

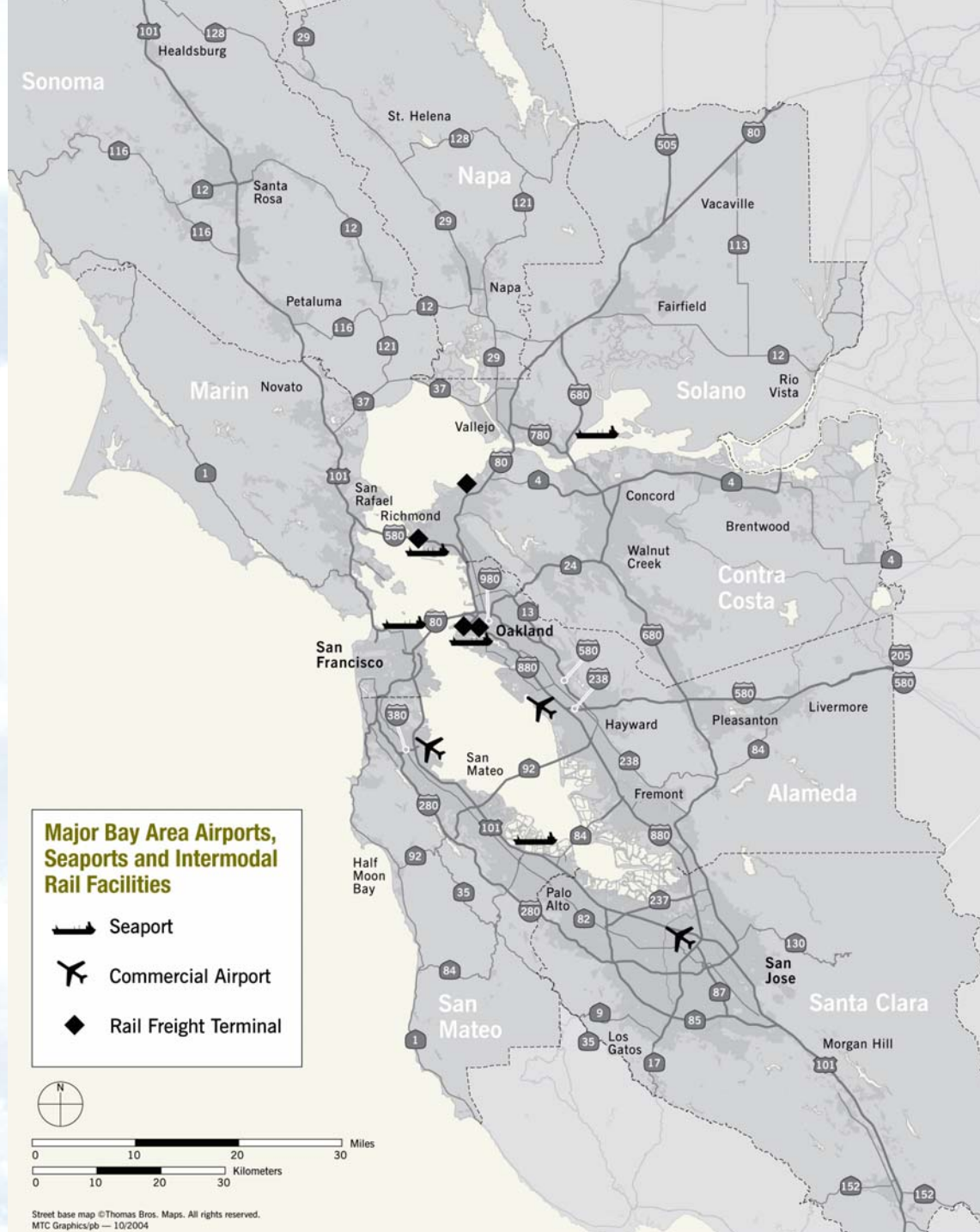
Overview of I-880 Corridor Freight Activities



METROPOLITAN
TRANSPORTATION
COMMISSION



Faster Freight | Cleaner Air Conference



I-880 is a Multipurpose Goods Movement Corridor



- **International Gateway**
 - Port of Oakland
 - Oakland International Airport
- **Inter-regional Access**
- **Intra-regional Access**

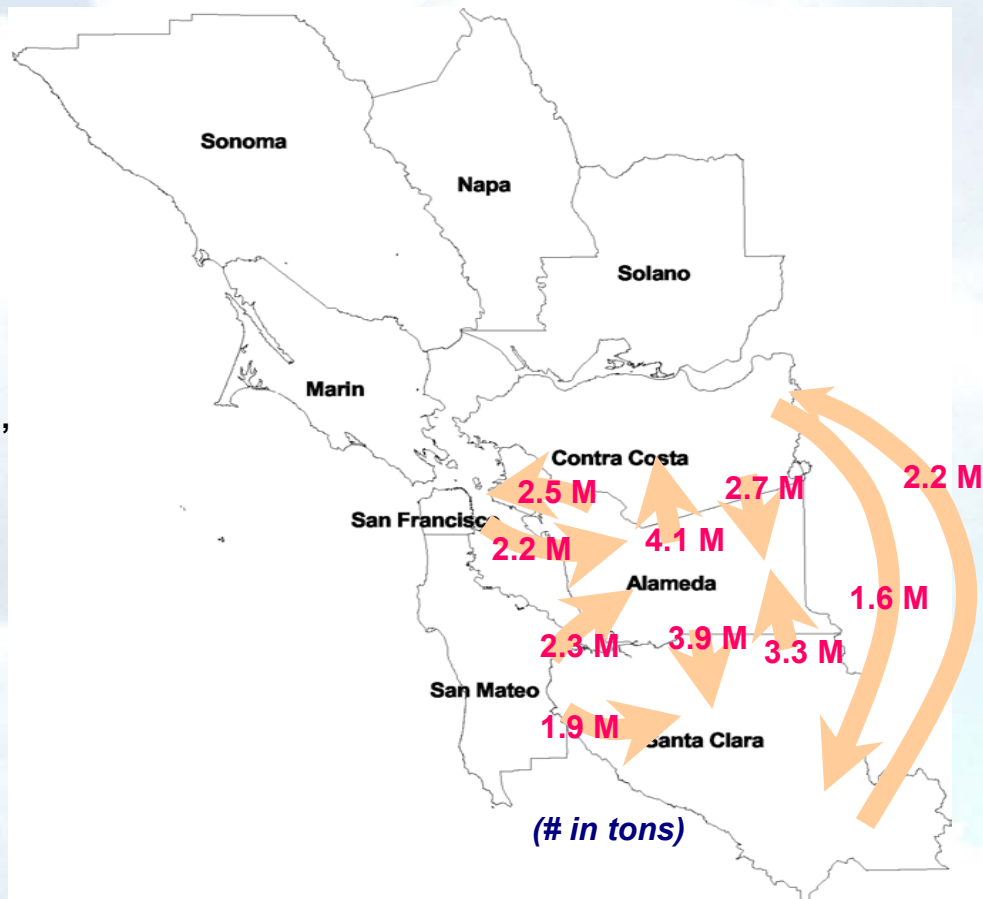


Alameda/Santa Clara/Contra Costa Counties Have the Biggest Intercounty and Intracounty Flows

INTRACOUNTY ANNUAL COMMODITY FLOWS

Napa:	1,821,590 tons
Solano:	1,987,590 tons
Marin:	3,179,665 tons
San Francisco:	2,597,730 tons
San Mateo:	7,667,474 tons
Contra Costa:	8,422,655 tons
Sonoma:	8,804,517 tons
Santa Clara:	15,819,508 tons
Alameda:	34,822,067 tons

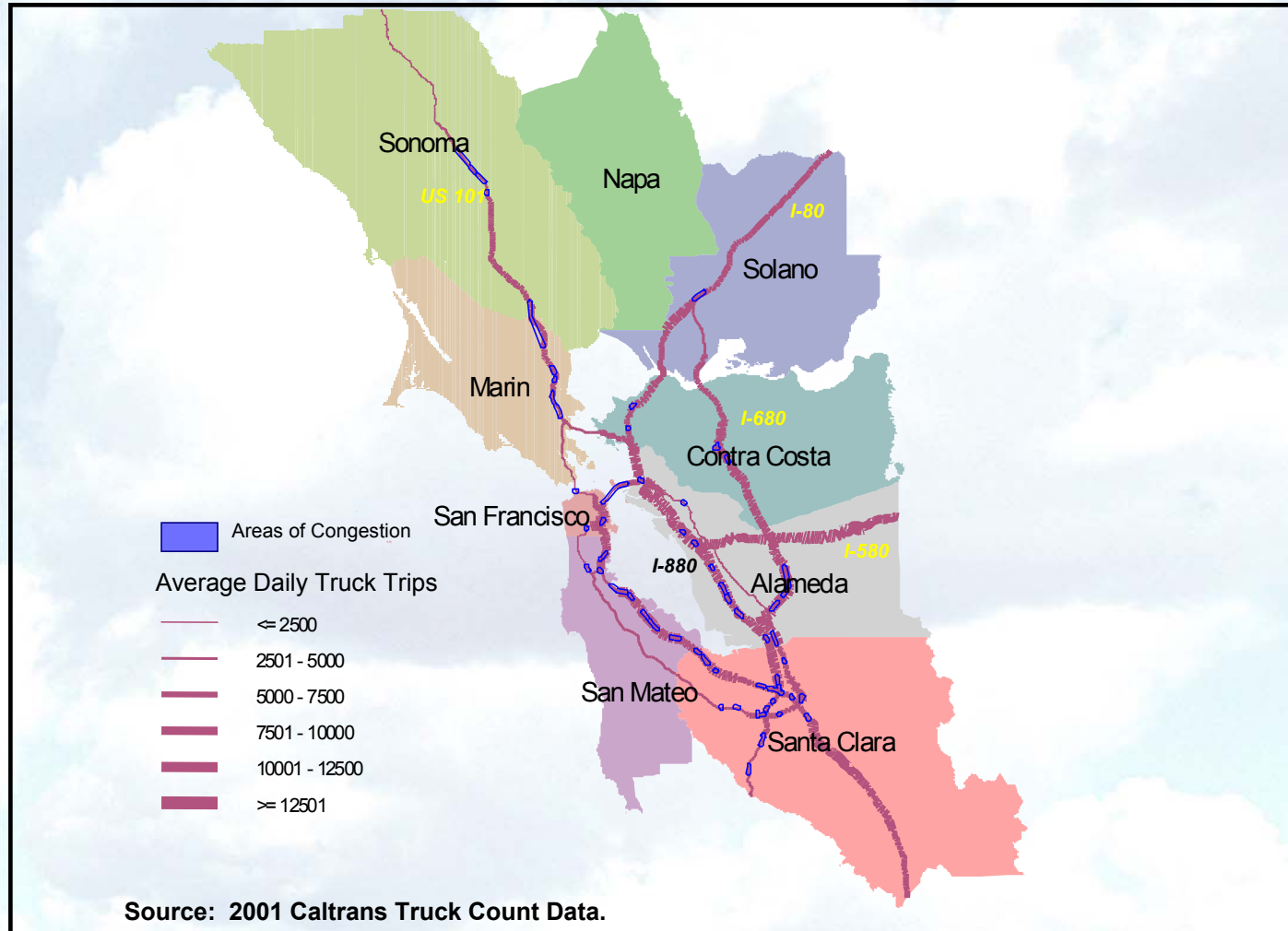
NOTE: Arrows show top 10 intra-regional, county-to-county commodity flows in millions of tons annually (shown in red text) with arrow tail being origin and head being destination.



Source: Caltrans 1996 Intermodal Transportation Management System (ITMS) Data

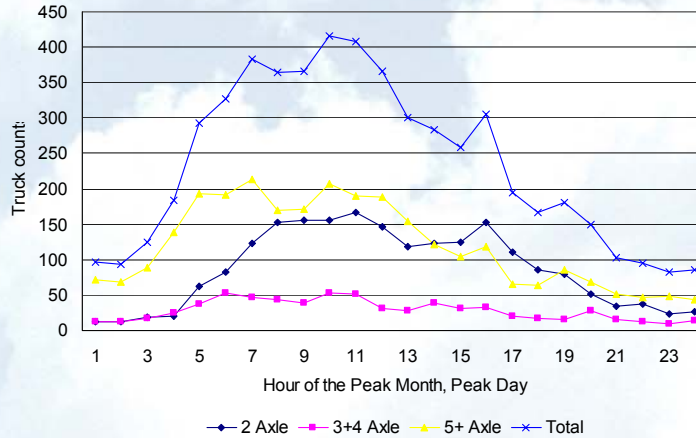


Truck Traffic and Congestion - I-880/580 Have High Truck Volumes and Congestion

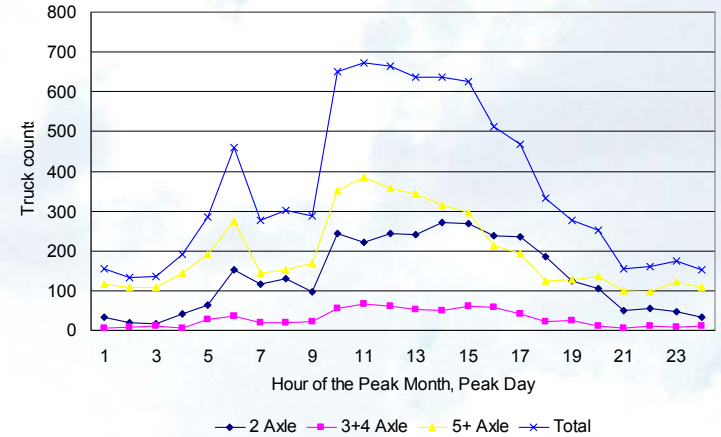


Hourly Truck Activity on Major Facilities

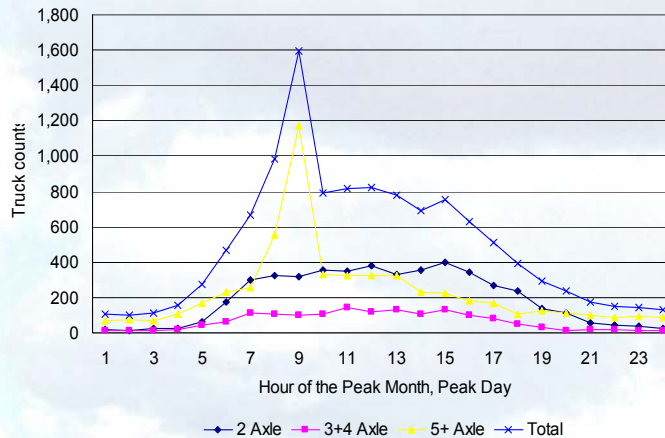
SOL - Hwy 80 in Cordelia



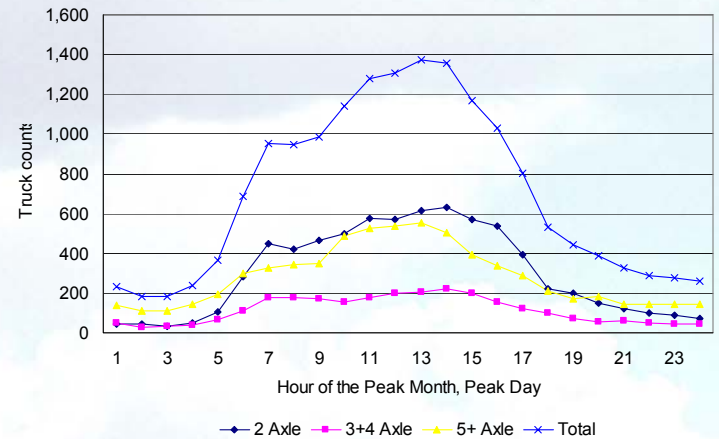
SCL - Hwy 101 in Gilroy



CC - Hwy 680 in Walnut Creek



ALA - Hwy 880 - Nimitz Freeway



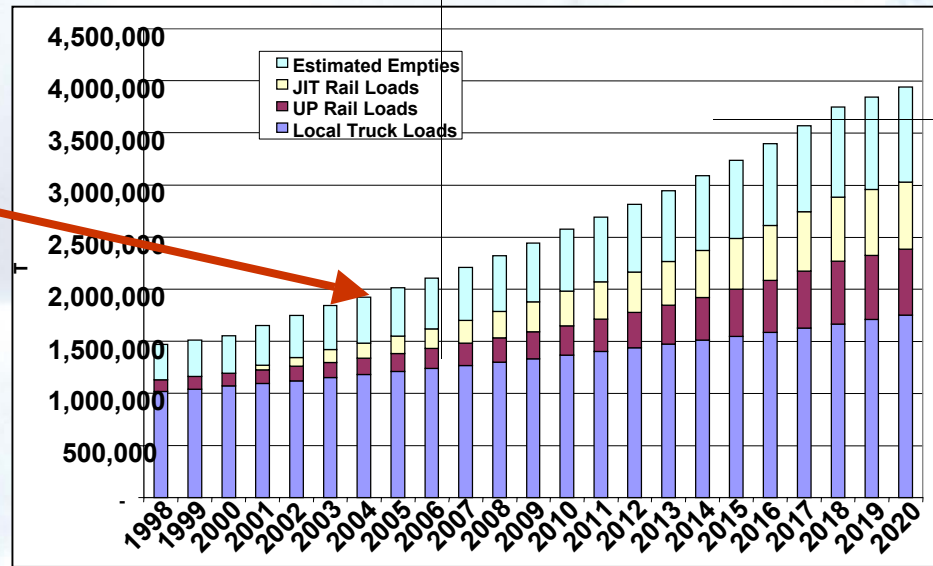
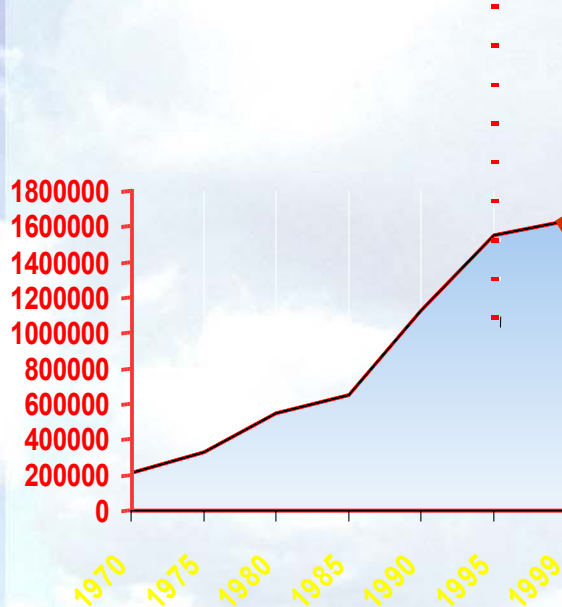
Container Volume 1970 - 2010 Projected Growth (in TEU)

OVER 1.9 MILLION TEU (1,000,000 CONTAINERS) MOVED PER YEAR

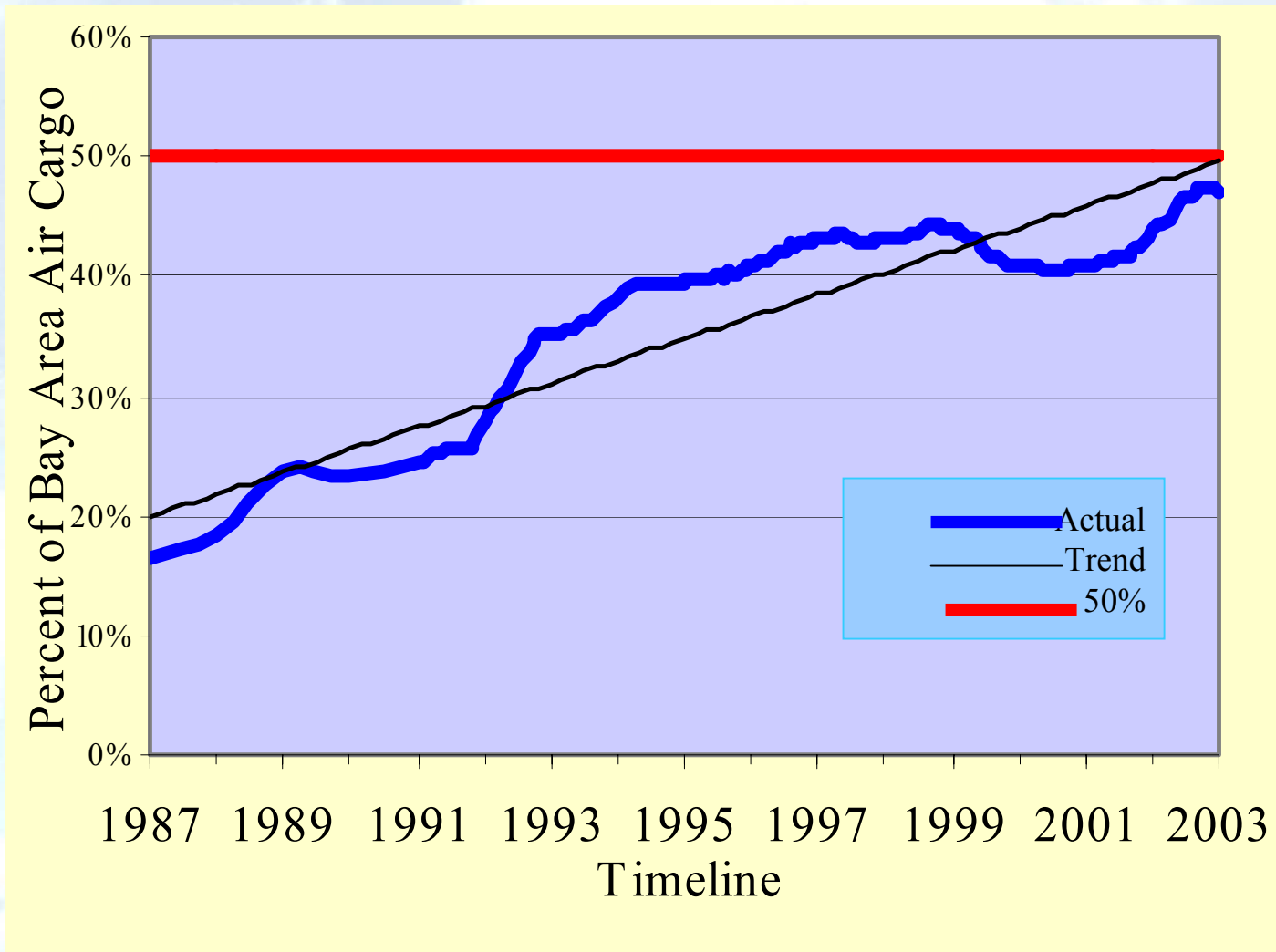
1,900 VESSEL CALLS PER YEAR

Market share plateau

**PROJECTED TO DOUBLE,
EVEN TRIPLE IN VOLUME
BY 2020**



Nearly half of all air cargo in and out of the Bay Area passes through OAK



Rail Network Capacity

- > Regional rail network generally has reserve capacity, but there are a few serious limitations
- > Geography: Rail lines require private right-of-way, and cannot efficiently negotiate the tighter curves or steeper grades common to freeways or highways. The possible routes for new or expanded rail lines are thus tightly constrained.
- > Regional Network Age: The rail network pre-dates most of the present regional industrial configuration, and can be adapted or extended only with great difficulty.





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