

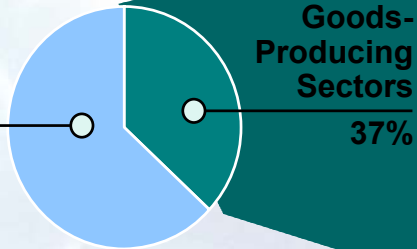
Goods Movement-Dependent Industries Are Critical to the Bay Area Economy



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100% = \$579 Billion

Service
Sectors
63%



Goods-Producing
Sectors
37%

100% = \$213 Billion

Other
14%

Transportation
Equipment
4%

Chemicals
or Allied
Products
5%

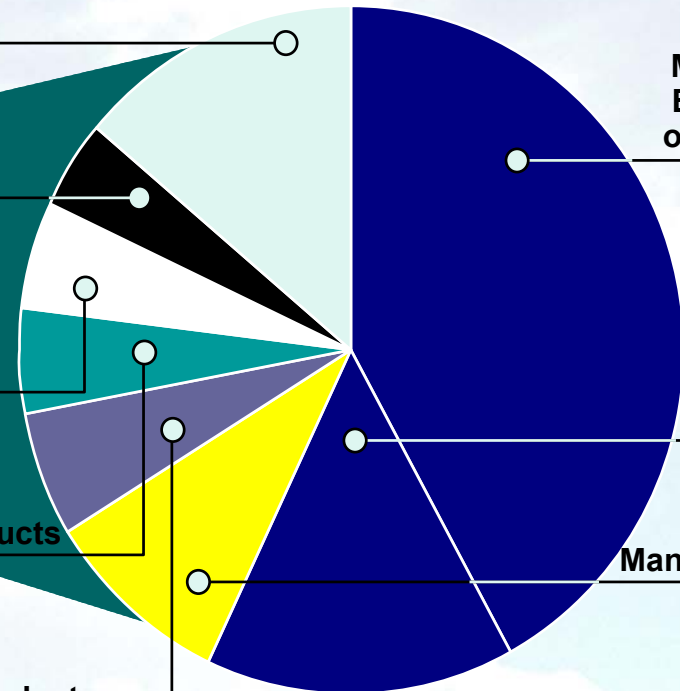
Food and
Kindred Products
5%

Coal or
Petroleum Products
6%

Electrical
Machinery,
Equipment
or Supplies
42%

Wholesale
Trade
15%

Misc.
Manufacturing
9%



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



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Land Use Policy Issues and Goods Movement (cont.)

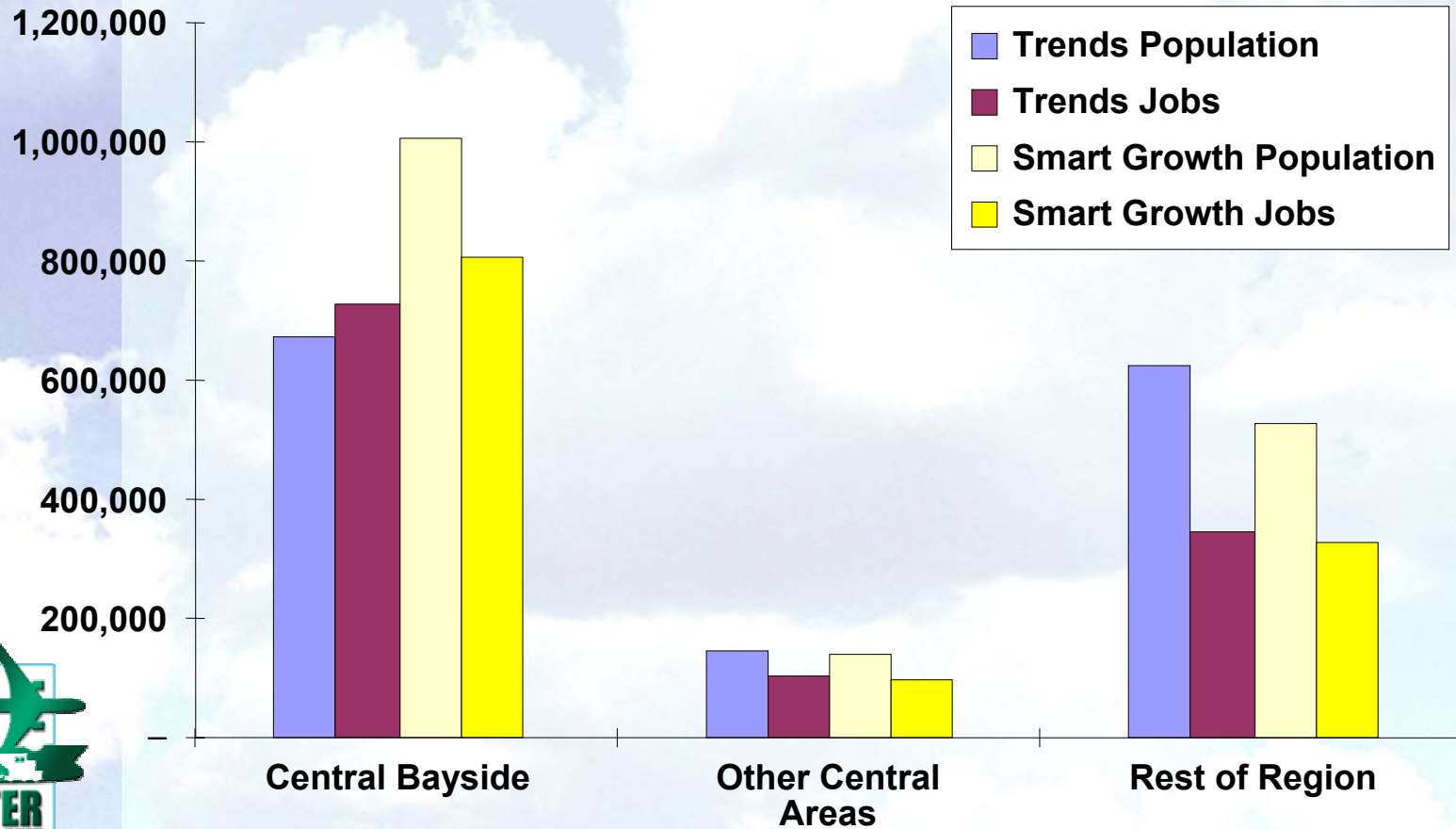
- > Truck access to inner Bay Area will continue to be needed to support consumer economy
 - Dispersion of goods movement businesses could lead to greater congestion, air quality issues, higher costs
- > Industrial component of Smart Growth policies is needed



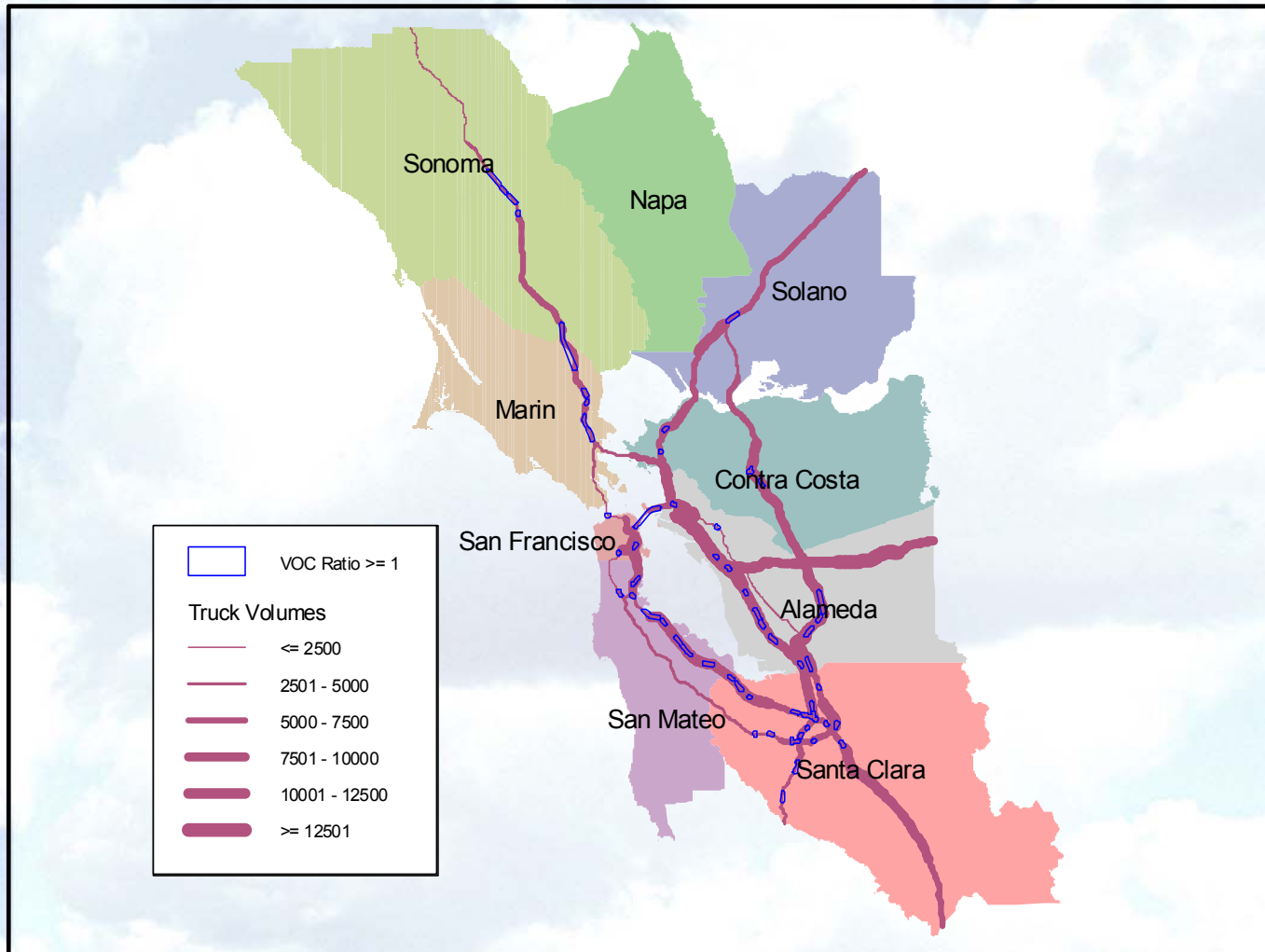
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Most Residential and Commercial Growth is Forecast for Central Bayside Locations - This is the Location of Much of the Region's Goods Movement Uses



Many of the Highly Traveled Truck Corridors Also Experience High Levels of Congestion



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**FASTER
FREIGHT
CLEANER
AIR**

Regional Goods Movement Issues

> Rail

- Rail grade crossings (I-880 corridor)
- Freight/passenger rail capacity issues and access to Port of Oakland- Capitol Corridor

> Marine

- Cargo growth - local truck traffic and congestion issues
- Access to land for support businesses - land use conflicts

> Air

- Peak period congestion and access to expedited delivery
- Congestion in cross bay connections
- Landside capacity for support facilities in South SF



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

> 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

