



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Freight Intelligent Transportation System Project Update



Programs and Projects Committee
November 8, 2021

Ground Access Issues



1. Truck queues at the 7th Street/Maritime Street triangle area



2. Maritime south of 7th Street at-grade rail crossing



3. Truck stuck at the 7th Street underpass



4. Middle Harbor Road

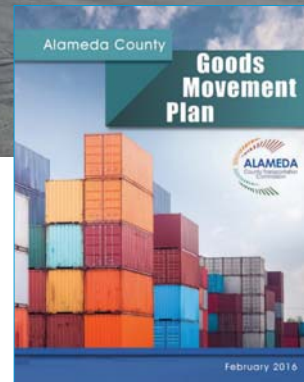


5. Middle Harbor Rd/Maritime St/OICT East Gate



GoPort Program

- Consists of three independent, inter-related projects
 - **Freight Intelligent Transportation System (FITS)**
 - 7th Street Grade Separation East (7SGSE)
 - 7th Street Grade Separation West (7SGSW)
- A program of projects to improve Port operational efficiency and truck and rail access to the Port
- Consistent with the Alameda County Goods Movement Plan goals



Freight Intelligent Transportation System (FITS) Overview



FITS Delivery Strategy

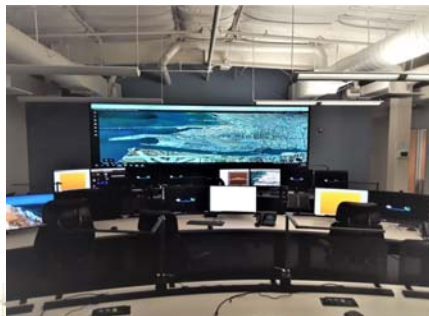


Package No.	Contract Package	Implementing Agency	Oversight/Support
1	Joint Traffic Management Center (TMC) / Emergency Operations Center (EOC)	Port of Oakland	Alameda CTC
2	Port of Oakland - FITS	Alameda CTC	Port of Oakland
3	System Integration /GoPort Application/Smart Parking System	Alameda CTC	Port of Oakland



Package No. 1 Traffic Management Center (TMC) / Emergency Operations Center (EOC)

- Centralized location for data aggregation, operations and management
- Incident response

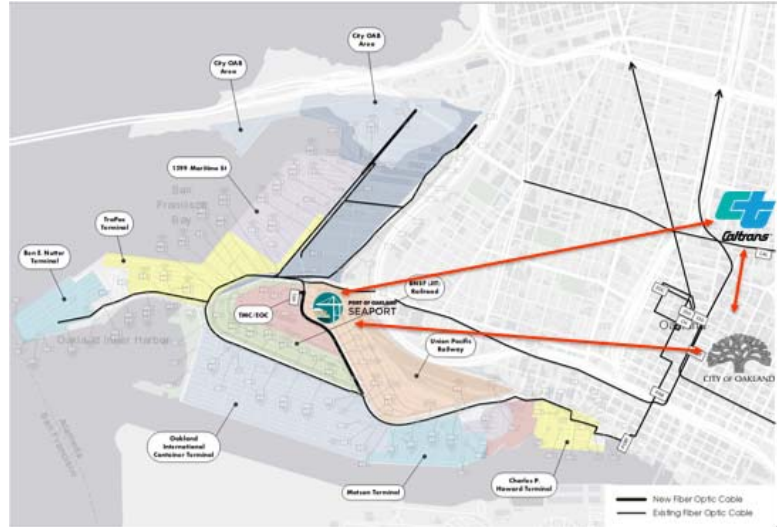


100% Complete



Package No. 2 Port of Oakland – FITS (Field Installations)

Construction Phase – 85% Complete



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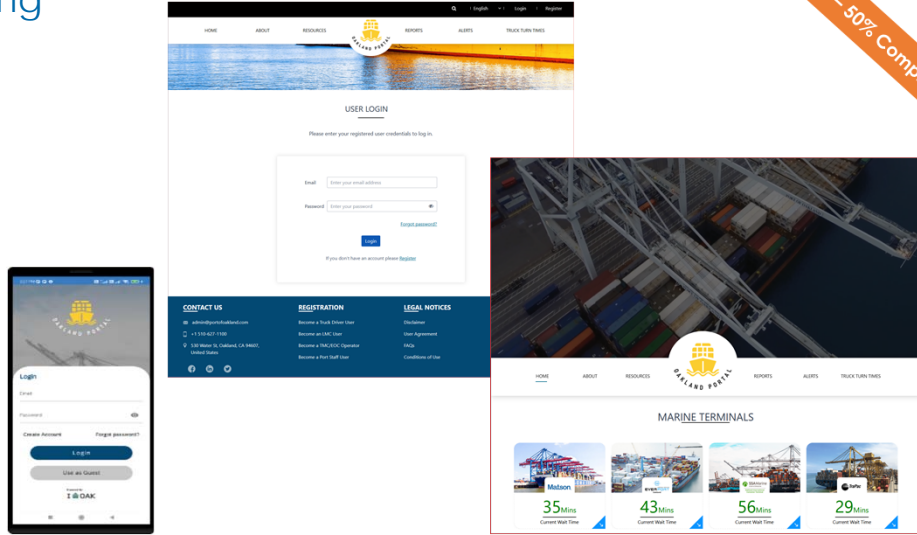
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Package No. 3 System Integration / GoPort Application / Smart Parking

Construction Phase - 50% Complete

- Multi-platform system application (web and mobile)
- Consolidated portal for multiple user types
- Information shared via CMS and GoPort applications



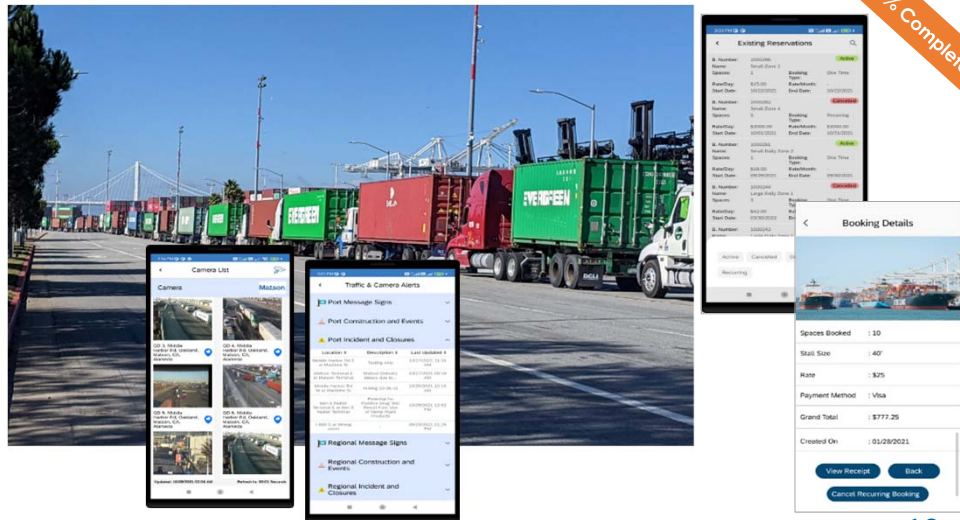
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Package No. 3 System Integration / GoPort Application / Smart Parking

Construction Phase - 50% Complete

- Disseminates static and real-time key Port traveler information
- Monitors parking availability
- Enhances parking payment options
- Improves experience for recurring patrons



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Key Reasons Behind Construction Delays/Cost Increase

COVID-19:

- 4-month delay in commencing critical construction activities
- Material procurement delays
- Delays created inefficiencies in the sequencing of construction activities

Operational Challenges:

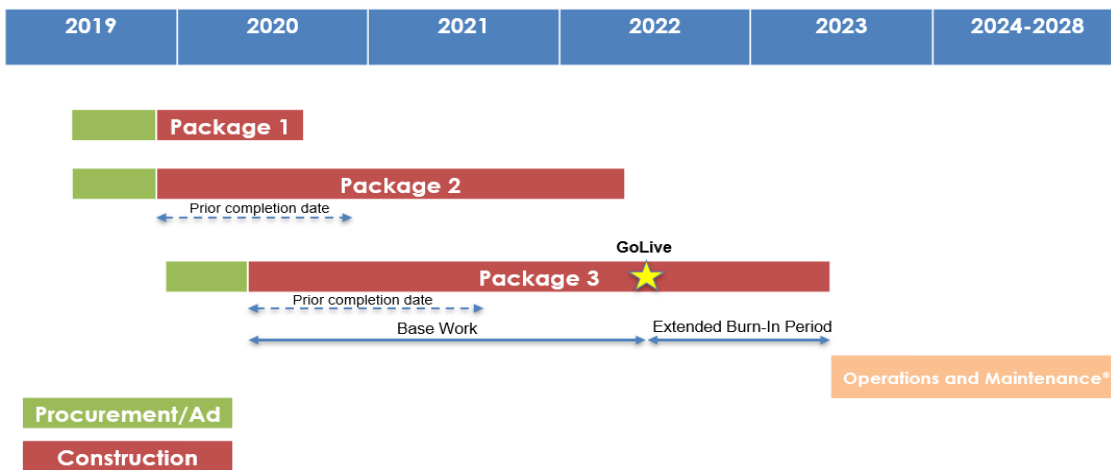
- Increased nighttime work
 - Significant coordination
 - Flexibility in construction sequencing
 - Limited access to work areas

Unforeseen Conditions:

- Unknown manmade objects



Project Schedule



* Funding by Port

Project Construction Costs

Description	External Funds* (\$X1,000)	Measure BB Funds (\$X1,000)	Total (\$X1,000)
Current Construction Phase Budget	\$24,000	\$5,135	\$29,135
Revised Construction Phase Budget (subject to approval)	\$24,000	\$9,441	\$33,441
Increased Amount	\$0	\$4,306	\$4,306

*Federal - Advanced Transportation and Congestion Management Technologies Deployment , Demo Earmark Repurposing and Port Security Grant Program
State – Senate Bill 1 Trade Corridors Enhancement Program



Staff Recommendations

1. Approve reallocation of \$4.306 million 2014 Measure BB Countywide Freight Corridor funds (TEP-27; CIP ID 00155) from the Plans Specifications and Estimates (PS&E) phase to be utilized for the closeout of the construction phase;
2. Authorize the Executive Director to execute Contract Amendment No. 3 to Professional Services Agreement No. A19-0007 with VSCE, Inc. for an additional contract amount of \$0.5 million for a total not-to-exceed amount of \$3.925 million to provide construction management services; and
3. Authorize the Commission Engineer to execute additional Contract Change Orders within the construction phase allocation budget for Construction Services Agreement No. A20-0006 with Aldridge Electric, Inc. to provide construction services.



Questions?

