APPENDIX B-7-4: DISTRICT 4 - OAKLAND

District Address

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Goods Movement Contacts

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District 4 covers nine counties in the greater San Francisco Bay Area: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma.

TRUCKING

Primary North-South Routes
Interstate (I) 880, US 101, I-680, State Route (SR)-29

Primary East-West Routes
I-80, (western leg of a national freight corridor; route subject to multi-state coordination efforts), I-580, SR-12, SR-152, SR-4

Trucking Issues

- Federal Highway Administration (FHWA) identified I-80 at I-580/I-880 (Bay Bridge approach), as among the worst freight bottlenecks in California's supply chain.
- Dray trucking in and around the Port of Oakland extending into the San Joaquin Valley contributes to roadway congestion, safety, environmental, and pavement issues for the surrounding communities.
- Major freight corridors experience significant pavement damage in lanes used by trucks.
- Lack of truck parking facilities.

RAIL LINES

Class I Railroads

The two Class I railroads operating in District 4, **Union Pacific (UP) Railroad** and **BNSF Railway**, primarily provide double stack intermodal

Class III Railroads (Short Lines, Switching, and Terminal)

- **Oakland Terminal Railway (OTR)** is jointly owned by UP and BNSF Railway and operates 10 miles of switching track in Oakland.
- **Richmond Pacific (RPRC)** is a privately held company that operates 2.5 miles of track in the Port of Richmond and interchanges with UP and BNSF Railway.
- **California Northern (CFNR)** operates 261 miles of track and interchanges with Northwestern Pacific Railroad Company. Most of the major commodities carried are food related, including tomato products, olives, rice, cheese, frozen foods, beer, wine and wheat.
- **Northwestern Pacific Railroad Company (NWP)** is an independently-owned short line company that operates freight service from the CFNR to Windsor, California over 61 miles of main line track.

Rail Projects

Trade Corridors Improvement Fund (TCIF)

- The ***Richmond Rail Connector*** project is an at-grade rail connection between the BNSF Stockton Subdivision and UP's Martinez Subdivision near San Pablo, just north of Richmond. The project is needed to accommodate and better serve both current and future freight traffic on the corridor while reducing the impacts to the local community. (TCIF Project #2 is under construction)
- The Outer Harbor Intermodal Terminal (OHIT) project is critical to the transformation of the Oakland Army Base (OAB) Gateway Development Area into a world-class intermodal trade and logistics center. The construction of a new intermodal rail terminal capable of handling increased container cargo-based transfers is a key component of OHIT. (TCIF Project #3, divided into six sub-projects, is under construction)
- The Marina Bay Parkway Grade Separation project will resolve major traffic, health, and safety issues in the City of Richmond by constructing a roadway under crossing in place of an existing at-grade railroad crossing at Marina Bay Parkway between Regatta Boulevard and Meeker Avenue in Richmond. (TCIF Project #82 is under construction)

Air Cargo Airports

- **Oakland International (OAK)**—home to a FedEx Express Super Hub (averaging 200 flights per month and sorting 280,000 packages per day) handling most markets in the Western United States, Canada, Hawaii, and Alaska. OAK handles 52% of regional air cargo. United Parcel Service (UPS) also operates out of OAK.
- **San Francisco International (SFO)**—around 66% of total cargo is international with over half transported the bellies of passenger planes. SFO handles over 40% of regional air cargo shipments.
- **Mineta San Jose International (SJC)**—the State's sixth largest air cargo airport handles just 6% of Bay Area air cargo, due to limited space and facility constraints.

Airport Issues

- Airports, such as SJC, may exchange cargo space for corporate executive traffic.
- SFO is expected to reach capacity before 2035.
- Cargo tons are forecasted to grow the fastest at SFO, due to forecast growth in international cargo demand.
- Bay Area air cargo (by tons) is expected to increase 92% by 2035 (SFO 127%, OAK 65%, SJC 65%).
- All-cargo flights are expected to increase 40% by 2035.
- SFO, like other major cargo gateways, is experiencing a decline in their market share.

Seaports

Port of Oakland

- Bay Area's principal international, water-trade gateway. A great majority of trade is with Asia.
- Handles 99% of the containerized goods moving through Northern California.
- Occupies 20 miles of waterfront on the eastern shore of San Francisco Bay; 1,210 acres for maritime activities.
- Seven container terminals, 18 deepwater berths, 36 container cranes with 30 able to handle Post-Panamax size.
- Intermodal rail service by UP and BNSF adjacent to marine terminal area.
- Primarily containerized cargo. One of only a few West Coast ports where exports exceed imports.

Port of San Francisco

- Specializes in non-containerized cargoes (dry/liquid bulk, break-bulk, and project).
- Offers six berths and on-dock rail.
- Processed over 1.2 million tons of cargo in 2012.

Ports of Richmond, Redwood City, and Benicia

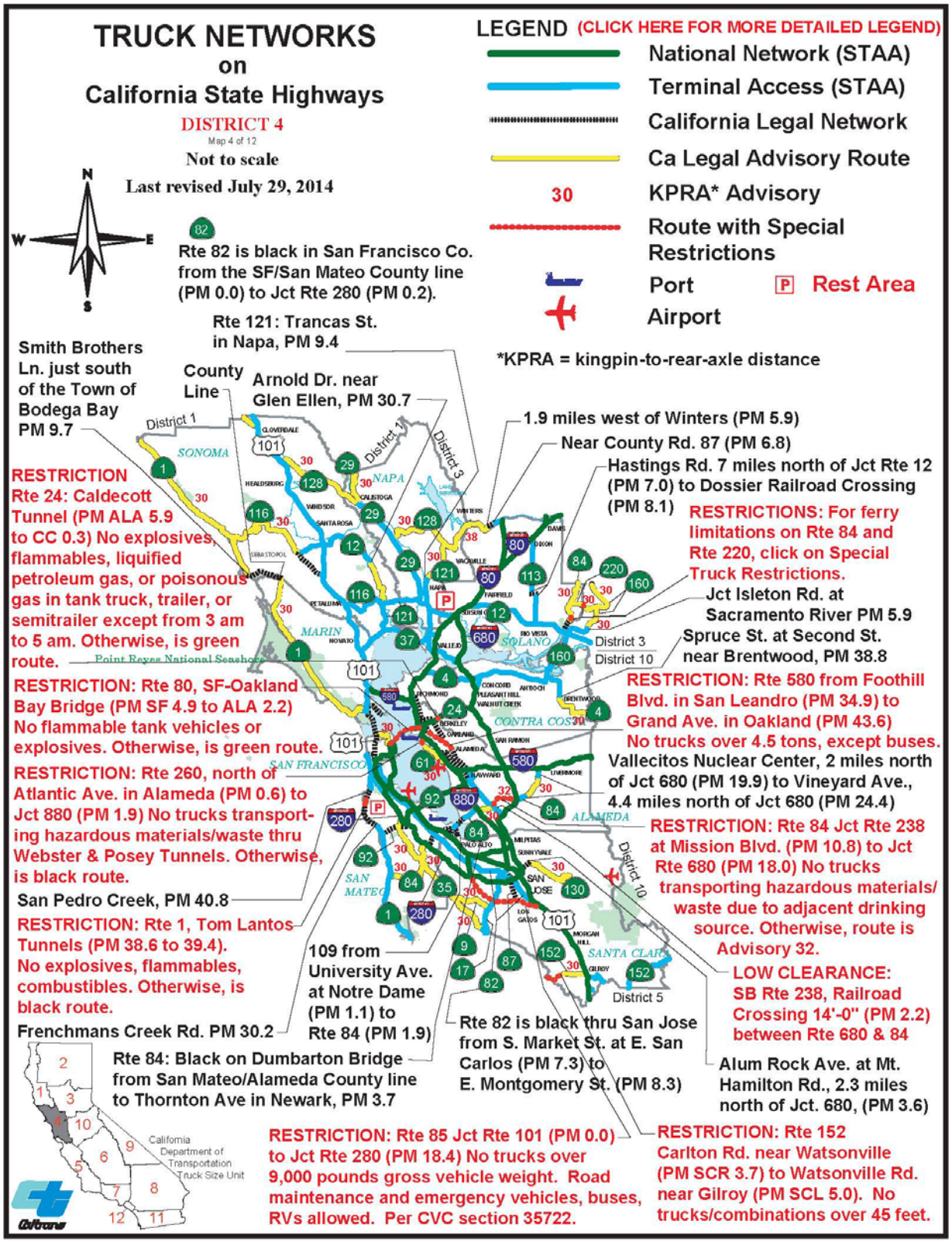
- The Port of Richmond handles bulk liquids, dry bulk materials, metals, vehicles, and break-bulk cargoes.
- The Port of Redwood City on South San Francisco Bay handles dry bulk, neo-bulk, and liquid bulk cargoes.
- The Port of Benicia is owned and operated by AMPORTS, an automobile processor; UP provides rail service.

Private Terminals

- Privately owned terminals who trade in petroleum products, raw sugar, bay sand, and other products.

Port Issues

- Growth in Port of Oakland's containerized cargo is expected to generate substantial truck and rail traffic. North-south rail capacity at the port is beginning to become bottlenecked. Better port access routes are needed.
- The Port of Oakland tries to create a balance with the multitude of recreation, conservation, commercial fishing, and environmental protection requirements.
- Diesel engine emissions from marine vessels and harbor craft, trucks, locomotives, cargo-handling equipment, transport refrigeration units, off-road diesel equipment, and drayage trucks contribute to air pollution and quality-of-life issues for neighboring communities.
- Increased incompatible land uses adjacent to the Port could restrict operations and expansion.


TRUCK NETWORKS
on
California State Highways
DISTRICT 4
Map 4 of 12
Not to scale
Last revised July 29, 2014
LEGEND (CLICK HERE FOR MORE DETAILED LEGEND)
National Network (STAA)
Terminal Access (STAA)
California Legal Network
Ca Legal Advisory Route
30 KPRA* Advisory
Route with Special Restrictions
Port
P Rest Area
Airport
*KPRA = kingpin-to-rear-axle distance
82
Rte 82 is black in San Francisco Co. from the SF/San Mateo County line (PM 0.0) to Jct Rte 280 (PM 0.2).
Rte 121: Trancas St. in Napa, PM 9.4
Smith Brothers Ln. just south of the Town of Bodega Bay PM 9.7
County Line
Arnold Dr. near Glen Ellen, PM 30.7
1.9 miles west of Winters (PM 5.9)
Near County Rd. 87 (PM 6.8)
Hastings Rd. 7 miles north of Jct Rte 12 (PM 7.0) to Dossier Railroad Crossing (PM 8.1)
RESTRICTIONS: For ferry limitations on Rte 84 and Rte 220, click on Special Truck Restrictions.
Jct Isleton Rd. at Sacramento River PM 5.9
Spruce St. at Second St. near Brentwood, PM 38.8
RESTRICTION Rte 24: Caldecott Tunnel (PM ALA 5.9 to CC 0.3) No explosives, flammables, liquified petroleum gas, or poisonous gas in tank truck, trailer, or semitrailer except from 3 am to 5 am. Otherwise, is green route.
Point Reyes National Seashore
RESTRICTION: Rte 80, SF-Oakland Bay Bridge (PM SF 4.9 to ALA 2.2) No flammable tank vehicles or explosives. Otherwise, is green route.
RESTRICTION: Rte 260, north of Atlantic Ave. in Alameda (PM 0.6) to Jct 880 (PM 1.9) No trucks transporting hazardous materials/waste thru Webster & Posey Tunnels. Otherwise, is black route.
San Pedro Creek, PM 40.8
RESTRICTION: Rte 1, Tom Lantos Tunnels (PM 38.6 to 39.4). No explosives, flammables, combustibles. Otherwise, is black route.
Frenchmans Creek Rd. PM 30.2
109 from University Ave. at Notre Dame (PM 1.1) to Rte 84 (PM 1.9)
Rte 84: Black on Dumbarton Bridge from San Mateo/Alameda County line to Thornton Ave in Newark, PM 3.7
Rte 82 is black thru San Jose from S. Market St. at E. San Carlos (PM 7.3) to E. Montgomery St. (PM 8.3)
RESTRICTION: Rte 580 from Foothill Blvd. in San Leandro (PM 34.9) to Grand Ave. in Oakland (PM 43.6) No trucks over 4.5 tons, except buses.
Vallecitos Nuclear Center, 2 miles north of Jct 680 (PM 19.9) to Vineyard Ave., 4.4 miles north of Jct 680 (PM 24.4)
RESTRICTION: Rte 84 Jct Rte 238 at Mission Blvd. (PM 10.8) to Jct Rte 680 (PM 18.0) No trucks transporting hazardous materials/waste due to adjacent drinking source. Otherwise, route is Advisory 32.
LOW CLEARANCE: SB Rte 238, Railroad Crossing 14'-0" (PM 2.2) between Rte 680 & 84
Alum Rock Ave. at Mt. Hamilton Rd., 2.3 miles north of Jct. 680, (PM 3.6)
RESTRICTION: Rte 85 Jct Rte 101 (PM 0.0) to Jct Rte 280 (PM 18.4) No trucks over 9,000 pounds gross vehicle weight. Road maintenance and emergency vehicles, buses, RVs allowed. Per CVC section 35722.
RESTRICTION: Rte 152 Carlton Rd. near Watsonville (PM SCR 3.7) to Watsonville Rd. near Gilroy (PM SCL 5.0). No trucks/combinations over 45 feet.
California Department of Transportation Truck Size Unit
District 1
District 3
District 10
District 5
SONOMA
NAPA
MARIN
SOLANO
CONTRA COSTA
SAN FRANCISCO
ALAMEDA
SAN MATEO
SANTA CLARA

SOURCES AND ADDITIONAL INFORMATION

California Air Cargo Groundside Needs Study, Caltrans, July 2013.
http://onramp.dot.ca.gov/hq/tpp/offices/ogm/aircargo.html

Air Resources Board and Business, Transportation and Housing (Goods Movement Action Plan): http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf

Caltrans Office of Traffic Engineering: http://www.dot.ca.gov/hq/traffops/signtech/trucks/truck-length-routes.htm#step-2

2004 Regional Goods Movement Study for the San Francisco Bay Area, Metropolitan Transportation Commission: http://www.mtc.ca.gov/planning/rgm/

Association of Bay Area Governments: http://www.abag.ca.gov/

Bay Area Air Quality Management District (BAAQMD): http://www.baaqmd.gov/

Port websites: Oakland, http://portofoakland.com/; Richmond, http://www.ci.richmond.ca.us/; Redwood

City, http://www.redwoodcityport.com/, Benicia, http://www.amports.us/

Air Cargo Mode Choice and Demand Study, Caltrans, 2002: http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/Air_Cargo_Mode_Choice_&_Demand_Study_080210.pdf