Study Overview

- **Purpose**
  - Help MTC determine strategic investment needs
  - Understand economic and land use issues for local decisions
  - Input to federal re-authorization and RTP
- **Phase 1** – Understand current trends and issues
- **Phase 2** – Develop strategies

What is Goods Movement in the Bay Area?

- **Local distribution and service trucking**
  - Almost 46% of total tons moved stay within Bay Area
  - Truck-oriented
  - Supports local business and consumer markets
- **Domestic trade**
  - Access to national markets for local manufacturers
  - Long haul network of truck, rail, and air systems
- **International trade – airports and seaports**
  - Fastest growing – almost 50% growth from 1993 – 1999
  - Largest shares – consumer imports and high-tech and food exports

Goods Movement-Dependent Industries Are Critical to the Bay Area Economy

- 37% related to region’s output
- Over 10% of region’s employment
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100% = $579 Billion

Service Sectors 63%
Goods-Producing Sectors 37%

100% = $213 Billion

- Electrical Machinery, Equipment or Supplies 42%
- Wholesale Trade 15%
- Misc. Manufacturing 9%
- Food and Kindred Products 5%
- Coal or Petroleum Products 6%
- Chemicals or Allied Products 5%
- Transportation Equipment 4%
- Other 14%

Source: 2000 IMPLAN Data.
Land Use Policy Issues and Goods Movement

- Lack of affordable land for industrial and truck intensive uses
- Communities planning for higher value uses
- Redevelopment impinges on existing industrial land and reduces access/creates conflicts
- Restrictive regulations limit trucking/industrial operations
  - Parking
  - Truck routing
  - Hours of operation
- Truck access to inner Bay Area will continue to be needed to support consumer economy
  - Dispersion of goods movement businesses could lead to greater congestion, air quality issues, higher costs
- Industrial component of Smart Growth policies is needed

Strategic Investment Strategies — Highway

- I-880 Corridor Strategy
  - Bottleneck capacity improvements
  - Public/private information technology systems (ITS)
  - Design deficiency improvements – interchange focus
  - Improvements to connecting and parallel arterials
  - Industrial preservation land use strategies
- Inter-Regional Gateway Strategy
  - Capacity improvements on I-580 (e.g., tolled truck lanes)
  - SR-152 upgrades for improved South Bay access
  - I-80/I-680/SR-12 interchange improvements and truck scale relocation
  - US 101 widening and operational improvements
Strategic Investment Strategies – Rail, Marine, Air

- Rail Grade Crossing improvements – priority, cost-shared program
- Alternative Modal Services
  - Short Haul Rail (e.g., Shafter)
  - Cross bay freight ferries to support airports
  - I-580 Truck toll road
- Port Access Improvements
  - I-880 spot improvements
  - Interchange improvements and connecting arterials
  - Public/Private Information Systems (ITS and private dispatch system integration)

Planning Strategies

- Truck route planning (standards, coordination, and priority funding for maintenance)
- MTC travel model improvements
- Leadership in regional goods movement/land use planning – industrial land use elements for Smart Growth
- Technical/Financial Assistance for Goods Movement/Land Use Planning
  - Support best practices