

Transportation System Challenges and Opportunities



90 percent of Bay Area trade in agriculture, wine, and heavy machinery by weight goes through the Port of Oakland.



California freight rail volumes are projected to **more than double by 2040.**



\$953 billion in freight currently flows through Northern California; **\$2.4 trillion** is expected by 2040.

Data sources:
Airports data via Vital Signs, Federal Aviation Administration.
Alameda County Goods Movement Plan, Rail Strategy Study, Alameda CTC.
2016 North American Airport Traffic Summary (Cargo), Airports Council International.
Port volumes by year, Port of Oakland.
Plan Bay Area Economic Forecasts, Association of Bay Area Governments;
Cambridge Systematics analysis; Center For Continuing Study of the California Economy factors.

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CHALLENGES

Congestion, reliability, and safety issues on shared-use interregional highway and rail corridors with limited ability to expand highway facilities.

Moving people and goods safely and efficiently is critical for our local economy and communities. Both highway and railroad corridors provide for shared use between passengers and goods movement and suffer from increasing congestion.

Increasing demand on a finite rail network. California freight rail volumes are projected to more than double by 2040. Demand for both passenger and freight rail is increasing on a network with limited capacity.

Pressure on local truck routes from changing land use development patterns, growing modal conflicts, and increased presence of trucks in neighborhoods and commercial areas due to growing use of e-commerce. A substantial amount of goods movement occurs on local streets and roads throughout Alameda County.

Air quality and health impacts. Emissions from goods movement can create significant health risks, and exposure to noise and light can adversely affect the health and well-being of residents. Safe, secure, and community-supportive goods movement projects and programs are essential to the well-being of our local communities.

OPPORTUNITIES

Rail investment. This is critical to supporting growth at the Port of Oakland and creating a world-class logistics hub. Promoting intermodal transloading in Oakland shifts truck traffic to rail and creates local jobs.

Port development. Development of new logistics facilities at the Port of Oakland results in increased local jobs and lower truck demand on highways.

Smart deliveries and operations. Alameda County has an opportunity to support maximum use of Intelligent Transportation Systems (ITS), connected vehicles, and other technology solutions to more efficiently use existing roadway capacity.

Interconnected and multimodal. Preserving and strengthening an integrated and connected, multimodal goods movement system that is coordinated with passenger transportation systems and local land use decisions will further support freight mobility and access.

Supporting technology development and emissions reduction. This includes advancing an emissions reduction program to improve air quality and reduce health impacts and developing or supporting pilot technology demonstrations.

Alameda County Goods Movement

FACT SHEET

January 2020



Alameda County Goods Movement – Critical to a Strong Economy



GOODS MOVEMENT SNAPSHOT:

- **The Port of Oakland handles 99 percent** of container volume for Northern California and is the eighth busiest port in the nation by volume.
- **The Oakland Airport** handles more air freight than all other Bay Area airports combined.
- **Alameda County's rail, freeway, and highway systems** carry goods to their final destinations.
- **30 percent of jobs** in Alameda County are goods movement-dependent.
- **\$953 billion in freight** currently flows through Northern California; **\$2.4 trillion** is expected by 2040.



International trade is the fastest growing element of goods movement in Alameda County.
2018 was the first year exports exceeded imports.

Alameda County enjoys one of the most strategic trade locations in the world. The San Francisco Bay Area and all of Northern California rely on the county's connections to both international and domestic markets including the Port of Oakland, Oakland International Airport, and a robust network of rail, roads, and highways.

Goods movement drives Alameda County's economy: about one-third of all jobs are goods movement-dependent.

GOODS MOVEMENT SYSTEM

Global gateways are essential entry and exit points that move high volumes of goods between domestic and international markets.

Facilities: ■ Port of Oakland
■ Oakland International Airport

Interregional and intraregional corridors: Freeways, highways, and rail subdivisions are the conduits linking Alameda County and the rest of the Bay Area to domestic markets.

Facilities: ■ Freeways and Highways
■ Rail Network

Local streets and arterials connect goods to and from their final origins and destinations. Arterial truck routes often serve as alternatives to congested freeways for regional truck trips and serve local businesses. Farm-to-market trips in rural parts of the county are vital to local goods movement. As e-commerce grows, direct parcel delivery activity to commercial and residential areas is also growing.



Global Gateway: Moving Bay Area Goods



PORT OF OAKLAND

The Port of Oakland is a global gateway for goods movement that the rest of Northern California relies on to bring goods to and from international and domestic markets. The Port handles more than 99 percent of the containerized goods moving through Northern California and is the only major container port in the Bay Area.

OAKLAND INTERNATIONAL AIRPORT

Oakland International Airport is a critical component of the goods movement system in Alameda County; it is the second busiest domestic air freight airport in the state, home to a major FedEx hub, and critical for high-value goods movement shipments and the growing e-commerce sector.

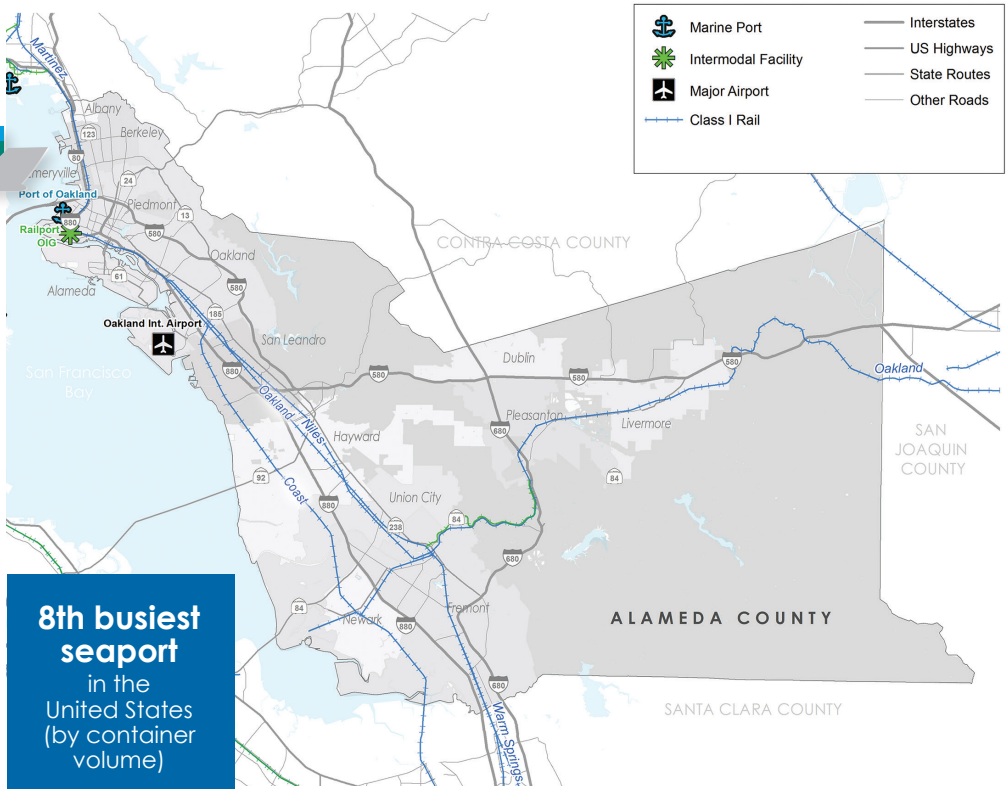
RAIL FREIGHT NETWORK

Alameda County has two Class I rail carriers: Union Pacific (UP) and BNSF Railway. Many passenger rail services also operate on the same rail corridors.

In addition to rail lines, Alameda County has two intermodal terminals: UP's Railport — Oakland and BNSF's Oakland International Gateway. These terminals handle cargo to and from the Port of Oakland and domestic cargo.

HIGHWAY FREIGHT NETWORK

Key interregional and intraregional truck corridors in Alameda County include I-80, I-238, I-580, I-680, and I-880. These corridors carry over 20,000 trucks of all classes per day on average, performing both long-haul and short-haul truck moves.



8th busiest seaport in the United States (by container volume)

2.5 million containers shipped through the Port of Oakland in 2018

120 percent growth in container volume handled by the Port (June 1998–June 2018)

1.5 million tons of air freight handled by Oakland Airport (2015)

14th busiest cargo airport in North America

5 National Primary Freight Network Highways

20,000 trucks per day on key corridors in Alameda County

123 rail miles in Alameda County

133 public at-grade mainline rail crossings

60 daily trains 1/3 freight and 2/3 passenger on busiest rail corridor

Top 20 freight carrying highway segments in Bay Area are in Alameda County

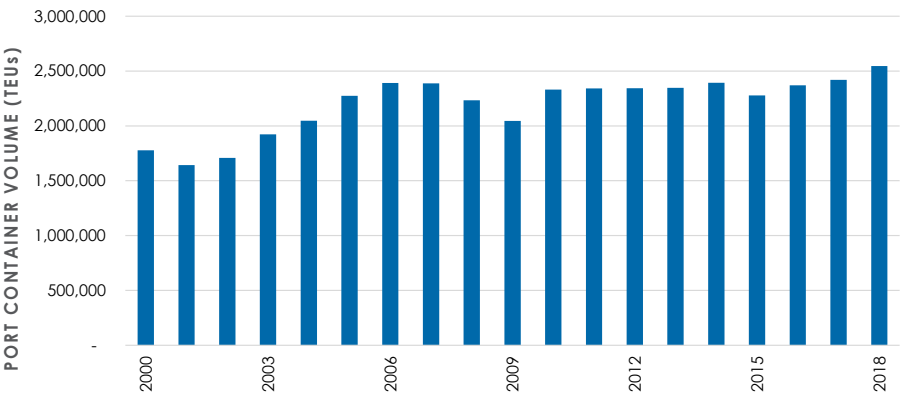
Goods Movement Performance

Alameda County provides most of the critical goods movement infrastructure (including the Port of Oakland, the Oakland International Airport, and various rail and highway infrastructure) that the rest of the region relies on to bring goods to and from international and domestic markets. Performance of this network is essential to keep goods moving and support the economy. Performance trends include the goods movement sector continuing to recover from the great recession with increasing container volumes at the Port of Oakland, increased air freight at the Oakland International Airport, and job growth in the goods movement industry.

The Port of Oakland is busier than ever.



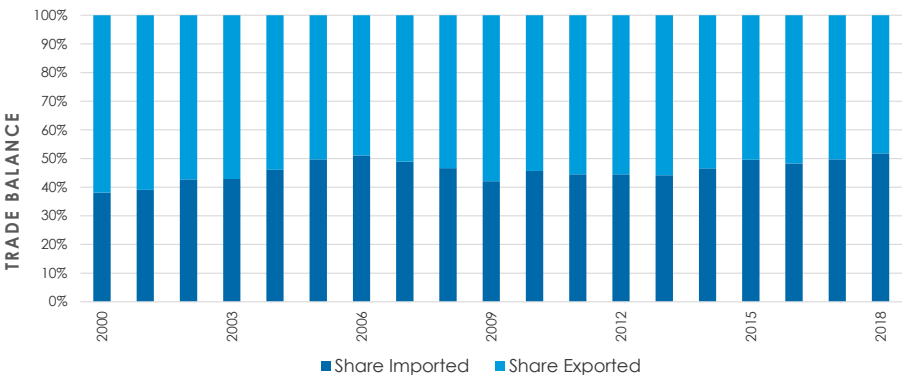
The Port of Oakland completed a full recovery from the recession in 2017 and has continued to grow, moving 2.5 million containers in 2018. Through the first six months of 2019, year-to-year volume is up another four percent.



Changing trade balance.



Historically, the Port had been the only western port that exports more goods than it imports; that dynamic changed for the first time in more than a decade in 2018, although imports and exports remain fairly balanced.



Goods movement is a major force in Alameda County's economy.

Roughly one in three jobs in Alameda County is goods movement dependent. Goods movement-dependent industries are those for which moving goods to markets is a critical aspect of their business operations. There are many jobs in the transportation, warehousing, and logistics industries that do not require advanced education, supporting job diversity in the county. Growth in the goods movement industry can support more local jobs.

GOODS MOVEMENT JOBS



30 percent of jobs in Alameda County are goods movement dependent.