



Goods Movement Advisory Group

July 5, 2006

ACTION SUMMARY MINUTES (JUNE 8, 2006 MEETING)

1) Introductions/Welcome: In Attendance

Colette Armao, Caltrans Aeronautics
Tammy Brownlow, Economic and Planning
Systems
Gabriel Corley, SACOG/Caltrans
Jason Crow, SACOG
John Deeter, ECOS
John Febbo, Sacramento County Airport
System
Jason Hone, CA Business Transportation &
Housing
Dave Jackson, Roadway Express
Jim Jester, Sacramento Air Quality
Management District
Rob Leonard, Sacramento County Airport
System

Dave Mason, Sacramento Metro
Chamber
Jim Miller, Sacramento 49er Truck
Stop
Jock O'Connell, Clarkstreet Group
Bob Rosenberg, Inve\$tnet/Lynxs
Ken Rush, Rushway Transportation
Eric Sauer, California Trucking
Association
David Shabazian, SACOG
Dan Smith, The Tioga Group
Patrick Tyner, Caltrans District 3
Marty Wilson, CSUS College of
Business
Olin Woods, SACOG

2) Information Sharing.

3) Action Summary of May 11, 2006 Meeting.

4) Panel Discussion on Regional Trucking Issues

Eric Sauer – California Trucking Association

- Have been working with SACOG and SJCOG on their goods movement groups to identify various issues:
 - Lack of truck terminal access routes for truckers to use to get their product to its destination
 - Securing proper STAA routes in newly developed areas. Cited the example of the new IKEA store in West Sacramento. There needs to be a mechanism to make sure a new development is served properly
- Would like to be kept up to date on all new projects so that they can make sure their voice is being heard at the early stages to push for things such as STAA routes
- Will share with the group the CTA policy regarding truck parking on streets
- CTA supports voluntary tolls, and doesn't support mandatory tolls or tolls on the highway system (CTA also has a toll policy that they will share with the group).

Jim Miller - 49er Truck Plaza

- Has operated the truck stop for 30 years
- Concerns about Sacramento and I-80:

- 49er is the only truck stop on I-80 in N. Cal.
 - Made a \$30m investment toward improving their facilities in 1998
- The reasons there aren't more stops is because:
 - Real estate values: land is becoming so expensive, a multi acre truck stop just doesn't make sense as a worthwhile investment
 - Environmental laws that make it very difficult to proceed with such a project
- They are faced with wanting to serve the trucking industry vs. selling their land at \$1m an acre for further development in Natomas. If they sell, there would be no truckstops on I-80 in California, which will force trucks to park on local roads to meet their daily rest requirements
- I-80 corridor is the only major corridor in the nation with this huge underserved sector
- Another issue is congestion and trucks exiting the freeways to avoid it and having to use non STAA routes
- Mentioned San Antonio has a model system with beltways, etc. Also look at Minneapolis.
- More strain will be on the system due to Boomtown (just west of Reno) downsizing their truck parking from 400 spaces to 100

Dave Jackson, Roadway Express (LTL)

- Dave's company consolidates shipments and reloads to other trucks, using the interstate and local network to distribute to local companies such as Home Depot, etc.
- Cross town mobility is their biggest problem: serving warehouses and businesses from their location.
 - I-80 bottleneck in Roseville is a huge issue. Congestion underutilizes their manpower, and raises their fuel expenses
 - Home Depot is one of their clients. Because of traffic being so bad, trucks have to start delivering products at night. This calls for 24/7 operations on the shipping and receiving side, which adds cost. Another issue with this is that noise ordinances for late/early hours come into play for some areas
- Just-in-time delivery is another huge obstacle due to their trucks being caught in traffic
- Wonders if Truck only lanes have been thought about?
 - Jason answered that these talks are just beginning thanks to this forum, and that there just hasn't been a strong enough contingency up to this point pushing for such projects

Ken Rush – Rushway Transportation

- Company hauls construction equipment, including oversize equipment
- For them to move equipment, they have to get a permit from each jurisdiction they travel through in delivering the product. This is not only costly, but very time consuming. They would also like to see more uniformity with permits.
- Another problem is the noise ordinances at off peak times prevent them from delivering in non congested times of the day
- Question: Can SACOG or some regional entity be the keeper of a regional permit for a one stop shopping type of set up? There have been practices like this in the LA region.

Dan Smith – The Tioga Group

- Truck tolls in S. Cal aren't being talked about with enthusiasm by the trucking companies, but rather from those who are charging
 - Tolls vary from \$1.25 to \$1.75 per mile and SCAG is leading this effort
- Another issue for long haul truckers is Just in time delivery. When the trucks get to their destination, they have to camp out nearby to deliver the product during an hour when the destination is open
- A lot of new stores and businesses don't have proper alleys and/or truck docks, so the trucks are forced onto surface streets, and are delivering through the front doors.
 - This is something that needs to be looked at the local level and is a zoning issue

Collette Armao – Caltrans Aeronautics

- Big issue with air cargo is the ground access
 - Product moves through the air just fine, then comes to a grinding halt when it hits the ground transportation portion of the trip. The “last mile” is considered the weakest link.
 - Caltrans is looking at to how to improve ground access
 - One case study is the Singapore Airport which has one of the best ground access plans in the world

Patrick Tyner – Caltrans District 3 Planning

- Wants to know if and when the private industry comes to the county/city or Caltrans, do they think they are being heard, and how can we better that relationship
 - Jim says yes, Caltrans is committed, but it goes from point “A-P”, and never makes it to “Z” due to environmental issues or lack of funding
- We should be on two concurrent tracks with this committee:
 - Information sharing
 - Public/Private partnership
 - We need to learn how to do this, how to come up with innovative funding to make goods movement projects work

John Febbo – Sacramento County Airport System

- Beware, that with more mixed use and Blueprint preferred development, noise ordinances are going to be a HUGE concern on delivering goods

5) Update on Regional Goods Movement Study

Sacramento Bee Case Study

Jock O’Connell – The ClarkStreet Group

- Goods Movement Case Study – Sacramento Bee
 - News print paper arrives weekly at the Bee in 1,700 lbs rolls, with 9 miles of paper per roll
 - 197 rolls a day, in which 1/3 comes by truck, and 2/3 by train. The Bee and Blue Diamond Almonds are the only two downtown Sacramento businesses that are served directly by train.
 - Each rail car can bring 3x that of a truck
 - The Bee uses 100,000 lbs. of ink per month which is delivered by tanker trucks from Sparks, Nevada. The ink is unloaded through a pipe system similar to a gas station
 - Aluminum plates for print are shipped from Argentina to NY, then trucked to Sacramento
 - Newspapers are shipped out by 2:30am every morning to 19 distribution points, where your local carrier will pick the product up and deliver it to its final destination
 - Ads and inserts are printed elsewhere, then delivered to the Bee. 1.6 billion units were inserted last year and are specific to each zip code for delivery.

6) Presentation on Regional Freight Movement Patterns

Dan Smith – The Tioga Group

7) Other Matters.

- 8) Adjournment: the next meeting of the Goods Movement Advisory Group is scheduled for July 5, 2006 at 1:00 p.m. The previously scheduled meeting for June 27 has been CANCELLED.**