



7th Street Grade Separation East Project

JULY 2023

PROJECT OVERVIEW

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



7th Street, approaching Union Pacific Railroad bridge from the east.



Truck stuck at the 7th Street underpass.



Existing multi-use path and damage to the 7th Street underpass.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Construction

- 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.
- Final Design was completed on December 2, 2022.
- The project was awarded in May 2023.

PARTNERS AND STAKEHOLDERS

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

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

PE/Environmental	\$5,387
Final Design (PS&E)	\$18,393
Right-of-Way	\$81,708
Construction	\$272,512
Total Expenditures	\$378,000¹

¹ Includes construction contingencies.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$111,320
State - SB 1 LPP ²	\$3,180
State - SB 1 TCEP ³	\$175,000
State - PFIP ⁴	\$13,500
Regional - RM 3 ⁵	\$55,000
Port of Oakland	\$20,000
Total Revenues	\$378,000

² Senate Bill 1 Local Partnership Program (LPP).

³ Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

⁴ Port and Freight Infrastructure Program (PFIP).

⁵ Regional Measure 3 (RM 3).

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	Fall 2016	Fall 2018
Final Design	Fall 2018	Late 2022
Right-of-Way	Fall 2018	Late 2022
Construction	Spring 2023	Late 2026 ⁶

⁶ Excludes construction close-out.

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