Global Opportunities at the Port of Oakland (GoPort)

JANUARY 2024

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:

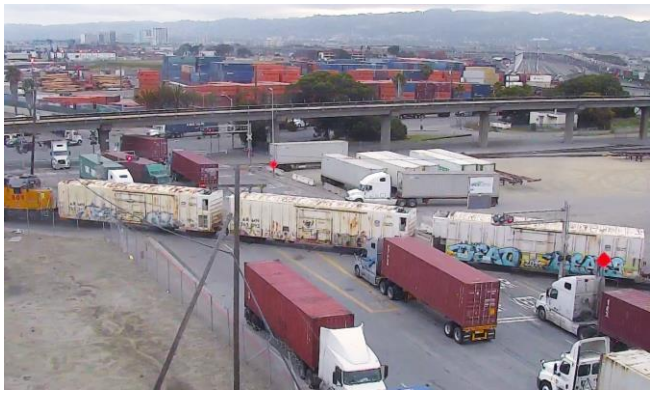
- **Freight Intelligent Transportation System (FITS):** A suite of demonstration information technology projects along West Grand Avenue, Maritime Street, 7th Street, and Harbor Road to improve safety, throughput, and efficiency of Port and local arterial street operations, including incident management.
- **7th Street Grade Separation East (7SGSE):** Realign 7th Street and reconstruct aged railroad underpass, between I-880 and Maritime Street to meet current geometric and seismic standards, and improve the current shared pedestrian/bicycle pathway.
- **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.

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 experiencing wait times of up to three hours to enter marine terminals.
- Idling trucks result in high levels of local air pollution and greenhouse gas emissions, affecting heavily impacted equity communities.
- 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.

COST ESTIMATE BY PHASE ($ X 1,000)

PE/Environmental	$12,310
Final Design (PS&E)	$38,253
Construction[1]	$682,228
Total Expenditures Estimate	**$732,791**

[1] Includes right-of-way cost.

FUNDING SOURCES ($ X 1,000)

Measure BB	$138,100
Federal	$11,565
State (Senate Bill 1 (SB 1) LPP) [2]	$3,180
State (SB 1 TCEP)[3]	$187,456
State (PFIP)[4]	$13,500
Regional (Regional Measure 3)	$55,000
Port of Oakland	$20,000
TBD (7th Street Grade Separation West)	$303,990
Total Revenues To Date	**$732,791**

[2] Local Partnership Program.
[3] Trade Corridor Enhancement Program.
[4] Port and Freight Infrastructure Program.

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

SCHEDULE BY PHASE: FITS

	Began	End
PE/Env	Fall 2016	Summer 2018
Final Design	Fall 2018	Early 2019
Right-of-Way	Fall 2018	Early 2019
Construction	Fall 2019	Fall 2023

SCHEDULE BY PHASE: 7SGSE

	Began	End
PE/Env	Fall 2016	Fall 2018
Final Design	Fall 2018	Late 2022
Right-of-Way	Fall 2018	Late 2022
Construction	Spring 2023	Spring 2027

SCHEDULE BY PHASE: 7SGSW

	Began	End
PE/Env	Fall 2016	Spring 2019
Final Design	Spring 2019	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD