



**PORT OF OAKLAND**

# **OAKLAND ARMY BASE REDEVELOPMENT**

**May 28<sup>th</sup>, 2013**

**Oakland City Council**

**Community and Economic Development Committee**

**Project Update**

# OBJECTIVES

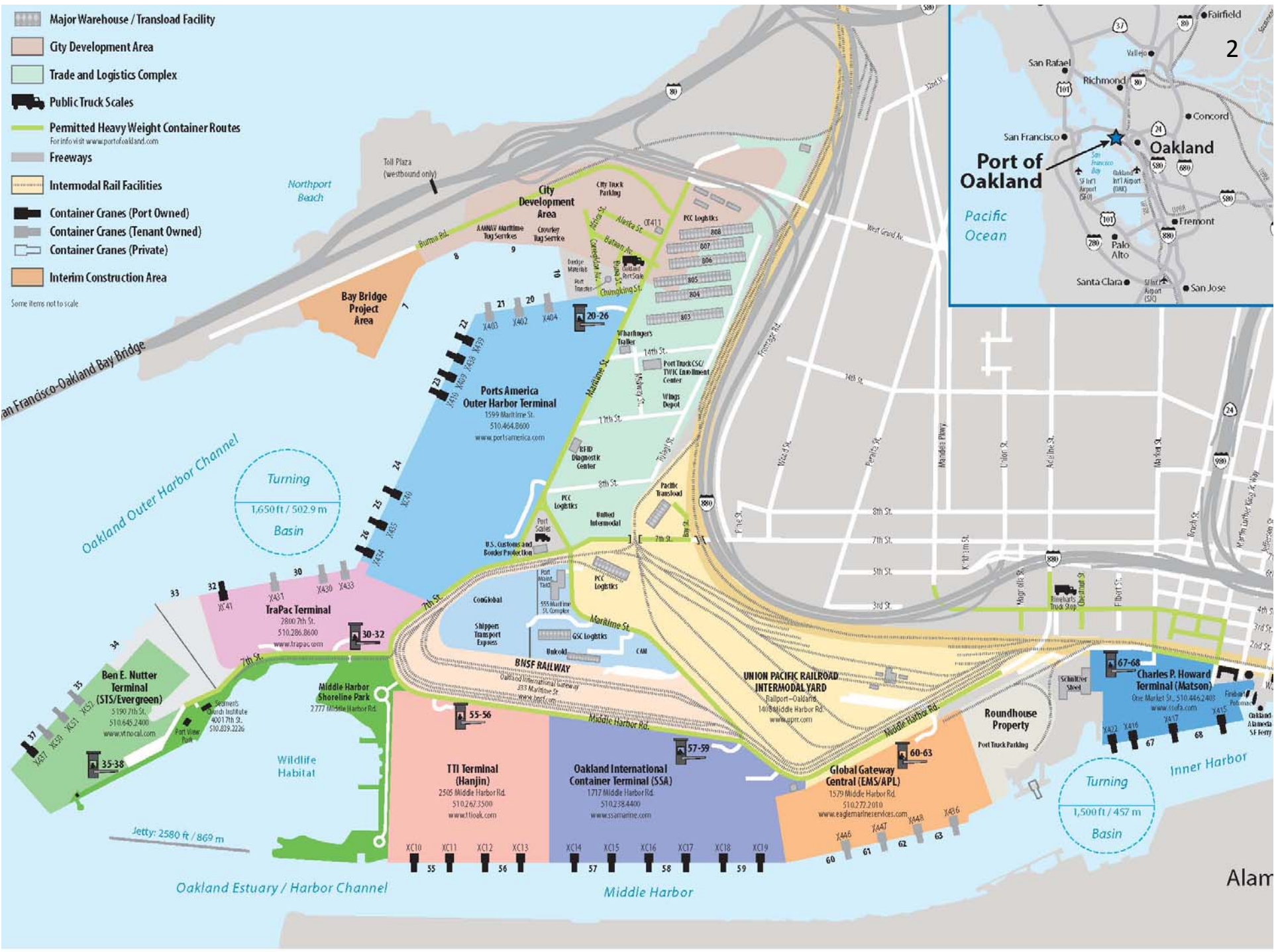
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- Aggressively grow new cargo activity, jobs, and revenue through the Port of Oakland, while improving the environment.
- Plan new logistics and intermodal facilities to attract major customers to Oakland serving both regional and inland markets.
- Work with key cargo owners, railroads and ocean carriers to attract more cargo to/from points east of Denver.
- Maximize utilization of existing assets prior to full development.



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- Major Warehouse / Transload Facility
- City Development Area
- Trade and Logistics Complex
- Public Truck Scales
- Permitted Heavy Weight Container Routes  
For info visit [www.portofoakland.com](http://www.portofoakland.com)
- Freeways
- Intermodal Rail Facilities
- Container Cranes (Port Owned)
- Container Cranes (Tenant Owned)
- Container Cranes (Private)
- Interim Construction Area

Some items not to scale



### Port of Oakland

Pacific Ocean

2

Alam

# 2012 MASTER PLAN

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- Envisioned new 380-acre port industrial district
- Joint planning effort between the City of Oakland, Port of Oakland, Prologis, California Capital Group from April 2011-June 2012
- City of Oakland studied environmental impacts in 2002 and updated their findings with an Initial Study / Addendum, published in June 2012
- California Capital Group led planning effort, including a multi-disciplinary team of engineers, architects, planners and scientists



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# PHASE 1 DEVELOPMENT

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<u>Project Element</u>	<u>Estimated Cost</u>
Environmental Remediation (Phase I City and Port lands)	\$11,400,000
New Infrastructure (Phase I City and Port lands)	\$247,241,000
City Recycling Center	\$46,600,000
City Logistics Buildings	\$99,400,000
Port Rail Yard	\$94,600,000
Phase I Total Cost	\$499,241,000

<u>Funding Source</u>	<u>Funding Amount</u>
State - Trade Corridors Improvement Fund	\$242,141,000
Federal - TIGER IV	\$15,000,000
City of Oakland	\$54,500,000
Port of Oakland	\$15,700,000
Private - Prologis, CCIG & Recycling Companies	\$171,900,000
Total	\$499,241,000



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# PHASE 1 PORT RAIL YARD

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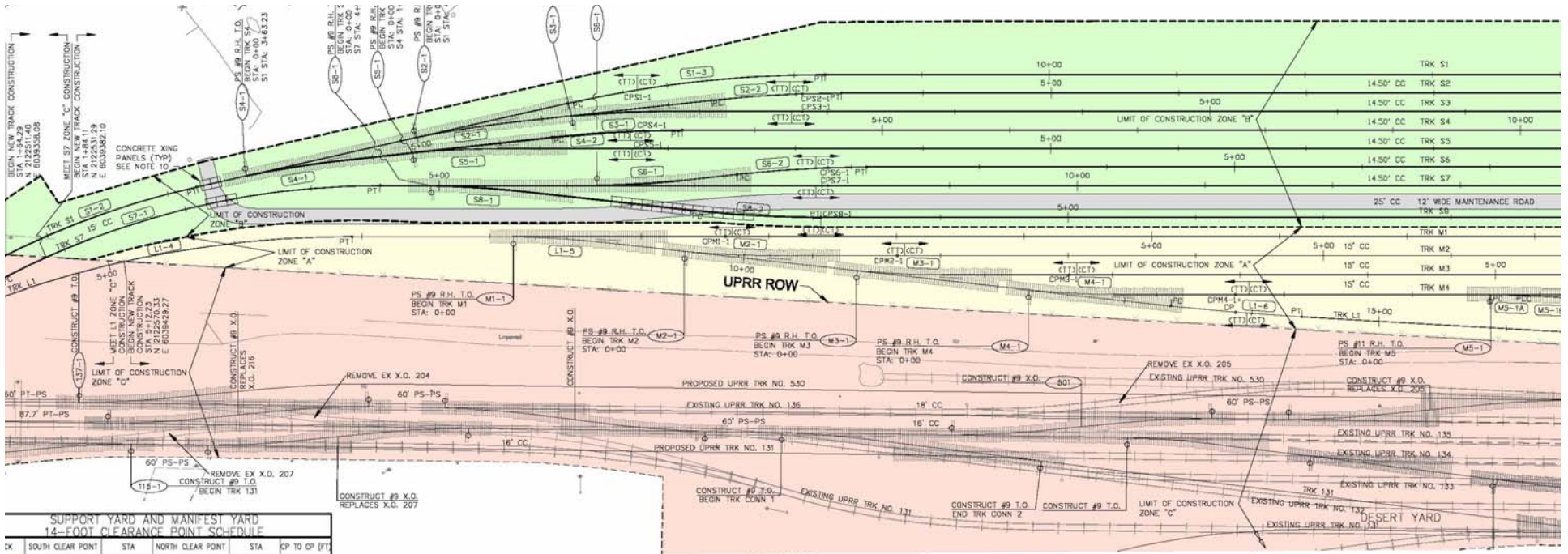
- Based on 2012 Master Plan
- New Lead Track from Union Pacific mainline
- New Storage Yard
  - Unit Train Storage: 29,000 feet (8 tracks averaging 3,625 ft)
  - Manifest Car Storage: 10,800 feet (5 tracks averaging 2,160 ft)
- Design Criteria
  - 2 unit trains per day (2 in, 2 out)
  - Daily manifest car service for warehousing, transload customers
  - Rail capacity to be shared among Port and City customers
- Future Expansion Potential
  - Designed to support a proposed container terminal to the west
  - Designed to avoid existing warehouses in the short term
- Rail Yard to be built under two separate construction contracts
  - Manifest Yard and Lead Track via Design-Build Contract
  - Support Yard via Design-Bid-Build Contract



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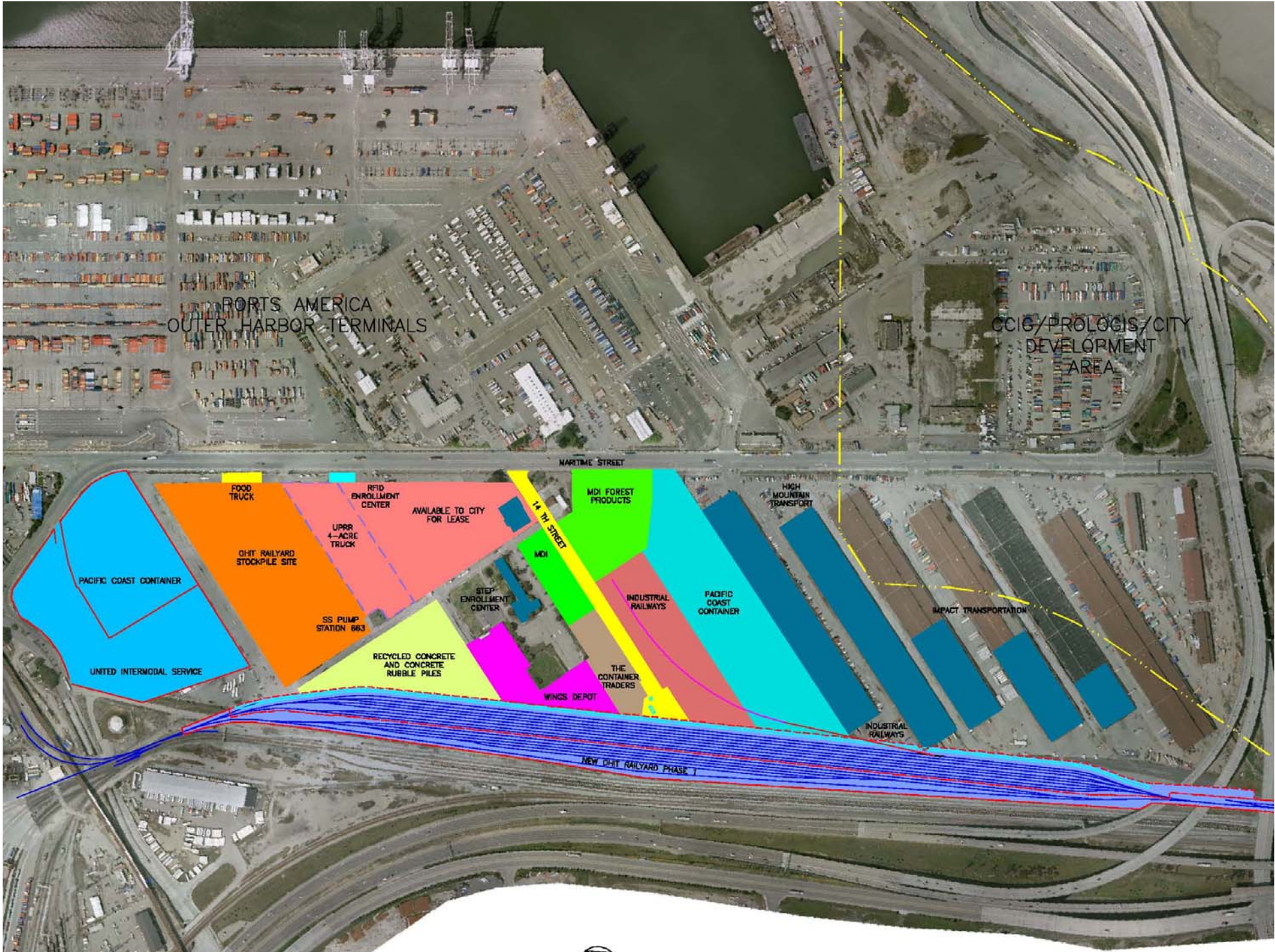


# PHASE 1 RAIL YARD



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PORTS AMERICA  
OUTER HARBOR TERMINALS

CCIC/PROLOGIS/CITY  
DEVELOPMENT  
AREA

MARITIME STREET

14 TH STREET

NEW OHT RAILYARD PHASE 1

- FOOD TRUCK
- RFID ENROLLMENT CENTER
- AVAILABLE TO CITY FOR LEASE
- U-PRR 4-ACRE TRUCK
- MOI FOREST PRODUCTS
- MOI
- STEP ENROLLMENT CENTER
- INDUSTRIAL RAILWAYS
- PACIFIC COAST CONTAINER
- SS PUMP STATION 863
- RECYCLED CONCRETE AND CONCRETE RUBBLE PILES
- WINGS DEPOT
- THE CONTAINER TRADERS
- HIGH MOUNTAIN TRANSPORT
- IMPACT TRANSPORTATION
- INDUSTRIAL RAILWAYS
- PACIFIC COAST CONTAINER
- UNITED INTERMODAL SERVICE
- OHT RAILYARD STOCKPILE SITE



# RAIL YARD BUDGET

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<u>Project Element</u>	<u>Estimated Cost</u>
Lead Tracks & Manifest Yard	\$74,600,000
Support Yard	\$20,000,000
Phase I Total Cost	\$94,600,000

<u>Funding Sources</u>	<u>Funding Amount</u>
State - Trade Corridors Improvement Fund	\$65,800,000
Federal - TIGER IV	\$15,000,000
Port of Oakland	\$10,000,000
City of Oakland	\$3,800,000
Total	\$94,600,000

So far, the Port project is tracking within budget.



# PORT-CITY COLLABORATION

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- Weekly Project Team Meetings:
  - Project Management Team (CEDA Staff, Developer, Port)
  - Engineering & Technical Team (Public Works, Developer's Designers, Port Engineering)
- Monthly Port-CEDA Planning Staff Coordination:
  - Hosted by the City, Organized by Port's Director of Commercial Real Estate
- Monthly OAB Ombudsmen Meetings:
  - Resolve any issues not resolved at the staff level
- Agreements
  - OAB Amended and Restated Memorandum of Agreement (2006, City & Port)
  - OAB Amended and Restated Cost Sharing Agreement (2012, City & Port)
  - TCIF Amended Baseline Agreement (2012, City, Port, Caltrans, CTC)



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# MILESTONE SCHEDULE

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TCIF Grant Agreement Amendment	August 22, 2012	✓
TCIF Funding Allocation	October 24, 2012	✓
Issue RFP for Design-Build Contractor	October 30, 2012	✓
Selection of Rail Operator	January 11, 2013	✓
Design-Build Proposals Received	January 22, 2013	✓
Complete NEPA Environmental Analysis	January 25, 2013	✓
Award of Design-Build Contract	March 14, 2013	✓
Execute Design-Build Contract	April 23, 2013	✓
Advertise for Construction of TIGER Support Yard	June 17, 2013	
Award Contract for TIGER Support Yard	August 31, 2013	
Substantial Completion	Summer 2015	

So far, the Port project is tracking well to scheduled milestones.



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# COMMUNITY BENEFITS

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## Maritime and Aviation Project Labor Agreement

- Prevailing wage
- Certified payroll monitoring, enforcement
- Labor peace
- Social Justice Trust Fund (\$0.15 per labor hour)

## Balfour Beatty – Gallagher & Burke Joint Venture

- 62% local business utilization
- Labor recruitment through:
  - Cypress Mandela Training Center
  - Men of Valor Academy
  - National Association of Minority Contractors
  - ATLAS Program
  - West Oakland Community Collaborative
  - City of Oakland Small / Local Business Division
- Census Tract Data Reporting
  - All employees' census tract of residence to be reported
  - Includes all consultants, contractors and subs



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# NEXT STEPS

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1. Port and City need to negotiate Rail Access Agreement
  - Railroads expressed their strong preference for a single operator
  - Port selected Anacostia after receiving 7 proposals from qualified firms
  - City team proposes to self-perform with Oakland Global Rail Enterprises
  
2. Railroad Coordination
  - Union Pacific continues to review the proposed design and operations
  - BNSF Railway and Port working on access provisions from UP mainline
  - Both railroads excited about the project
  
3. City Tenant Relocations
  - Board of Port Commissioners will consider a new “no notch” proposal for interim leasing on June 13<sup>th</sup> (second reading on June 27<sup>th</sup>)
  - If approved, tenants could begin improvements shortly thereafter
  - Consideration of lease agreement for Truck Parking and Ancillary Maritime Support Services
  
4. Phase 2 Development
  - 7<sup>th</sup> Street Grade Separation subject to funding availability
  - New Intermodal rail terminal and logistics warehouses subject to space availability, market opportunity and infrastructure needs



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# QUESTIONS



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