



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel: 510.464.7700  
TDD/TTY: 510.464.7769  
Fax: 510.464.7848

## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: September 15, 2014

FR: Carolyn Clevenger, Planning

RE: Regional Goods Movement Plan Update

### **Background**

In May staff presented an overview of the update of the Regional Goods Movement Plan (Plan), including the overall process for development of the Plan and the vision and goals. At your September meeting, staff will present an update on analysis that has been underway documenting baseline conditions and detailing the infrastructure, services, and demographic and freight flow trends in the region. As a reminder, PTAC serves as the technical advisory committee for the Plan.

### **Baseline Assessment**

One of the first tasks of the update to the Regional Goods Movement Plan is to develop an updated baseline assessment of goods movement in the region. The draft technical memo will be posted to the MTC project website (<http://www.mtc.ca.gov/planning/rgm/>) for review later this month. At the Committee's September meeting, a summary of the information from the technical memo will be presented.

The nine-county Bay Area region is the center of Northern California economic activity with a complex and multifaceted goods movement system. The Bay Area was home to more than 7.1 million people in 2010 and provided jobs for almost 3.4 million people. It also boasts one of the largest economies in the U.S. and ranked 19th in the world when compared to national economies, with a Gross Regional Product (GRP) of \$539 billion in 2011. The baseline assessment describes the Bay Area goods movement system and details historical and possible future performance. The report builds on Caltrans District 4's 2014 Bay Area Freight Mobility Study (BAFMS), which documented the infrastructure, services, demographics, and freight flow trends for the nine-county Bay Area.

In addition to the regional-level analysis, the baseline assessment disaggregates regional data for freight volumes and flows as well as jobs to the county level. The analysis details goods movement activity on eight regionally significant multimodal goods movement corridors. These multimodal corridors, named after their main highway component, include:

- Interstate 880,
- Interstate 80,
- Interstate 580,
- Interstate 680,
- United States Route 101,

- State Route 12,
- State Route 152, and
- State Route 4

These corridors have the highest share of regional goods movement activity, are expected to serve the Bay Area's growing goods movement demand, and are critical to the region's existing and emerging industrial activity. The corridors are described by their role, the major industries they serve, infrastructure assets within the corridor, historical and future freight flows, traffic bottlenecks, and recommended improvement strategies. In addition to these major corridors, the analysis evaluates how the region's infrastructure serves the various functions of the goods movement system, which also includes local first and last mile access and needs related to the region's role as a global gateway that are distinct from individual corridor needs.

Each of the corridor profiles will serve as the basis for further needs identification in the Regional Goods Movement Plan. The county-level freight flow data presented in this report will continue to inform the analysis of freight movement patterns and describe how goods movement activity will affect freight infrastructure assets, related industries, and potential goods movement system investments.

### **Related Efforts**

#### **Zero Emissions Freight Analysis**

As part of the Plan Bay Area lawsuit settlement with Communities for a Better Environment and the Sierra Club, MTC and ABAG agreed to create a Regional Freight New Technologies Task Force to study and recommend freight strategies and projects that advance zero-emission and near-zero emission freight movement. Staff anticipates beginning this work in early 2015. The analysis and recommendations from the zero emissions work and the Regional Goods Movement Plan update will be coordinated to the maximum extent possible to reduce duplicative efforts and ensure consistency between documents.

#### **California Air Resources Board (CARB)**

CARB recently initiated the development of a Sustainable Freight Strategy, focused on zero/near-zero emissions reduction strategies. MTC staff is monitoring the CARB work and will be working with the Bay Area Air Quality Management District and other transportation partners throughout the state as more information is provided by CARB. **CARB is holding a public workshop on their Strategic Freight Strategy at MTC's offices on September 15<sup>th</sup>, 6-8pm.**