

Regional Goods Movement Planning in the Bay Area



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Metropolitan Transportation Commission

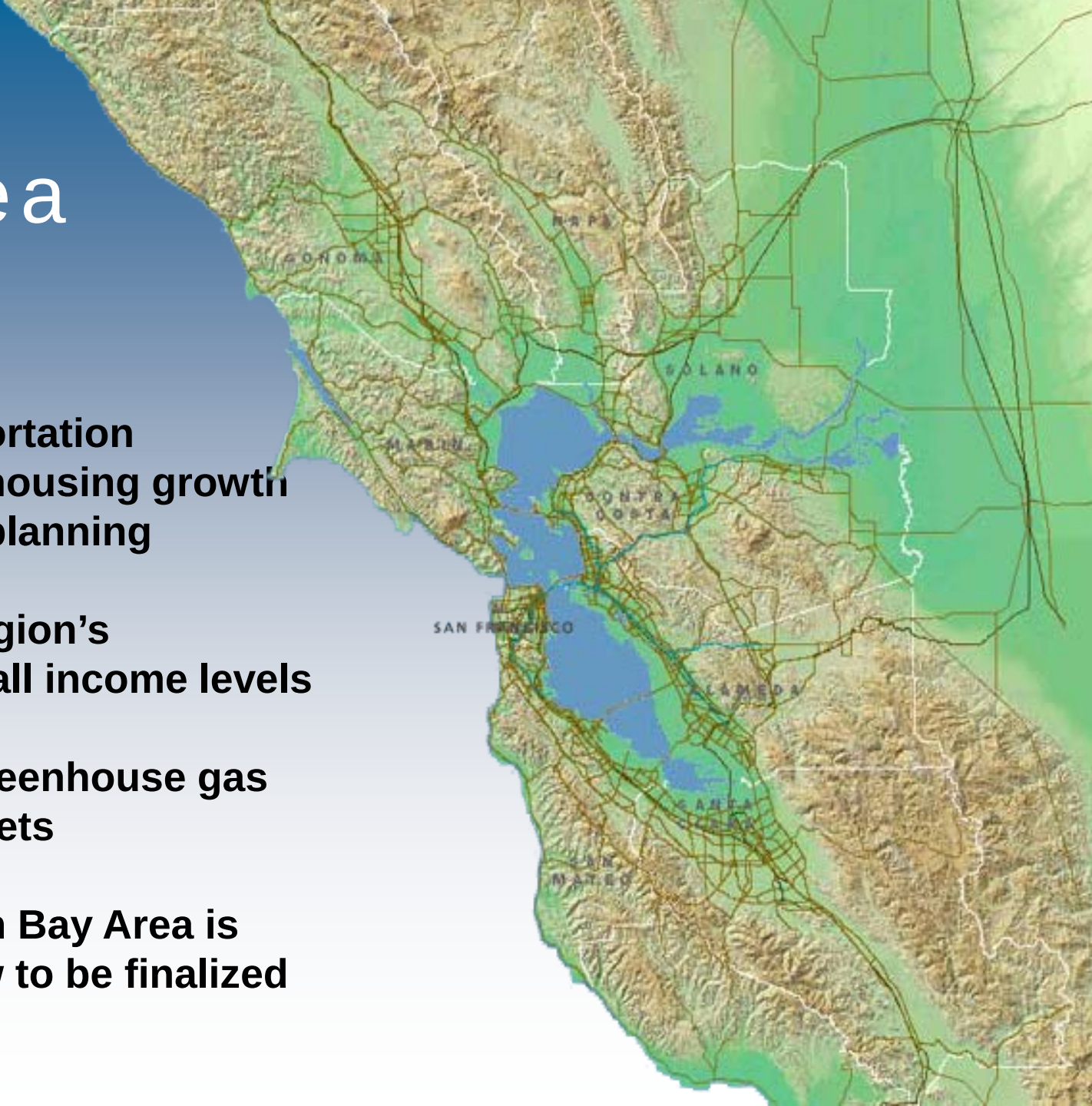
- **Metropolitan Planning Organization (MPO) for the Bay Area**
- **Transportation planning, coordinating and financing agency for region**
- **Extensive focus on Transit Oriented Development and transport-housing policies**
- **Operations Unit – Includes 7 regional toll bridges, express lanes, Clipper, FasTrak, etc.**



Plan Bay Area

Per SB 375

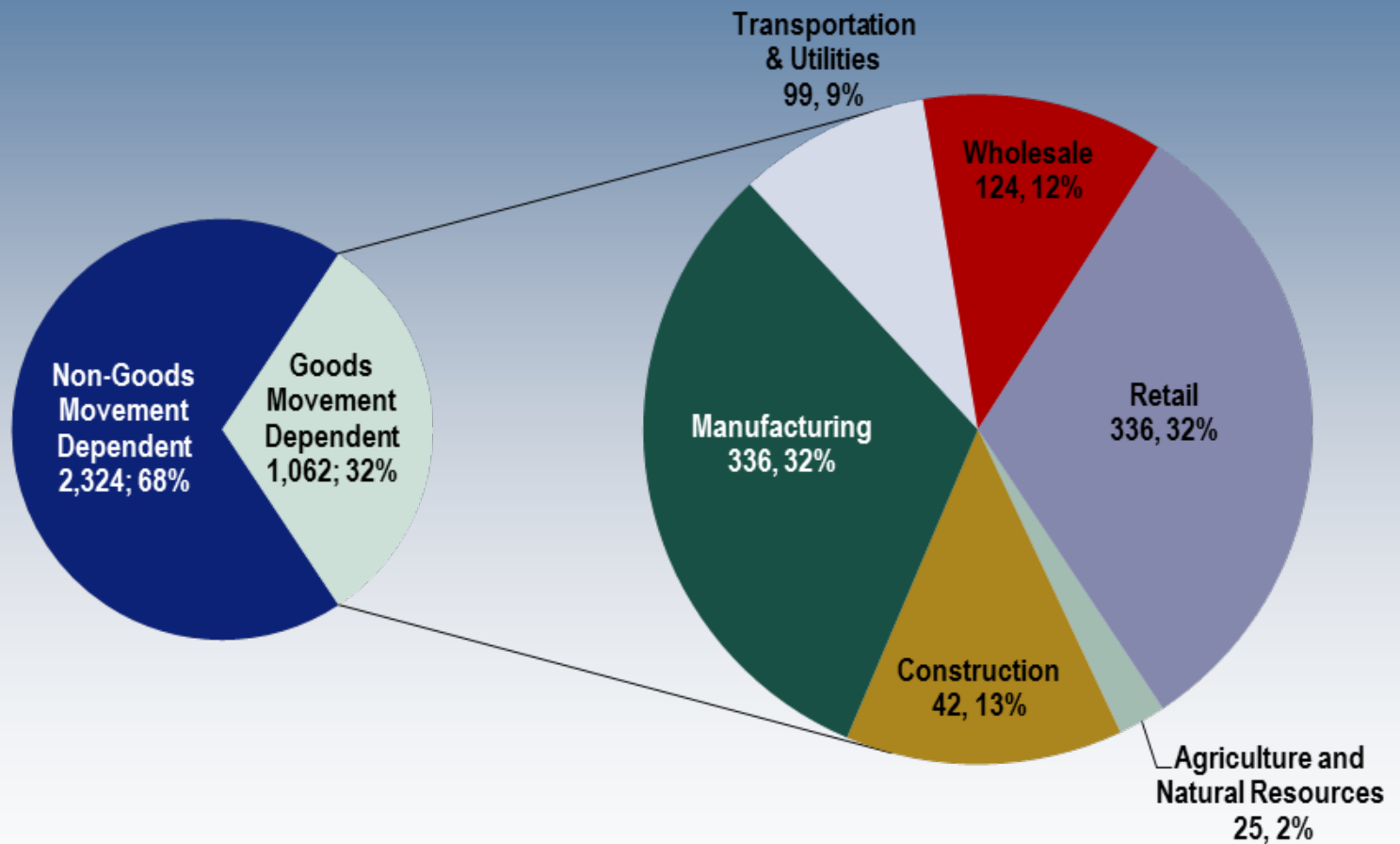
- Aligns transportation investments, housing growth and land use planning
- Houses the region's population at all income levels
- Meets state greenhouse gas reduction targets
- Update to Plan Bay Area is underway now to be finalized in June 2017



Goods Movement in the Metropolitan Transportation Context: Challenges

- **Project selection vs regional policy**
- **“Public benefit” vs “private benefit”**
- **Regional economic benefits vs localized impacts**
- **Traditional MPO travel models typically do not represent freight by rail or Port activity**
- **Freight is only one of many provocative regional issues!**

Goods Movement Dependent Industries in the Bay Area – Job Creation and Job Diversity



Employment in Bay Area, 2010
in Thousands of Employees

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

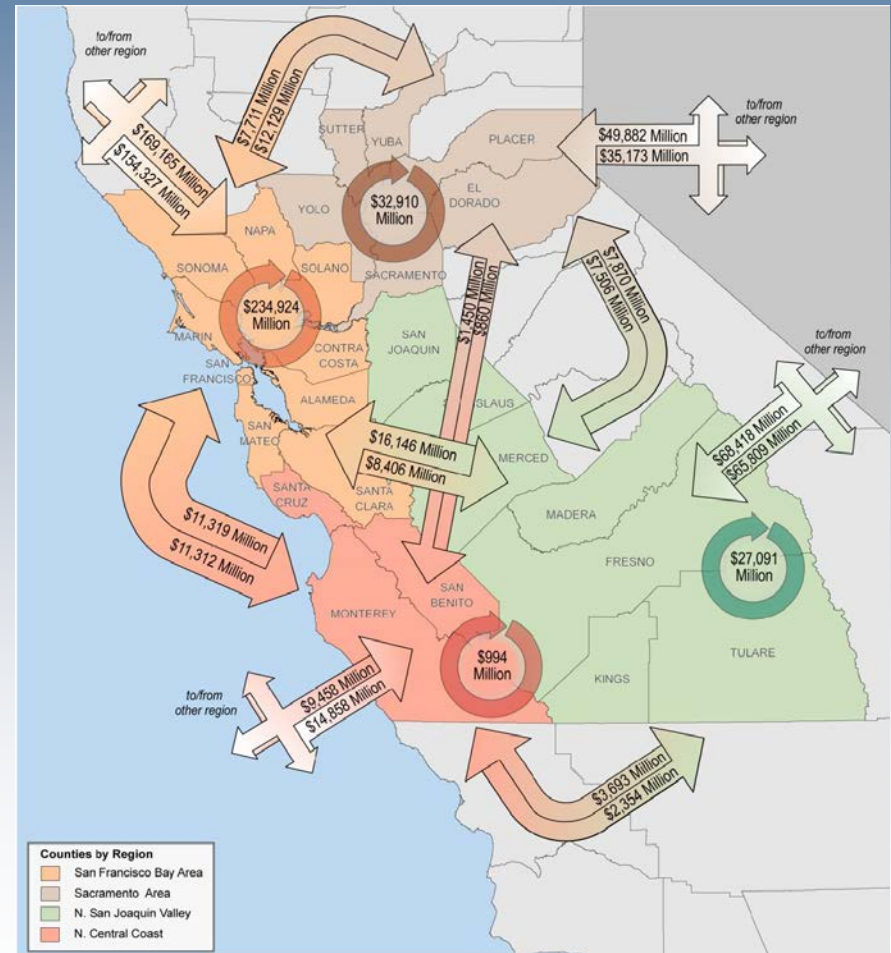
Bay Area Goods Movement Collaborative: Highlights of Regional Plan





The Center of Goods Movement in Northern California

- More than \$953 billion in freight flows in Northern California
 - 40% moves entirely within the mega-region
- The Bay Area and Alameda County provide most of mega-region's critical goods movement infrastructure



Source: Freight Analysis Framework (FAF) 3.5 Provisional Data and Forecasts.

Priority #1: Modernizing Infrastructure for Emerging Industries

Modernize the road network in industrial corridors, improve safe access to industrial corridors and facilities, reduce land use conflicts, and improve last-mile truck routes and rail connections

Potential key investments:

- Freeway modernization and interchange improvements on the primary industrial truck corridors to reduce auto/truck conflicts and improve reliability.
- Land use guidelines and incentive programs to cities that reduce conflicts between residential/commercial uses and adjacent industrial land uses

Priority #2: Smart Operations and Deliveries

Support technology and innovative operations strategies to improve goods movement, reduce congestion and increase safety on urban and rural roads.

Potential key investments:

- Demonstration pilot for nighttime delivery programs in downtown centers
- Maximize use of ITS to more efficiently use existing roadway capacity
- Provide mitigations in corridors with high levels of truck activity and public health impacts

Priority #3: Sustainable Global Competitiveness

Support environmentally sustainable investments at key global gateways that create local jobs, protect the community and attract international commerce.

Potential key investments:

- Improvements to Port of Oakland infrastructure to improve access, truck circulation, and transloading
- Demonstration of zero and near-zero emissions truck technology and cargo handling equipment
- Public/private investments in increased rail capacity, operations improvements, and cleaner locomotives

Priority #3: Sustainable Global Competitiveness

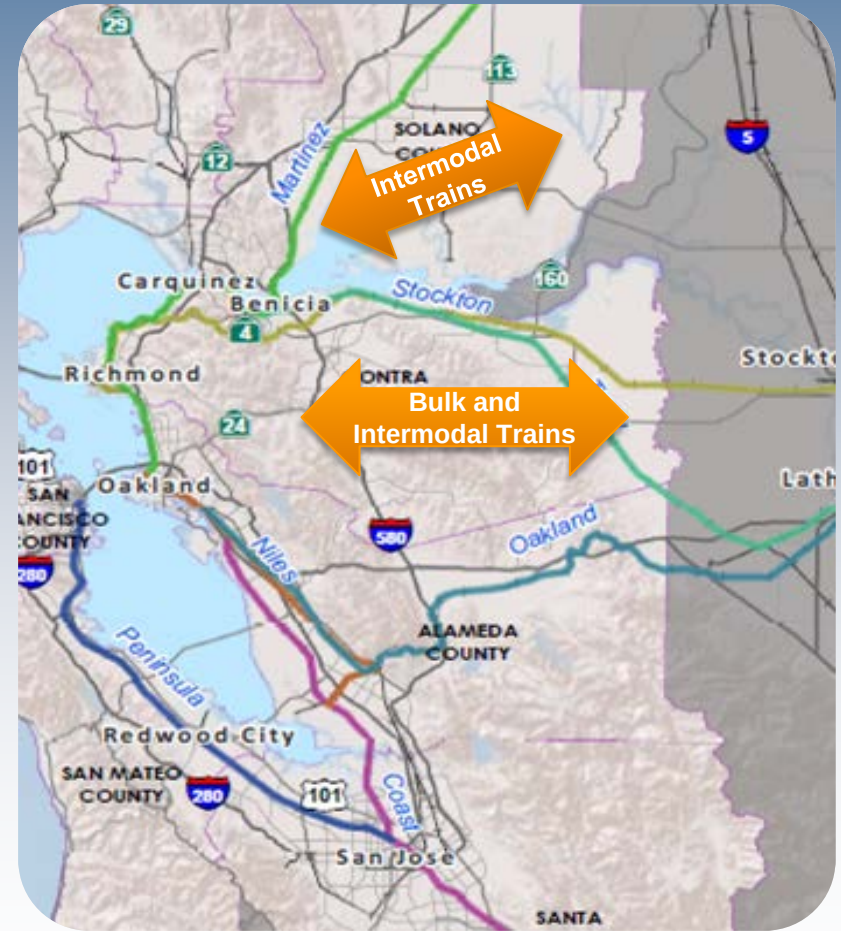
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A Public-Private Opportunity for Increasing Competitiveness, Creating Jobs, & Reducing Congestion?

- **Critical to creating a world class logistics hub**
 - Capacity needed on both northern and southern route to Oakland
 - Public investment to achieve public benefits?
- **Promote transload and domestic intermodal in Oakland**
 - Shifts truck to rail
 - Creates local jobs
 - Strategy could eliminate 3,700 truck trips per day on I-580



Potential Model: CREATE (Chicago)



Source: Chicago Region Environmental and Transportation Efficiency Program

Thank You!