



Programs and Projects Committee Meeting Agenda Monday, September 9, 2019, 12:00 p.m.

Committee Chair:	Nate Miley, Alameda County, District 4	Executive Director	Arthur L. Dao
Vice Chair:	Carol Dutra-Vernaci, City of Union City	Staff Liaison:	Gary Huisingh
Members:	Marilyn Ezzy Ashcraft, Scott Haggerty, Rochelle Nason, Rebecca Saltzman, Sheng Thao	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Richard Valle, Pauline Cutter		

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

4.1. [Approve July 8, 2019 PPC Meeting Minutes](#) 1 A

5. Regular Matters

5.1. [Approve Cooperative Agreement with the Port of Oakland for the GoPort-Freight Intelligent Transportation System Project construction phase for a not-to-exceed amount of \\$2.4 million](#) 7 A

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, October 14, 2019

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings for September 2019 through December 2019

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board Vice President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Vice President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Mayor Rochelle Nason

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

City of Emeryville
Councilmember John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Robert McBain

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	September 26, 2019 October 24, 2019 December 5, 2019
9:00 a.m.	Finance and Administration Committee (FAC)	October 14, 2019 November 18, 2019
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	
10:00 a.m.	I-580 Express Lane Policy Committee (I-580 PC)	
10:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
12:00 p.m.	Programs and Projects Committee (PPC)	

Advisory Committee Meetings

1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	September 23, 2019 November 25, 2019
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	October 10, 2019 November 7, 2019
5:30 p.m.	Independent Watchdog Committee (IWC)	November 18, 2019
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	November 21, 2019

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).



Programs and Projects Committee
Meeting Minutes
Monday, July 8, 2019, 12:00 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Miley.

Subsequent to the roll call

Commissioner Miley arrived during Item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve of the June 10, 2019 PPC Meeting Minutes

Commissioner Saltzman moved to approve the consent calendar. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following vote:

Yes: Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Nason, Saltzman, Thao, Valle
No: None
Abstain: None
Absent: Miley

5. Regular Matters

5.1. Approve 2020 State Transportation Improvement Program Principles

Vivek Bhat recommended that the Commission approve the 2020 State Transportation Improvement Program (STIP) Principles. Mr. Bhat mentioned the 2020 STIP will cover Fiscal Years 2020-21 through 2024-25, and based on the State's Draft 2020 STIP Fund Estimate, approximately \$9.2 million of new programming capacity for projects is anticipated for Alameda County. Mr. Bhat stated that in preparation for the development the Alameda County 2020 STIP project list, staff is recommending that the Commission approve a set of principles by which the Alameda County share of the 2020 STIP will be programmed.

Commissioner Valle asked if trails are eligible for STIP funding. Mr. Bhat stated that trails are one of the eligible project types for the STIP.

Commissioner Dutra-Vernaci asked about the differences in the STIP principles compared to the previous STIP cycle. Mr. Bhat stated that the California Transportation Commission (CTC) proposed that any new funding programmed in the 2020 STIP will be made available in the last year versus the last two years of the

STIP. He also stated the CTC will consider programming STIP projects with uncommitted funds from certain SB-1 programs. If the funding commitment is not secured with the adoption of those SB-1 programs and alternative funding is not identified within six months, the projects will be subject to deletion by the CTC.

Commissioner Saltzman moved to approve this item. Commissioner Nason seconded the motion. The motion passed with the following vote:

Yes: Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Nason, Miley, Saltzman, Thao, Valle
No: None
Abstain: None
Absent: None

5.2. I-880 North Safety and Operational Improvements at 23rd and 29th [PN 1367.000]: Authorize the Executive Director to execute Amendment No. 9 to the Professional Services Agreement No.A10-013.Ph1 with Michael Baker International (MBI) for an additional amount of \$589,000 for a total not-to-exceed amount of \$11,299,000 and a 24-month extension to provide extended project closeout activities

Trinity Nguyen recommended that the Commission authorize the Executive Director to execute Amendment No. 9 to the Professional Services Agreement No.A10-013.Ph1 with Michael Baker International (MBI) for an additional amount of \$589,000 for a total not-to-exceed amount of \$11,299,000 and a 24-month extension to provide extended project closeout activities.

A public comment was heard on this item made by Dave Campbell recognizing the partnership with Alameda CTC to improve bicycle/pedestrian safety issues for this project and the need to continue for future projects.

Commissioner Ezzy Ashcraft noted specific concerns regarding bicycle safety and connectivity to the City of Alameda. Commissioner Thao wanted to know if the noted items had been already addressed and if not, could the funding be used to look at the safety improvements first. Ms. Nguyen stated that some of the safety issues noted are misstated and cited the safety improvements at Lazear Charter Academy as an example of elements that were incorporated into the project during the design process resulted from the school community input during the design process. She also confirmed that the funding currently allows for review of safety improvements and staff is committed to continue working with the Cities of Oakland and Alameda to address the project continuation needs.

Commissioner Ezzy Ashcraft motioned to approve the item on the condition that the item is brought back to the Commission at a later date to address any safety improvements that might still be needed and identify the associated funding that may be needed through the Comprehensive Investment Plan process. Commissioner Saltzman seconded the motion. The motion passed with the following vote:

Yes: Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Nason, Miley, Saltzman, Thao, Valle
No: None
Abstain: None
Absent: None

5.3. 7th Street Grade Separation East Project: Authorize release of Request for Proposals (RFP) for Construction Management Professional Services, and authorize negotiations with top ranked firms

John Pulliam recommended that the Commission Authorize release of Request for Proposals (RFP) for Construction Management Professional Services, and authorize negotiations with top ranked firms for the 7th Street Grade Separation East Project.

A public comment was heard from Dave Campbell regarding the design of the project boundaries to ensure connectivity to existing bicycle and pedestrian facilities. Mr. Dao noted that staff will ensure there is connectivity.

Commissioner Saltzman wanted to know if the process could have been more inclusiveness and at what stage does that happen. Mr. Dao noted that there were several community meetings and outreach done during the environmental process of the project however at this stage in the project, changing the scope of the project could result in significant funding and scheduling issues.

Commissioner Thao moved to approve this item. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following vote:

Yes: Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Nason, Miley, Saltzman, Thao, Valle
No: None
Abstain: None
Absent: None

5.4. I-680 Southbound Express Lane from SR 84 to Alcosta Boulevard Project: Approval of necessary actions to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents

John Pulliam recommended that the Commission approve necessary actions to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents for the I-680 Southbound Express Lane from SR 84 to Alcosta Boulevard Project.

There was a public comment on this item heard by Ganesh Ravind requesting more information on potential right of way acquisition in the southbound direction of I-680, as there is a soundwall connecting to his home. Mr. Pulliam noted that there is will be no additional right of way acquired. Mr. Dao stated that staff will connect with the commenter to ensure there is no right of way obstruction on his property.

Commissioner Miley moved to approve this item. Commissioner Haggerty seconded the motion. The motion passed with the following vote:

Yes: Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Nason, Miley, Saltzman, Thao, Valle
No: None
Abstain: None
Absent: None

5.5. Metropolitan Transportation Commission I-880 Express Lane Update

Lisa Klein and Barbara Laurenson from the Metropolitan Transportation Commission presented an update on the I-880 Express Lane Project.

Commissioner Haggerty wanted to know the process for establishing the tolls. Ms. Laurenson stated that the toll ordinance sets the tolling policies for minimum and maximum tolls, but that MTC's toll policy does not have a maximum toll. MTC sets tolls rates based on demand but the Bay Area is reasonably consistent on per-mile toll maximum rates.

Commissioner Haggerty asked if BAIFA has adopted the toll ordinance. Ms. Klein stated that they have not approved the toll ordinance yet but that action was scheduled for the fall.

Commissioner Haggerty expressed concerns regarding the outreach and public process for the 3-person and discount toll policies and stated that they have not yet been adopted and not included public input. Ms. Klein noted the policies are proposals but that occupancy requirements are established by the Managed Lanes Committee (Caltrans, MTC, and CHP) based on degradation of the HOV lane. She also clarified that there is a prescribed public outreach process to vet this proposal before they are approved.

Commissioner Cutter expressed concerns that people along the 880 corridor may not like that a lane that was previously open to everyone is now open to only some users.

This item is for information only.

5.6. I-580 Toll System Upgrade Project (PN 1486.002, State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project (PN 1386.000), I-680 Express Lanes Project (PN 1369.000), I-580 Express Lane Operations (1373.002), and I-680 Express Lane Operations (1408.000) Update

Mr. Dao noted that the committee heard this item at last month's meeting but it was requested that agency bring the item to the I-680 Sunol JPA Board and I-580 Express Lane Policy Committee meetings for approval. The item is now being brought back to this committee as an information item. Mr. Dao stated that the agency will be pursuing a grant for the Express Lane upgrade project the grant deadline is July 19.

Although the item was presented as information, Commissioner Haggerty moved to support staff recommendation. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following vote:

Yes: Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Nason, Miley, Saltzman,
Thao, Valle
No: None
Abstain: None
Absent: None

This item is for information only.

6. Committee Reports

There were no committee reports.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, September 9, 2019 at 12:00 p.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: September 3, 2019

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery
Kanda Raj, Project Manager

SUBJECT: GoPort-Freight Intelligent Transportation System Project (PN 1442.000):
Approve Cooperative Agreement with the Port of Oakland for the construction phase for a not-to-exceed amount of \$2.4 million

Recommendation

It is recommended that the Commission authorize the Executive Director to execute a cooperative agreement with the Port of Oakland for a not-to-exceed amount of \$2.4 million for the construction of a joint Traffic Management Center /Emergency Operation Center (TMC/EOC), a component of the GoPort - Freight Intelligent Transportation System project.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the GoPort Project which includes a program of projects to improve truck and rail access to the Port of Oakland (Port), one of the nation's most vital seaports. GoPort consists of three project components, namely: The Freight Intelligent Transportation Systems (FITS), 7th Street Grade Separation East (7SGSE), and 7th Street Grade Separation West (7SGSW). This program of major capital projects will substantially improve the safety, efficiency and reliability of truck and rail access to the Oakland Port Complex. It will greatly reduce shipping costs and improve the competitiveness of the Port and also generate benefits that extend beyond the Port area, such as reduced regional congestion and emissions and substantial job creation. It will also provide critical bicycle and pedestrian connectivity to the Bay Trail system. This item focuses exclusively on the FITS Program that includes a suite of Intelligent Transportation System (ITS) projects.

The FITS project will be the first component of the GoPort Program to begin construction. The FITS project consists of the deployment of fifteen (15) advanced and innovative demonstration technologies that seek to improve the efficiency, safety, operations, circulation and reliability of truck and rail access throughout the seaport.

The cost of the FITS project is \$30.6 million, with a total estimated construction cost of \$24 million as shown in Table A. Both Alameda CTC and the Port of Oakland have successfully competed in competitive grant opportunities and collectively received \$24 million in external funding to close the construction funding gap. Alameda CTC leveraged \$6.6 million of its local Measure BB funds to secure \$9.7 million in federal funding from the Federal Highway Administration (FHWA) under the Fiscal Year (FY) 2017 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program and \$12.4 million in state funding from the California Transportation Commission (CTC) under the 2018 Trade Corridor Enhancement Program (TCEP). Additionally, the Port was successfully awarded \$1.8 million from the U.S. Department of Homeland Security (DHS) under the FY 2017 Port Security Grant Program (PSGP) for the construction of a joint TMC/EOC and Radio Frequency Identification Device (RFID).

In consideration of funding requirements, schedule, and work type, the delivery strategy as shown in Table B was developed for the construction phase of the FITS project.

In January 2019, the Commission authorized the execution of a cooperative agreement (co-op) with the Port for up to \$1.0 million as a match to the \$1.8 million of PSGP funds obtained by the Port for the construction of Package No. 1 -TMC/EOC and Package No. 2 -RFID. Port advertised these two contracts in April 2019 and when the bids were opened in mid-June 2019, the combined total of the two lowest responsive bidders was \$6.1 million. The bids have been evaluated and staff believes the bids are an accurate reflection of current construction costs, which have more than doubled in recent years due to significant increases in materials, labor and overall construction demand.

Since the bid opening, staff has evaluated several different scenarios and strategies to ensure that all the FITS project components can be delivered within the current project budget. All strategies contain the recommendation to make no changes to Package No. 1. The current bid for Package No. 1 will expire on October 31, 2019. The amount required for Port to move forward with the award of Package No. 1 is \$3.2 million. The authorized PSGP funds for Package No. 1 is \$824,000, leaving a shortfall of \$2.4 million which staff proposes to be funded with TCEP funds. Upon Commission approval, Port will seek approval from its Board in October 2019.

Background

Over the past decade, significant state, local and private-sector investments have been made as part of the redevelopment of the Oakland Army Base (OAB) to modernize and expand rail facilities, warehousing, and transloading facilities to support the on-going productivity and efficiency of the Port as one of the top ten busiest container ports in the nation, handling 99 percent of regional containerized goods in Northern California. In addition, the Port of Oakland is a major export port in the United States, supporting a balance of imports and exports.

As a critical global gateway providing access to the Pacific Rim, the Port has significant infrastructure deficiencies that, if not addressed, will limit the economic competitiveness of the Port. The Port's roadway network is greatly strained by arrivals of increasingly large ocean

liners. Significant truck traffic congestion and idling lead to shipping delays, increased emissions, and unsafe truck maneuvers. In addition, the Port lacks integrated traffic management capabilities to respond to incidents or implement operational strategies.

Alameda CTC, in cooperation with the Port proposes to construct a package of landside transportation improvements within the Port, which are critical to the San Francisco Bay regional economy. These three independent, inter-related and synergistic projects to improve truck and rail access to the Oakland Port Complex are summarized below and is the basis of the GoPort Project.

- **FITS** – A suite of demonstration technology projects along West Grand Avenue, Maritime Street, 7th Street, Middle Harbor Road, Adeline Street, and Embarcadero West that are intended to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport.
- **7th Street Grade Separation Project** –
 - **7SGSE**: Replace existing railroad underpass between I - 880 and Maritime Street to increase clearance for trucks and improve the current shared pedestrian / bicycle pathway.
 - **7SGSW**: Realign and grade separate the intersection near 7th Street and Maritime Street and construct a rail connection underneath to improve the intermodal access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.

The FITS project is the first of the three GoPort projects to begin construction. Implementing the advanced technology aspects of the FITS project will effectively manage traffic throughout the seaport area and will be integral to managing traffic during construction of the two 7th Street grade separation projects. The FITS project will reduce congestion, queuing and truck idling by providing real time information to trucks and other vehicles entering the Port and reducing conflicts at the signals and rail crossings. Real time data also enables users to find available heavy-duty truck parking at designated spots rather than idling and queueing on the streets, search for alternative routes to enter/exit the Port and avoid delays due to at-grade crossings or any traffic incidents.

The FITS project was included in the 2002 OAB Redevelopment Environmental Impact Report (EIR) and the 2012 OAB EIR Addendum. Both state-level California Environmental Quality Act (CEQA) documents were approved by the City of Oakland as the Lead Agency and the Port of Oakland as the Responsible Agency. Alameda CTC has worked collaboratively with Caltrans and the Port of Oakland to obtain federal-level National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) from Caltrans in October 2018. Construction funding was authorized by CTC and FHWA in May 2019 and July 2019 respectively.

Cost/Funding:

The current estimate for the FITS project is estimated to be \$30.6 million as summarized below:

Table A: Funding Summary					
Phase	Fund Source (x \$1,000)				
	Measure BB	ATCMTD	TCEP	PSGP	Total
Environmental	\$2,500	-	-	-	\$2,500
Design	\$4,100	-	-	-	\$4,100
Construction	-	\$9,720	\$12,456	\$1,824	\$24,000
Total	\$6,600	\$9,720	\$12,456	\$1,824	\$30,600

The cost of the FITS project is \$30.6 million, with a total estimated construction cost of \$24 million as shown in Table A. Both Alameda CTC and the Port of Oakland have successfully competed in competitive grant opportunities and collectively received \$24 million in external funding to close the construction funding gap. Alameda CTC leveraged \$6.6 million of its local Measure BB funds to secure \$9.7 million in federal funding from the FHWA under the Fiscal Year (FY) 2017 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program and \$12.4 million in state funding from the CTC under the 2018 TCEP. Additionally, the Port was successfully awarded \$1.8 million from the U.S. DHS under the FY 2017 PSGP.

Delivery Strategy:

In cooperation with the Port, the FITS delivery strategy was determined by funding requirements, project schedule, and maximizing resource availability. Four construction packages will complete the construction and integration of FITS project elements, as listed below:

Table B: Construction Contract Package	Implementing Agency
Package No. 1: Joint Traffic Management Center /Emergency Operation Center (TMC/EOC)	Port of Oakland
Package No. 2: Radio Frequency Identification Device (RFID)	Port of Oakland
Package No. 3: Port of Oakland – Freight Intelligent Transportation System (FITS)	Alameda CTC
Package No. 4: System Integration/GoPort Application/Smart Parking System	Alameda CTC

Several agreements are required between Alameda CTC and others to successfully implement the FITS project. The project team has been coordinating with various agencies on funding agreements, cooperative agreements, permits, and memorandums of understanding (MOU). The Project will include signal coordination and center to center communication with Caltrans. A MOU between the Port and Caltrans is required for data

sharing, in order to facilitate traffic and incident management in and near the Port of Oakland.

The Port must implement the first two FITS contract packages, listed above as required by the DHS to receive the PSGP funds. Port advertised Packages No. 1 and 2 and when the bids were opened in mid-June 2019, the low bids greatly exceeded the engineer's estimate. The amounts required to award Packages No. 1 and 2 are \$2.8 million and \$3.3 million, respectively, resulting in a new total construction cost of \$6.1 million. The total construction amount budgeted for the two packages is \$2.5 million. Project staff believes the bids are a relatively accurate reflection of current construction costs, which have more than doubled in recent years due to significant increases in materials, labor and overall construction demand.

Since the bid opening, Alameda CTC and Port staff have evaluated several scenarios and strategies to ensure that the FITS project can be delivered within the current project budget including:

- Discussions with Federal Emergency Management Agency (FEMA) on the possibility of reprogramming the entire \$1.8 million in PSGP-17 funds for constructing the TMC/EOC and allowing the RFID component to be delivered by Alameda CTC as part of the FITS construction package or a separate construction package. If approved, it is anticipated that the cost to construct the RFID components will be reduced. The amount will be determined by the results of Package No. 3 which contains similar elements; however, in a larger scale.
- Discussions with FHWA on scope reductions that will not impact the overall performance of the FITS project.

Regardless of the outcome of FEMA's response, staff concludes that the best option for Package No. 1 is to proceed with the award to the low bid. The current bid for the TMC/EOC will expire on October 31, 2019. Therefore, to ensure compliance with the PSGP-17 grant as currently approved, staff requests that the Commission authorize a not-to-exceed maximum amount of \$2.4 million for an agreement with the Port for construction package no. 1 (TMC/EOC) and authorize its Executive Director to execute any revisions to the maintenance and operations cooperative agreement to be consistent with approvals authorized by the funding agencies. TCEP funds are included in the Project Financial Plan to fund the entire \$2.4 million cooperative agreement commitment.

Fiscal Impact: The actions will authorize the encumbrance of \$2.4 million in state funds for subsequent expenditure, and budget is included in the Alameda CTC Adopted FY 2019-20 Capital Program Budget.

Attachment:

- A. Freight Intelligent Transportation Project Fact Sheet

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GoPort Freight Intelligent Transportation System Project 5.1A

JULY 2019

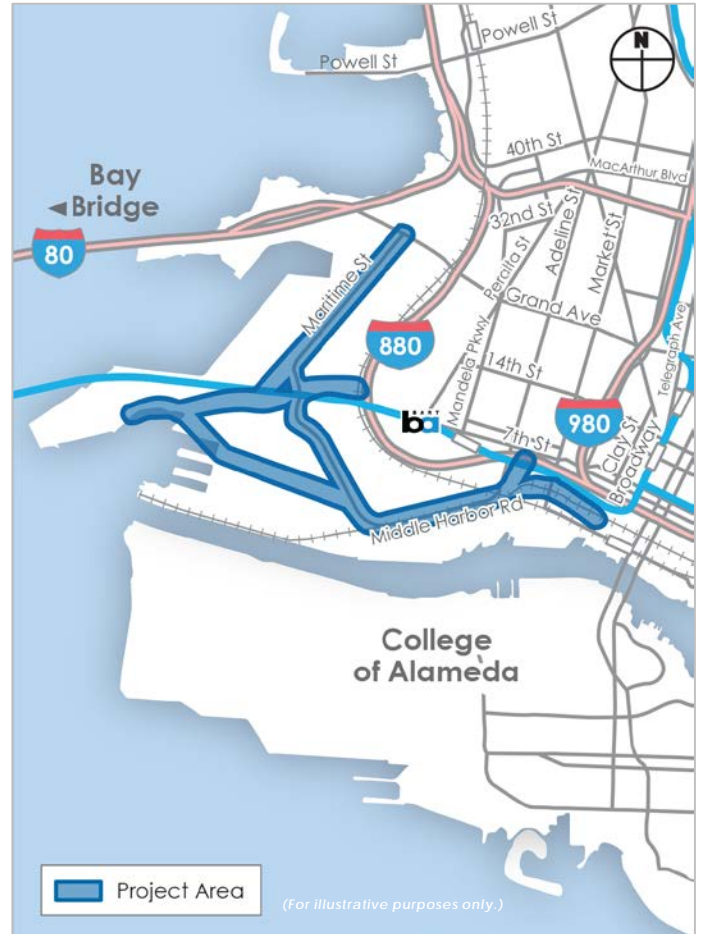
PROJECT OVERVIEW

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 Freight Intelligent Transportation System (FITS) project is a suite of demonstration information technology projects along West Grand Avenue, Maritime Street, 7th Street, Middle Harbor Road, Adeline Street, and Embarcadero West, that are intended to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport.

The purpose of this project is aimed at traffic management and operations of arterial roadways in the Port environment and disseminating traveler information and data to users and stakeholders.

PROJECT NEED

- Support regional economic development and Port growth potential.
- Provide common platform to receive critical information on Port conditions, queue lengths, and incident alerts.
- Develop an ITS communication network that serves future needs
- Reduce truck idling that causes negative impacts to neighboring communities

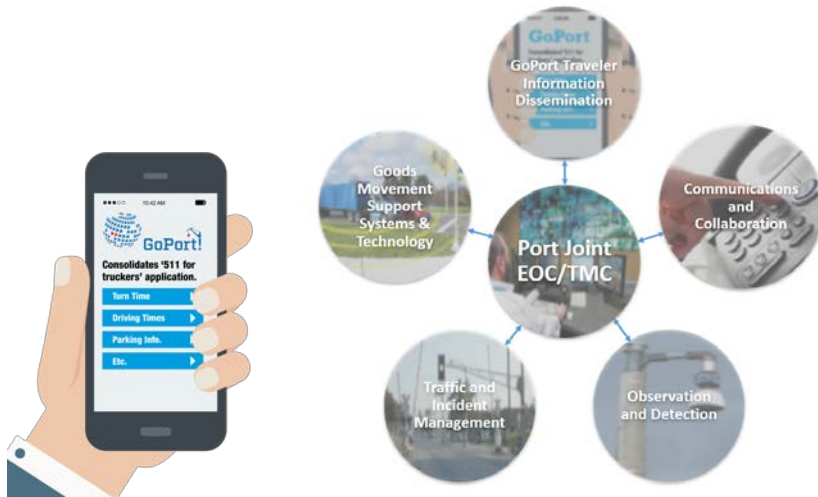


PROJECT BENEFITS

- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Provides real-time traveler information to users
- Improves traffic and incident management within the Port, its terminals and access routes
- Reduces congestion, truck idling and related emissions
- Improves Port competitiveness



Congestion, bottlenecks, and trucks queuing at the Port of Oakland.



GoPort mobile application.

Freight ITS operations overview.

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 August 31, 2018.
- State and federal construction funds fully authorized in June 2019.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, Federal Highway Administration, California Transportation Commission, California Department of Transportation, U.S. Department of Homeland Security and the Metropolitan Transportation Commission

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

PE/Environmental	\$2,500
Final Design (PS&E)	\$4,100
Construction	\$24,000
Total Expenditures	\$30,600

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$6,600
Federal (ATCMTD) ¹	\$9,720
Federal (PSGP) ²	\$1,824
State (SB 1 TCEP) ³	\$12,456
Total Revenues	\$30,600

¹ Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD).

² Port Security Grant Program (PSGP).

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

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2016	Summer 2018
Final Design	Fall 2018	Early 2019
Right-of-Way	Fall 2018	Early 2019
Construction	Fall 2019	Late 2021

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