

Goods Movement Collaborative Goods Movement Plan



**METROPOLITAN
TRANSPORTATION
COMMISSION**



Policy Advisory Council

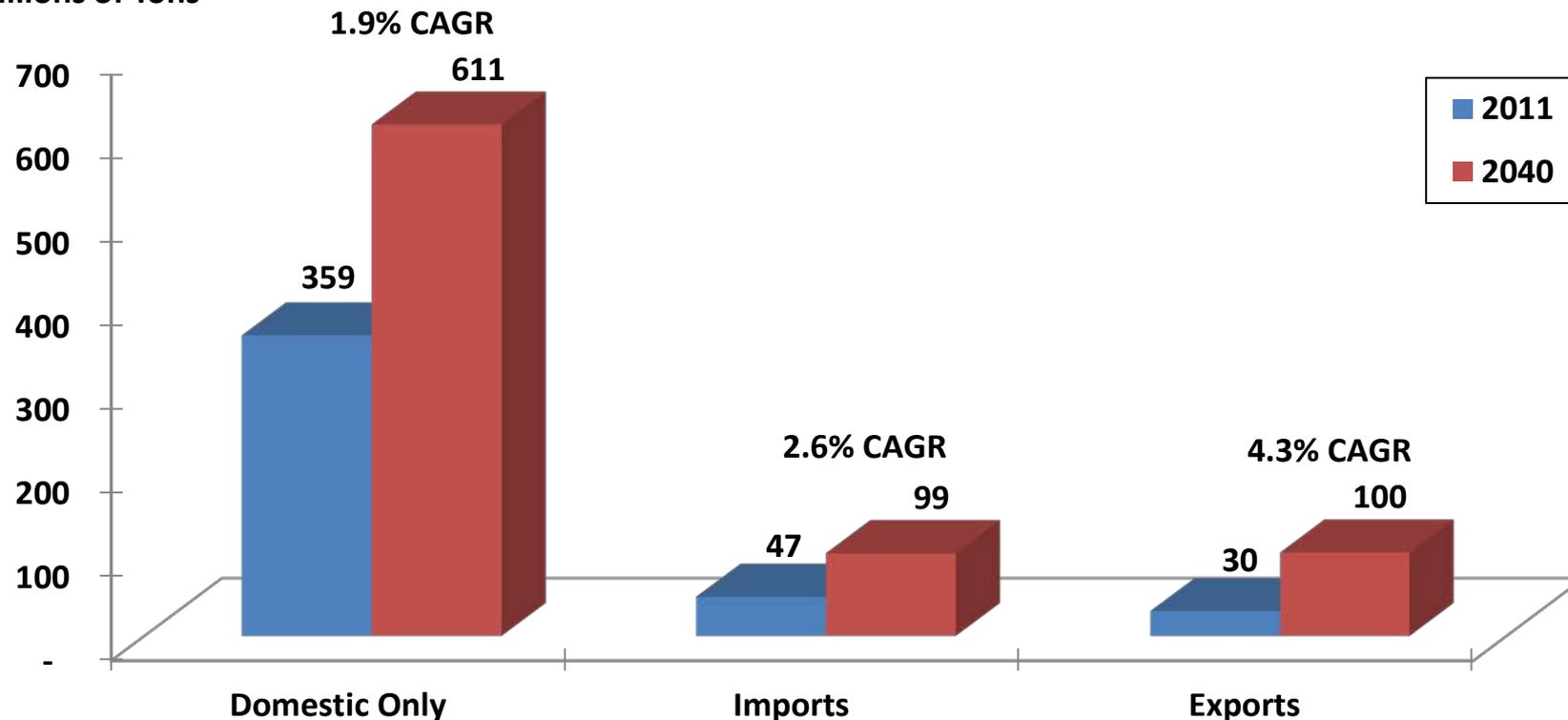
September 10, 2014

Why Goods Movement?

- Integral part of the region's economy
 - *Over \$600 billion of goods flow within or through the region each year*
 - *32 percent of jobs in the region are in goods movement dependent industries; key source of job diversity in the region*
- Heavily reliant on transportation system
 - *Nation's 5th largest marine port and two major airports*
 - *Major highway and rail corridors*
 - *Local streets and roads*
- Significant public health and quality of life impacts on local communities

Goods Movement in the Bay Area by Trade Type – 2011 and 2040

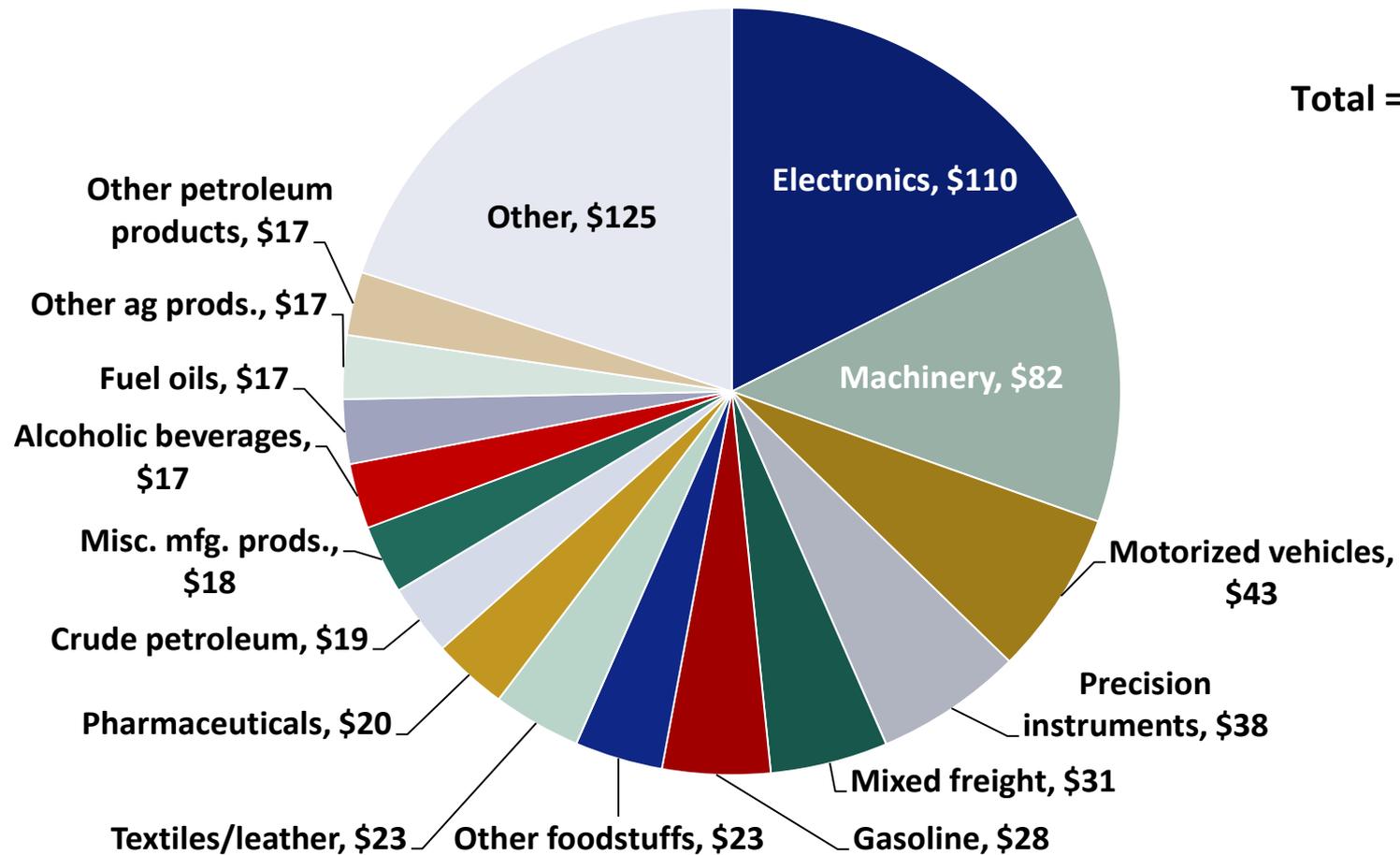
Millions of Tons



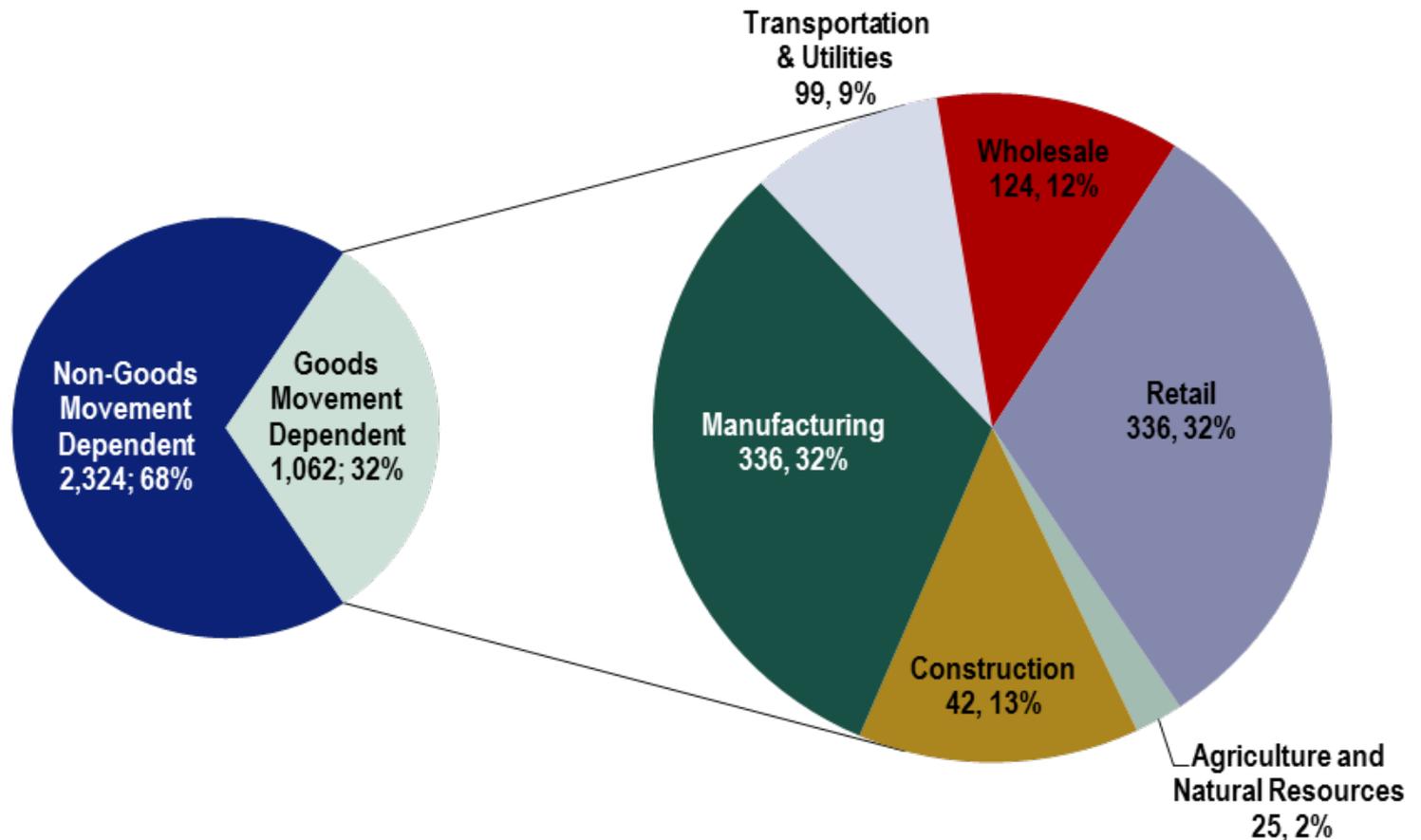
CAGR – Compound Annual Growth Rate

Source: Federal Highway Administration FAF3.

Bay Area Freight Flows by Commodity, 2011- \$Billions



Goods Movement Dependent Industries in the Bay Area



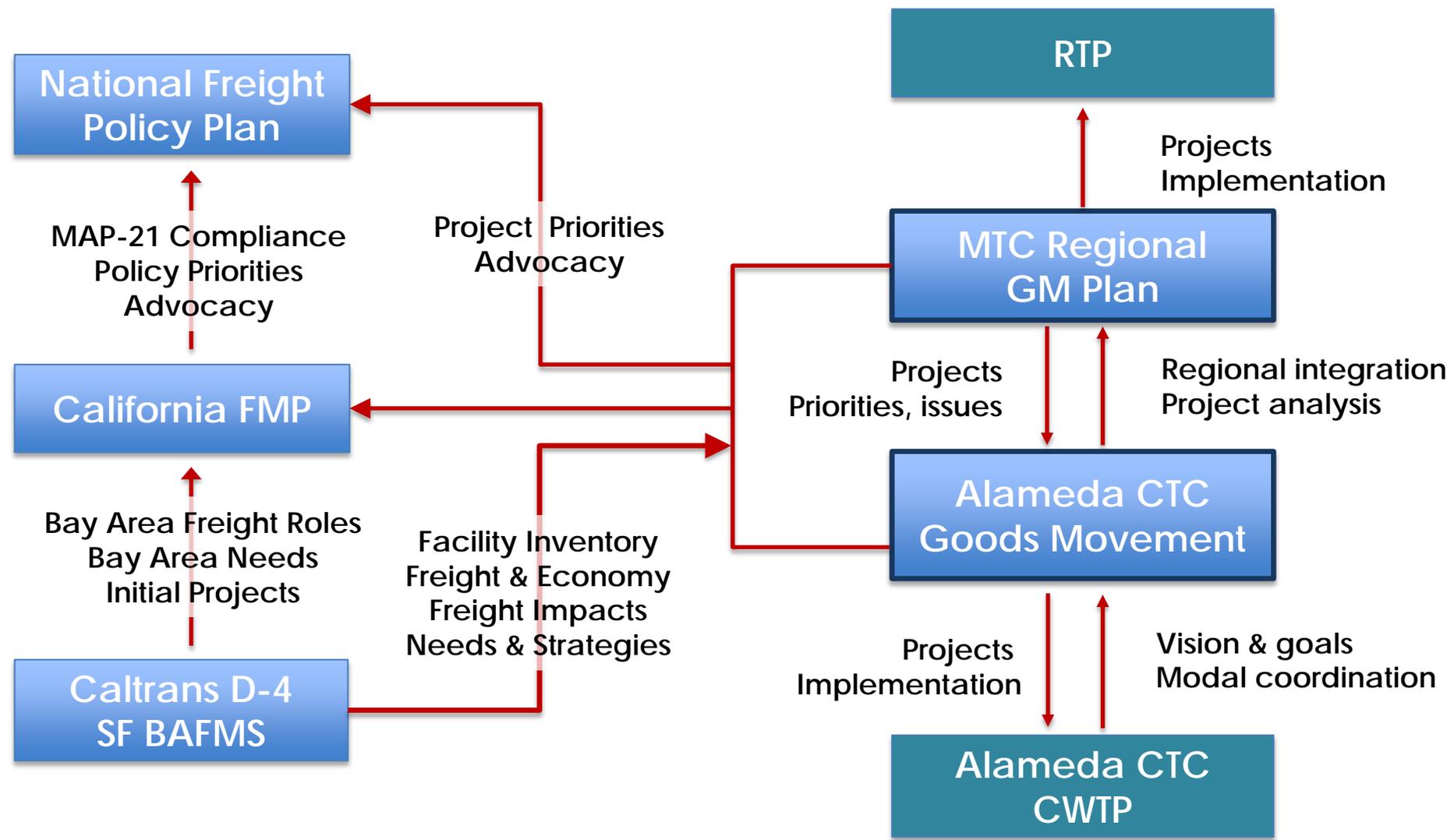
Employment in Bay Area, 2010
in Thousands of Employees

Source: ABAG *Plan Bay Area Economic Forecasts*; factors from CCSCE and Cambridge Systematics Analysis.

Project Overview



Freight Studies and Plans



Collaborative Outreach

Executive Team – Guidance and advocacy

- *Executive level from key partner agencies*

Technical Teams – technical review and input

Regional TAC

- *PTAC: CMAs, regional agencies, Caltrans*
- *Policy Advisory Council advises staff and the Commission*

Interest Groups – meaningful, frequent input

- Private sector, economic development and business groups, environmental groups, public health groups, community groups

Roundtables – building stakeholder collaboration

- *Representatives from interest groups*

Project Approach



Trends, Issues, and Strategies

Goods Movement Issues, Opportunities



- Keeping pace with economic trends, attracting investors
- Port of Oakland improvements in rail service, transload and bulk terminal availability, and turn times (capacity and efficiency)



- Local truck routes: complete streets, lane width, geometry, last-mile connections, multi-jurisdictional coordination
- Jobs equity and community participation



- ITS on arterial Smart Corridors, interregional corridors, and Port terminals
- Innovative funding and financing

Goods Movement Issues, Opportunities



- Public health, pollution, and roadway and railway safety
- Pavement maintenance – highway, rural and local street and roads
- Shared-use multi-modal corridor issues (congestion – rail and highway)



- At-grade crossings: noise and potential delays
- Land use conflicts in industrial corridors
- Truck parking, route guidance, and encroachment issues

Goods Movement Strategies

- Improved transload centers/bulk terminals and rail access to Port
- Freight ITS at terminals, inter-regional corridors and arterial Smart Corridors
- New and improved multi-modal inter-regional corridors and services
- Arterial corridor plans/truck route guidance – trucks in Complete Streets
- Industrial land use guidance
- Low emission technology and financial incentives
- Bottleneck relief on rail and inter/intra-regional corridors

Additional Goods Movement Planning Efforts

- Caltrans California Freight Mobility Plan (underway)
- CARB's Sustainable Freight Strategy (underway)
- MTC's Zero Emissions Freight Analysis (early 2015)

Next Steps

- Complete Baseline Assessment
- Conduct Detailed Needs Assessment
- Finalize Strategy Identification and Evaluation Methodology
- Ongoing stakeholder engagement
 - *2nd Roundtable in October in West Oakland*