



AGENDA REPORT

TO: Jestin D. Johnson
City Administrator

FROM: Fred Kelley
Director, Oakland
Department of
Transportation

SUBJECT: GoPort Program - Freight Intelligent
Transportation System Program

DATE: October 17, 2023

City Administrator Approval

Date: Nov 3, 2023

RECOMMENDATION

Staff Recommends That The City Council Adopt A Resolution To Authorize The City Administrator To:

- 1. Adopt A Resolution Authorizing The City Administrator To Execute A Cooperative Agreement Between The City And The Alameda County Transportation Commission For The Freight Intelligent Transportation System Program; And Adopting National Environmental Policy Act And California Environmental Quality Act Findings; And**
- 2. Adopt A Resolution Authorizing The City Administrator To Execute A Cooperative Agreement Between The City And The Port Of Oakland For The Freight Intelligent Transportation System Program; And Adopting National Environmental Policy Act And California Environmental Quality Act Findings**

EXECUTIVE SUMMARY

The Alameda County Transportation Commission (ACTC), as the implementing agency, has been working with the City of Oakland (City), the Port of Oakland (Port), and the State of California, Department of Transportation (Caltrans) to develop and implement a suite of freight transportation projects known as the Global Opportunities at the Port of Oakland Program (GoPort Program), which includes the Freight Intelligent Transportation System Program.

The Freight Intelligent Transportation System Program is a comprehensive transportation technology and congestion management project that involves the use of intelligent

transportation systems (communication system enhancements, traffic signal system improvements, and a new Emergency Operations Center/Traffic Management Center) that provides real-time traffic information to truckers within the jurisdictional boundaries of the Port and areas adjacent to the Port.

The construction of infrastructure associated with the Freight Intelligent Transportation System Program has been completed, and the systems testing, and implementation phases have been completed. The planned transition from construction to operations requires the Freight Intelligent Transportation System infrastructure to be transferred from an Alameda CTC responsibility (ownership, operations, maintenance, and repairs) to the City and Port. The City and Port will accept selected ownership, operations, maintenance, and repair responsibilities of the functioning system.

The proposed Cooperative Agreements for this project will memorialize the roles and responsibilities of the ACTC, the City, and the Port for ownership, operations, maintenance, and repairs of certain assets associated with the Freight Intelligent Transportation System Program improvements.

BACKGROUND / LEGISLATIVE HISTORY

The GoPort Program has been under design development for many years. The Freight Intelligent Transportation System Program is transitioning from the construction phase to the implementation phase.

ACTC has achieved the following milestones for the Freight Intelligent Transportation System Program:

Completed construction – 7/2023

Completed startup and implementation – 9/2023

It is now time for the City to accept ownership of certain portions of the newly constructed Freight Intelligent Transportation System infrastructure and commence associated operations, maintenance, and repair responsibilities. The following related agreements were previously established:

- Port and City are parties to a Memorandum of Understanding (MOU) dated July 1, 1983, wherein the City agrees to provide the Port certain general services, including, but not limited to, general services of the City's Police, Fire, and Public Works departments, and the Port agrees to reimburse to the City the cost thereof, as most recently amended/supplemented by the Eighteenth Supplemental Agreement (General Services), dated June 5, 2014 (the original MOU together with all exhibits, attachments, and supplements are collectively referred to as the "General Services Agreement").
- The City, ACTC, and the Port have executed various Agreements to collaborate, develop, and implement the GoPort Program projects.

- On August 26, 2019, and amended June 1, 2021, June 2, 2023, and July 6, 2023, ACTC and the City entered into Agreement No. A19-0028 to compensate the City for its reimbursable design oversight services and construction permitting fees for the Freight Intelligent Transportation System Program and the 7th Street Grade Separation Project.
- On November 25, 2019, ACTC entered into ACTC Agreement A20-0006 with Aldridge Electric, Inc. to construct the Freight Intelligent Transportation System Program. Subsequently, the City issued permits to Aldridge Electric, Inc. to construct the Freight Intelligent Transportation System Program within the City's right of way.

Under the direction of ACTC, Aldridge Electric, Inc. completed the construction of the Freight Intelligent Transportation System Program. The project recently completed the final testing phase and has passed performance specifications.

The City currently has ownership, operations, maintenance, and repair responsibilities of fiber optic conduits and cables within the limits of the Freight Intelligent Transportation System Program. As a contribution to the project, the City has dedicated a subset of strands of existing fiber optic cables to support the Freight Intelligent Transportation System Program. The efforts for the City to own, operate, maintain, and/or repair fiber optic cables and strands that support the Freight Intelligent Transportation System Program are nearly equivalent to the efforts prior to the project.

The City maintains traffic signals in the Seaport under the July 1, 1983 City/Port MOU. The GoPort Project includes the installation of two new traffic signals at the Maritime Street / TraPac Terminal Entrance and the 7th Street / Bay Street intersection. As described in the subject agreement herein, Exhibit B, Project Signalized Intersections and Attachment C Ownership, Operations, and Maintenance Responsibilities, the Port will reimburse the City for maintaining these two new traffic signals in the same manner as agreed to by the City and the Port in the General Services Agreement for other traffic signals, including the Port General Services Payment Methodology (as most recently amended), which already covers all other existing City-owned signals in the Port area.

ANALYSIS AND POLICY ALTERNATIVES

The Freight Intelligent Transportation System Program involves the use of intelligent transportation systems (communication system enhancements, traffic signal system improvements, and a new Emergency Operations Center/Traffic Management Center) that provides real-time traffic information to truckers within the jurisdictional boundaries of the Port and areas adjacent to the Port.

These improvements will enable the Project to implement the Citywide priorities of **holistic community safety, vibrant, sustainable infrastructure**, and **responsive, trustworthy government** by working with local agencies to expeditiously install and maintain new technology infrastructure that will maximize communications with truckers and, in-turn minimize any hardship on adjacent City roadways and within neighborhoods adjacent to the Port.

Staff at OakDOT worked closely with the Office of the City Attorney to ensure compliance with prior agreements and with City policies and procedures. No waivers are requested or required.

Not moving forward at this time would jeopardize prior agreements and understandings with ACTC and the Port.

FISCAL IMPACT

The City will be required to maintain additional traffic signals constructed under the GoPort program. The costs to maintain these traffic signals will be reimbursed by the Port per the terms of the July 1, 1983 MOU. These costs are anticipated to be minimal - approximately \$5,000 per year for the first 10 years and \$15,000 per year after that. Maintenance costs may also arise due to traffic collisions that damage city assets. These costs will be fronted by OakDOT's existing operating budget until they are reimbursed by the Port.

In addition, the City will be required to expeditiously repair existing fiber optic cables that support the Freight Intelligent Transportation System Program in the case of unexpected damage. Prior to the Freight Intelligent Transportation System Program, the City would have repaired fiber optic cables under non-emergency response times. The City/Port agreements require rapid fiber cable repairs for the Freight Intelligent Transportation System Program. Existing cables used by the Freight Intelligent Transportation System Program have been in City streets for many years and have rarely been damaged; that said, the City will likely be responsible for future repairs using specialty on-call contractors. Excavation contractors that damage fiber cables will be financially responsible for restorations performed by the City - assuming the City performed required pre-excavation utility markings. If fiber cables are not properly marked, these fiber repair costs would be absorbed by OakDOT's operating budget.

PUBLIC OUTREACH / INTEREST

ACTC has provided community engagement throughout the construction duration of the Freight Intelligent Transportation System Program.

COORDINATION

The City of Oakland Department of Transportation coordinated closely with the Office of the City Attorney and Budget Bureau.

SUSTAINABLE OPPORTUNITIES

Economic: The resolution identified herein will ensure that the constructed improvements on Oakland roadways can be finalized and accepted without delay. The Project will improve transportation conditions and make the roadways in and around the Port operate more

efficiently by improving communications with truckers. Real time detours can be implemented when incidents occur within the Seaport.

Environmental: The Project improves air quality by rerouting trucks to alternative routes and/or detours to eliminate unnecessary idling when incidents occur within the Seaport. In addition, the system has pre-programmed incident management plans to proactively disseminate information to truckers. This will minimize truckers selecting independent and/or inappropriate random detour routes through residential neighborhoods. The Project will improve goods movement in and out of the Port. These improvements will also contribute to the goal of reducing greenhouse gas emissions.

Race & Equity: The GoPort Program benefits West Oakland residents and businesses by improving trucking ingress and egress to/from the Port, minimizing traffic congestion and improving air quality. The Project is located adjacent to high and highest priority areas as identified in the Department of Transportation's Racial Equity Team Geographic Equity Tool (<https://oakgis.maps.arcgis.com/apps/MapSeries/index.html?appid=fd47784582294d7b87cfb3e1b047ea8>) and the Metropolitan Transportation Commission (MTC) Equity Priorities Community map https://mtc.ca.gov/sites/default/files/Equity_Priority_Communities.pdf.

NATIONAL ENVIRONMENTAL POLICY ACT AND CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Department of Transportation (Caltrans), as the lead agency, working collaboratively with ACTC, obtained the approvals and clearance for the Project under the National Environmental Policy Act (NEPA). Specifically, Caltrans issued a NEPA Categorical Exclusion on October 25, 2018. The Project was included in the 2002 Oakland Army Base Redevelopment Environmental Impact Report (OAB EIR) and its addenda, as certified by the City in July 2002 and adopted by the Port as a responsible agency under the California Environmental Quality Act (CEQA) in September 2002. The 2012 Addendum to the OAB EIR, which included updates to the Project, was approved by the City and the Port in June 2012. In November 2019, pursuant to Section 15164 of the CEQA Guidelines, the Port evaluated the Project and documented in an addendum that the Project would not result in any new significant impacts beyond those identified in the OAB EIR, nor would it result in a substantial increase in the severity of any previously identified significant impacts. The determination also required that the Project would include the implementation of all applicable mitigation measures and Standard Conditions of Approval from the OAB Standard Conditions of Approval and Mitigation Monitoring and Reporting Program. It was determined that none of the conditions in Sections 15162 and 15163 of the CEQA Guidelines would result from the Project.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Adopt A Resolution To Authorize The City Administrator To:

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For questions regarding this report, please contact Fred Kelley, Director, at (510) 292-8868.

Respectfully submitted,



FRED KELLEY
Director, Oakland Department of Transportation

Prepared by:
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