



Goods Movement Advisory Group

May 10, 2007

ACTION SUMMARY MINUTES (APRIL 10, 2007 MEETING)

1) Introductions/Welcome: In Attendance

Bill Bisharat, Furniture at Work Inc.
Gabriel Corley, SACOG/Caltrans
Jason Crow, SACOG
Mat Ehrhardt, YSAQMD
John Febbo, Sacramento County Airport System
Jim Jester, SMAQMD
Mike Luken, City of West Sacramento/Port of Sacramento

Mike McKeever, SACOG
Jim Miller, Sacramento 49er Travel Plaza
Jock O'Connell, Clarkstreet Group
Samson Okhade, SACOG
Kurt Overmeyer, City of West Sacramento
Jeffrey Spencer, Caltrans
Roy Wickland, Wickland Oil
Olin Woods, SACOG

2) Information Sharing.

3) Action Summary of March 13, 2007 Meeting. Jeff Spencer mentioned that the write-up of the U.S. Postal Service case study should have noted that the USPS plans to close their Natomas facility and shift the work done there to the West Sacramento facility

4) Transportation of Gasoline and Petroleum Products in the Region. Roy Wickland of Wickland Oil presented a case study that showed how petroleum products get to and are distributed in the SACOG region. Wickland used to operate a system of retail gas stations under the Regal name as well as a wholesale operation, but these operations have been sold. They now are in the business of distributing gasoline, diesel and jet fuel in the Sacramento region. These products are all transported to the region by way of a pipeline system originally constructed by the Southern Pacific Railroad and was later sold to Kinder Morgan. The pipeline network was built in the 1950's and 60's. Prior to the pipeline, these products were brought by barge up the Sacramento River. As a result, the original tank farms built to hold these products were constructed along both sides of the river. Chevron and Conoco operate the facilities on the City of Sacramento side of the river and Shell and BP/Arco operate the facilities on the West Sacramento side. Chevron also has its own pipeline system between Richmond and West Sacramento. There is also a terminal located on Bradshaw Road that is operated by Kinder Morgan. The pipeline also extends as far east as Reno, north to Chico and south to Bakersfield. Most petroleum products sold in the SACOG region are distributed out of the terminals in Sacramento and West Sacramento. Wickland will be working on an EIR over the next 12 months to move the tank farms to the Port of Sacramento. Although this would be a tremendously profitable move and would allow redevelopment of the riverfront, to date the oil companies have been lukewarm about the prospect of moving. Between the four Sacramento River terminals and the Bradshaw terminal, approximately 400 truck trips are dispatched to distribute gasoline and diesel fuel throughout the region. A typical retail gas station might see about two deliveries a week, but some of the busier stations could get one to two deliveries each day from a 8-9,000 gallon fuel truck. The ethanol used in producing gasoline typically is shipped by rail. These shipments are delivered to the terminals once or twice a week.

- 5) **Preliminary Draft Metropolitan Transportation Plan 2035.** Gabriel Corley provided an overview of the draft MTP materials presented to the SACOG Transportation Committee on April 5th. Mike McKeever provided some more detail on what was released, referring to it as a draft road and transit project list. The full-blown list, which will include projects such as the Port of Sacramento’s channel deepening project, will be released in the June-July timeframe. This will also bring in the anticipated elements from phase 3 of the Goods Movement Study, like some reference to design standards for “new urbanist” type developments to ensure that they accommodate truck loading and unloading. There are also likely to be some policy recommendations, particularly regarding the issue of “regional equity” that has been raised by City of West Sacramento Mayor, Christopher Cabaldon.
- 6) **Regional Goods Movement Study Update.** Jason Crow mentioned that the Phase 2 Study report is nearly complete. The final report will be available by the May 10th meeting. Phase 3 is expected to begin as early as this week.
- 7) **Other Matters.** Jim Jester mentioned that the City of West Sacramento agenda for April 11th included an item about truck access routes. Mike Luken explained that this is the first time that the City has designated truck routes since becoming incorporated and that there are no surprises here. Jeff Spencer updated the group on the truck parking initiative and noted that the State’s application under this program has died. Jim Jester also informed the group about the \$200,000 CMAQ grant to Sierra Cascade Solutions to construct a showcase for trucking clean air improvements at the 49er Travel Plaza. Mike McKeever provided an update on the recent meetings related to the Northern California Trade Corridor. About \$2b for trade-related infrastructure and \$1b for air quality improvements have been made available statewide under the proposition 1B infrastructure bonds. The Northern California group has been working to develop a mega or multi-regional list of priorities. The projects directly benefiting our region include the downtown UP railyard track relocation project and the Port of Sacramento channel deepening. Much of the rest of the list is focused on access improvements related to the Port of Oakland, which also includes the UP Donner Summit project. The California Transportation Commission has already awarded the Congestion Mitigation Improvement Account (CMIA) funds statewide, and the region’s I-80 HOV project (from I-5 to Longview) was one of four HOV projects statewide that were believed to have trade benefits. Although this project was not funded under the CMIA program, there is an ongoing discussion as to whether or not it should be funded under the trade portion of the bond program. Jock asked if the “BNSF fix” issue had been addressed by this group (this would consist of adding capacity to BNSF’s parallel line between Richmond and Martinez). The Port of Oakland is continuing to meet with both railroads and will likely be addressing this directly with BNSF. Mike Luken provided additional updates on the Port of Sacramento. The Port is seeing something of a “woodchip revival” as they are seeing a demand to ship woodchips to Eureka for a paper mill. They are also looking at some potential for shipments to the Columbia River region. He was asked if aggregate was coming into the Port –particularly from Yuba County. Mike noted that the locks between the Sacramento River and the Port have been permanently de-commissioned, making this impossible. However, he did note that Cemex is bringing aggregate in by ship from British Columbia. There was considerable interest in having an “aggregate” presentation at a future meeting. A presentation on Mather Field has been tentatively scheduled for the June 19th meeting and will be held at Mather Field.
- 8) **Adjournment: the next meeting of the Goods Movement Advisory Group is scheduled for May 10, 2007 at 10:00 a.m. at SACOG. Subsequent meetings are scheduled for:
June 19, 2007 at 10:00 a.m. at Mather Field
July 12, 2007 at 10:00 a.m.**