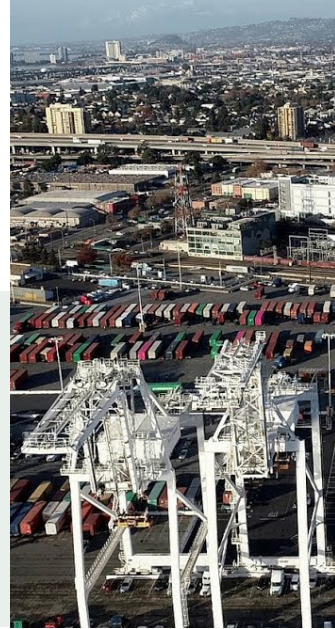


Howard Terminal

> JUST THE FACTS



The Port of Oakland is deeply rooted in the fabric of Northern California – encompassing a vibrant seaport, a thriving airport and an array of commercial buildings and parks. Critical to the success of the port and thousands of truckers that make it function is Howard Terminal. Despite those who report that Howard Terminal is “vacant” or “surplus” nothing could be further from the truth. Here are the facts:



KEEP THE WATERFRONT FOR WATERFRONT USE

The Port of Oakland, which moves 99% of the containerized goods in Northern California, is a major job-creating, economic engine that sustains thousands of blue-collar jobs in the region. These are jobs in industries like transportation, logistics, warehousing and wholesale trade. They are middle-wage jobs: well-compensated, skilled-labor positions that don't require an advanced degree — a type that is increasingly disappearing from the workforce.

84,144

Jobs provided by The Port of Oakland and its partners in the Bay Area.

\$45,342

Average annual **salary** of a port-related job

\$698

million Contributed by the Port and its tenants to **state and local taxes.**

BY THE NUMBERS

\$130 billion

The Port's **overall economic value** including business revenue, consumer spending and value of goods and services.



SAY NO TO TRUCK DISPLACEMENT: PROTECT HOWARD TERMINAL

The livelihood of thousands of truckers and longshoremen and the competitiveness of the Port of Oakland for the efficient movement of imports and exports in and out of Northern California is dependent on the ability to safely and consistently navigate Howard Terminal in order to be successful in their jobs.

FACT > Over **325,000** annual gate moves by trucks — **1,200** per day in and out of Howard Terminal.

FACT > **35-acre** support facilities used by over **3,200** independent truckers.

FACT > The Howard Terminal staging allows trucks to get out of West Oakland communities and creates off-peak opportunities so trucks can avoid peak congestion periods, reducing GHG and diesel emissions and traffic.

FACT > Howard Terminal expedites logistics, is critical to the supply chain, reduces congestion and wait times and creates flexibility for equipment and container storage.

Howard Terminal

Removing the 35-acre staging area does not eliminate the activity, it just displaces trucks into the surrounding community. Forcing industrial activities back into the residential neighborhood flies in the face of the West Oakland Truck Management Plan, an effort years in the making intended to improve congestion, air quality, and the quality of life for people living and working in West Oakland.



THIRD PARTY VALIDATION

The Bay Conservation and Development Commission (BCDC) Seaport Committee, which has oversight of all of the waterfront property in the Bay Area, reviewed both an agency commissioned report as well as a report funded by the A's looking at terminal capacity and forecasting and the impacts of the A's plans on the port's future.

The BCDC outright rejected the conclusions of the A's report and supported its own consultant's report.



“Overall, utilizing most or all of Pier 96 and Howard Terminal would probably be required for sufficient capacity under the Moderate Growth scenario. The Bay Area should have sufficient capacity in the Slow Growth Scenario through 2050. Available space would be insufficient under the Strong Growth scenario even if all available terminals were utilized.”

The 2019-2050 Bay Area Seaport Forecast (page 13), prepared for BCDC by The Tioga Group

To learn more about the Port of Oakland and its partners, please visit:

Harbor Trucking Association
harbortruckers.com

ILWU
ilwu.org

East Oakland Stadium Alliance
eastoaklandstadiumalliance.com