SUMMARY SHEET for PERMIT APPLICATION

(This Summary Agenda Sheet to be used for ALL permits in this category for which Board approval is recommended.)

DATE: November 25, 2019 PORT PERMIT NO: 5263

BUILDING PERMIT APPLICATION: ___New Construction ___Addition X Alteration ___Demolition ___Repair ___Other, Tank

PORT TENANT: PERMIT APPLICANT:

Alameda County Transportation Commission (Alameda CTC)

LOCATION OF PROPOSED WORK: 651 Maritime Street (and throughout Maritime area)

BRIEF DESCRIPTION OF PROPOSED WORK: The work is to install intelligent transportation system (ITS) elements around the Port, and includes elements outside Port jurisdiction. A detailed description of the elements is on the reverse. This project was reviewed for compliance with the California Environmental Quality Act (CEQA) and the Port CEQA Guidelines and is determined to be Categorically Exempt per Section 15303, modification of existing facilities.

SCHEDULED FOR BOARD ACTION: Date: December 12, 2020 VALUATION OF WORK: $ 15,000,000.

FROM: PORT PERMITS, ENGINEERING SERVICES DEPARTMENT

Recommend Approval Date: 11/25/19

ROUTE TO: (Please sign and send to next on list ASAP)

(1) PORT ENVIRONMENTAL ASSESSMENT SUPERVISOR, ENVIRONMENTAL PLANNING DEPARTMENT

ASSESSMENT: Categorically Exempt, Section 15303 new structures

Cat. Ex. /Sec.No., Neg.Dec, Mit.Neg. Dec., or EIR

Recommend Approval Date: 11/25/19

(2) DIRECTOR OF ENGINEERING

Recommend Approval Date: 11.25.19

(3) EXECUTIVE DIRECTOR

Recommend Approval Date: 11-25/19

(4) PORT PERMITS - ENGINEERING SERVICES DEPARTMENT:

Received By: Date:

BOARD APPROVAL: Resolution No: Date:

5263

The work includes the following:

1. Radio Frequency Identification Device (RFID) Readers – RFID readers will be constructed at strategic locations in and near the Port on existing and new poles. The RFID readers will provide information to the ATMS that will assist with monitoring truck movements, including truck turn-times within the Port area.

2. Communications: Fiber – New fiber optic cable installations will close gaps in the existing fiber optic cable network. The improved fiber optic backbone network will be the foundation for connection and control of all other proposed technology improvements within the Port. All subsystems installed under the FITS project will be connected to the ATMS at the TMC/EOC via the fiber optic backbone network.

3. Adaptive Signal System – The Port traffic signal system will be improved to allow for an adaptive signal control system. The system will accommodate changing traffic patterns and reduce congestion by improving vehicle progression.

4. Advanced Traffic Management System (ATMS) – The existing system will be upgraded and expanded to allow for centralized connectivity and control from the TMC/EOC. Networking equipment will be installed to help receive, transmit, and integrate data (such as traffic information, camera feeds, and control messages) from Project components.

5. Advanced Train Detection System (ATDS) – Fixed-view cameras will be installed to identify train vehicles and provide warnings of long trains and delays at at-grade rail crossings to the ATMS.

6. Center to Center (C2C) Communications – New communication interfaces will be deployed among the public-sector agencies (Caltrans, City of Oakland, and Port) to enhance interagency communications and collaboration. Traffic, emergency information, and other operational messaging will be shared.

7. Changeable Message Sign (CMS) – New CMSs will be constructed to provide truckers with regional traffic conditions/information as they enter, exit, and move within the Port. Messaging displayed on the CMSs will be managed remotely via the traffic management system at the TMC/EOC.

8. CCTV Upgrade to High Definition – Existing CCTV cameras will be upgraded to high definition cameras. The upgrade will close gaps in surveillance and traffic monitoring.

9. Queue Detection – New fixed-view cameras will be installed on new and existing poles to provide queue times to the ATMS for vehicles outside of tenant entrances. Queue times will be calculated through identification and monitoring of idling vehicles.

10. Supplemental Vehicle Detection (SVD) – SVD radar equipment will be installed along main arterial roadways in the Port area. The SVD system will provide vehicle speed and classification information, which will be integrated into the ATMS platform for operations and safety purposes.

11. Communications: Wi-Fi – A Port-wide Wi-Fi network will be constructed in the Port area to function as a backup communications system and as a means for addressing cellular dead spots. The Wi-Fi network will also enhance security and emergency response functions.

12. Weigh-in-Motion (WIM) Technology – WIM technology will be constructed at one location on Port property. The WIM site will function as a courtesy scale for trucks exiting the Port to determine total vehicle weight.