



THE TIOGA GROUP

SACOG REGIONAL GOODS MOVEMENT STUDY (Phase One)

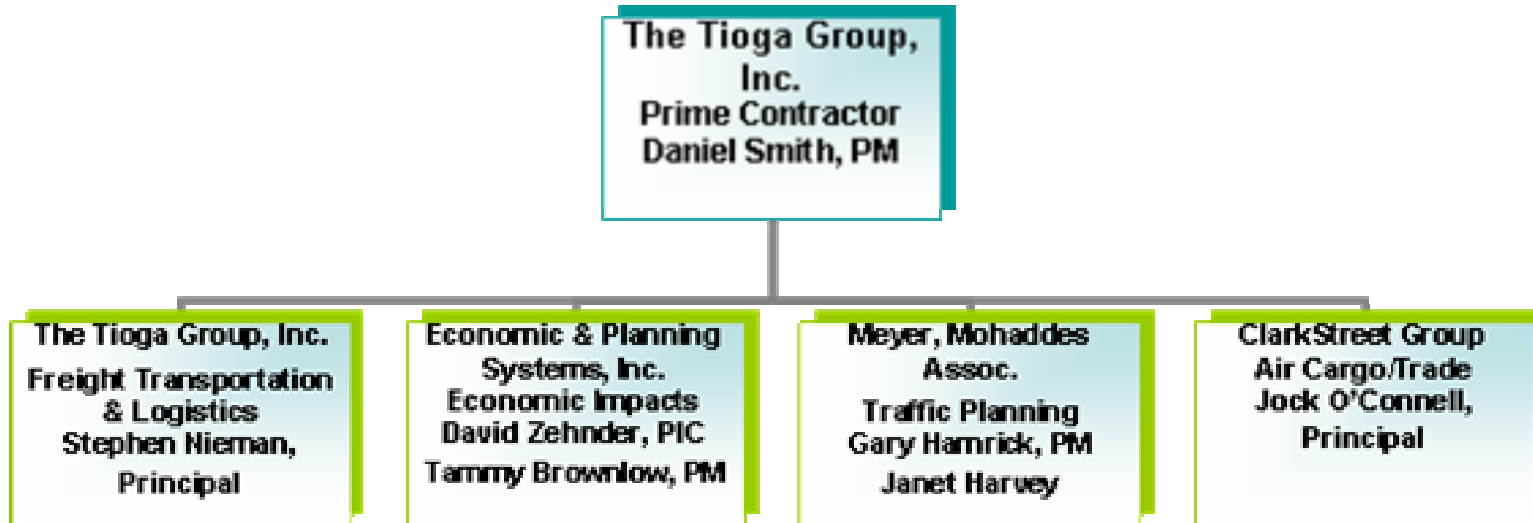


**The Tioga Group • Economic & Planning Systems
Meyer, Mohaddes Associates • Jock O'Connell**

Study Objectives

- Developing a well-organized body of data and information on goods movement in the SACOG region.
- Understanding the role freight transportation plays in the broader economic development of the SACOG region and the surrounding NorCal Megapolitan Area.
- Documenting freight transportation and logistics trends relevant to SACOG's long-term planning responsibilities.
- Identifying and contacting public, private, and government freight transportation stakeholders to support the entire three-phase freight action plan development process.
- Linking the freight action plan with the SACOG/Valley Vision Blueprint transportation and land use study, the State GMAP, and other state and regional initiatives.

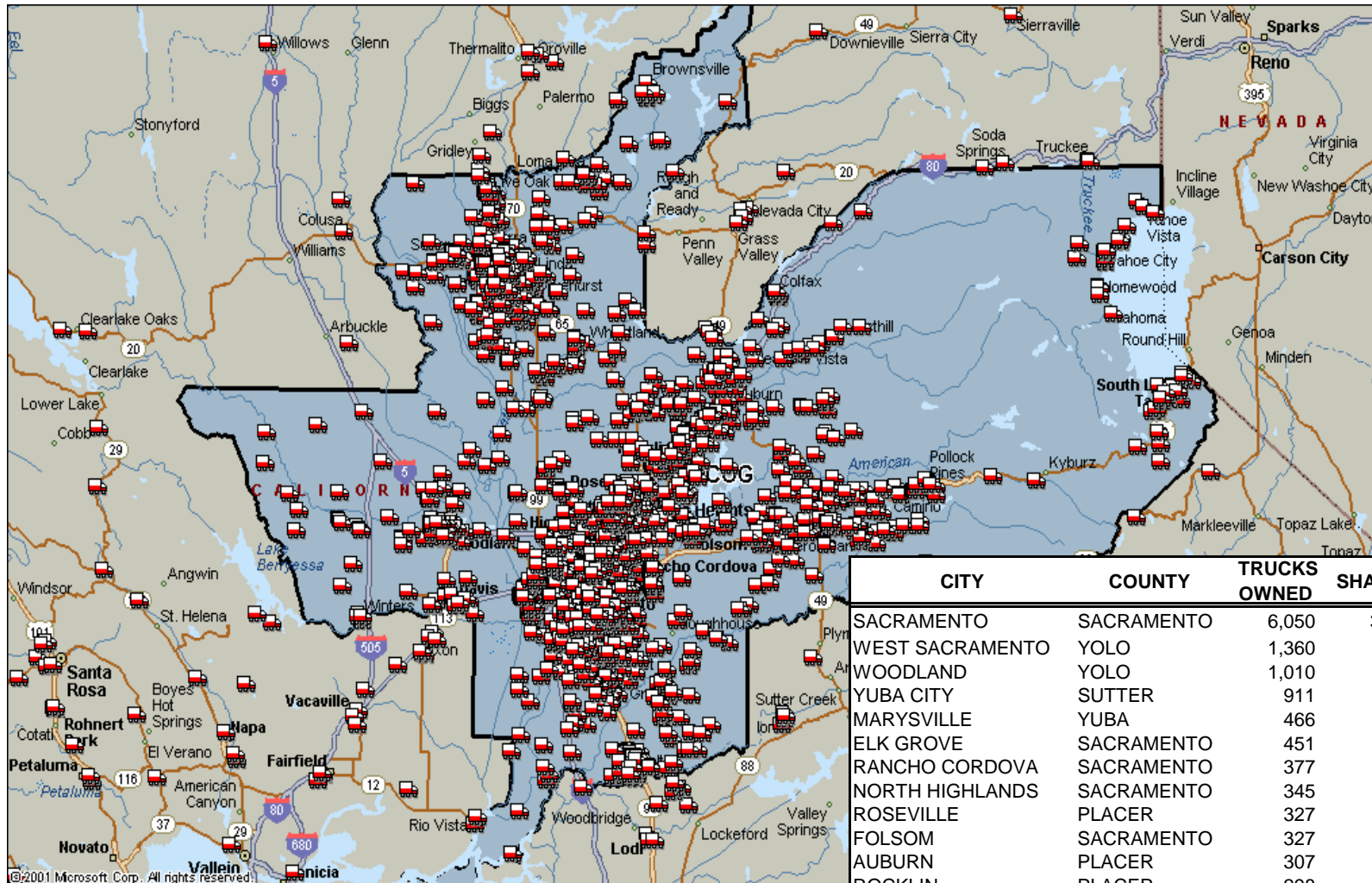
Study Team & Approach



Twin perspectives

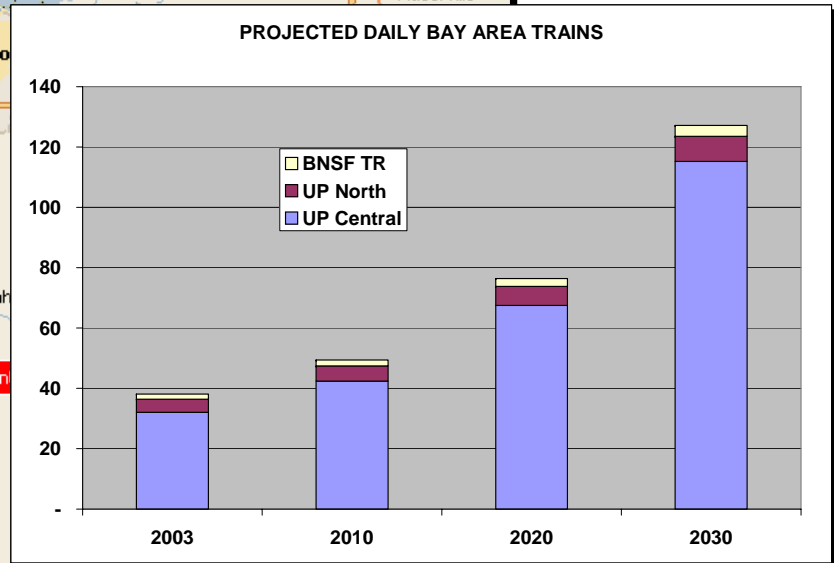
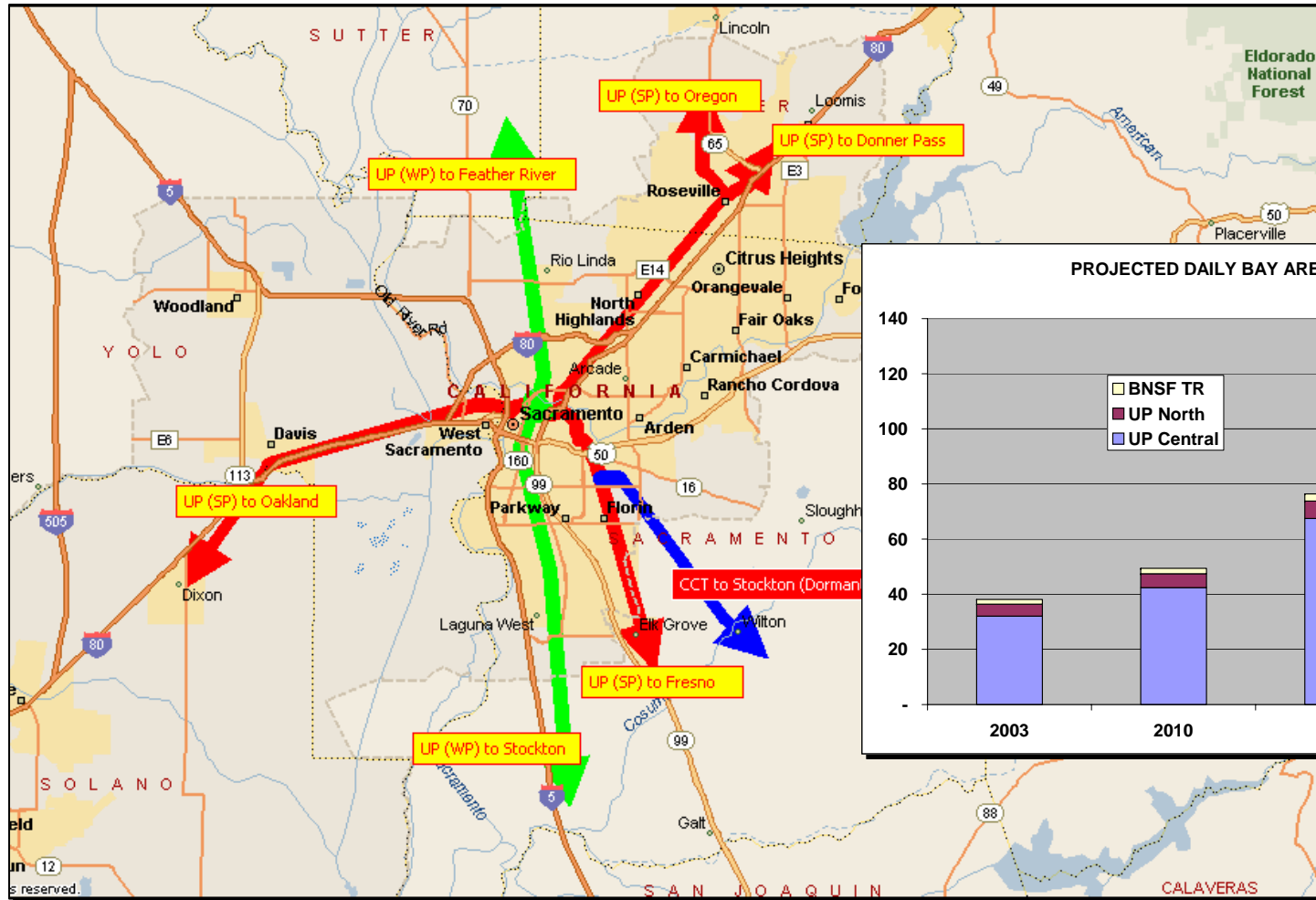
- A “top down” perspective focusing on SACOG’s needs for information and data to support Phases Two and Three.
- A “bottom-up” perspective working from the team’s freight transportation and planning experience.

Example: SACOG MISTER Terminal Locations

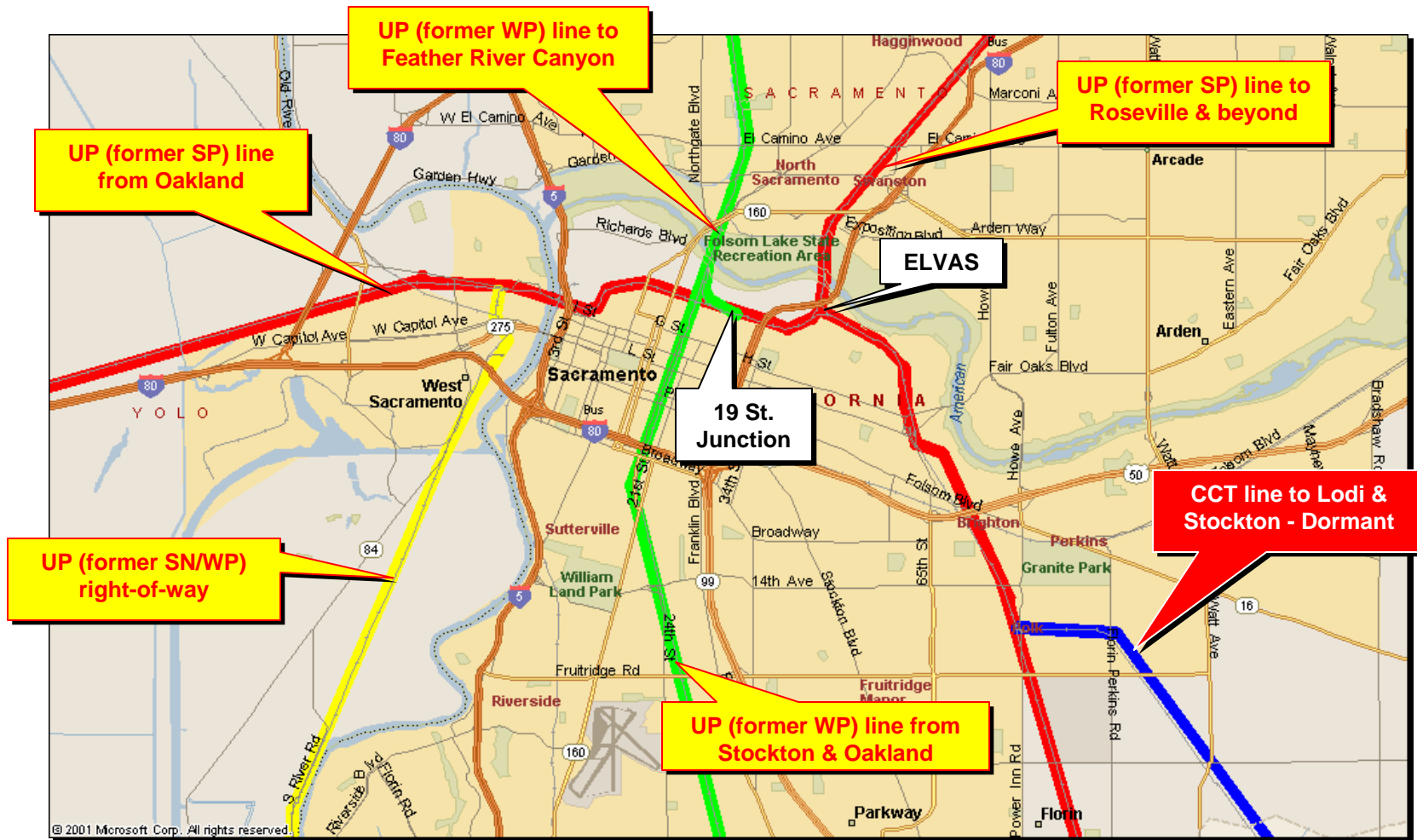


CITY	COUNTY	TRUCKS OWNED	SHARE	CUMULATIVE SHARE
SACRAMENTO	SACRAMENTO	6,050	38%	38%
WEST SACRAMENTO	YOLO	1,360	9%	47%
WOODLAND	YOLO	1,010	6%	54%
YUBA CITY	SUTTER	911	6%	59%
MARYSVILLE	YUBA	466	3%	62%
ELK GROVE	SACRAMENTO	451	3%	65%
RANCHO CORDOVA	SACRAMENTO	377	2%	68%
NORTH HIGHLANDS	SACRAMENTO	345	2%	70%
ROSEVILLE	PLACER	327	2%	72%
FOLSOM	SACRAMENTO	327	2%	74%
AUBURN	PLACER	307	2%	76%
ROCKLIN	PLACER	298	2%	78%
GALT	SACRAMENTO	296	2%	80%
ALL OTHERS		3,205	20%	20%
SACOG TOTAL		15,730	100%	100%

Example: SACOC Region Rail Lines



Example: Sacramento Rail Connections



Major Study Steps

- Data collection – multiple modes and sources
- Surveys – municipalities, truckers, other stakeholders
- Case studies – selected regional supply chains
- Economic impact – value, employment, etc.
- Trends – relevant future transportation and logistics changes
- Linkage – to regional Blueprint and other plans
- Implications – for Phases Two and Three