

San Francisco Bay Area Regional Goods Movement Study

Key Findings and Recommendations

February 2005

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?

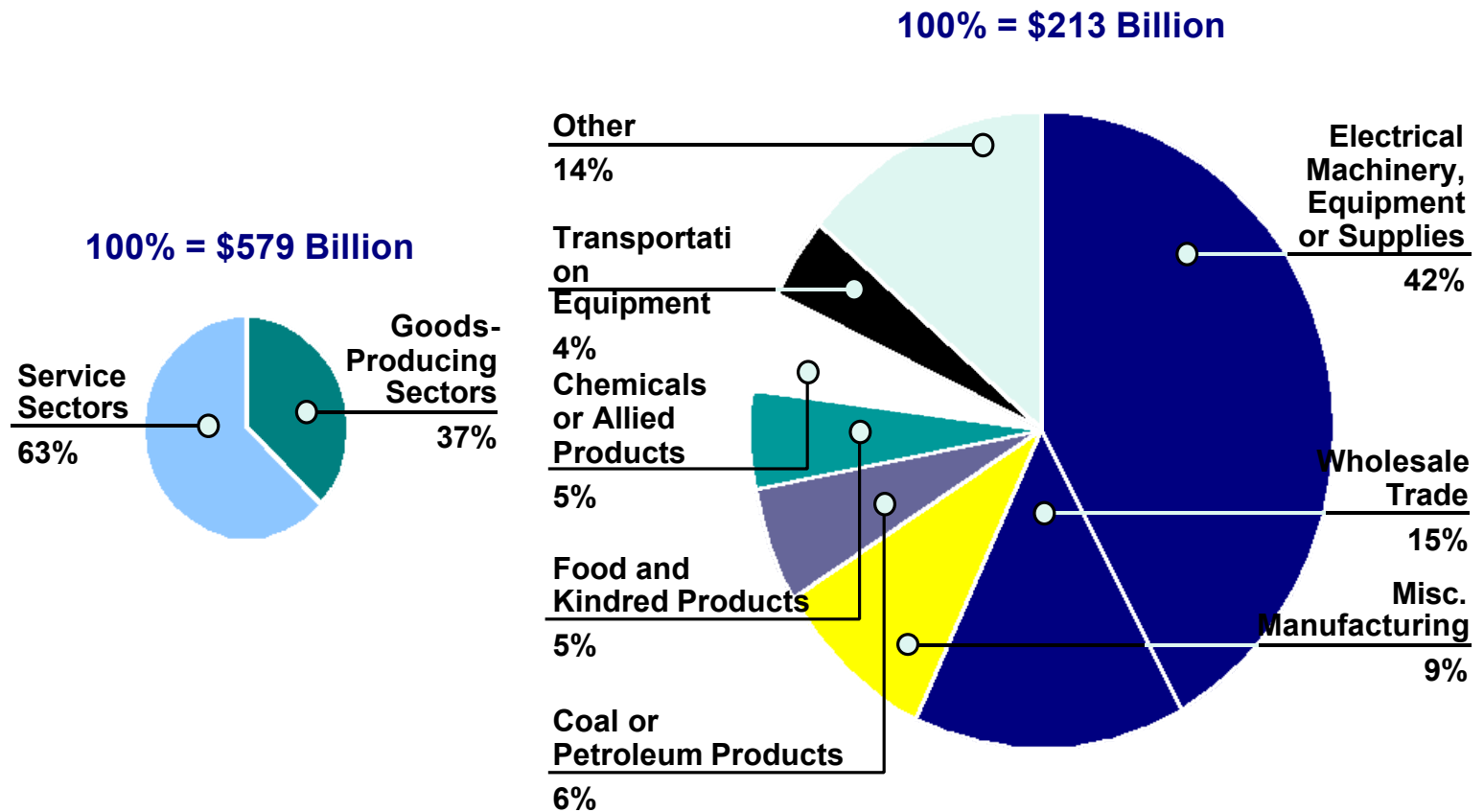
- Local distribution and service trucking
 - Almost 46% of total tons moved stay within Bay Area
 - Truck-oriented
 - Supports local business and consumer markets
- Domestic trade
 - Access to national markets for local manufacturers
 - Long haul network of truck, rail, and air systems
- International 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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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