

## 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 the following components:

- 7th Street Grade Separation West (7SGSW):** Realign and grade separate 7th Street, west of the existing 7th Street/Maritime Street intersection in the heart of the seaport, and construct a rail connection underneath to improve intermodal access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.
- 7th Street Grade Separation East (7SGSE):** Realign 7th Street and reconstruct aged railroad underpass, between 1-880 and Maritime Street to meet current geometric and seismic standards, and improve the current shared pedestrian/bicycle pathway.
- Freight Intelligent Transportation System (FITS):** A suite of demonstration information technology projects along West Grand Avenue, Maritime Street, 7th Street, and Harbor Road to improve safety, throughput, and efficiency of Port and local arterial street operations, including incident management.



## 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 nearly two hours 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

- Safety and congestion relief:** Upgrade technology and infrastructure improvements to minimize and manage truck wait times/conflicts, 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.

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Final Design/Construction

- The City of Oakland was the California Environmental Quality Act (CEQA) lead agency and the Port was the responsible agency for the 2002 Oakland Army Base (OAB) Redevelopment Environmental Impact Report (EIR) and its subsequent 2012 Initial Study Addendum, which included the GoPort Program projects. The Categorical Exclusions (CE) as part of the National Environmental Policy Act (NEPA) clearance were completed for the FITS, 7SGSE and 7SGSW projects in August 2018, October 2018 and March 2019, respectively.

## PARTNERS AND STAKEHOLDERS

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

### COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$12,310
Final Design (PS&E)	\$40,953
Construction <sup>1</sup>	\$665,549
<b>Total Expenditures Estimate</b>	<b>\$718,812</b>

<sup>1</sup> Includes right-of-way cost.

### FUNDING SOURCES (\$ X 1,000)

Measure BB	\$137,620
Federal	\$11,566
State (Senate Bill 1 (SB 1) LPP) <sup>2</sup>	\$3,180
State (SB 1 TCEP) <sup>3</sup>	\$187,456
Regional (Regional Measure 3 LONP) <sup>4</sup>	\$55,000
Port of Oakland	\$20,000
TBD	\$303,990
<b>Total Revenues To Date</b>	<b>\$718,812</b>

<sup>2</sup> Local Partnership Program.

<sup>3</sup> Trade Corridor Enhancement Program.

<sup>4</sup> Letter of No Prejudice.

### SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2016	2018
CEQA Clearance	-	2012
NEPA Clearance	Fall 2017	Spring 2019
Final Design <sup>5</sup>	Fall 2018	Late 2022
Construction <sup>5</sup>	Fall 2019	Late 2026

<sup>5</sup> End date reflects the 7SGSE schedule and subject to California Transportation Commission construction funding allocation.

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