The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Oakland and the Port of Oakland (Port), proposes to implement the Global Opportunities at the Port of Oakland (GoPort) Program, a package of landside transportation improvements within and near the Port. The 7th Street Grade Separation East Project is one critical element of the GoPort program which proposes to realign and reconstruct the existing railroad underpass and multi-use path along 7th Street between west of I-880 and Maritime Street to increase vertical and horizontal clearances for trucks to current standards and improve the shared pedestrian/bicycle pathway.

The purpose of this project is to provide efficient multimodal landside access and infrastructure improvements to promote existing and anticipated Port operations, which are critical to the local, regional, state and national economies by rebuilding and modernizing a key access point to the Port of Oakland.

**PROJECT NEED**

- Support regional economic development and Port growth potential.
- Minimize likelihood of freight infrastructure failure.
- Provide access and infrastructure improvements for effective multimodal transportation for rail, trucks, automobiles, bicycles and pedestrians.
- Support safe transportation system operations.

**PROJECT BENEFITS**

- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Reduces congestion and improves mobility
- Reduces emissions and greenhouse gases
- Provides bicycle and pedestrian connectivity to the Bay Trail system
- Increases job opportunities
COST ESTIMATE BY PHASE ($ x 1,000)

- PE/Environmental: $5,400
- Final Design (PS&E): $21,600
- Construction: $290,000
- Total Expenditures: $317,000

1 Includes right-of-way cost.

FUNDING SOURCES ($ x 1,000)

- Measure BB: $19,020
- State (SB 1 LPP): $7,980
- State (SB 1 TCEP): $175,000
- TBD: $115,000
- Total Revenues: $317,000

2 Senate Bill 1 Local Partnership Program (LPP).
3 Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

7TH STREET GRADE SEPARATION EAST

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design

- California Environmental Quality Act (CEQA) clearance through the 2002 Oakland Army Base Environmental Impact Report (EIR) and the 2012 addendum.
- National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) was completed on October 25, 2018.

PARTNERS AND STAKEHOLDERS

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

SCHEDULE BY PHASE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Begin</th>
<th>End</th>
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<tbody>
<tr>
<td>Preliminary Engineering/Environmental</td>
<td>Fall 2016</td>
<td>Fall 2018</td>
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<tr>
<td>Final Design</td>
<td>Fall 2018</td>
<td>Early 2020</td>
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<tr>
<td>Right-of-Way</td>
<td>Fall 2018</td>
<td>Early 2020</td>
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<tr>
<td>Construction</td>
<td>Late 2020</td>
<td>2022</td>
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Note: Information on this fact sheet is subject to periodic updates.