

Goods Movement Trends, Issues, and Strategies





**Goods Movement Collaborative and Plan Development
Technical Team**
April 10, 2014

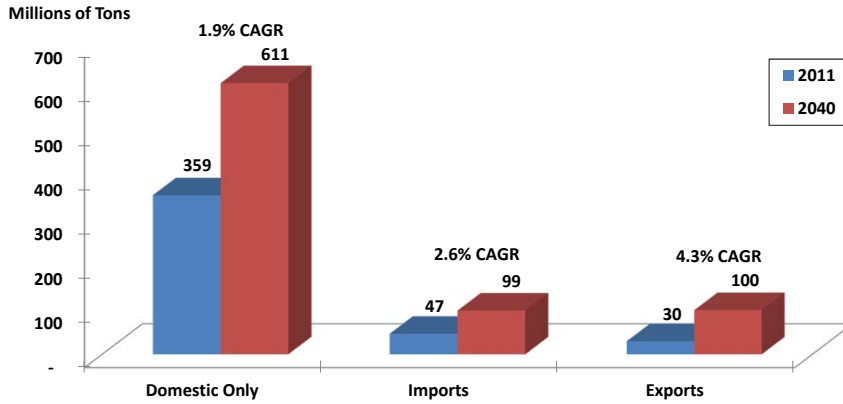
What is Goods Movement?

- Internal and External Drivers and Impacts
- International Trade
- Domestic Trade
- Urban Goods Movement



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



CAGR – Compound Annual Growth Rate

Source: Federal Highway Administration FAF3.

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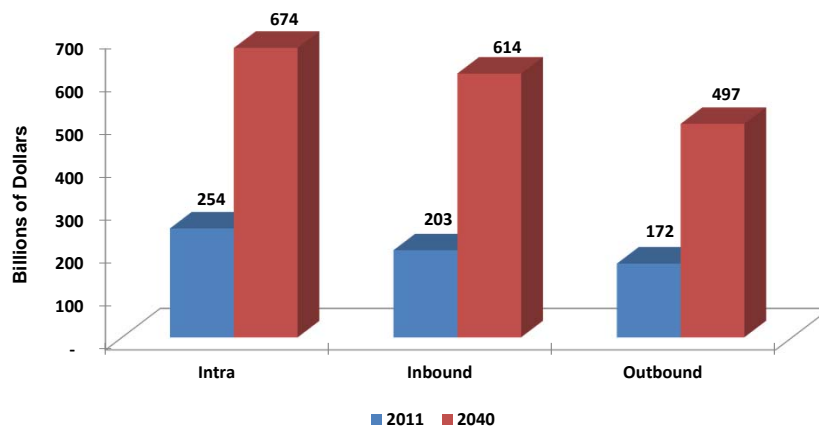
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Goods Movement in the Bay Area by Movement Type – 2011 and 2040



Source: Federal Highway Administration FAF3.

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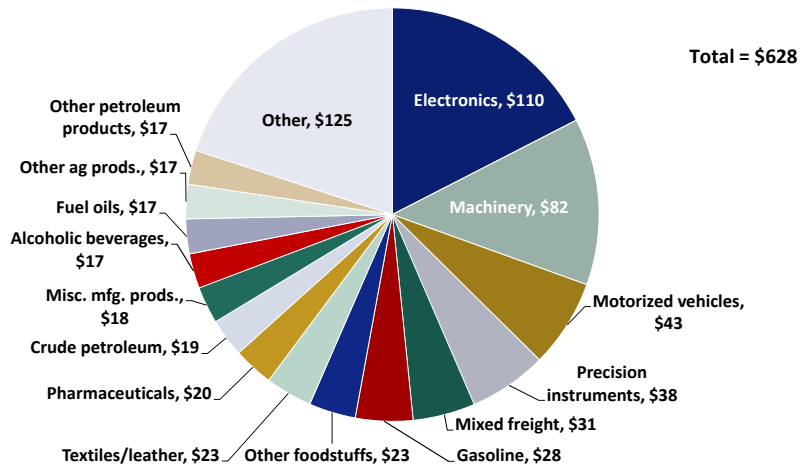


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Bay Area Freight Flows by Commodity, 2011- \$Billions



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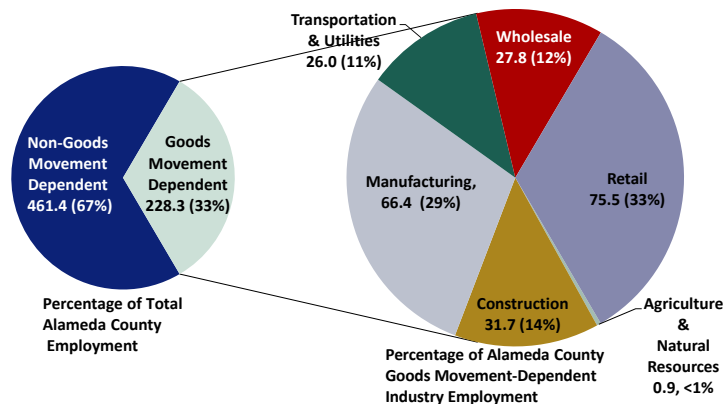
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Goods Movement Dependent Industries in Alameda County

Employment in Alameda County, 2010, in Thousands of Employees



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

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Functional Elements of the Goods Movement System

- Global Gateways
- Interregional Corridors
- Intraregional Core Network
- Urban Goods Movement Network
- Last-Mile Connectors



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Heavy Truck Movements on Key Corridors-Examples of Data



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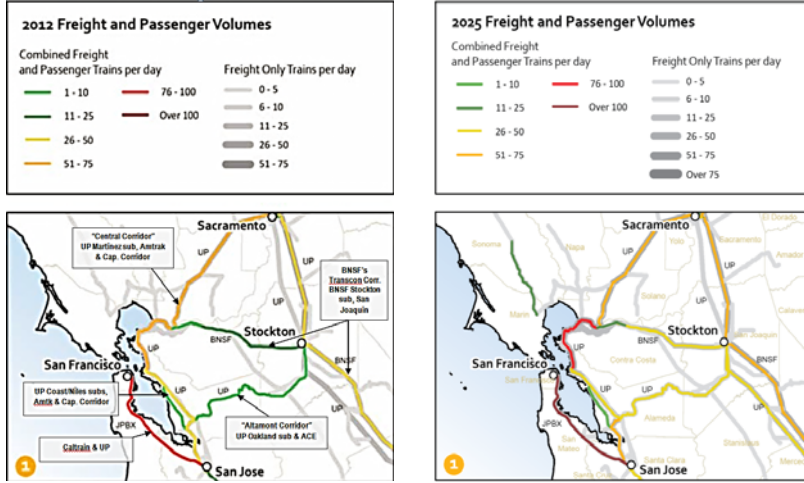


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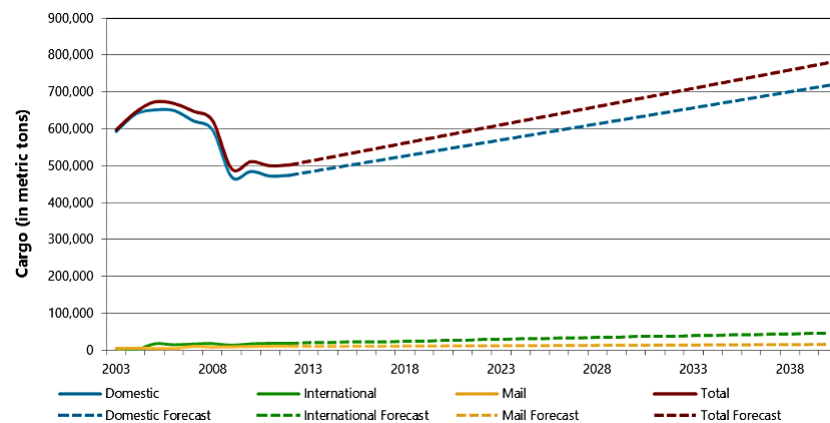
Daily Train Volumes in Northern California



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Air Cargo Demand and Forecast, Oakland International Airport



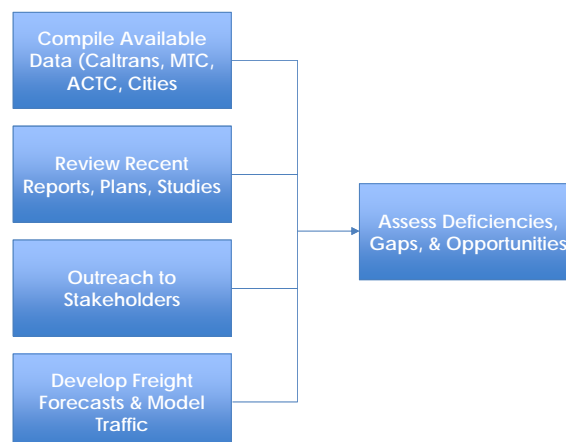
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Analysis of Urban Goods Movement and Land Use Issues

- Compile local truck routes and truck traffic data
- Map locations of major industries and freight generators – identify connectivity issues
- Overlay of PDAs and other modal corridors – identify potential sources of conflict and coordination
- Case studies to identify access and street design issues and opportunities
- Input to comprehensive arterial corridor plans, truck route planning, and Complete Streets guidance

Assessing Needs



Who Are We Talking To?

- California Trucking Association and trucking firms
- Alameda County cities
- Alameda Labor Council and ILWU
- California Group and maritime businesses
- Logistics service providers
- Business community – BAC, EBLC, EBEDA, chambers
- Ditching Dirty Diesel Collaborative, public health organizations, and neighborhood groups
- Class I railroads
- Shippers and receivers



Key Goods Movement Trends

- Growth in high-value and bulk commodity exports
- Changing mix of air cargo suggesting need to expand international cargo capabilities
- Growth in transloading of import consumer products
- Growth of international trade on share-use corridors
- Shifting crude supplies leading to increased rail usage
- Income growth driving consumer demand and e-commerce
- Continuing improvement in emissions but needs for continued application of new technologies



Issues and Strategies

Issues

- Turn times at Port of Oakland
- Needed improvements in rail service, transload and bulk terminal availability at Port of Oakland
- Shared-use multi-modal corridor issues – rail and highway
- Local truck route lane widths, geometry, connectivity
- Noise and potential delays at at-grade crossings
- Land use conflicts in industrial corridors
- Truck parking, restrictions and encroachment issues
- Public health and jobs equity

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



What We Are Hearing from Cities – ACTAC Survey

Issues

- Locomotive noise
- Truck-related congestion and spillover to local streets
- Truck parking and loading/unloading issues
- Street and road damage

Opportunities

- Local street investments
- Bottleneck relief
- Road surface improvements
- Improve and mark truck routes
- Grade separations
- Coordinate land use plans with goods movement



What Sets Our Region/County Apart?

- Goods Movement for the Export Economy
- Planning Goods Movement in a Mega Regional Context
- The Farm-to-Market Goods Movement System
- Planning for Goods Movement in a Modern Urban Center
 - *Complete Streets and Goods Movement*
 - *Comprehensive Arterial Corridor Planning*
 - *ITS*



Next Steps

- Complete stakeholder interviews
- Complete baseline assessment (April) and conduct detailed Alameda County analysis (Spring/Summer)
- Advocacy materials – Goods Movement White Paper (May)
- Kickoff Roundtable in June



Questions?

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