ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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November 4, 2008
Agenda Item 3.5

To: ACTAC

From: Beth Walukas, Manager of Planning

Date: October 22, 2008

Subject: Truck Parking Facility Feasibility and Location Study: Final Report

Action
ACTAC is requested to recommend that the Board accept the results and recommendations of the Truck Parking Facility Feasibility and Location Study. The study was conducted by the ACCMA and funded by Caltrans and identified the need for short and long term truck parking in Alameda County. Recommendations are presented in three categories: policy, implementation and other. The full report is posted on the CMA's website at www.accma.ca.gov and is also included as an attachment.

Next Steps
The Report will be submitted to the Plans and Programs Committee and the CMA Board at their November/December meetings.

Discussion
The Truck Parking Facility Feasibility and Location Study investigated the need for and feasibility of locating truck parking facilities in Alameda County particularly in the I-80, I-880, and I-580 corridors. The study was sponsored by the Alameda County Congestion Management Agency (ACCMA) and Caltrans District 4 and conducted for the ACCMA by The Tioga Group, Inc. (Tioga). Caltrans funded the project with Federal funds through a State Planning and Research grant in the amount of $170,000.

A Task Force assisted in the development of the study that included staff members from the following stakeholder and impacted agencies: Caltrans, Metropolitan Transportation Commission (MTC), San Joaquin Council of Governments, Port of Oakland, East Bay Economic Development Alliance, West Contra Costa Transportation Advisory Committee, Bay Area Air Quality Management District, members of the trucking community, and the Bay Area World Trade Center. Once the results of the study were available, the Task Force was expanded to include the following jurisdictions to assist in developing the recommendations and to provide input on the Draft Report. The jurisdictions included: Oakland, Hayward, Alameda County, Union City, Dublin, Pleasanton, and Livermore.

The study concluded that:

- There is a shortage of truck parking facilities, in part because no one provides for them.
- Drivers that are not domiciled locally prefer to leave the Bay Area at the end of their work assignment in large part because they no there are no satisfactory facilities in the immediate area. They know that when they get "stuck" within the Bay Area, the choices of where to park are few and not satisfactory.
- Public agencies often are put in the position of reacting to individual complaints of inappropriate truck parking rather than planning for truck parking as a community requirement.
- Commercial truckstop operators cannot find suitable sites, and if they do, they face very onerous local conditions and objections.

While the study did not identify specific sites because more work needs to be done, there are sites in Alameda County that might be suitable for truck parking. Thirty three were located; ten ranked highest in opportunity. Truck drivers had distinct preferences for locations for such sites. Specifically, they preferred sites that were:

- Close to the customers
- In the vicinity of I-238 and I-880 and along I-880 in Oakland

Truck drivers have four basic reasons for parking their trucks, which creates the need for temporary and long term (greater than 10 hours) parking. First, to serve customers at the customer's site. Second to stop temporarily for personal needs and/or to await instructions as to what to do next. Third is when the driver must take the mandated 10 hour rest period. Four is at the end of the day when the truck returns to its home base. The occasion that provokes public involvement is when the truck is parked in a location that is deemed inappropriate. Often this results in local regulations prohibiting parking in designated locations, sometimes including the entire local jurisdiction. Such prohibitions do not lessen the need for temporary or long term truck parking. The focus of this study is primarily on the second and third reasons and reason number four if the truck is parked inappropriately.

Trucking, which moves goods and provides services into and through Alameda County, has economic benefit to businesses and residents. Providing adequate, safe truck parking facilities helps the economy, helps to reduce congestion, and helps to improve air quality. Providing truck parking can result in a number of benefits including opportunities for truckers, shippers and receivers to enhance their productivity. It can result in improving safety on state highways and for truckers. And by consolidating scattered informal and often inappropriate truck parking sites into a few well-organized and developed sites, community impacts can be minimized.

However, there are obstacles to developing truck parking facilities in Alameda County, including high land prices, high fuel prices and local business practices that adversely affect truck delivery and parking. Economic considerations for the truck driver and commercial truck stop operator may present obstacles as well. Drivers are unwilling to pay for parking that can be obtained for free on the public street. Commercial operators are unwilling to confront the myriad of restraints and objections to developing truck parking sites.

The recommendations below are made to begin a dialogue about creating temporary short term and long term truck parking locations in Alameda County. Because many of the actions are under the purview of local jurisdictions, all recommendations are intended as first steps in working with the jurisdictions to find a balance among economic, community, environmental and trucking needs and in identifying one or more truck parking facilities in Alameda County. They are presented in three categories:

Policy Actions

1. The CMA should work with the local jurisdictions to identify and adopt guidelines for accommodating and developing truck parking facilities, including identifying ways to accommodate truck parking in local land use development and redevelopment processes. Local jurisdictions should be encouraged to adopt and implement the guidelines.

2. The CMA should work with truck centered organizations to a) develop a public education program that identifies the importance of trucking to the Bay Area, State and national economy, b) highlight the impact that the rapid rezoning of local land uses away from industrial uses is having on the trucking industry, and c) identify ways the trucking industry can help minimize truck parking impacts to communities.

Implementation Actions

3. The CMA should develop a one-page Fact Sheet highlighting the benefits trucks provide to Alameda County and its communities and why temporary and long term truck parking areas are needed. The Fact Sheet should be distributed to local and regional government and/or host a summit to present the findings of the study. At a minimum, the Fact Sheet should highlight the following:

    a. Most trucking is local,

    b. Truckers need locations to park while delivering goods and services to businesses in Alameda County,

    c. Local land use decisions are resulting in re-zoning of potentially desirable truck parking sites away from industrial uses adjacent to highways where truck parking is most likely to be implemented,

    d. Truck parking is a regional/state/national issue, but establishing places for them to park is a local decision, and

e. Receiving goods and services via trucks is key to regional economic stability and job diversification.

4. The CMA should continue to work with local jurisdictions to identify one or more formal, designated, no-fee facilities for temporary and long term truck parking in Alameda County. Because this study focused on the needs of truckers, local jurisdiction input is now needed to identify and confirm site criteria and potential sites. The following should be considered for both temporary and long term parking sites:

   a. Sites at a minimum should:

      i. Provide minimal facilities (lavatory, trash barrels, etc.)

      ii. Be located immediately adjacent to the Interstate routes

      iii. Provide a means of allowing trucks to turn off their engines so that emissions are minimized

      iv. Support general quality of life requirements within potentially impacted neighborhoods and communities

   b. The potential sites identified should be located at apex/gateway points, preferably in Hayward, Oakland, San Leandro, and San Lorenzo where demand for truck parking was identified to be the greatest followed by the Altamont Pass/Tri-Valley area. The study has identified 33 preliminary sites of which 10 had the most potential based on initial screening.

   c. If a site is developed, monitor the site's success through detailed records about why a user elected to use it and what else a user needs.

Other Actions

The following actions would require that the CMA pursue additional grants or other funding to support them.

5. The CMA should continue to work with local community groups, the air district, MTC, Caltrans, and the trucking industry to gather input on the issue of truck parking in Alameda County.

6. Because the survey data's usefulness in determining the need for long term truck parking was limited, the CMA should conduct further evaluation on the need for a full-service, overnight truck parking.

7. The CMA should work with MTC and Caltrans to develop improved methods of determining demand for short and long term truck parking. No current metric available.

8. The CMA should track closely what happens at the new Oakland Maritime Support Center (OMSS) site, which is expected to cater to trucks serving the Port of Oakland and see if OMSS attracts truck other than Port trucks and if so, why.