



## Oakland International Airport

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Located on the east side of San Francisco Bay in Alameda County, Oakland International Airport (OAK) is part of a bustling intermodal trade hub. OAK is owned and operated by the Port of Oakland and is one of three main cargo airports (along with San Francisco International and Mineta San Jose International) within District 4.

### OPERATIONS

Oakland Airport is open 24 hours a day, 7 days a week without curfews.

### FACILITIES AND SERVICES

- The 2006 Airport Master Plan identifies cargo as occupying 134 of the 2,600 acres of airport property.
- The largest carrier, FedEx, occupies 250,000 square feet of sorting, distribution, and warehouse space at OAK.
- U. S. Customs and Border Protection officials are located on-site.
- The Oakland Foreign Trade Zone<sup>1</sup>, located 1.5 miles away consists of 500,000 square feet of buildings with direct highway access.

### AIRPORT TRADE CHARACTERISTICS

- OAK handles 52% of Bay Area air cargo.
- The FedEx regional hub processes up to 100,000 pounds (280,000 packages) of freight each day and has its own import clearance center.
- Primary air freight destinations are domestic, with high frequency along the US West Coast and transcontinental to cargo hubs (Memphis – FedEx and Louisville – UPS); international service to the Asia/Pacific.



### SURFACE TRANSPORTATION NETWORK TRUCKING

#### Primary North-South Routes

- I-880 and I-680, US 101, and SR 29

#### Primary East-West Routes

- I-580 and I-80 (western leg of a national freight corridor), SR 12, SR 152, and SR 4

Of the three main Bay Area cargo airports, OAK offers the best access and connections to major interstate highways.

No trucks over 4.5 tons are allowed on I-580 from Foothill Boulevard in San Leandro to Grand Avenue in Oakland.



## SEAPORTS AND RAIL LINE ACCESS

- The Bay Area's largest and busiest seaport, Port of Oakland is located nine miles from OAK.
- Both Union Pacific (UP) and Burlington Northern Santa Fe Railway (BNSF), provide Class I rail service to the Port.
- Several planned port/rail projects in the Oakland/Richmond areas will help reduce delays, improve efficiency, convenience, and increase terminal capacity for cargo.

## PLANNED PROJECTS

- Port of Oakland is part of the U.S. DOT funded "Marine Highway" project along with ports of Sacramento and Stockton which provides infrastructure and equipment for a new barge container service.
- The Richmond Rail Connector Project will reduce local commuter delays by providing a train bypass around Richmond.
- Oakland Army Base (OAB) Gateway Development Area, a redevelopment project which will include a new rail terminal capable of handling increased container cargo based transfers.

## OTHER AIRPORT FACTS

- In 2011, OAK ranked the 13<sup>th</sup> largest air cargo airport in the nation by the North America

Airports Council International (ACI), with nearly 532,830 tons transported.

- By 2035, air cargo is expected to increase by 65% at OAK.

## CONSTRAINTS AND ISSUES

- OAK has noise problems—noise abatement procedures along with home sound insulation programs in place to mitigate impacts.
- Dray trucking in and around the Port of Oakland extending into the San Joaquin Valley contributes to roadway congestion, safety, environmental, and pavement damage issues for the surrounding communities.
- Federal Highway Administration (FHWA) identified I-80 at I-580/I-880 (Bay Bridge approach) among the worst freight bottlenecks in California's supply chain.

## CALTRANS FOCUS AREAS

- Ways to alleviate highway bottlenecks along truck routes.
- Improve pavement conditions due to truck damage.
- Support the Marine Highway Project (barge service between the Ports of Oakland, Stockton, and West Sacramento) that can reduce truck traffic and congestion.
- Plans for handling sea level rise to ensure freight accessibility.

## TRANSPORTATION PLANNING PARTNERS

Association of Bay Area Governments (ABAG): <http://www.abag.ca.gov/>

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

Metropolitan Transportation Commission (MTC): <http://www.mtc.ca.gov>

Port of Oakland: <http://portofoakland.com>

## SOURCES

Air Cargo Mode Choice and Demand Study (2010), prepared for Caltrans by TranSystems: <http://onramp.dot.ca.gov/hq/tpp/offices/ogm/aircargo.html>

Air Cargo World: <http://www.aircargoworld.com>

Airport Development Plan (ADP): [http://www.flyoakland.com/airport\\_construction.shtml](http://www.flyoakland.com/airport_construction.shtml)

Caltrans Office of Truck Services: <http://www.dot.ca.gov/hq/traffops/trucks/>



Goods Movement Action Plan (2007), California Air Resource Board and Business, Transportation and Housing: <http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>

Metropolitan Transportation Commission (MTC) and Regional Goods Movement Study for the San Francisco Bay Area: <http://www.mtc.ca.gov/planning/rgm/>

MTC Regional Airport Planning: [http://www.mtc.ca.gov/planning/air\\_plan/](http://www.mtc.ca.gov/planning/air_plan/)