting Team



Today's Agenda and Outcomes

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

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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

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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

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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

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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).

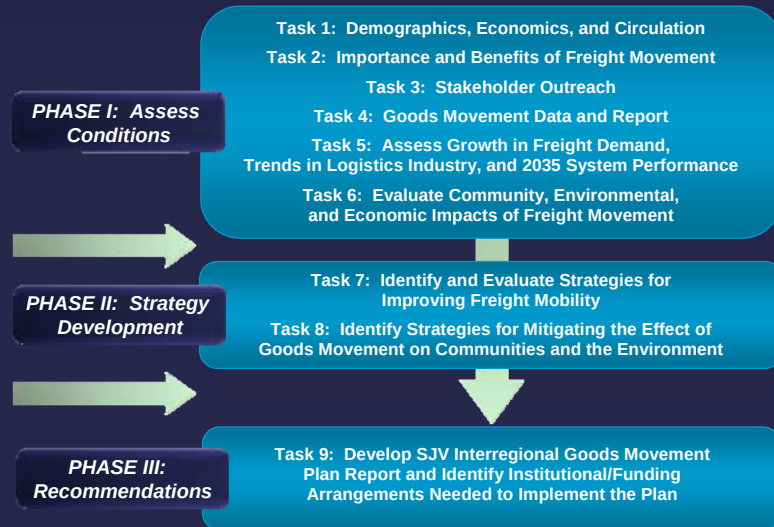


- Master list of public and private Includes many different DC, trucker, fleet and shipper contacts
- This list (almost 700 entries) will be the stakeholder distribution list – for major milestone deliverables, etc.

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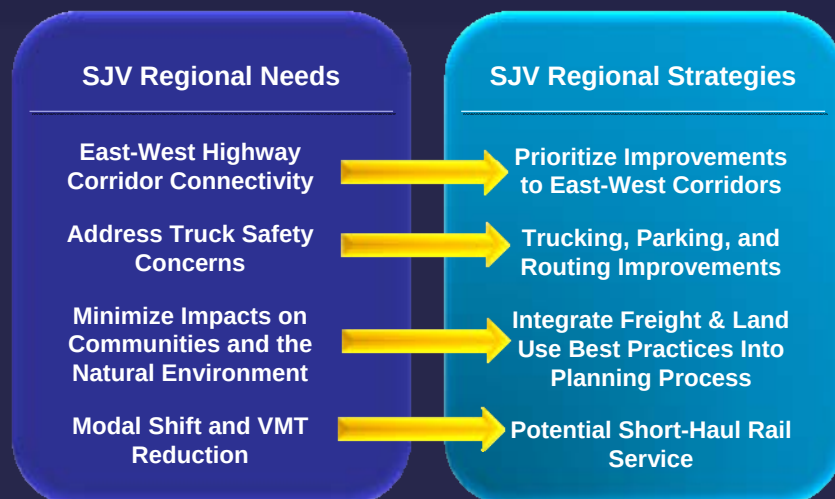
Three-Phased Project Approach



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Phase II Identify Strategies That Respond to Regional Needs



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Phase II Well-Defined Criteria to Select and Prioritize Projects

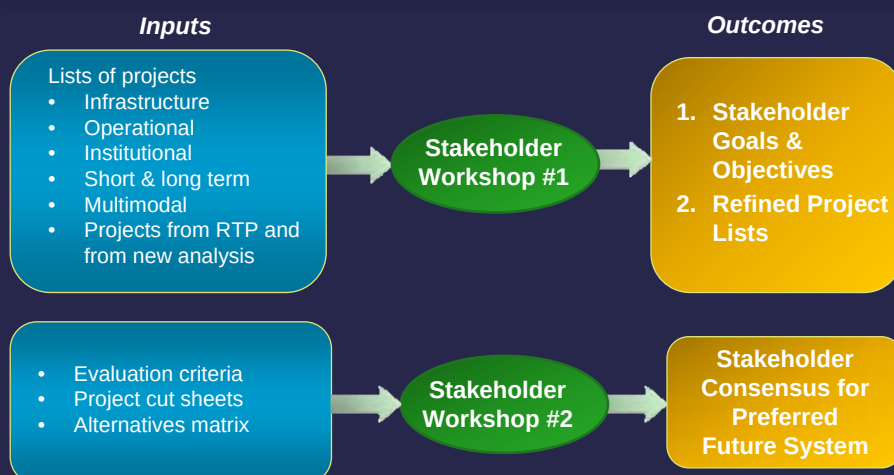
- Identify specific performance measures
- Define regional stakeholders' vision, goals, and objectives
- Evaluate projects side-by-side with clear metrics
- Identify benefits for specific user groups
- Balance multimodal needs with strategies and projects

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

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Phase II Prioritizing Projects



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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 TEUs = 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:

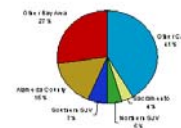
Environmental:

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.

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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

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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

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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)

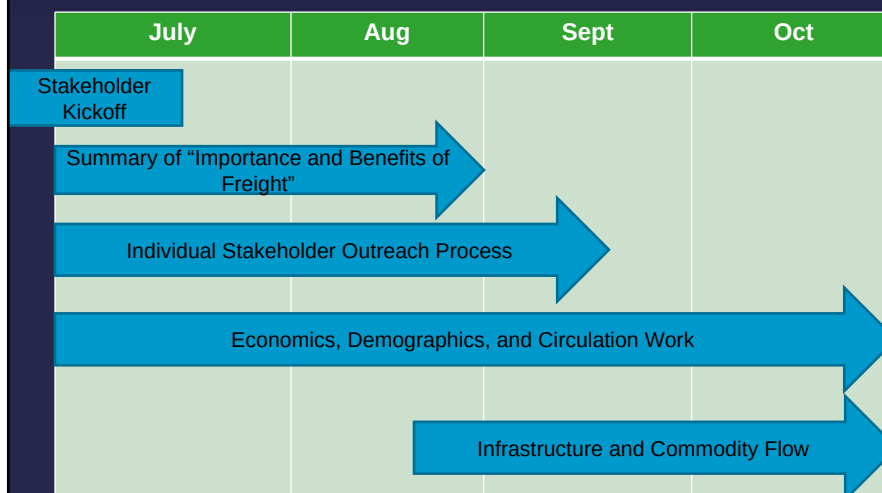
Successful High-Speed Intercity Passenger Rail (HSIPR) Grant Application Assistance

- 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

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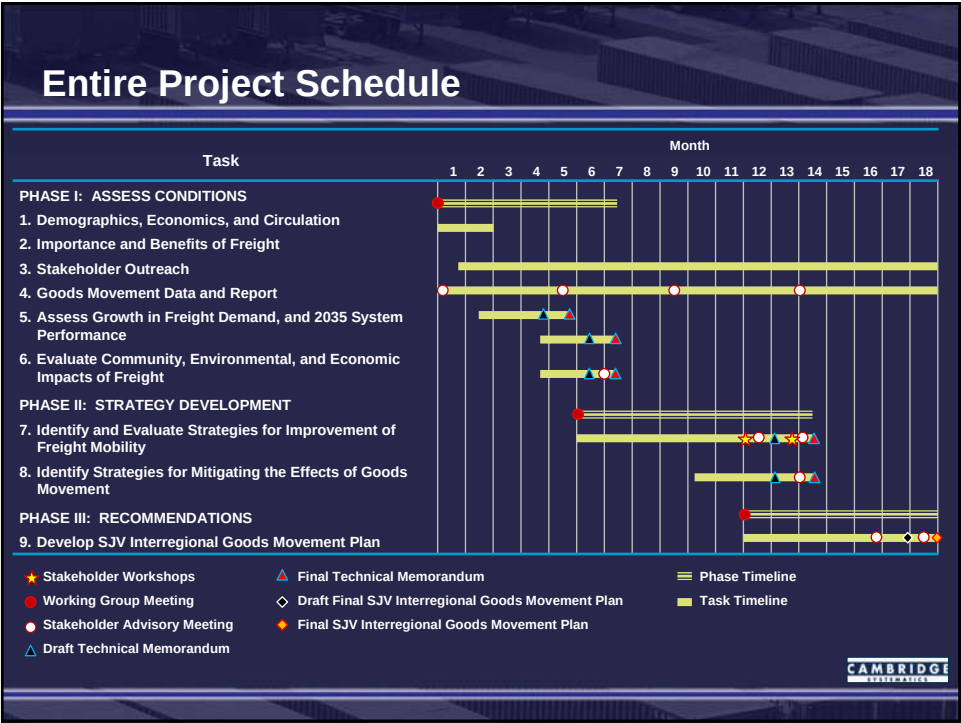
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Timeline & Next Steps



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THANK YOU & QUESTIONS

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