

7th Street Grade Separation West Project

JANUARY 2021

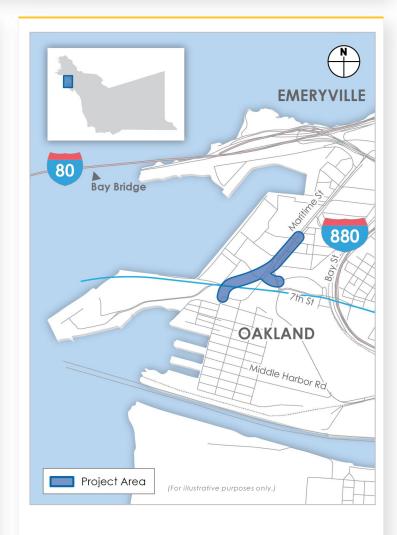
PROJECT OVERVIEW

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 West project is in the heart of the
seaport and is one critical element of the GoPort
program which proposes to realign and construct a
grade separation structure commencing west of the
intersection of 7th Street and Maritime Street to
encourage the use of rail over truck transport, and
upgrade the roadway and multi-use path to current
geometric standards.

The purpose of this project is to minimize a major truck-rail chokepoint on 7th Street, minimize delays and improve intermodal access 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

- Minimize conflicts between rail, vehicles, bicyclists and pedestrians.
- Support regional economic development and Port growth potential.
- Provide access and infrastructure improvements for effective multimodal transportation for rail, trucks, automobiles, bicycles and pedestrians.
- Support safe transportation system operations.



PROJECT BENEFITS

- Improves movements on the Primary Highway
 Freight System Intermodal Connectors
- Supports mode shift from trucks to rail
- Improves safety, efficiency and reliability of truck, rail and emergency responder access to the Oakland Port Complex
- Reduces congestion and improves mobility
- Improves quality of life
- Provides bicycle and pedestrian connectivity to the Bay Trail system
- Increases job opportunities

CAPITAL PROJECT FACT SHEET PN: 1442002



Congestion in the 7th Street/Maritime vicinity.



Truck queues looking south along Maritime Street towards the 7th Street/Maritime Street intersection.

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

Total Expenditures	\$311,000
Construction	\$260,000
Right-of-Way	\$30,500
Final Design (PS&E)	\$16,000
PE/Environmental	\$4,500

FUNDING SOURCES (\$ X 1,000)

Total Revenues	\$311.000
TBD	\$290,500
Measure BB	\$20,500

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 March 14, 2019.

SCHEDULE BY PHASE

Begin Fall 2016	End Spring 2019
Spring 2019	TBD
TBD	TBD
TBD	TBD
	Fall 2016 Spring 2019 TBD

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

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