

SEAPORT STAKEHOLDER ROUNDTABLE Meeting #7

January 19, 2022 11:00 AM-1:00 PM





## WEBINAR OVERVIEW



- Port of Oakland hosts and records the Zoom Webinar
- Click on the Chat icon to leave a comment or request assistance
- Click on the Raise Hand icon to ask a question during Q&A session
- Host will unmute you when it is your turn to speak



## MEETING GROUND RULES

#### **Reminders:**

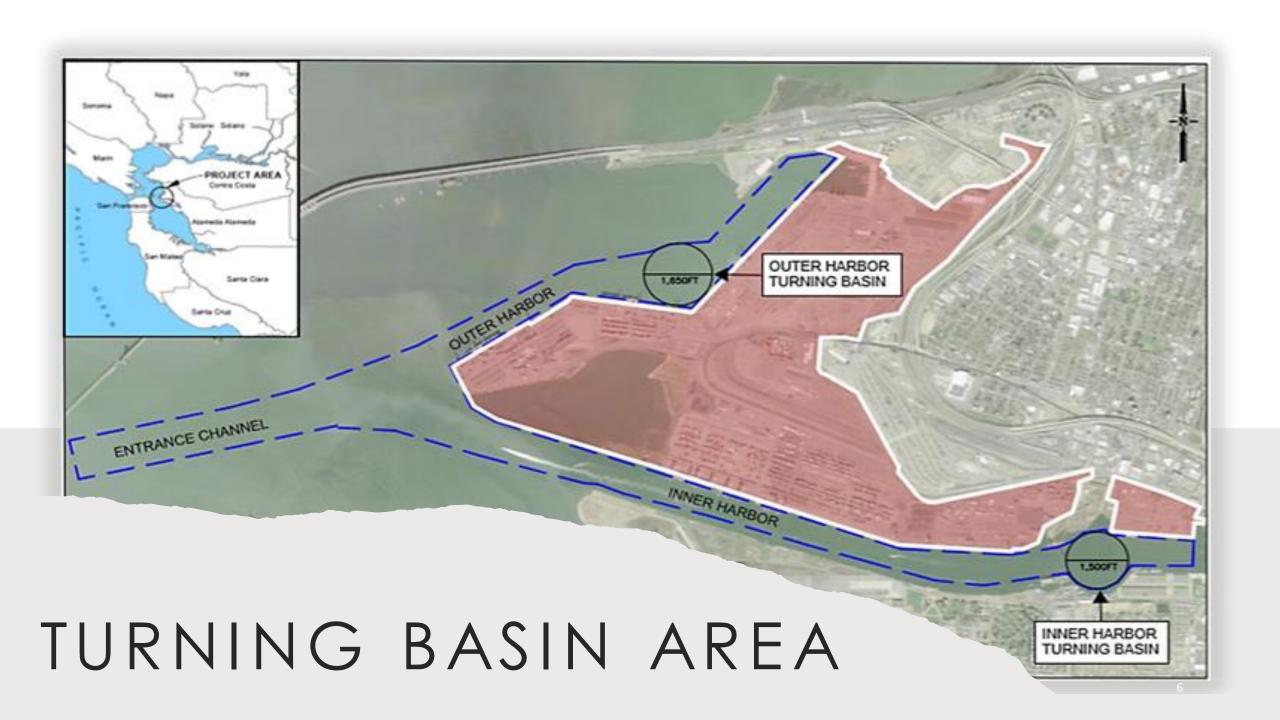
- Keep an open mind and be respectful
- Respect diversity of stakeholder views
- Do not speak over other participants

## AGENDA



1	Welcome/Meeting Agenda & Ground Rules	Dan Smith, Tioga
2	Current Business Development Activities	Bryan Brandes, Director of Maritime, Port of Oakland
3	Seaport Planning Approach   Vision & Mission	Richard Sinkoff, Environmental Programs & Planning, Port of Oakland
4	Seaport Land Use Scenarios	Andrew Hwang, Maritime Business Development Manager
5	Break	Dan Smith, Tioga
6	Truck Operations & Truck/Container Parking Study	Dan Smith, Tioga
7	Caltrans Truck Parking Study	Cameron Oakes, Caltrans Dan Anderson, Cambridge Systematics
8	Next Steps   Closing Comments	Bryan Brandes, Director of Maritime, Port of Oakland







#### STRATEGIES\ **EXISTING** DRAFT PERFORMANCE **SCENARIO DEVELOPMENT** METRICS (KPIs) CONDITIONS SOLUTIONS PLAN 5 3 Perform Market Quantify metrics for **Define Strategic** Identify strategies **Develop Maritime** Assessment. capacity/throughput, **Objectives** Long-Term Vision and infrastructure **Economic Impact** revenue, emissions, & Goals improvements Perform cumulative & Utility Analysis jobs & expenditures analysis Identify and evaluate Identify ancillary implications of each Identify scenario input maritime services. Scenario & assumptions operational Identify terminal factors & truck constraining element volumes STEP 4 STEP 5 STEP 1 STEP 2 STEP 3



## PLANNING STUDY MILESTONES

PROPOSED TIMELINE	PROPOSED STUDY PLANNING MILESTONES		
January 2022	Land Use Study   Final Seaport Land Use Scenarios		
	Truck Operations & Truck/Container Parking Study       Analysis & Findings		
February 2022	Economic Impact Study   Preliminary Findings		
	Transportation Study		
	Recommendations/Proposed Strategies		
March 2022	Draft Seaport Plan Outline/Overview		
April 2022	Port of Oakland Board Informational Update		



## VISION & MISSION

## VISION

Port of Oakland will be a leader in Maritime Commerce

## MISSION

Promote sustainable, equitable and smart Maritime logistics through partnerships, policies & programs

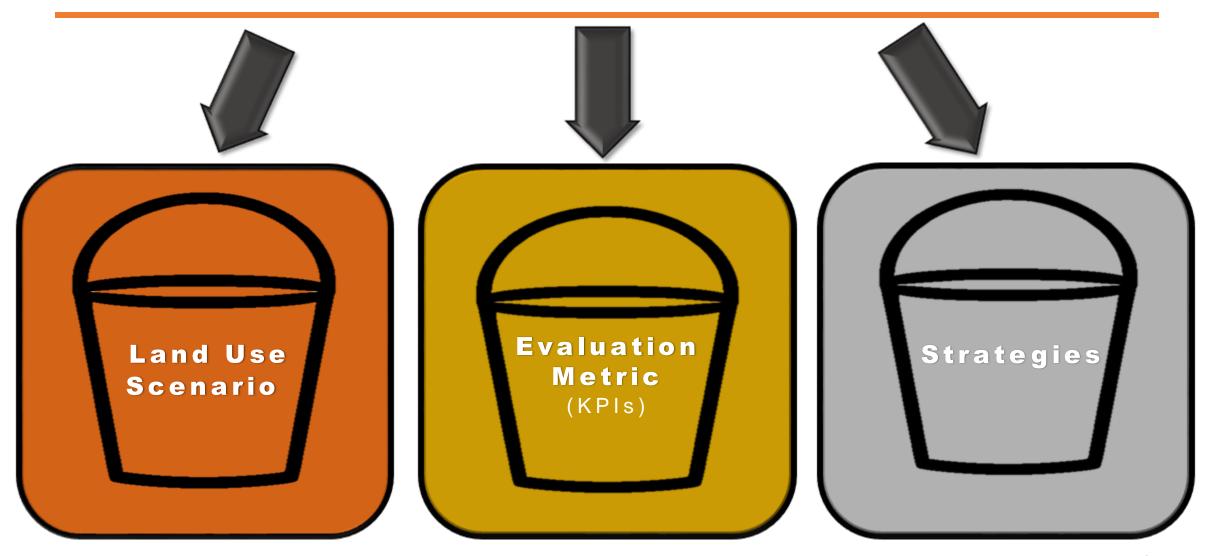
Vision: The Port of Oakland is the Preferred Gateway for Trade, Travel and Recreation.

The Mission Statement reflects the business of the Port, and our responsibility to care for our assets, our people and our community.

Mission: We are stewards of public assets. We lead our seaport, airport and commercial real estate businesses in a fiscally sound and socially beneficial way.



## PLANNING OBJECTIVES





## SCENARIOS

#	SSR Seaport Planning Objectives (SSR Meeting #6 12/15/21)
1	Increase public truck tractor and container/chassis parking to accommodate cargo growth and reduce truck operations in residential areas
2	Pursue more aggressive strategies to reduce truck queueing and idling on Port property, improve circulation
3	Be more aggressive on minimizing emissions (criteria pollutants & greenhouse gases) to reduce exposure to harmful pollutants and address climate change
4	Increase cargo diversity to better serve regional cargo needs
5	More emphasis on efficient transload, cross-dock, and other facilities. Long-range plan for ancillary facilities
6	Increase off-terminal empty container and chassis depot capacity
7	Pursue rail cargo more aggressively to better serve regional cargo needs
9	Expand truck and driver service facilities
11	Better serve California agricultural exports, and other exports
12	Grow revenue more aggressively and efficiently
13	Better serve refrigerated cargo
14	Increase emphasis on total cargo growth

SSR Seaport Planning
Objectives informed
development of 5 Land Use
Scenarios.

Some objectives are part of multiple scenarios.





## COMMON POLICY OBJECTIVES

#	SSR Seaport Planning Objectives (SSR Meeting #6 12/15/21)
8	Pursue strategies that increase jobs, and economic development and benefits to community
10	Coordinate with City to preserve industrial land for its capacity for growth, remove and avoid conflicts between industry and residents, maintain awareness of context
15	Port takes a more active role in operations, facilitating logistics movement
16	Enhance Mobile Harbor Shoreline Park, increase public access to land
17	Increase physical and cyber security on Port property, make the Port more resilient
18	Coordinate with other ports in SFBay
19	Port more actively addresses labor issues
20	Make Port Utilities an enterprise

## All scenarios include common policy objectives



Common environmental, community, employment, revenue, coordination, innovation, and sustainability objectives



## PROPOSED SCENARIOS

#	LAND USE SCENARIOS	MODEL OUTPUTS/KPIs	QUALITATIVE CRITERIA
Baseline	Current Land Uses and Operations At Capacity		
1	Maximize Container Throughput	• Environmental Impact	<ul> <li>Regional Coordination</li> </ul>
2	Maximize Cargo Diversity	• Cargo Volume	<ul><li>Customer Service</li></ul>
3	Maximize Rail/Regional Connectivity	<ul><li>Revenue</li><li>Jobs</li></ul>	<ul> <li>Innovation</li> </ul>
4	Maximize Transloading Focus	• Truck Trips	<ul> <li>Community Benefits</li> </ul>
5	Maximize Truck/Container Parking & Services		

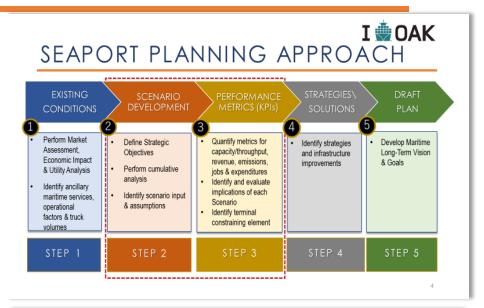
# I DAK SCENARIO ANALYSIS/EVALUATION

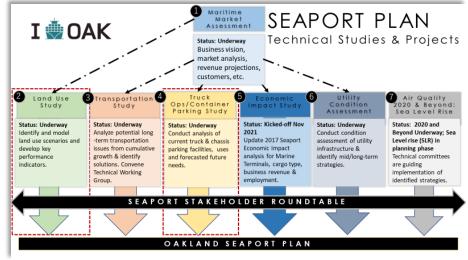




## SCENARIO PROCESS RECAP

- Model Land Use scenario assumptions & evaluate output (Feb)
- Select land use scenario elements (Feb)
- Provide land use option for Transportation Study analysis(Mar)
- Include land use analysis in Seaport Plan Outline (Apr)







## BREAK



# TRUCK OPERATIONS & TRUCK/CONTAINER PARKING

# Truck Operations and Truck/Container Parking Study: Preliminary Findings

Dan Smith
The Tioga Group

Seaport Stakeholders Roundtable Meeting #7 - January 19, 2022

#### Truck Parking Study Purpose and Scope



Purpose: Analyze existing conditions, demand for Port-area parking, future parking needs, and Port parking options, as inputs to the Seaport Plan.

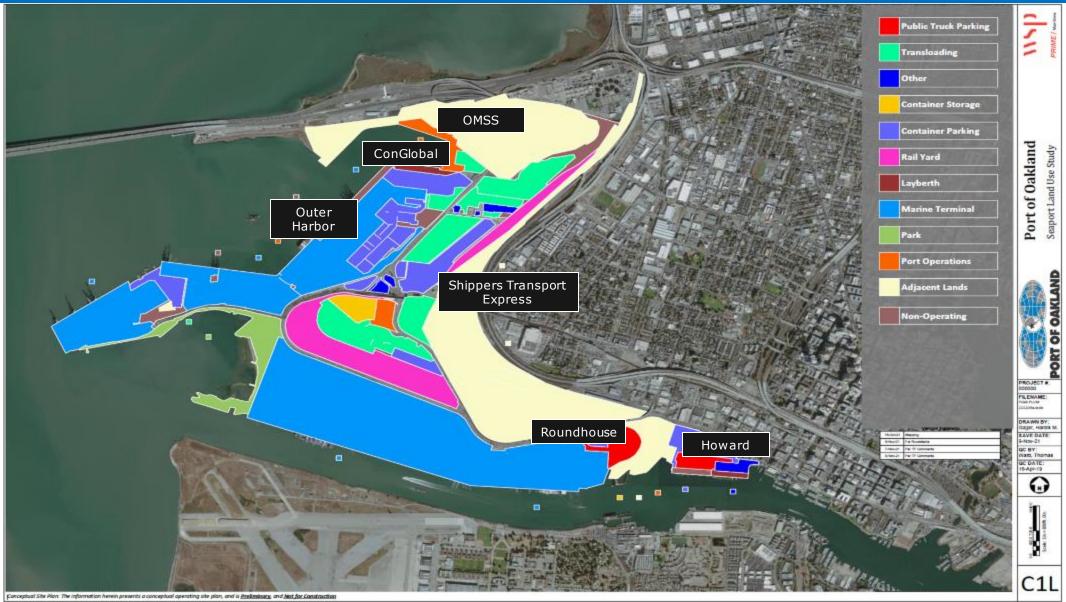
Port, TMP, and Caltrans study scopes are complementary.

- This study: Off-street, Port area parking for Port drayage.
- TMP: Prevent truck parking in West Oakland residential areas.
- Caltrans: highway-focused parking for long-haul and regional driver needs.

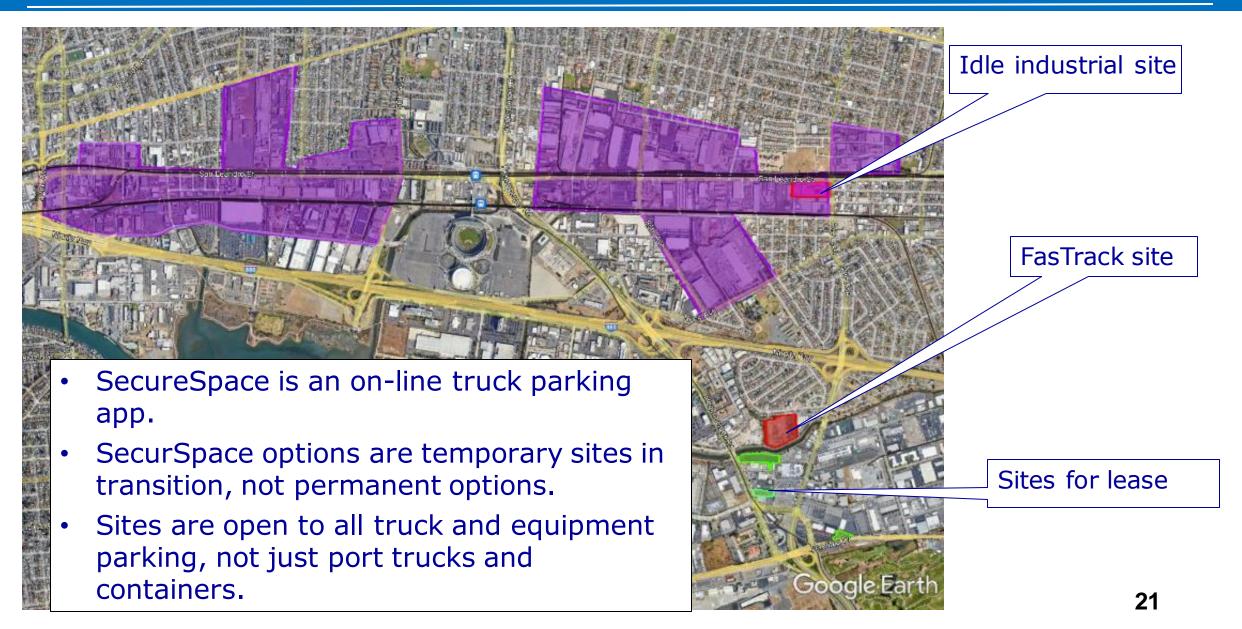
Study Scope	Port Truck/Container Parking Study	West Oakland Truck Management Plan (TMP)	CalTrans Truck Parking Study
Parking Need			
Overnight Tractor Parking/Time Off			
Unattended container/chassis parking			
Attended truck staging/waiting (2+ hr staging)			
10-hr Federal Rest Mandate			
30-minute Federal Rest Mandate			
Emergency Closure			
Parking Location			
Port Area Off-street			
City Streets			
City Off-street			
Commercial Truck Stops			
Highway Margins			
Public Rest Stops			
Rural			
Trucking Type			
Port Drayage			
Long-haul Truckload			
Less-than-truckload			
Local/Regional			

#### Existing Tractor Parking & Container Parking Locations





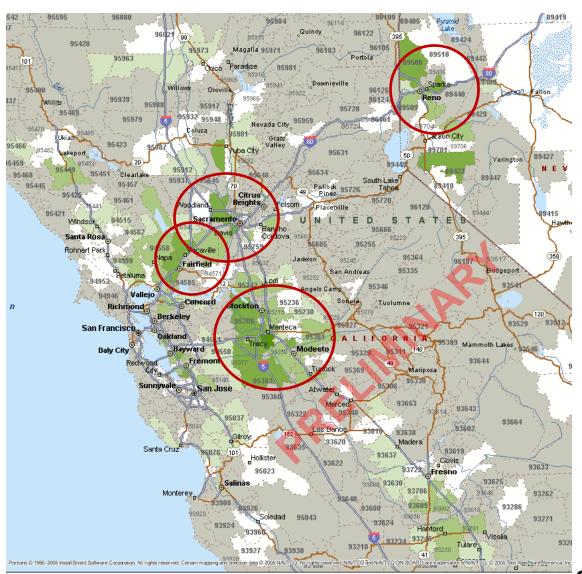
#### Existing Conditions: Limited Nearby Truck Parking Options



### Existing Conditions: Drayage Origins & Destinations



- Dispersion of inland customers limits inland staging as a substitute for Port-area parking.
- Based on available data to date, the major drayage origin/destination areas are:
  - Vacaville/Fairfield
  - Sacramento/Woodland
  - Reno/Sparks
  - Stockton/Tracy/Manteca
- Some drayage companies have or are seeking inland staging yards in additional to Port-area parking.



#### Overnight/Off-Duty Tractor Parking



Overnight and off-duty parking for drayage <u>tractors</u> appears to be sufficient for the foreseeable future.

- ABM lots currently offer 400+ 25' spaces for tractors, and tractors can also park in the 900+ 40' spaces.
- As of October 2021, about 300-350 tractors were parking overnight in the ABM lots, as well as 40-50 personal autos.
- Tractors also park in the OHT, OMSS, and transloader lots.

#### Container and Chassis Parking



Unmet demand for <u>loaded and empty</u> container and chassis parking.

Demand: Staging/parking containers on chassis (or bare chassis) to reconcile timing of customer shipping/receiving with terminal availability and appointments.

ABM and OHT: Almost all occupied and used,

- ABM monthly:
  - 95%+ committed
  - Daily Space: Overflow from monthly users.
- Utilization and efficiency of parking on OHT leases varies.
- Export or empty delivery

  To/from Importer or Exporter

  Import or empty pickup

  International Container Parking

 Industry stakeholders: More parking desired; would commit to more space if available.

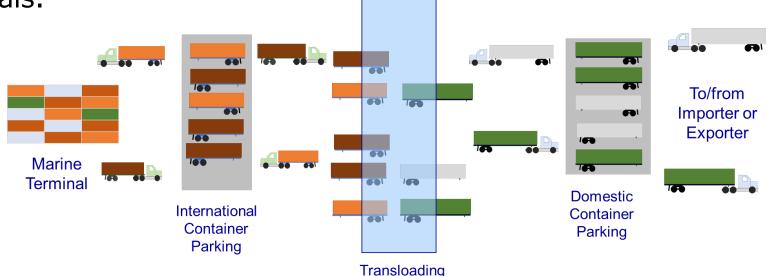
#### Transloader Parking



Transloading growth is a major factor in greater parking demand.

- Strong recent transloading growth.
- Port proximity a competitive advantage.
- Transloaders outgrowing their sites and leasing more space from the Port.
- Both international and 53' domestic containers are being staged.

Some 53' containers are staged before being drayed to Stockton-area rail terminals.



#### **Preliminary Findings**



- Truck parking is a local, regional, and national issue.
- Growing demand for Port-area tractor, container, and chassis parking is driven by:
  - Need for container staging/parking to reconcile customer/terminal operations.
  - Rapid recent cargo and transloading growth.
  - Efficiency of Port location.
  - Lack of nearby alternatives.
- The long-term demand for Port-area tractor, container, and chassis parking is uncertain: trucking companies and owner-operators would likely use all the available space.
- Need for EV charging may add to future parking demand.
- Tractor/container parking needs must be balanced with competing uses for limited Port land.

#### Preliminary Port Truck Parking Options



#### **Increase Port-area Supply**

- Densify truck/container/chassis parking.
- Create grounded/stacked empty container lots.
- Purchase/lease/develop land for more parking.
- Re-prioritize OAB land use.
- Decked parking.

#### **Reduce Demand**

- Port: Pricing strategies.
- Port: Forego transloading cargo growth.
- Non-port: Improve MTO appointment systems.
- Non-port: Additional rail service.
- Non-port: Increased parking elsewhere.

#### Next Steps



- Work with Port staff, ABM, and LMCs to finalize data.
- Review and update estimation models.
- Coordinate with traffic circulation and land use teams.
- Develop detailed scenarios and options for Seaport Plan.



## CALTRANS PARKING STUDY

## CALIFORNIA STATEWIDE TRUCK PARKING STUDY

# SEAPORT STAKEHOLDER ROUNDTABLE MEETING

**January 19, 2022** 

Presented by:

Dan Andersen, Cambridge Systematics



## **Study Purpose**

Prioritize areas of highest need for additional truck parking

Provide a toolbox of strategies for filling the need

Provide guidance to transportation agencies and local communities



The study will not propose specific sites for implementing strategies

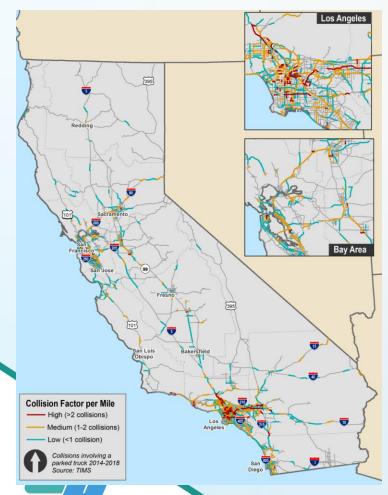


## **Prioritized Truck Parking Need by:**

**Safety** 

### **Stakeholder Input**

**Demand** 









# Comprehensive Prioritized Score

Safety & Security

Demand Factor 60% Collision Factor 30% Stakeholder Factor 10%



Available in an online map: <a href="https://arcg.is/1jvy0i">https://arcg.is/1jvy0i</a>

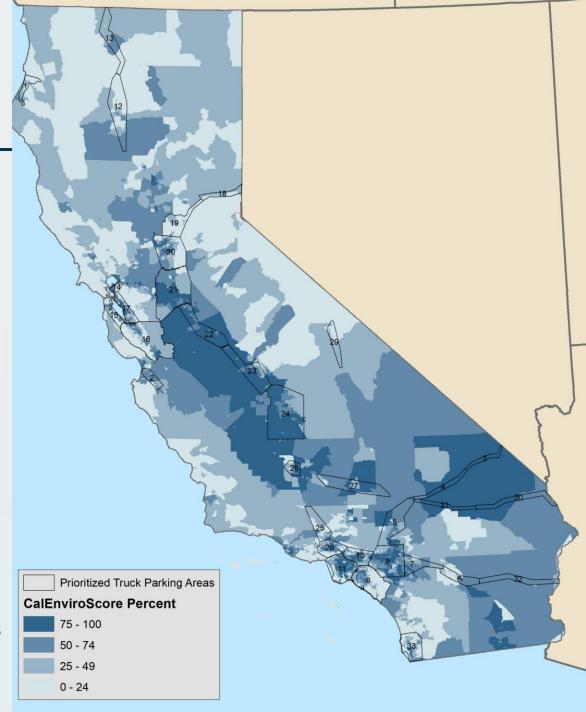


## **Equity and Environmental Considerations**

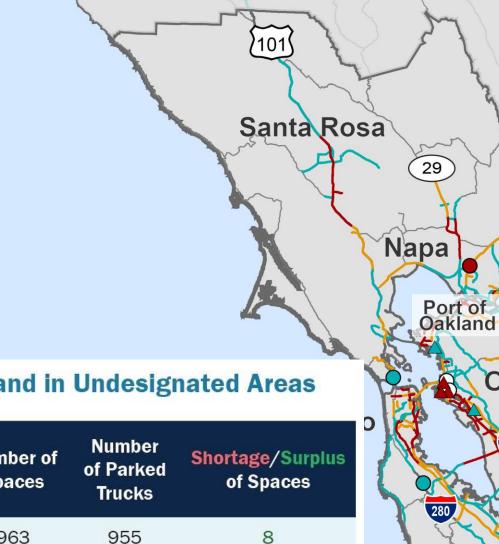
Approximately 40% of undesignated truck parking occurs in disadvantaged communities

This map shows an overlap of prioritized truck parking areas with CES SB535 communities using CalEnviroScreen tool which accounts for pollution burden and population characteristics to score every census tract in California designated by CalEPA for the purpose of SB 535 as Disadvantaged Communities.





# Caltrans District 4



Oakland

580

San Jose

Gilroy

#### Truck Parking at Designated Locations and in Undesignated Areas

	Number of Locations	Number of Spaces	Number of Parked Trucks	Shortage/Surplus of Spaces
Commercial Locations (e.g., truck stops)	12	963	955	8
Public Locations (e.g., rest areas)	3	20	9	11
Undesignated Parking Within Right-of-way	_	s <del>-</del> .	528	-528
Total	15	983	1,492	-509

Weekday average at midnight – 1:00 AM (statewide peak hour)



## Selection from Toolbox of Strategies

#### **Build More Truck Parking Spaces**

- Build Public Truck Parking Facilities
- Partner with the Private Sector

#### Better Utilize Existing Infrastructure

- Smart Curbside Management in Appropriate Industrial Areas
- Promote Truck Parking on Underutilized Industrial Properties
- Inform Drivers Where Parking Is Available (Truck Parking Availability System)

#### Policies and Programs

- Provide Zero Emissions Fueling/Charging at Parking Facilities
- On-Site Parking at Shippers and Receivers
- Increase Enforcement of Undesignated Parking in Areas with Available Truck Parking



## Consistency with AB 617 West Oakland Community Action Plan (WOCAP) Strategies

- Establish permanent locations for parking...not adjacent to...residents
- Award long-term leases to vendors that will deliver trucker services...and parking
- Require...proposed businesses to disclose truck visits per day...to determine the number of trucks that [need to] park
- Require new developments to provide infrastructure for electrical vehicle charging stations
- Improves signage directing drivers to available truck parking
- Enhanced/increased enforcement of truck parking



## **Highlight of Comments**

- Need economic analysis of truck parking benefits
- Providing parking is an equitable consideration of drivers
- No opposition to any strategy—implementation considerations
  - » Need clear policy on use of space under freeways
  - » New rules regarding plugging refrigeration units into external power source
  - » Curbside recharging units





# CLOSING COMMENTS



## CLOSING COMMENTS

Next Meetings

Meeting #8	February 23, 2022
Meeting #9	March 23, 2022
Meeting #10	April 27, 2022

<sup>\*</sup>All meetings occur from 11 am to 1 pm



## EXTRA SLIDES



## EVALUATING SCENARIOS: "KPIs"

#### Quantitative

- Revenue
- Jobs
- Emissions
- Percent by rail
- Truck trips
- Capital Expenditure
- Other?

BASELINE = Existing Conditions at Capacity

## Qualitative (low, medium, high)

- Human services
- Connectivity to regional highway & rail network
- Other?



## SEAPORT LAND USE POLICY DRIVERS

#### RESPONSIBLE GROWTH

- Increase & Maintain Current Growth
- Establish Industrial Sanctuary

#### **GENERATE REVENUE**

- Maximize Net Revenue
- Preserve Seaport Land
- Increase Rail Utilization

#### **ENVIRONMENT/COMMUNITY**

- Prioritize Zero Emission Infrastructure
- Brand "Sustainable" Seaport
- Reduce exposure to pollutants

#### **OPERATIONS**

- Maintain Landlord Model
- Designate Ancillary Service Land
- Harness Technology
- Grow/Maintain Available Labor/Jobs\*