

San Joaquin Valley Regional Planning Agencies' Directors' Committee

c/o San Joaquin Council of Governments – 555 East Weber Ave. – Stockton, CA 95202
Phone: 209-235-0600 – FAX: 209-235-0438



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November 30, 2015

TRANSMITTED VIA EMAIL

Lezlie Kimura
California Air Resources Board
1001 "I" Street
Sacramento, CA 95814

RE: California Sustainable Freight Action Plan: Pilot Project Ideas

Dear Ms. Kimura:

The eight regional planning agencies of the San Joaquin Valley are pleased to submit pilot concept ideas in support of the California Sustainable Freight Action Plan. The San Joaquin Valley's economy relies heavily on goods movement dependent industries, which account for approximately 44 percent of the region's employment. We are very much engaged in ongoing planning and project programming to improve freight efficiency in the region and commend the Governors Office and the Air Resources Board in taking a leadership role in developing project ideas towards a sustainable freight transportation system.

Our project ideas are derived from current Caltrans funded goods movement planning efforts underway in our region including the I-5/SR 99 Goods Movement Corridor Study, an Emerging Priorities funded program with a focus on developing efficient freight movement recommendations for these two major California north-south primary trade corridors.

On behalf of the Regional Planning Agencies Directors of the San Joaquin Valley, once again, thank you for your time and consideration. Should you have any questions, I can be reached via phone at 209.235.0600.

Sincerely,

ANDREW T. CHESLEY
Executive Director, San Joaquin Council of Governments
Chair, San Joaquin Valley Regional Planning Agencies' Directors' Committee

Enclosure

San Joaquin Valley Pilot Project Ideas

Name and Contact Info:

Andrew T. Chesley, Executive Director
San Joaquin Council of Governments
555 E. Weber Ave.
Stockton CA, 95202
Phone: 209.235.0600

Descriptive Project Title:

San Joaquin Valley Inland Cargo Depot

Location of Project:

Lathrop Area (or Kern County)

Executive Summary of Project:

Develop a container and chassis depot in the Central Valley to provide opportunities for matching empty marine containers with exports. This concept is currently being considered by the Port of Oakland and several shippers who either have concerns with moving and storing empty containers, and more often experience difficulties obtaining empty containers to export their goods. Shippers in Shafter have also been working with the Ports of Long Beach and Los Angeles on a similar concept.

Currently, approximately 40 percent of all marine containers being transported from California to Asia consist of “empties”. Similarly, estimates of trucks moving empty containers on the roadway networks is estimated to be nearly as high. Load-matching could reduce empty moves by as much as 10 percent.

The proposed concept involves collaborating with an empty container yard operator in the Lathrop area, one or two vessel operators at the Port of Oakland, and the truck drivers. The idea is for the drivers to drop the empty containers at the depot where they would be made available to shippers with bookings on the vessel liner(s) participating in the demonstration project. The demonstration would require some level of real-time container availability provided by the container depot for shippers in need of containers, as well as some level of trucker collaboration.

Project Components related to Advanced Technologies, Alternative Fuels, Etc.:

Benefits of a successful project would include reduced vehicle miles, reduced emissions, increased trucker productivity, and increased exports.

Estimated Cost for Implementation:

Approximately \$1 – 1.5 million per year to lease a 10 to 15-acre site for a year, secure cargo handling equipment, software, and staffing

Project Timeline:

Research and feasibility is nearing completion. Project could be implemented in 2016.

Means for Measuring Progress:

Truck surveys and/or truck GPS data to measure VMT reduction, empty load reductions, and productivity improvements (hours in revenue service improvements)

Description of Potential Roles of Interagency Partners:

Port of Oakland – coordination with key industry stakeholders
SJVCOGs – manage demonstration project and assist with obtaining any required permits and/or approvals. Local jurisdictions would also be partners.

Innovative Truck-Only Toll Facility

Descriptive Project Title: Heavy-weight, extended length Truck-Only Toll Lane (TOT) with reduced rate provisions for zero- and near-zero emission trucks.

Location: I-5 or SR 99 through the Central Valley

Executive Summary of Project:

Develop a truck-only toll lane that would incorporate several of the State's strategies into one of the two major north-south truck corridors, I-5 or SR 99. This concept could include the following features:

- Construct a truck-only lane and charge a toll for use by trucks
- Include a provision for Zero Emission (ZE) trucks to use the corridor for free, and near-ZE trucks to pay a reduced toll rate
- Incorporate plans for alternative fueling infrastructure along the facility (hydrogen fueling, electric charging stations, natural gas, etc.)
- Design the truck-only lanes to accommodate vehicle weights exceeding 80,000 pounds and designate the corridor as a heavy-weight corridor (this would require Congressional approval and coordination with jurisdictions that provide first/last mile connections to freight facilities. Consider weight and length allowances in Oregon and Nevada.)
- Develop provisions for truck platooning

Project Components related to Advanced Technologies, Alternative Fuels, Etc.:

- Alternative fueling infrastructure
- Autonomous technology – truck platooning opportunities

Estimated Cost for Implementation: unknown

Project Timeline: 5-10 years

Means for Measuring Progress: reduction in crashes, reduction in truck bottlenecks, and reduction in overall congestion

Description of Potential Roles of Interagency Partners:

Caltrans – Overall program development, coordination and management

PPP ZE Truck Parking Concept

Caltrans' Office of Innovation recently conducted a truck parking study, which includes available public and private parking along I-5 and SR 99. As part of this study, Caltrans has identified truck parking shortages and is also investigating intelligent transportation system (ITS) opportunities to relieve shortages, such as real-time truck parking availability. At the same time, CARB continues to encourage truck stop electrification, which has been accomplished through private providers at privately owned truck stops and visitor centers.

There is an opportunity to resolve three challenges through one demonstration project that would entail a Public-Private Partnership, Truck Stop Electrification, and Real-Time Truck Parking information. A fourth element could include truck parking reservations, which based on a recent ATRI study, could be viewed favorably in high-use locations. A frequent complaint heard from truck drivers is how much time they spend driving around in search of parking. This not only impacts their available and limited hours of service, but it also contributes to unnecessary vehicle miles of travel, emissions, and congestion.

Challenges with investigating this option along I-5 include prohibitions of private vendors operating in public rest areas (Section 111 of Title 23 of the US Code). Similar to what happened during SAFETEA-LU, Congress could make an exception for provisions for TSE in the 16 states where overnight truck parking is permitted.

At a minimum, truck parking even without the TSE option at public rest areas could provide substantial benefits. TIGER funds have been used to construct in eight states to construct truck parking information for the following reasons:

Potential Benefits:

- TSE provides measurable emissions reductions
- Revenue generated through TSE and truck parking reservation provisions could help fund additional truck parking (public rest area expansion projects)
- Real-time truck parking availability and reservation options could eliminate truck drivers spending extra miles searching for a place to park

Project Components related to Advanced Technologies, Alternative Fuels, Etc.:

Potential to incorporate alternative fueling infrastructure

Real-time truck parking information via roadside changeable message signs, smart phones, and Internet

Real-time truck parking reservations for both TSE and non-TSE parking spaces

Estimated Cost for Implementation: unknown

Project Timeline: 2016

Means for Measuring Progress: Trucker surveys, reduction in roadside truck parking

Description of Potential Roles of Interagency Partners:

Caltrans – coordination with FHWA