



Port of Oakland

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Located in Alameda County on the eastern shore of San Francisco Bay, the Port of Oakland is an international gateway and an economic engine for the region, while also being known for its innovative environmental programs. Established in 1927, it was the first port on the U.S. West Coast to pioneer containerization. It is closer to Asia – a major trading partner – than the southern California ports by 300 nautical miles.

The Port is an independent department of the City of Oakland and is managed by the Oakland Board of Port Commissioners. It funds its own operations, receives no local tax dollars from the City, and supports businesses that return millions of dollars in tax revenue to the City and State. It supports more than 703,000 jobs regionally and is tied to nearly 827,000 jobs across the country. The Port was designated by the U.S. Department of Defense as one of 16 National Strategic Ports because it has the infrastructure necessary to provide rapid military deployment. The Port owns and operates Oakland International Airport, commercial real estate (including Jack London Square), and hundreds of acres of public parks and conservation areas.



PORT INFRASTRUCTURE

Channel depth	50 feet (dredged annually)
Maritime area	1,300 acres
Port area ¹	16,000 acres
Marine terminals	7 (771 acres)
Deepwater berths	20
Waterfront	20 miles
Intermodal rail	2
Cranes	36 (31 Post-Panamax)

Lumber	
Major Trading Partners	Percentage
Asia	81%
Europe	3%
Domestic (Hawaii & Guam)	14%
Australia/New Zealand & South Pacific Islands	2%

PORT TRADE CHARACTERISTICS

Imports	Exports
Furniture	Fruit
Plastic ware, tiles	Nuts
Computers	Beverages
Data processing	Meats
Machinery/parts	Machinery

Trade Characteristics

- 5th busiest container port in the U.S.
- 3rd busiest port on the U.S. West Coast
- 4th deepest West Coast port after Long Beach, Los Angeles, and Tacoma
- 2.3 million import/export twenty foot equivalent units (TEUs) in 2010
- Exports exceed imports
- Container volume is up by 14% (2009 to 2010)
- Port handles 99% of containerized goods moving through Northern California.

¹ Includes airport, commercial real estate, parks & conservation areas

Freight Planning Fact Sheet

PORT TRADE CHARACTERISTICS (cont'd.)

- The Port signed a 50-year terminal operations lease with Ports America Outer Harbor
- Landlord port, not an operating port
- Port operates daily 8:00 am to 5:00 pm
- Imports/exports valued at \$41 billion (2011)
- Handled over 2.3 million TEUs (2011)
- Port revenues: maritime 50%, aviation 46% and 4% commercial real estate (2010)
- Launched "Export Promotion Initiative" to help increase market demand for U.S. agricultural products abroad (2012)

SURFACE TRANSPORTATION NETWORK & INTERMODAL CONNECTIONS

Highway Access Routes

I-80	North and eastbound
I-580/I-238	Eastbound
I-980	Eastbound
I-880	Southbound

Trucking

- Federal Highway Administration identified I-80 at I-580/I-880 (Bay Bridge approach) as among the worst freight bottlenecks in California's supply chain.
- The Port has a Maritime Comprehensive Truck Management Plan to address multiple concerns around drayage trucking including safety, security, environmental concerns, traffic congestion, and pavement issues.

Freight Rail

- UP and BNSF primarily provide double stack intermodal (container) or trailer-on-flatcar service for maritime cargo over the Donner route. BNSF also uses the Tehachapi route, which ties into their transcontinental route serving Chicago, Kansas City, and Memphis.
- The Burlington Northern Santa Fe Railway Company (BNSF) Oakland International Gateway is a near-dock facility that features 13,300 feet of loading/unloading track, storage, and container parking and eliminates the need to truck containers between the Port and the BNSF terminal in Richmond, 12 miles away.
- The Oakland Terminal Railway short line (owned by UP and BNSF) serves the Port with ten miles of track.

- The main rail project is on the Port's portion of the former Oakland Army Base (OAB). This redevelopment project includes improved rail service capable of handling increased container-cargo-based transfers and warehouse activities.

MAJOR PORT ISSUES

- Navigation maintenance; channel dredging
- Seaport security
- Intermodal road and rail access
- Air quality
- Secure funding and financing
- Port is running at approximately 50% of capacity, due to economic downturn

CALTRANS FOCUS AREAS

- Freight congestion on I-80
- Freight corridor high pavement damage
- Environmental and community concerns

PORT-RELATED PROJECTS

- *Marine Highway Project.* The California Green Trade Corridor/ Marine Highway Project will use barges to move cargo on inland waterways, creating an environmentally friendly alternative to conventional freight movement by trucks and rail. In February 2010, a \$30 million TIGER I grant was awarded to the Oakland, Stockton, and West Sacramento ports to upgrade their port facilities and purchase the equipment needed for a container-on-barge service. This service could eliminate 180,000 truck trips on I-580, I-80, and I-205 corridors; save about 7 million gallons of fuel annually; and improve air quality. The Port has purchased two barges from Seattle and estimates these ships will do two trips every week with approximately 300 containers on each barge. Project is due to begin August 2012.
- *Outer Harbor Intermodal Terminals (OHIT)* – Proposed intermodal rail terminal complex to be located on 160 acres of the former Oakland Air Force Base (OFB), now part of the Port. OHIT will provide a high-density, green intermodal terminal, trade and logistics facilities, marine terminal improvements, and a grade-separated connection between intermodal and marine terminals. (Prop. 1B, TCIF)

Freight Planning Fact Sheet

- *I-880 Reconstruction, 29th and 23rd Avenues.* Replace overcrossing structures and ramp improvements. (Prop. 1B, TCIF/SHOPP)
- Rail Project on OAB. Proposed project to develop Phase I Intermodal Rail improvements on the former Oakland Army Base. (TIGER 2012 Grant Application)
- Shore Power Project is currently underway. (\$90 million)

TRANSPORTATION PLANNING PARTNERS

- Metropolitan Transportation Commission (MTC)
- Association of Bay Area Governments
- Bay Area Air Quality Management District
- Caltrans
- California Air Resources Board California Department of Transportation
- U.S. DOT Maritime Administration
- U.S. Army Corps of Engineers

PLANNING DOCUMENTS AND STUDIES

Plan Bay Area – Regional Transportation Plan, March 2011, Metropolitan Transportation Commission (MTC), http://onebayarea.org/plan_bay_area/

A Bold Vision – Redeveloping the former Oakland Air Force Base, City of Oakland and Port of Oakland, (2010), <http://www.portofoakland.com/pdf/BoldVision.pdf>

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Change in Motion, Transportation 2035 Plan for the San Francisco Bay Area; MTC, April 2009, http://www.mtc.ca.gov/planning/2035_plan/FINAL/T2035_Plan-Final.pdf

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Waterfront Land Use Plan, Port of San Francisco, 1997, <http://www.sf-port.org/index.aspx?page=199>

SOURCES AND ADDITIONAL INFORMATION

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

American Association of Port Authorities (AAPA): <http://www.aapa-ports.org/home.cfm>

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

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California Air Resource Board (CARB): <http://www.arb.ca.gov>

California Association of Ports: <http://www.californiaports.org/>

Caltrans, Office of System and Freight Planning: <http://www.dot.ca.gov/hq/tpp/offices/ogm/index.html>

California State University Long Beach, Center for International Trade and Transportation (CITT): <http://www.amp.csulb.edu/ccpe/citt>

U.S Department of Transportation (USDOT), Marine Administration (MARAD), Marine Highway Program: http://www.marad.dot.gov/ships_shipping_landing_page/mhi_home/mhi_home.htm

USDOT, Transportation Investment Generating Economic Recovery (TIGER) Grants, February 17, 2010: <http://www.dot.gov/documents/finaltigerggrantinfo.pdf>

World Port Source: http://www.worldportsource.com/ports/USA_CA_Port_of_Oakland_231.php