



Caltrans District 4

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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

I-880, US 101, I-680, 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 high pavement damage in lanes used by trucks.

RAIL LINES

Class I Railroads

Union Pacific (UP) Railroad and Burlington Northern Santa Fe (BNSF) Railway, provide primarily double stack intermodal (container) or Trailer-on-Flatcar (TOFC) service through District 4 over the Donner route and eastward to Chicago. BNSF serves Port of Oakland customers via the Tehachapi route, which ties into their Transcon route serving Chicago, Kansas City, and Memphis.

Other Lines

North Coast Railroad Authority (NCRA) owns the Northwestern Pacific (NWP) Railroad line from Korbel to Healdsburg, with an operating easement from Healdsburg to Lombard. The Federal Rail Authority (FRA) ordered freight operations on the NWP line to cease in 1998 due to deterioration of the tracks and highway crossing signals at below minimum requirements. Restoration of service on

the NWP line requires rehabilitation to FRA Class I track standards and lifting the executive order by the FRA. After NCRA rehabilitated the rail line segment; the FRA, in May 2011, permitted freight trains to run on the 62 mile segment between Lombard (Napa County) and Windsor (Sonoma County).

Rail Projects

Trade Corridors Improvement Fund (TCIF)

- The Martinez Subdivision Rail improvements Project is an at-grade rail connection between the BNSF' Stockton Subdivision and UPRR'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 on the local community. (TCIF, Project #2)
- The Outer Harbor Intermodal Terminals (OHIT) Project, will be key to transforming 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)
- 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)

AIR CARGO AIRPORTS

- **Metropolitan Oakland International (OAK)**— home of FedEx Express Super Hub, averaging 200 flights/month and sorting 250,000 packages/day handling most markets in the Western US, Canada, Hawaii and Alaska. OAK handles 52% of regional air cargo. UPS also operates out of OAK.

Freight Planning Fact Sheet

- **San Francisco International (SFO)**—around 58% of total cargo is international with over half transported in passenger carrier bellies. SFO handles 43% of regional air cargo shipments.
- **Mineta San Jose International (SJC)**—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 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) expected to increase 92% by 2035 (SFO 127%, OAK 65%, SJC 65%).
- All-Cargo flights expected to increase 40% by 2035.

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 19 miles of waterfront on the eastern shore of San Francisco Bay; 900 acres for maritime activities and another 2,600 acres for aviation activities.
- Ten container terminals, 20 deepwater berths, 35 container cranes, 29 cranes are 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.

SOURCES AND ADDITIONAL INFORMATION

California Air Resource 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 Truck Services, <http://www.dot.ca.gov/hq/traffops/trucks/>

Metropolitan Transportation Commission: Regional Goods Movement Study for the San Francisco Bay Area,

<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/>, Benecia, <http://www.amports.us/>

Air Cargo Mode Choice and Demand Study: <http://onramp.dot.ca.gov/hq/tpp/offices/ogm/aircargo.html>

Port of San Francisco

- Specialized service for dry bulk, liquid bulk, and break-bulk cargoes. Some containerized cargo and rolling stock.
- Offers five berths, on-dock rail. Served 53 vessels carrying 1.2 tons of cargo in 2008.

Ports of Richmond, Redwood City, and Benicia

- The Port of Richmond handles petroleum products, liquid bulk cargo, automobiles; also dry bulk, break-bulk, and containers.
- The Port of Redwood City on South San Francisco Bay handles dry bulk, liquid bulk, project cargoes.
- The Port of Benicia is owned and operated by AMPORTS, an automobile processor; UP provides rail service.

Private Terminals

- Privately owned terminals 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 within neighboring communities.

