



# GoPort Freight Intelligent Transportation System Project

AUGUST 2020

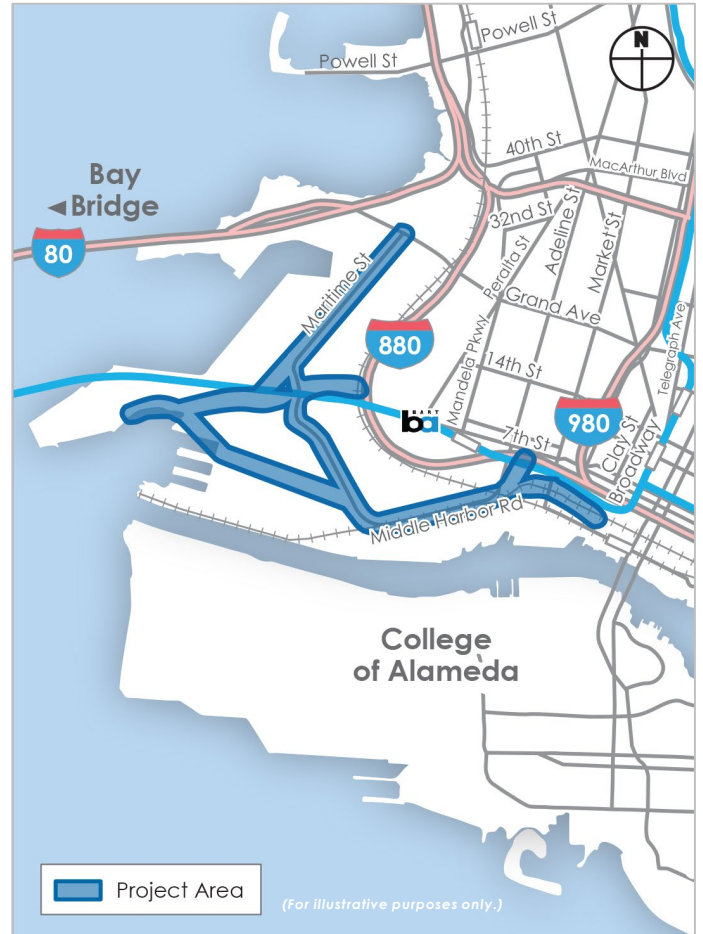
## PROJECT OVERVIEW

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

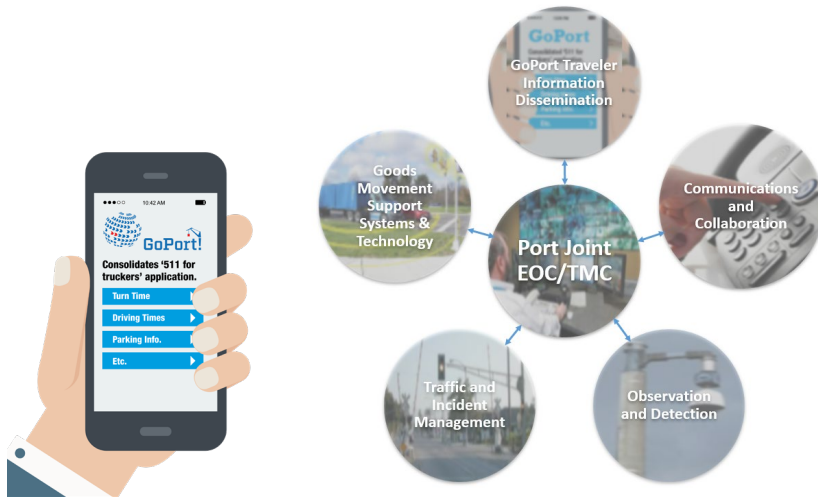


## PROJECT BENEFITS

- 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)	\$3,860
Construction	\$27,006
<b>Total Expenditures</b>	<b>\$33,366</b>

### FUNDING SOURCES (\$ X 1,000)

Measure BB	\$9,345
Federal (ATCMTD) <sup>1</sup>	\$9,720
Federal (DEMO Earmark Repurposing) <sup>2</sup>	\$21
Federal (PSGP) <sup>3</sup>	\$1,824
State (SB 1 TCEP) <sup>4</sup>	\$12,456
<b>Total Revenues</b>	<b>\$33,366</b>

<sup>1</sup> Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD).

<sup>2</sup> DEMO Earmark Repurposing.

<sup>3</sup> Port Security Grant Program (PSGP).

<sup>4</sup> 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	Summer 2021 <sup>5</sup>

<sup>5</sup> Reflects estimated GoLive.

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