Global Opportunities at the Port of Oakland (GoPort)

JANUARY 2018

PROGRAM OVERVIEW

GoPort is a program of projects to improve truck and rail access to the Port of Oakland, one of the nation's most vital seaports. It consists of four components:

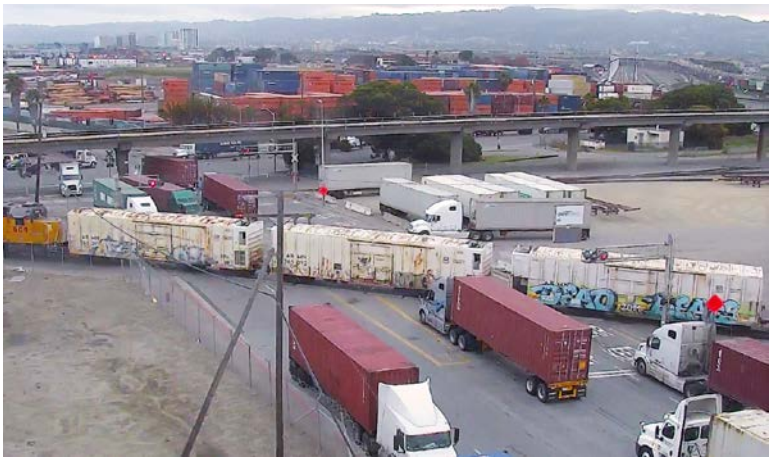
- **7th Street Grade Separation West Segment (7SGSW):** Realign and grade separate the intersection of 7th Street and Maritime Street and construct a rail spur underneath to improve the access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.
- **7th Street Grade Separation East Segment (7SGSE):** Reconstruct existing railroad underpass between I-880 and Maritime Street to increase clearance for trucks and improve shared pedestrian/ bicycle pathway.
- **Freight Intelligent Transportation Systems (ITS) and Technology Master Plan:** Apply ITS, signal systems along W. Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road, and other technologies to cost-effectively manage truck arrivals and improve incident response.
- **Port Utility Relocation (PUR):** Relocate and upgrade utilities in support of the Oakland Army Base Master Plan development and the roadway improvement along 7th Street and Maritime Street.

PROGRAM NEED

- The Port of Oakland (Port) is one of the top 10 busiest container ports in the U.S., handling 99% of regional containerized goods in Northern California.
- The Port has capacity to support increased freight demands, but severe landside access inefficiencies constrain growth potential.
- Significant traffic congestion occurs within the Port, particularly along Maritime Street, 7th Street, and Middle Harbor Road, due to substantial gate down time required for train crossings at major intersections. Truck queues can take more than one hour and 45 minutes to clear.
- Lengthy queues on the streets with as many as 50 trucks have wait times of up to three hours to enter into marine terminals.
- Idling trucks in long queues cause growing local and regional concerns regarding air quality and greenhouse gas emissions.
- There is limited multimodal access to commercial developments and recreational facilities adjacent to the San Francisco Bay.

PROGRAM BENEFITS

- **Congestion relief:** Upgrade technology and infrastructure to minimize and manage truck wait times, manage truck congestion, and improve traffic circulation
- **Efficiency:** Improve Port and Rail Yard efficiencies, intermodal yard connectivity, and expand near-dock use of rail and intermodal facilities
- **Sustainability:** Reconstruct Bay Trail segment on 7th Street and Maritime Street and reduce emissions/carbon footprint
- **Economic stimulation:** Reduce shipping costs, improve Port competitiveness and create jobs



Maritime Street at-grade rail crossing south of 7th Street, March 2016.

Aerial view of the Port of Oakland, March 2016.

COST ESTIMATE BY PHASE ($ X 1,000)

PE/Environmental	$ 15,000
Final Design (PS&E)	$ 46,000
Right-of-Way	$ 59,000
Construction	$ 395,000
Total Expenditures Estimate	**$ 515,000**

Note: Estimate basis in 2016 dollars.

FUNDING SOURCES ($ X 1,000)

Measure BB	$ 33,000
Measure B	$ 0
Federal	$ 11,570
State	$ 0
TBD	$ 470,430
Total Revenues To Date	**$ 515,000**

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- $33 million has been allocated from the Measure BB funds for the environmental and partial final design phase of the program.
- The PUR, 7SGSW and 7SGSE projects cleared California Environmental Quality Act (CEQA) through the 2002 Oakland Army Base Area Redevelopment Plan Environmental Impact Report (EIR) and the Freight ITS project through the 2010 Maritime Utilities Upgrade Project Initial Study/Negative Declaration (IS/ND) with separate subsequent Addendums in 2012. The Freight ITS, 7SGSW and 7SGSE projects are currently pursuing Categorical Exclusions (CE) as part of the National Environmental Policy Act (NEPA) clearance.

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2016	2018
CEQA Clearance	-	2012
NEPA Clearance	Fall 2017	Fall 2018
Final Design	Fall 2017	Winter 2019
Construction	Spring 2020[1]	Winter 2023

[1] Construction related to utility relocation and Freight ITS may begin in spring 2019.

PARTNERS AND STAKEHOLDERS

Port of Oakland, California Department of Transportation, City of Oakland, Union Pacific Railroad, BNSF Railway, San Francisco Bay Area Rapid Transit, Metropolitan Transportation Commission and several utility entities

Note: Information on this fact sheet is subject to periodic updates.