PORT OF OAKLAND

ARTERIAL ROADWAY IMPROVEMENTS PROJECT

FY 2022 PORT AND FREIGHT INFRASTRUCTURE PROGRAM (PFIP)

Submitted to
CALIFORNIA STATE TRANSPORTATION AGENCY (CALSTA)

Submitted by
PORT OF OAKLAND

January 13, 2023

PORT OF OAKLAND

January 13, 2023

Toks Omishakin
Secretary
California State Transportation Agency
400 Capital Mall, Suite 2340
Sacramenta, CA 95814

Dear Mr. Omishakin:

The Port of Oakland ("Port") is pleased to nominate the Roadway Arterial Improvements Project ("Project") for consideration under the California State Transportation Agency ("CalSTA") 2023 Port and Freight Infrastructure Program ("PFIP"). The Port is requesting $39 million in CalSTA funding, committing approximately $7.8 million in local match (20% of the total Project cost) and will serve as the implementing agency.

The Project, composed of five (5) different roadway improvement segments (listed in order of priority), is intended to improve safety, reduce congestion, and improve access across critical arterial routes that connect the Port and its historic waterfront to Oakland's downtown, West Oakland and the greater regional area. These segments include: (1) rehabilitation of Adeline Street between 3rd Street and 7th Street; (2); rehabilitation of 3rd Street between Market Street and Broadway (3); development of a new roadway connecting Adeline Street to Market Street along Embarcadero West; (4) planning, design, and community outreach for the reconstruction of Adeline Street Bridge; and (5) planning, design, and community outreach for truck and safety improvements along Frontage Road.

The Project will address long-standing transportation conflicts and safety issues through the planning, design and construction of a variety of different transportation-related capital improvements that collectively will improve pedestrian, bike and vehicle circulation patterns within and around the Seaport, as well as address historical inequities associated with the lack of infrastructure investment within disadvantaged communities living in West Oakland.

Environmental clearance across all Project segments is estimated to be complete by 2025 and construction for at least one of the segments would begin within 24 months of the award date. The Project is also included in numerous State, regional, and local plans, demonstrating wide partner-agency support.

Lastly, I certify that the cost estimates provided in this application for this Project have been reviewed and approved by the requisite Port personnel.

We appreciate your consideration of our application for the CalSTA 2023 award.

Sincerely,

DANNY W. WAN
EXECUTIVE DIRECTOR
PORT OF OAKLAND

01/13/2023
DATE:

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A Project Summary Data

Project Title	Arterial Roadway Improvements Project
Lead Implementing Agency Name	Port of Oakland
Partnering Agency(ies)	Not Applicable (NA)
Fund Amount Requested by Phase, Segment and/or Component	Segment 1: Adeline Corridor—$9,406,128 Segment 2: 3rd Street Truck Corridor—$7,937,050 Segment 3: Overweight Corridor—$10,741,177 Segment 4: Adeline Bridge—Preliminary Planning—$710,008 Segment 5: Frontage Road Truck Route and Safety Improvements—Preliminary Planning—$2,378,348 Total Project—$31,172,711
Total Project Cost	$38,965,889
Name of Port(s) that is a Co-Sponsor or Provided a Letter of Support	NA
Name of Railroad Company(ies) Co-Sponsor or Letter of Support:	NA
Overview	See Section A.1 to A.5 below.
Project Location and Map(s)	The project is located on roadways within or accessing the Port of Oakland. Additional location information and a map are included in Section A.2 and A.4.
Point of Contact	Matt Davis, Director of Government Affairs (415) 516-9249 530 Water Street, Oakland, CA 94607 mdavis@portoakland.com

A.1 Project Overview

The Port of Oakland (the "Port") is requesting California State Transportation Agency ("CalSTA") Port and Freight Infrastructure Program ("PFIP") grant for $39 million to improve capacity, safety, efficiency and resiliency of freight moving in and out of the Port. Investments in the Arterials Roadway Improvements Project (also referred as the "Project") are aligned with the purpose and goals of the PFIP in modernizing the multimodal freight system in California, which underpins local and regional economies throughout the State. The roadway infrastructure serving the Port is aging and lacks the capacity and resiliency to meet the growing demand for freight movement in the region. These conditions pose constraints on port operations, increasing transport delays and unreliability. Supply chains then pass on the higher costs of moving goods and commodities to businesses and consumers, which reduces the economic competitiveness of the region. Impacted as well are disadvantaged communities in West Oakland adjacent to the Port. Residents there are affected disproportionately by the concentration of freight and industrial activity nearby.

The Port of Oakland is a key gateway for freight and international trade:

- Handles 99% of containerized goods moving through Northern California.
- Among the four (4) largest ports on the West Coast for container cargo.
- One of three (3) major container ports in California that accounts for about half of the Nation's container volume.
- Asian imports/exports accounts for 75% of trade coming through the Port.

Source: Port of Oakland, 2021.

Overall, the Project reflects the Port's focus on increasing freight mobility and safety and will further its commitment to environmental sustainability and reducing adverse effects to the surrounding community. Implementation of the Project will fulfill the goals and objectives of the PFIP by:

- Increasing the operational efficiency of truck and heavy container load movements on key roadway segments that provides connectivity between the Port and the National Highway Freight Network ("NHFN").
- Addressing a bottleneck condition at a key bridge to the Port that is currently reducing access for heavy container loads and has the potential to fully disrupt Port operations.
- Reducing the number of trucks traveling through residential neighborhoods and shifting those trips onto designated truck routes.
- Promoting sustainable forms of transportation by improving bicycle and pedestrian mobility and safety.
- Investing in the transportation infrastructure in communities that have has been neglected and under resourced for many decades.

The Project is essential to sustaining the Port's future growth potential, serve key industries and critical supply chains, maintain and expand the global competitiveness of the Port, and continue to provide the Northern California megaregion's primary connection to world markets.

A.2 Project Background

The supply chain disruptions stemming from the COVID-19 pandemic underscores the importance of California's ports where congestion and capacity bottlenecks—exacerbated by a shortage of workers, chassis, and containers—caused delays of weeks and even months that tied up shipments of essential goods and commodities. As the 9th largest port in the United States ("U.S.") by cargo volume, the Port is a major trade gateway for the Northern California megaregion that connects manufacturing and logistics supply chains in

the State with suppliers and customers from across the U.S. and the world.[1] The Port, along with the San Pedro Bay Ports of Long Beach and Los Angeles and the Puget Sound Northwest Seaport Alliance, is one of three principal Pacific coast gateways for containerized cargo on the West Coast. The Seaport is the primary gateway for international containerized cargo in Northern California, including imports of machinery, furniture, plastics, and high-value goods such as electronics from East Asia.[2]. Approximately 45 percent of the loaded twenty-foot equivalent units ("TEUs") at the Port are export commodities, including nuts, fruits, meats, machinery, and wine and spirits, with these products often going to markets in Asia, primarily China, Japan and Korea. Importantly for the California economy, the Seaport serves as a primary export gateway for agricultural products from the Central Valley. Container volumes moving through the Port are anticipated to grow from 2.45 million TEUs in 2021 to 5.19 million TEUs in 2050—an increase of 112 percent.[3]

The 1,300-acre Seaport complex includes three container terminals and two intermodal rail facilities. The Union Pacific and Burlington Northern Santa Fe Corporation ("BNSF") railroad facilities are located adjacent to the heart of the marine terminal area to provide a reliable and efficient movement of cargo between the marine terminals or transload facilities and the intermodal rail facilities. Multiple Primary Highway Freight System ("PHFS") routes on the NHFN provide connections between the Seaport and the Bay Area, including I-80, I-580, and I-880. The Project will improve key roadway segments that serve truck routes to/from the Port and provides connectivity to I-880 and the rest of the highway freight network.

A.3 Project Components

The Project is composed of five components which are identified by the segments shown in Table 1 in order of priority.

Table 1 The Five Proposed Arterial Roadway Improvements Project Segments

Segment	Description
Segment 1: Adeline Corridor	Rehabilitate Adeline Street between 3rd Street and 7th Street, and rehabilitate 5th Street between Union Street and Adeline Street. Address area infrastructure needs to improve traffic flow, bike and pedestrian safety, and address ongoing operational and safety conditions.
Segment 2: 3rd Street Truck Corridor	Rehabilitate 3rd Street between Market Street and Broadway. Address area infrastructure needs to better accommodate heavy duty freight vehicles and improve bike and pedestrian safety.
Segment 3: Overweight Corridor	Construct a new roadway connecting Adeline Street to Market Street via Embarcadero West that will accommodate heavy container permitted vehicles and emergency vehicles.
Segment 4: Adeline Bridge—Preliminary Planning	Planning and environmental studies to rehabilitate or reconstruct the existing Adeline Street bridge spanning the Union Pacific Railroad ("UPRR") corridor.
Segment 5: Frontage Road Truck Route and Safety Improvements—Preliminary Planning	Planning, outreach, and environmental studies to redesign streetscape to enhance the function of Frontage Road for community users while maintaining the essential function as a truck route for the Port and for industries in West Oakland.

1 Port of Oakland website. Facts and Figures.

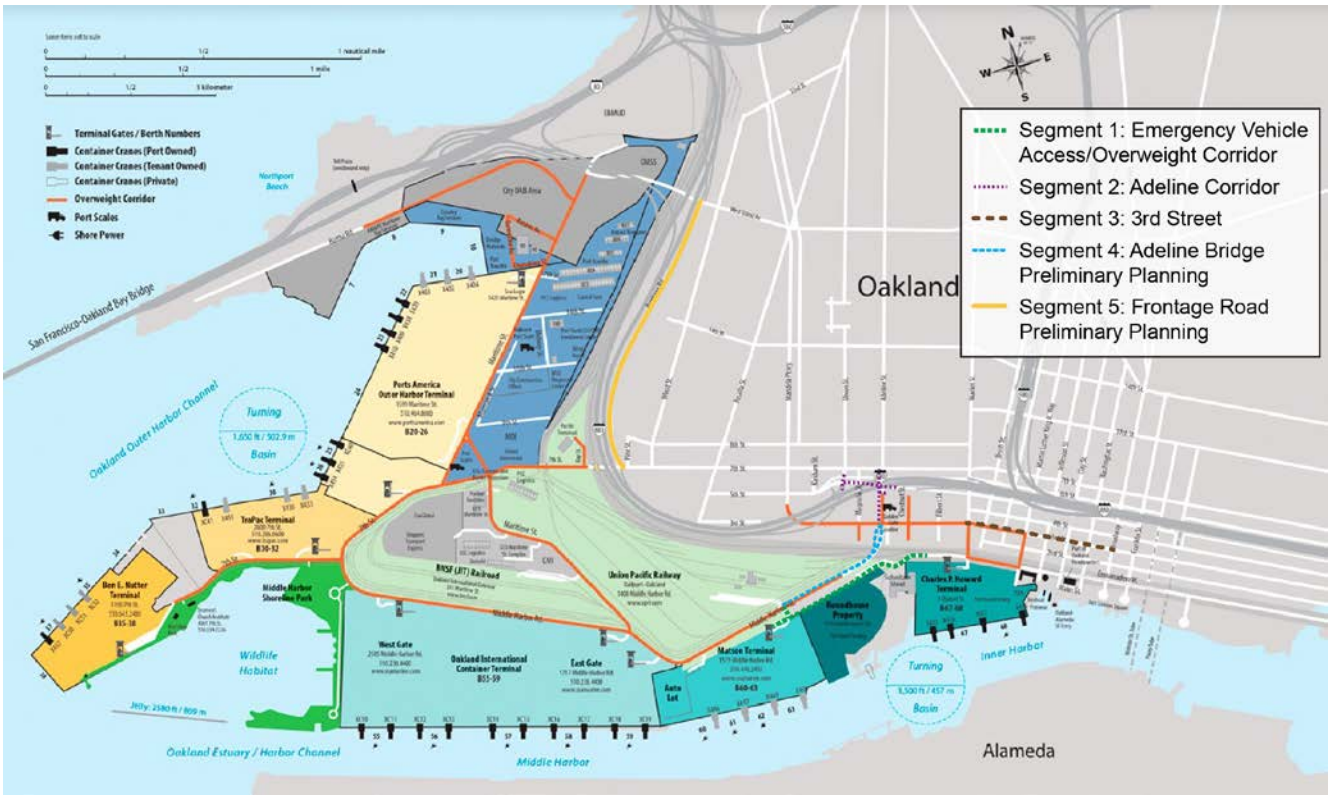
2 Legislative Analyst's Office. Overview of California Ports.

3 The Tioga Group and Hackett Associates, *2019-2050 Bay Area Seaport Forecast* (Moderate Growth). SF Bay Conservation and Development Commission, 2020 (page 76). https://www.bcdc.ca.gov/seaport/2019-2050-Bay-Area-Seaport-Forecast.pdf.

A.4 Project Location

The Port, located in Alameda County within the San Francisco-Oakland urbanized area (3.5 million population)[4], links the San Francisco Bay Area (7.8 million population)[5], the Northern California Megaregion (12.7 million population)[6], and the interior U.S., to the Pacific Rim and the broader world, providing access to global markets and opportunities for increased trade. The Port complex includes 770 acres of marine terminals, numerous transload/warehouse companies, and is served by two Class I railroads. The Port's facilities include six marine terminals served by more than 20 major ocean carriers, 20 deep-water berths equipped with 35 container cranes, and near-dock rail intermodal facilities operated by the UPRR and BNSF Railway. The Project segments are located in the southeast area and along the eastern edge of the northern portion of the Oakland Seaport (see Figure 1). The Adeline Bridge segment and a portion of the Adeline Corridor segment are located on the PHFS and all of the Project segments provide access to and from the Port to I-880 on the NHFN.

Figure 1 Project Location



Trucks access the Port from I-880 using designated truck routes on the local roadway network (see Figure 2). The Adeline Street and 5th Street segments are designated truck routes. Adeline Street is also a designated route for heavy container permitted loads but is currently closed to overweight cargo. Trucks with heavy container loads are detoured onto the temporary route on 7th Street.

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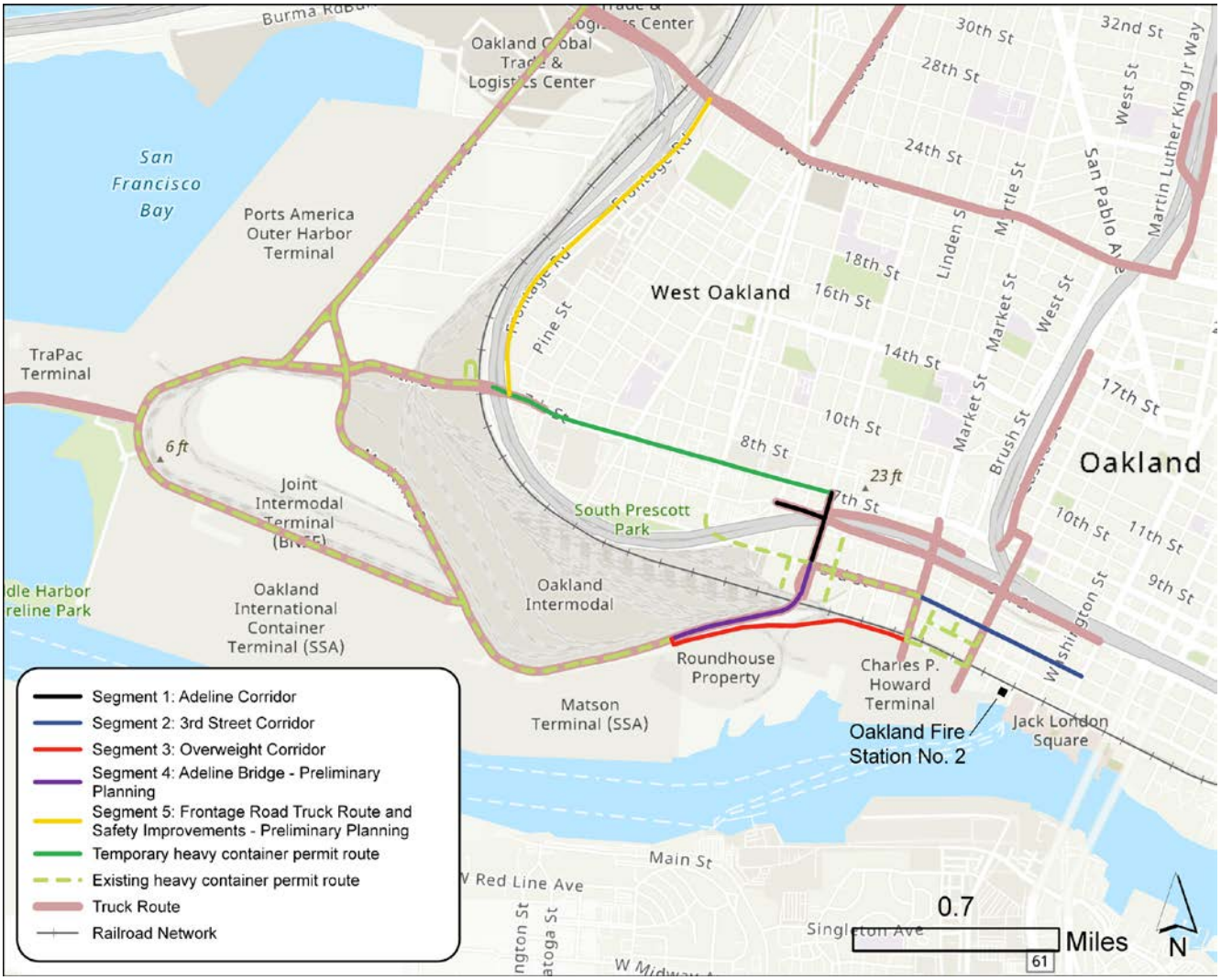
4 Census Reporter, from U.S. Census Bureau, 2020. American Community Survey 5-year estimates. https://censusreporter.org/profiles/40000US78904-san-francisco-oakland-ca-urbanized-area/.

5 U.S. Census Bureau, 2020 Population and Housing State Data, 2021. https://www.census.gov/library/visualizations/interactive/2020-population-and-housing-state-data.html.

6 Bay Area Council Economic Institute ("BACEI"), The Megaregional Case for a New Transbay Rail Crossing (Report), 2021 (page 5). http://www.bayareaeconomy.org/report/megaregionimpactsofnewtransbayrailcrossing/.

Figure 2 Project Segment Locations



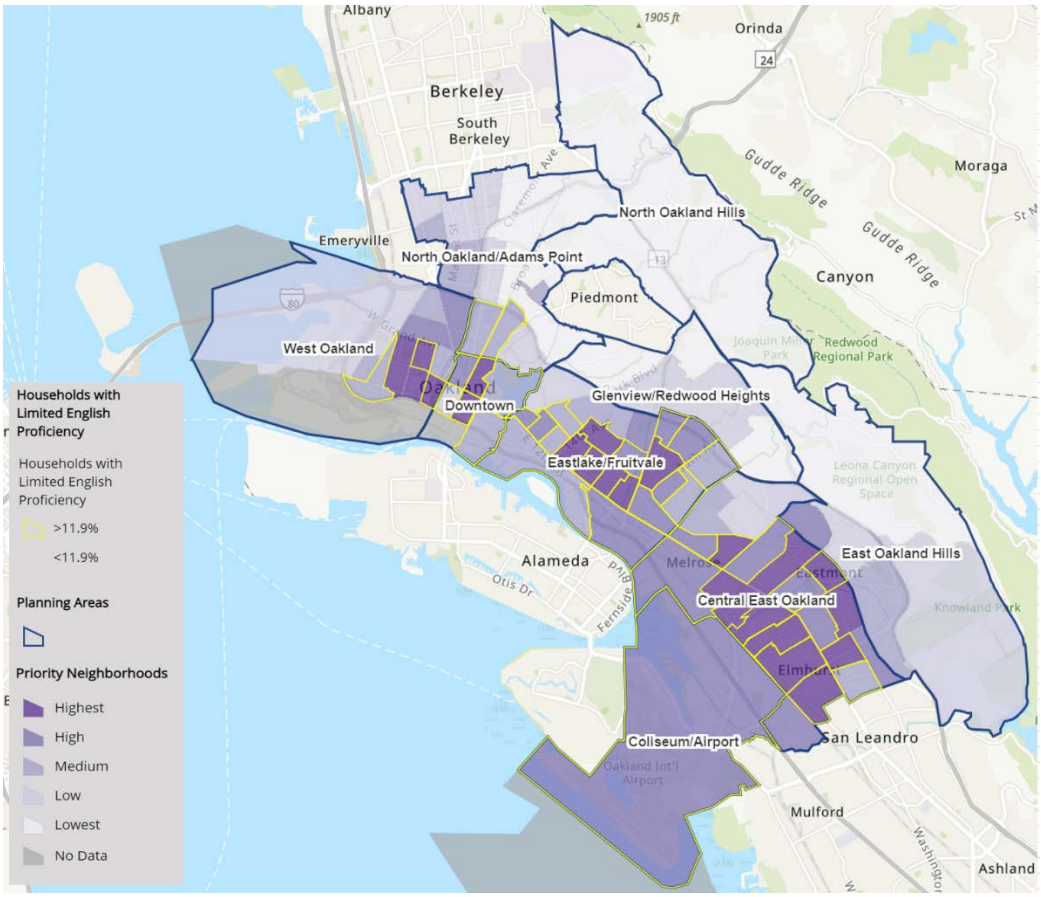
A.5 Project Purpose and Need

West Oakland residents have been impacted by a legacy of land use policy and transportation planning decisions that have neglected the infrastructure needs of the community. The history of the area traces to its roots as a major transportation node and center of commerce along Oakland's waterfront. Transportation has played a key role in Oakland's development, starting with the completion of the transcontinental railroad in the 1860s and continuing through the turn of the century and World War II; during this period, the Port was established in 1927. Local jobs in manufacturing, warehousing, and shipping grew substantially during World War II and attracted African American workers from the South. Migration and a booming economy transformed West Oakland into a vibrant cultural and business hub for the African American community.

The fortunes of the area began to change when freeway construction and urban renewal policies in the 1950s and 1960s imposed discriminatory policies and regulations that marginalized and displaced communities like West Oakland. In the years to follow, the construction of I-880 and the completion of the Transbay Tube further isolated West Oakland neighborhoods and concentrated industrial uses and brownfield developments around the Port and the waterfront.

Figure 3 is an image from City of Oakland's Equity Map, showing the City of Oakland's (the "City") designated Priority Neighborhoods. The Priority Neighborhoods are identified by the City using census data to identify the census tracts where the population is most adversely affected by racial and socioeconomic inequity. Census tracts with a proportion of households with limited English proficiency greater than the citywide average (11.9%) are identified with a yellow border. Compared to the City overall, West Oakland has a greater proportion of its population that belong to the following demographic groups: People of Color (75%); Low-income Households (50%); People with Disability (15%); Single Parent Families (28%); Severely Rent-Burdened Households (20%); and Low Educational Attainment (60%).[7]

Figure 3 Project Segment Locations



Source: City of Oakland. OakDOT Geographic Equity Toolbox.

The regional economy has benefited from the Port, but area residents have borne a disproportionate share of the externalities with elevated congestion, noise, emissions, and pollution linked to nearby freight activity. In addition, the community has experienced neglect in the investments needed to maintain transportation assets in a good state of repair and provide safe and equitable access for all users. Active transportation infrastructure and amenities are lacking along the Project segments for vulnerable residents that are highly reliant on transit, biking, walking, and Americans with Disabilities Act ("ADA") accessibility.

Compared to other demographics, African-American residents in Oakland are twice as likely to be killed or severely injured (all modes), and three (3) times as likely while walking.

Source: City of Oakland. Safe Oakland Streets, Traffic Safety Initiative. March 2021.

[7] *City of Oakland.* Priority Neighborhoods (Version 2)—Geographic Equity Toolbox. *December 29, 2022.*

The proposed improvements will modernize the roadway infrastructure serving the Port and improve the safety and mobility of trucks circulating on designated routes and on local streets in in West Oakland. Specifically, the Project will address the crucial operational bottleneck posed by the deficient condition of the Adeline Street bridge. The prohibition on the movement of heavy container loads on the bridge is a constraint on the Port and detours freight traffic through disadvantaged communities. Increasing the efficiency and productivity of goods movement is a primary objective of the Program, but more importantly, the Project will make much needed transportation investments in the disadvantaged community of West Oakland.

B Project Scope

The following provides a summary of the proposed improvements for each Project segment.

B.1 Segment 1: Adeline Corridor

Adeline Street is on the National Highway System ("NHS") and is one of three (3) vital roadway access points connecting the Port to the rest of the NHS/NHFN via I-880. Of the three access points to and from the Port, Adeline Street has historically accommodated nearly half of all vehicles to/from the Port. Adeline Street and 5th Street are in need of major maintenance and rehabilitation from the cumulative impacts of trucks and heavy container loads.

The pavement conditions along Adeline Street are substandard. There are several locations where the basement roadway section has failed, and potholes have developed—it is estimated that approximately 15 percent to 20 percent of the pavement section is in need of structural section rehabilitation. Further, the pavement surface is in need of a grind and overlay rehabilitation. The pavement and sidewalk conditions pose hazards for active transportation users. For vehicles, pavement damage forces drivers to reduce operating speeds and can cause damage to trucks and their loads.

The PFIP grant would fund engineering designs and construction to rehabilitate aging infrastructure. There are several infrastructure improvements that are warranted and should be performed to improve traffic flows, improve pedestrian and bicyclist safety, and address ongoing operational and safety conditions along this nationally significant corridor.

Proposed Improvements

The proposed improvements along the Adeline Street corridor will improve the efficient flow of vehicles to/from the Port and deter Port-destine vehicle from inadvertently entering the residential neighborhood and deter non-Port vehicles from entering the Port. Improvements will specifically provide the following:

- Reconstruct/rehabilitate pavement to eliminate potholes, improve lane delineation, install bike lanes, install high-visibility crosswalks, and provide a smoother pavement surface to reduce noise pollution.
- Install new roadside signs and electronic messaging signs to direct drivers to various destinations. Such improvements will deter non-Port vehicles from inadvertently entering the Port, and direct Port destine drivers with the most efficient route to/from the Port.

- Repair/reconstruct existing sidewalks to remove tripping hazards, eliminate pinch points at obstructions, and install new ADA curb ramps at each crosswalk corner.
- Install new traffic signals, intersection safety lighting, and interconnect cabling between traffic signals so that signals can be coordinated. Signal coordination will result in reduced air emissions and reduced noise pollution—coordinating vehicles to/from the Port in a manner to reduce idling, breaking, and start-up acceleration.
- Reconfiguring Adeline Street to provide two lanes in each direction from 7th Street to the Port with newly established left-turn lanes at 7th and 5th Streets.
- Adding a southbound left-turn lane on Adeline Street to eastbound 3rd Street while prohibiting left-turning traffic on northbound Adeline Street leaving the Port.
- Constructing curb extensions on the south side of 3rd Street on either side of Adeline Street to improve the visibility of pedestrians along this primary truck route.
- Upgrading existing traffic signals at the intersections of Adeline and 3rd, 5th, and 7th Streets.

The proposed improvements along the 5th Street in the vicinity of Adeline Street, Union Street and I-880 will primarily accommodate truck access between the Port and the NHFN. Improvements will specifically provide the following:

- Traffic lane reconfigurations will be implemented to improve safety and circulation in the vicinity of the I-880 southbound off-ramp intersection at Union Street. The lane reconfiguration will include one left-turn lane, one through lane, and one right-turn lane. In addition, the curb radius at the off-ramp will be reconstructed to slow right turning traffic. The traffic signal at this location will be upgraded to permit right-turning traffic at the off-ramp to be concurrent (overlapping) with the left-turning traffic onto the on-ramp and additional signage will be installed to direct vehicles to various destinations.
- Improve crosswalks, pedestrian indicators, and curb ramps throughout the freeway interchange intersections so that pedestrians are more visible to trucks maneuvering through the intersections.
- Install signage to improve the efficient flow of vehicles to/from the Port and deter Port-destine vehicle from inadvertently entering the residential neighborhood and deter non-Port vehicles from entering the Port.
- Reconstruct/rehabilitate pavement to eliminate potholes, improve lane delineation, and provide a smoother pavement surface to reduce noise pollution.

B.2 Segment 2: 3rd Street Truck Corridor

3rd Street is a two-lane collector street located on a designated truck route that allows for the movement of heavy containers between Adeline Street and Market Street. The street is a key freight corridor that accommodates access to and from warehouses and routes traffic to other city streets that can accommodate heavy loads. The Project segment on 3rd Street between Market Street and Broadway leading up to the truck route includes mixed-use developments that are attracting non-freight users along the corridor. The changing nature of the segment requires infrastructure improvements and amenities to increase multimodal mobility and safety, while maintaining connectivity for freight using 3rd Street.

The image below depicts roadway conditions on 3rd Street traveling eastbound. The picture highlights the surface cracks on the pavement and inconsistent roadway conditions along the corridor. Angled parking is shown on the westbound direction and the presence of obstructions and lack of sidwalks on the eastbound side.

The PFIP grant would fund engineering designs and construction to rehabilitate aging infrastructure, close gaps in sidewalks between intersections, reconstruct existing curb ramps, reconstruct and remove tripping hazards along sidewalks, rehabilitate existing roadway pavement, install directional signage, install high visibility crosswalks, install vehicle lane striping, and install pavement markings. The proposed improvements on 3rd Street between Market Street and Broadway will improve circulation and safety for all users. 3rd Street is a major thoroughfare on the existing designated heavy container permitted vehicle route. Truck drivers are currently challenged on this corridor by inconsistent and nonstandard street infrastructure configurations. The proposed specific improvements along the corridor include the following:

- Existing full-block gaps in sidewalks will be improved to provide a consistent walkway along both sides of the street between Market Street and Broadway.
- Existing 90-degree parking will be converted to on-street parallel parking. This corridor safety improvement is necessary to minimize vehicles backing out from a 90-degree parking space into the 3rd Street thoroughfare.
- Existing intersections will be upgraded to traffic signals (where warranted) or converted to four-way stop sign-controlled intersections.
- The roadway pavement will be rehabilitated, and new pavement delineation will be installed. In addition, high-visibility crosswalks will be installed at each intersection.
- New street lighting will be installed at intersections and between intersections, as warranted.
- Curb returns will be reconstructed to accommodate new ADA curb ramps at each corner.

B.3 Segment 3: Overweight Corridor

A secondary overweight route is needed to maintain connectivity and access to the Port. The UPPR corridor runs parallel to Embarcadero West and serves both passenger and freight trains. Upwards of 80 trains use the corridor each day. Trains often stop on the tracks and block the at-grade crossings along the corridor for extended periods. This condition affects Oakland Fire Station No.2 located south of the tracks and would impede access from there to the Port during an emergency event. The delay in emergency response endangers public safety.

The overweight route as an alternative to the Adeline Street bridge is needed to maintain port access for trucks with heavy container loads. The deficient condition of the bridge (refer to Segment 4 in this section) is currently prohibiting overweight loads that would normally travel on Adeline Street, cross the bridge over the tracks, and into the Port from Middle Harbor Road. In 2020, a bridge inspection by Caltrans documented deck and substructural deficiencies on the bridge; the condition

of the bridge required Caltrans to prohibit loads that exceed 80,000 pounds. With the prohibition of heavy loads on the Adeline Street bridge, 7th Street is serving as a temporary route until the bridge is replaced or an alternative route to the Port is established that bypasses the bridge. Use of 7th Street as a temporary route detours trucks and heavy container loads through residential areas in a disadvantaged community. Since early 2021, approximately 100 heavy container trucks per day travel on 7th Street from Adeline Street.

The City and the Port will construct a new roadway connecting Adeline Street to Embarcadero West (adjacent to Schnitzer Steel and the Port of Oakland Howard Terminal). This new roadway will:

- Accommodate heavy container permitted vehicles.
- Provide a secondary access route for emergency vehicles to access the waterfront when trains block access across Embarcadero West between Market Street and Oak Street.
- Provide a redundant crossing over the UPRR tracks if/when the Adeline Street bridge is taken out of service during the eventual retrofit, major rehabilitation, and/or potential replacement, or if the Adeline Street bridge becomes unusable after an earthquake.

The PFIP grant would fund engineering designs and construction to develop a new roadway connection between Adeline Street and Embarcadero West. Protecting West Oakland residential streets from truck traffic is a key strategy of the West Oakland Community Action Plan and the West Oakland Truck Management Plan. Therefore, the City and Port developed a desired sequencing plan to transition the interim overweight route to achieve the ultimate route for heavy container permitted loads. The desired route is along the NHFN—Adeline Street between the Port and 3rd Street. To achieve this goal, the Adeline Street bridge over the UPRR corridor will need to be significantly rehabilitated or reconstructed. Since rehabilitation or reconstruction may cause major disruptions to Port operations, the development and implementation of a sequencing plan is important to minimize the disruption of goods movement.

Proposed Improvements

The following general sequencing plan has been developed in coordination between the Port and the City to implement the proposed improvements:

- Maintain the interim heavy container permitted route—using 7th Street between Middle Harbor Road and Market Street.
- Commence design development to rehabilitate or reconstruct the existing Adeline Street bridge over the UPRR corridor.
  - Determine the construction schedule for the proposed improvements.
  - Determine the cost benefit analysis to evaluate bridge rehabilitation or bridge replacement.
  - Determine concept stage construction plans and proposed detours. This task includes the necessary traffic analysis to properly evaluate how the proposed detours impact local and regional Port operations and impacts on the quality of life of local residents and businesses.
- Commence design development to construct a new roadway connection between Middle Harbor Road/Adeline Street and Embarcadero West.
  - This new roadway would accommodate heavy container permitted vehicles—thus, relieving the West Oakland neighborhood from the current heavy container permitted vehicles traversing through the neighborhood using 7th Street.

  - This new roadway connection would also be considered an interim route but would significantly improve the quality of life for West Oakland residents.
  - This new roadway would also provide a contingency route for emergency vehicles to access the waterfront and the Jack London Square District. Fire Station No. 2 is located on the waterfront near Jack London Square; however, trains are often parked along the Embarcadero West corridor for extended periods of time and physically block vehicle access to/from the waterfront. Construction of a new roadway connection between Adeline Street and Jack London Square would accommodate an important secondary emergency vehicle access route.
- Develop a comprehensive construction schedule that correlates the forecasted start and end dates of major construction projects within one mile of the Port. There may be a need for construction detours to temporarily use the heavy container permitted vehicle route and emergency vehicle access route—accommodating an expedited rehabilitation or reconstruction of the Adeline Street bridge.

B.4 Segment 4: Adeline Bridge—Preliminary Planning

The Adeline Street bridge, spanning over the UPRR corridor, is essential to providing connectivity to the Port. The Adeline Street bridge was originally constructed in 1977. The Adeline Street bridge accommodates grade separation over the rail corridor for trucks and service vehicles accessing the Port and the NHFN. Caltrans recently concluded during a bi-annual bridge inspection that the Adeline Street bridge is in poor condition. As determined by a Caltrans licensed professional engineer and bridge inspector, the following was noted in the report:

- The deck and superstructure are both rated 4 out of 10 primarily due to extensive deck deterioration. Half of the deck area is in "fair" condition and the other half is in "poor" condition.
- Previous attempts to repair the deck have been unsuccessful in stopping the previously identified deck deterioration.
- Caltrans classifies the previous full deck methacrylate repairs as 100 percent failed.
- The bridge deck has numerous patched and active spalls and map cracking with significant crack widths throughout.
- The bridge has a sufficiency rating of 48.3 out of 100 making it eligible for replacement under Federal guidelines. While bridges with sufficiency rating lower than 50 are eligible for replacement funding under the Highway Bridge Program, historically this program has been severely oversubscribed, and it can take many years to receive funding for a bridge replacement.

The current load rating of the Adeline Street bridge was established in March 2013 and based on the recent visual inspection by Caltrans in 2020, there is a need for Caltrans to perform a new load rating. Caltrans is currently in the process of evaluating the bridge for load by calculation. While the results of the new load rating are not yet known, it is possible that due to the current poor condition the bridge deck, the legal truck carrying capacity of the bridge might be reduced. Further, based on the current condition of the bridge, there is a need to establish a contingency alternative route in case the bridge assessment results in limited uses.

Potential failure of the Adeline Street bridge, such as damage from an earthquake, would have detrimental ramifications to Port operations, railroad freight operations and passenger rail service. With the prohibition of heavy loads on the Adeline Street bridge, 7th Street is serving as a temporary route until the bridge is replaced or an alternative route to the Port is

established that bypasses the bridge. The PFIP grant would fund preliminary engineering and environmental studies associated with rehabilitating or reconstructing the Adeline Street bridge. The studies will consider the short-term and long-term benefits associated with retrofitting, repairing, and/or removing/reconstructing the bridge spanning over the UPRR corridor. The Port and the City have initially evaluated several alternatives to address short-term and long-term initiatives:

- Stay the course with routine bridge maintenance: Continue with minimal routine City-funded (or federally funded through the Bridge Preventative Maintenance Program) maintenance and repairs (i.e., deck repairs) of the existing Adeline Street bridge to prolong its service life until the noted short or long-term alternatives described below are implemented. In addition, to reduce risk associated with significant negative impacts to the Port and UPRR operations, the City and Port will endeavor to construct a new roadway connecting Adeline Street to Market Street via Embarcadero West (adjacent to Schnitzer Steel and Howard Terminal). This new roadway would accommodate heavy permitted container vehicles and provide a redundant crossing over the UPRR tracks (Segment 3). Note that this potential route would perpetuate the existing at-grade railroad crossing at Market Street. This route would also accommodate the likely necessary detour when the Adeline Street bridge is taken out of service during the eventual retrofit, major rehabilitation, and/or potential replacement, or if the Adeline Street bridge becomes unusable after an earthquake.
- Short-term bridge retrofitting/rehabilitation: Seismic retrofit and rehabilitation of the existing Adeline Street bridge to attempt to extend its service life for another 28 years (2050), after which a complete replacement would be necessary. This alternative prohibits heavy permitted container vehicle loads from traversing the rehabilitated Adeline Street bridge.
- Long-term bridge replacement: Delay the seismic retrofit and rehabilitation and instead perform design development to replace the Adeline Street bridge as soon as possible. The City and/or Port would develop 35 percent preliminary engineering designs and also secure necessary environmental approvals. Both agencies would then need to secure funding to implement the selected design—anticipated to be a full bridge replacement. This alternative would be specifically implemented to accommodate heavy permitted container vehicle loads because Adeline Street is the ultimate desired route. In addition, the replacement option will strongly consider changing the vertical profile of the structure to eliminate steep grades. Potential bridge profile adjustments would improve sightlines, reduce noise pollution, and improve air quality for the surrounding neighborhoods.

B.5 Segment 5: Frontage Road Truck Route and Safety Improvements—Preliminary Planning

Frontage Road is an arterial service road connecting 7th Street to Grand Avenue. The location of Frontage Road defines the western-most limit to the mixed-use, residential-industrial neighborhood of West Oakland. To the west of Frontage Road is the I-880 freeway and the industrial railyards and marine terminals at the Port. Caltrans designed and constructed Frontage Road in 1993 after the 1989 Loma Prieta earthquake to serve trucks as part of the re-alignment of the Cypress Freeway—the elevated portion of I-880 that bisected the community of West Oakland.

In its current condition, Frontage Road is a 5-lane wide arterial with a central grade-level median, flanked partially on its eastern and western edges by sound walls and some landscaping, such as trees and grass. There is a sidewalk on a portion of the eastern side of Frontage Road. The City has rezoned parcels on Wood Street to allow residential uses that abuts Frontage Road. The West Oakland Truck Management Plan informed the need to address the number and growth of truck traffic on Frontage Road. Approximately 1,000 daily trucks utilize Frontage Road with over half of the truck destinations traveling to the Port and 37 percent to a destination within West Oakland.[8]

The PFIP grant would fund preliminary engineering, community outreach, and environmental studies associated with a redesigned streetscape for Frontage Road that includes an arterial connector between 7th Street and Grand Avenue for through-traffic, including trucks as well as a residential neighborhood-serving roads, a Class I bicycle route, improved sidewalks for pedestrians and related signage and signalization. The redesigned streetscape will include improved public utilities, including storm water and hydrological systems improvements and landscape features to address drainage, filtration and noise and dust abatement. The Project envisions a comprehensive community-based planning and design process involving project stakeholders, especially local residents, small businesses, and truckers, to determine the preferred streetscape design and improvements to best serve the wide range of operational functions of the redesigned roadway.

C Project Costs

C.1 Cost Estimates

Cost estimates for each Project segment reflect the year of proposed implementation and were approved by the Executive Director who is an authorized officer of the Port. The baseline unit pricing is 2021 dollars consistent with U.S. Department of Transportation ("DOT") and Caltrans/California Transportation Commission ("CTC") guidance for grant programs. The total estimated cost for the Arterial Roadway Improvements Project is approximately $39 million and costs for individual segments are shown in Table 2.

Table 2 Cost Estimates by Segment and Total

Project Segment	Project Cost
Segment 1: Adeline Corridor	$11,757,660
Segment 2: 3rd Street Truck Corridor	$9,921,313
Segment 3: Overweight Corridor	$13,426,471
Segment 4: Adeline Bridge	$887,510
Segment 5: Frontage Road Truck Route and Safety Improvements—Preliminary Planning	$2,972,935
Total Arterial Roadway Improvements Project	$38,965,889

[8] Port of Oakland and City of Oakland. Frontage Road Study, Origin Destination Review. October 11, 2021.

Estimated costs by segment and project phase are shown in Table 3. Costs for each segment by fiscal year and each project phase are presented in the Project Programming Request ("PPR") forms (see Appendix B).

Table 3 Cost Estimates by Segment and Phase (thousands of dollars)

Project Segment	E&P (PA&ED)	PS&E	CON SUP	R/W	CON	Total
Segment 1: Adeline Corridor	$0	$1,466	$2,013	$0	$8,279	$11,758
Segment 2: 3rd Street Truck Corridor	$0	$1,280	$1,827	$0	$6,814	$9,921
Segment 3: Overweight Corridor	$0	$1,773	$2,396	$0	$9,257	$13,426
Segment 4: Adeline Bridge—Preliminary Planning	$355	$533	$0	$0	$0	$888
Segment 5: Frontage Road Truck Route and Safety Improvements—Preliminary Planning	$376	$2,597	$0	$0	$0	$2,973
Total Arterial Roadway Improvements Project	$731	$7,649	$6,236	$0	$24,350	$38,966

Notes: E&P (PA&ED) = Environmental Studies and Permits (E&P), also referred to as Project Approval and Environmental Document (PA&ED), PS&E = Plans, Specifications and Estimates, CON SUP = Construction Support, R/W = Right-of-way, CON = Construction

C.2 Funding

Table 4 presents total costs of the Arterial Roadway Improvements Project, broken down by Project segment, as well as by funding source and phase. A detailed breakdown of the project costs and funding are provided in each of the PPR forms in Appendix B. The Port is requesting 80 percent funding of the Project and each segment from this CalSTA grant, with the Port funding the remaining 20 percent. The Port is committed to funding its cost share allocation. When provided notification of award, the Port will include its cost share in its annually approved Capital Improvement Plan ("CIP"), which is five-years forward looking. There are no conditions on the Port funds, which can be made available from the Port's reserves following approval from the Board of Port Commissioners as soon as state grant funds are obligated.

Table 4 Project and Segment Funding Sources and CalSTA Request

Project Component	Phase	Total Project Cost Estimate	Total Secured Funding	Total Funds Available for Future Eligible Costs	Total Unsecured Requested Funding	Funding Need		
						Remaining Funding Needs	CalSTA Funding Request	Port Share
Segment 1: Adeline Street Corridor	E&P (PA&ED)	$0	$0	$0	$0	$0	$0	$0
	PS&E	$1,466,091	$0	$1,466,091	$0	$1,466,091	$1,172,873	$293,218
	ROW/Utility	$0	$0	$0	$0	$0	$0	$0
	Construction	$10,291,569	$0	$10,291,569	$0	$10,291,569	$8,233,255	$2,058,314
	Total	$11,757,660	$0	$11,757,660	$0	$11,757,660	$9,406,128	$2,351,532
Segment 2: 3rd Street Truck Corridor	E&P (PA&ED)	$0	$0	$0	$0	$0	$0	$0
	PS&E	$1,280,166	$0	$1,280,166	$0	$1,280,166	$1,024,132	$256,033
	ROW/Utility	$0	$0	$0	$0	$0	$0	$0
	Construction	$8,641,148	$0	$8,641,148	$0	$8,641,148	$6,912,918	$1,728,230
	Total	$9,921,313	$0	$9,921,313	$0	$9,921,313	$7,937,050	$1,984,263
Segment 3: Overweight Corridor	E&P (PA&ED)	$0	$0	$0	$0	$0	$0	$0
	PS&E	$1,772,872	$0	$1,772,872	$0	$1,772,872	$1,418,279	$354,574
	ROW/Utility	$0	$0	$0	$0	$0	$0	$0
	Construction	$11,653,599	$0	$11,653,599	$0	$11,653,599	$9,322,879	$2,330,720
	Total	$13,426,471	$0	$13,426,471	$0	$13,426,471	$10,741,177	$2,685,294
Segment 4—Adeline Bridge—Preliminary Planning	E&P (PA&ED)	$355,004	$0	$355,004	$0	$355,004	$284,003	$71,001
	PS&E	$532,506	$0	$532,506	$0	$532,506	$426,005	$106,501
	ROW/Utility	$0	$0	$0	$0	$0	$0	$0
	Construction	$0	$0	$0	$0	$0	$0	$0
	Total	$887,510	$0	$887,510	$0	$887,510	$710,008	$177,502
Segment 5—Frontage Road Truck Route and Safety Improvements—Preliminary Planning	E&P (PA&ED)	$376,321	$0	$376,321	$0	$376,321	$301,057	$75,264
	PS&E	$2,596,614	$0	$2,596,614	$0	$2,596,614	$2,077,291	$519,323
	ROW/Utility	$0	$0	$0	$0	$0	$0	$0
	Construction	$0	$0	$0	$0	$0	$0	$0
	Total	$2,972,935	$0	$2,972,935	$0	$2,972,935	$2,378,348	$594,587
Grand Total		$38,965,889	$0	$38,965,889	$0	$38,965,889	$31,172,711	$7,793,178

Potential Future Funding Opportunities

The Port does not anticipate requesting funding for the proposed Projects from other sources. However, the Port may pursue the design and construction of Segment 4—Adeline Bridge since it would be eligible under a variety of state and Federal grant programs as it is located on the on the NHS and the NHFN and is one of three (3) primary roadways providing access to/from the Port. Examples of potential funding opportunities to pursue for the design and construction of Segment 4—Adeline Bridge include, but are not limited to, U.S. DOT's Port Infrastructure Development Program ("PIDP"), Rebuilding American Infrastructure with Sustainability and Equity ("RAISE") Grant Program, Nationally Significant Multimodal Freight and Highway Projects program ("INFRA") and California SB 1 Trade Corridor Enhancement Program ("TCEP"). The PFIP funding request for Segment 5, Frontage Road Truck Route and Safety Improvements—Preliminary Planning, will also help the Port to prepare for future grant opportunities, but it will depend on eligibility requirements since it is not on the NHS or NHFN.

D Project Schedule, Milestones, and Readiness

D.1 Project Status and Milestones

The schedule for the proposed Project segments is presented in Figure 4 through Figure 8. While Segments 4 and 5 only involve 35 percent design and PS&E, respectively, full project build-out schedules have been provided.

Figure 4 Project Schedule Segment 1—Adeline Corridor

TASK	WORK ITEM	START[1]	END[1]	WEEKS	YEARS 2022	2023	2024	2025	2026	2027	2028
1	**Preliminary Engineering (PE) Phase**										
1.1	Environmental Approvals (CEQA)	6	6	1							
1.2	Port and Freight Infrastructure Program - Notice to Proceed	79	79	1							
1.3	Develop Preliminary Designs, Quantities and Cost Estimates	48	86	39							
1.4	Alternative Analysis, Planning and Funding	79	95	17							
1.5	Develop Construction Work Plans & Cost Estimates	91	108	18							
1.6	Prepare Final Construction Documents	109	171	63							
1.7	Identify Necessary Permits	141	181	41							
1.8	Receive State and Local Planning Approvals	168	195	28							
1.9	Secure Pre-Construction Related Permits	141	181	41							
1.10	Process Plans for Caltrans Encroachment Permit	178	200	23							
1.11	Approved Designs / Ready to List	201	201	1							
2	**Right-of-Way (R/W) Phase**										
2.1	Right-of-Way Certification	183	200	18							
3	**Bidding Phase**										
3.1	Advertisement	202	215	14							
3.2	Bidder Inquiries / Bid Addendums	204	214	11							
3.3	Bid Opening	216	216	1							
3.4	Board Approval	217	226	10							
3.5	Construction Contract Award	217	232	16							
3.6	Obligation of Funding (Construction)	232	232	1							
4	**Construction Phase**										
4.1	Pre-Construction Activities	233	260	28							
4.2	Approved Shop Drawings	253	273	21							
4.3	Order Long-Lead Materials	239	257	19							
4.4	Secure Construction-Related Permits	233	273	41							
4.5	Corridor Construction	252	338	87							
4.6	Reporting Requirements / Project Modifications	252	338	87							
4.7	Project Completion / Close-Out	318	338	21							

[1] Week 1 = 1/1/2022

Figure 5 Project Schedule Segment 2—3rd Street Truck Corridor

TASK	WORK ITEM	START[1]	END[1]	WEEKS	YEARS 2022	2023	2024	2025	2026	2027
1	**Preliminary Engineering (PE) Phase**									
1.1	Environmental Approvals (CEQA)	6	6	1						
1.2	Port and Freight Infrastructure Program - Notice to Proceed	79	79	1						
1.3	Develop Preliminary Designs, Quantities and Cost Estimates	66	86	21						
1.4	Alternative Analysis, Planning and Funding	79	95	17						
1.5	Develop Construction Work Plans & Cost Estimates	91	108	18						
1.6	Prepare Final Construction Documents	109	147	39						
1.7	Identify Necessary Permits	126	151	26						
1.8	Receive State and Local Planning Approvals	139	160	22						
1.9	Secure Pre-Construction Related Permits	145	167	23						
1.10	Approved Designs / Ready to List	168	168	1						
2	**Right-of-Way (R/W) Phase**									
2.1	Right-of-Way Certification	158	167	10						
3	**Bidding Phase**									
3.1	Advertisement	169	182	14						
3.2	Bidder Inquiries / Bid Addendums	171	181	11						
3.3	Bid Opening	183	183	1						
3.4	Board Approval	184	193	10						
3.5	Construction Contract Award	184	199	16						
3.6	Obligation of Funding (Construction)	199	199	1						
4	**Construction Phase**									
4.1	Pre-Construction Activities	200	207	8						
4.2	Approved Shop Drawings	200	207	8						
4.3	Order Long-Lead Materials	200	207	8						
4.4	Secure Construction-Related Permits	200	225	26						
4.5	Corridor Construction	217	277	61						
4.6	Reporting Requirements / Project Modifications	217	282	66						
4.7	Project Completion / Close-Out	270	294	25						

[1] Week 1 = 1/1/2022

Figure 6 Project Schedule Segment 3—Overweight Corridor

TASK	WORK ITEM	START[1]	END[1]	WEEKS	YEARS 2023	2024	2025	2026	2027	2028	2029
1	**Preliminary Engineering (PE) Phase**										
1.1	Environmental Approvals (CEQA)	157	190	34							
1.2	Port and Freight Infrastructure Program - Notice to Proceed	79	79	1							
1.3	Develop Preliminary Designs, Quantities and Cost Estimates	80	125	46							
1.4	Alternative Analysis, Planning and Funding	80	133	54							
1.5	Develop 35% Geometric Approval Drawings	134	169	36							
1.6	Preliminary Meetings with UPRR to Evaluate Alternative Designs	100	117	18							
1.7	Collaborate with UPRR and CPUC to Finalize Stage Construction Requirements	134	169	36							
1.8	Secure Additional Grant Funding for Ultimate Improvements	105	169	65							
1.9	Prepare Final Construction Documents	169	231	63							
1.10	Identify Necessary Permits	201	241	41							
1.11	Receive State and Local Planning Approvals	228	260	33							
1.12	Secure Pre-Construction Related Permits	201	241	41							
1.13	Approved Designs / Ready to List	261	261	1							
2	**Right-of-Way (R/W) Phase**										
2.1	Right-of-Way Certification	240	260	21							
3	**Bidding Phase**										
3.1	Advertisement	262	275	14							
3.2	Bidder Inquiries / Bid Addendums	264	274	11							
3.3	Bid Opening	276	276	1							
3.4	Board Approval	277	286	10							
3.5	Construction Contract Award	277	292	16							
3.6	Obligation of Funding (Construction)	292	292	1							
4	**Construction Phase**										
4.1	Pre-Construction Activities	293	320	28							
4.2	Approved Shop Drawings	313	333	21							
4.3	Order Long-Lead Materials	299	317	19							
4.4	Secure Construction-Related Permits	293	333	41							
4.5	Corridor Construction	312	399	88							
4.6	Reporting Requirements / Project Modifications	312	412	101							
4.7	Project Completion / Close-Out	387	412	26							

[1] Week 1 = 1/1/2022

Figure 7 Project Schedule Segment 4—Adeline Bridge—Preliminary Planning

TASK	WORK ITEM	START[1]	END[1]	WEEKS	YEARS 2022	2023	2024	2025	2026	2027	2028
1	**Preliminary Engineering (PE) Phase**										
1.1	Environmental Approvals (CEQA)	6	6	1							
1.2	Port and Freight Infrastructure Program - Notice to Proceed	79	79	1							
1.3	Develop Preliminary Designs, Quantities and Cost Estimates	48	86	39							
1.4	Alternative Analysis, Planning and Funding	79	95	17							
1.5	Develop Construction Work Plans & Cost Estimates	91	108	18							
1.6	Prepare Final Construction Documents	109	157	49							
1.7	Identify Necessary Permits	126	167	42							
1.8	Receive State and Local Planning Approvals	158	173	16							
1.9	Secure Pre-Construction Related Permits	126	167	42							
1.10	Approved Designs / Ready to List	178	178	1							
2	**Right-of-Way (R/W) Phase**										
2.1	Right-of-Way Certification	158	178	21							
3	**Bidding Phase**										
3.1	Advertisement	179	192	14							
3.2	Bidder Inquiries / Bid Addendums	181	191	11							
3.3	Bid Opening	193	193	1							
3.4	Board Approval	194	203	10							
3.5	Construction Contract Award	194	209	16							
3.6	Obligation of Funding (Construction)	209	209	1							
4	**Construction Phase**										
4.1	Pre-Construction Activities	210	237	28							
4.2	Approved Shop Drawings	230	250	21							
4.3	Order Long-Lead Materials	216	234	19							
4.4	Secure Construction-Related Permits	210	250	41							
4.5	Corridor Construction	229	316	88							
4.6	Reporting Requirements / Project Modifications	229	329	101							
4.7	Project Completion / Close-Out	304	329	26							

[1] Week 1 = 1/1/2022

Figure 8 Project Schedule Segment 5—Frontage Road Truck Route and Safety Improvements—Preliminary Planning

TASK	WORK ITEM	START[1]	END[1]	WEEKS	YEARS 2023	2024	2025	2026	2027	2028	2029	2030
1	**Preliminary Engineering (PE) Phase**											
1.1	Environmental Approvals (CEQA)	157	199	43								
1.2	Port and Freight Infrastructure Program - Notice to Proceed	79	79	1								
1.3	Secure Design and Community Outreach Consultant Team	80	104	25								
1.4	Develop Preliminary Designs, Quantities and Cost Estimates	105	150	46								
1.5	Alternative Analysis, Planning and Funding	105	158	54								
1.6	Community Engagement Meetings	109	200	32								
1.7	Develop 35% Geometric Approval Drawings	161	200	40								
1.8	Secure Additional Grant Funding for Ultimate Improvements	105	200	96								
1.9	Prepare Final Construction Documents	201	260	60								
1.10	Identify Necessary Permits	235	275	41								
2	**Right-of-Way (R/W) Phase**											
2.1	Right-of-Way Certification	274	294	21								
3	**Bidding Phase**											
3.1	Advertisement	296	309	14								
3.2	Bidder Inquiries / Bid Addendums	298	308	11								
3.3	Bid Opening	310	310	1								
3.4	Board Approval	311	320	10								
3.5	Construction Contract Award	311	326	16								
3.6	Obligation of Funding (Construction)	326	326	1								
4	**Construction Phase**											
4.1	Pre-Construction Activities	327	354	28								
4.2	Approved Shop Drawings	347	367	21								
4.3	Order Long-Lead Materials	333	351	19								
4.4	Secure Construction-Related Permits	327	367	41								
4.5	Corridor Construction	346	433	88								
4.6	Reporting Requirements / Project Modifications	346	446	101								
4.7	Project Completion / Close-Out	421	446	26								

[1] Week 1 = 1/1/2022

D.2 Project Delivery Risks

The Port has extensive experience working with the City, Caltrans and other state agencies, railroads and a variety of other entities to deliver projects. The funds can easily be obligated and expended within the timeframes desired by CalSTA, and potential Project risks are low as indicated in Table 5.

As shown in the project schedules (Figure 4–Figure 8), design and construction of the Project segments are expected to be complete by June 20, 2028 (noting Segments 4 and 5 are only through preliminary planning and design). Table 5 summarizes potential risks of the proposed improvements, as well as a note about proactive management and mitigation. The section that follows describes in detail the project's readiness and elements of risk management included in the overall approach.

Table 5 Project Delivery Risk Management

Risk	Probability	Mitigation
Project Funding	Low	These are mature facilities with long histories of maintenance and financial commitments from the Port and City. Upon award, the Port will include its cost share from the CIP. There are no conditions on the Port funds.
Unplanned Disruption to Port or Roadway Operations	Low	Proactive traffic control plans, engagement with local stakeholders, and construction staging informed by modeling.
Unanticipated Utility Conflicts	Low	The designs avoid utility conflicts where possible; proactive communication and coordination with municipal and private utility owners; and included funding contingency for utility relocations or upgrades.
Delays from Approvals or Permitting	Low	Some uncertainty is expected with timing of approvals and permits, and the schedule includes float and contingency for these items. The Port coordinates closely with UPRR.
Right-of-Way ("ROW") Impacts	Low	Currently, no anticipated impacts to ROW, but this risk is included here because of potential consequence on schedule; if a ROW impact arises the project team intends to adapt the design as needed.

D.3 Project Readiness

The Port has successfully managed, on an ongoing basis, numerous state, Federal, and local grants. The Port has successfully managed two separate TIGER grants (awarded in 2009 and 2012, respectively) for the initiation of the Port's shore power program and later for the development of a rail facility that expanded the intermodal capability of the Port's cargo throughput. The Port also has regularly and successfully managed projects through multiple funding rounds of the Port Security Grant Program, administered by the Federal Emergency Management Agency ("FEMA"). The Port is currently partnering with the Alameda County Transportation Commission and City to implement two roadway projects, a Freight Intelligent Transportation System ("FITS") and the 7th Street Grade Separation East Project ("7SGSE") which received grant funding under FHWA's Advanced Transportation and Congestion Management Technologies Deployment ("ATCMTD") Initiative, Senate Bill (SB) 1 TCEP, and FEMA's Port Security grant. The Port is currently administering a 2021 PIDP grant to increase local renewable power generation and electric utilities resiliency.

> The Port of Oakland has successfully managed numerous state, Federal, and local grants totaling over $500M with the support of Port staff, specialized technical consultants, and a grants coordinator.

Currently, the Port has an 18-member grant project delivery team composed of Port representatives from Maritime, Engineering, Utilities, Finance, Legal, Environmental, and Senior management to implement the latest PIDP grant-funded project. It is likely this same team would implement this project if successfully awarded. Additionally, the Port routinely retains the services of specialized technical consultants to supplement its staff, and maintains on-call, task-order contracts for specialized tasks, including engineering design, energy efficiency, renewable energy implementation, and environmental planning (National Environmental Policy Act ("NEPA")/California Environmental Quality Act ("CEQA") and environmental permitting) that enables the Port to quickly obtain assistance with specific projects, as needed.

Feasibility and Constructability

The proposed project is highly feasible and constructible. For Segments 1 through 3, the improvements have been fully vetted as feasible, viable, and complimentary to all users of the transportation systems. The City has performed significant planning level and stakeholder and community outreach efforts as part of the West Oakland Specific Plan, the Oakland Bicycle and Pedestrian plans, and the Oakland Waterfront Ballpark District Project. As part of this, the City developed a comprehensive basis of design with the Oakland Waterfront Ballpark District Project Environmental Document, which included a comprehensive traffic engineering analysis; over 30 community interaction meetings; concept design development drawings; and strong support from regional transportation agency partners and elected officials. Detailed cost estimates, to approximately 10 percent design, have been independently backchecked by project managers with similar work throughout the City. Segment 4 (Adeline Bridge) has also been initially assessed as part of these prior efforts and the Frontage Road Truck Route and Safety Improvements—Preliminary Planning (Segment 5) has recently been studied (Frontage Road Study) by the City and Port as an outcome of the West Oakland Truck Management Plan. Two community meetings were conducted to review the study results.

In terms of constructability, there is a substantial pool of qualified contractors who are qualified to perform timely and expert work.

Segments 1, 2, and 3 are roadway rehabilitation or new roadway construction within existing Port and City ROW. No significant challenges are anticipated, and feasibility and constructability will be confirmed during the design development process.

The requested funding for the Adeline bridge (Segment 4) is to evaluate existing deficiencies and then develop construction documents. The development of the designs will include a feasibility study and constructability review specifically addressing spanning the UPRR corridor. The same applies to Segment 5 Frontage Road Truck Route and Safety Improvements—Preliminary Planning.

As shown in the schedule in Figure 4 through Figure 8, there is ample time to construct the project within the time period required by the grant.

Compliance with Grant Requirements

The Port has a grants coordinator who tracks and manages the requirements of grant funding and works with respective Port project managers to ensure the accurate and timely deliverability of each grant program and benefits reporting requirements. The Port is in regular compliance with all state and Federal audits of grant funding. The Port's engineering and environmental planning and permitting divisions ensure that each project meets all applicable safety, construction, and environmental requirements. Port inspectors monitor all construction projects to ensure the project's compliance with applicable requirements.

Project Relationship to Ongoing Planning Efforts

As described in the Feasibility and Constructability section above, the Project segments have been part of several prior or ongoing planning efforts, including the West Oakland Specific Plan, the Oakland Bike and Pedestrian Plans, the Frontage Road Study, the West Oakland Truck Management Plan and the Oakland Waterfront Ballpark District Project. Segments 1 through 4 are part of continued planning, design, and community outreach efforts under the Oakland Waterfront Ballpark District Project and the City and Port have agreed to identify resources for the planning and design of Frontage Road improvements as an outcome of the Frontage Road Study.

NEPA and CEQA

The requested funding for the Adeline Bridge—Preliminary Planning (Segment 4) and Frontage Road Truck Route and Safety Improvements—Preliminary Planning (Segment 5) will include an assessment of the anticipated environmental document process and approvals. If Federal funds are secured, then CEQA and NEPA will be required.

The other segments are included in the Oakland Waterfront Ballpark District Project, City Case No. ER18-016.[9] These were approved by the Oakland City Council in February 2022 and certified soon thereafter. There were pending challenges, but the judge ruled in favor of the City Council approval. There is one pending appeal that is anticipated to be finalized in March 2023.

Federal, State and Local Permits and Approvals

Where required, the City will issue building and other construction-related permits for the project segments.

The Adeline Street Corridor (Segment 1) rehabilitation of the existing pavement and sidewalks, as well as the installation of new signage and signal modifications, will require permits from Caltrans and the City.

The 3rd Street (Segment 2) improvements to the existing roadway will require securing a permit from the City.

The Segment 3 Overweight Corridor new roadway connection will require easement rights (if any) coordination from the owner of the rail spurs that the proposed road will traverse. California Public Utilities Commission ("CPUC") approval may also be necessary. In addition, the new roadway will conform with City streets design standards, which will require a permit from the City.

The proposed Adeline Bridge project (Segment 4) will eventually require permits. However, the proposed planning and design development will inform the need for which permits will be necessary. Consequently, the required permits for this project element will be determined at a later date.

Required permits and approvals for Segment 5 (Frontage Road) will be determined during the next phase of planning and design.

ROW Certification

Segment 1 (Adeline Corridor) improvements are within existing Caltrans and City ROW, and no ROW impacts are anticipated. Significant utility relocations or impacts are not anticipated.

[9] https://www.oaklandca.gov/documents/oakland-as-waterfront-ballpark-district-at-howard-terminal-environmental-impact-report-documents-case-file-number-er18-016

Segment 2 (3rd Street Truck Corridor) improvements are within existing City ROW, with no anticipated impacts. The existing utilities within the City ROW are anticipated to be relocated, if any, under franchise rights by the utility owner.

Segment 3 (Overweight Corridor) proposed improvements are within property owned by the Port and City. Thus, no ROW impacts (including utility relocations) are anticipated. The railroad and CPUC approvals are necessary for ROW certification, and these approvals have been incorporated into the project schedule.

Segment 4 (Adeline Bridge—Preliminary Planning) and Segment 5 (Frontage Road Truck Route and Safety Improvements—Preliminary Planning) funding includes plan development and preliminary engineering. This preliminary design will inform the need for ROW and/or utility relocations.

E Project Benefits

E.1 Public Health

The adjacent communities to the Port experience some of the highest levels of pollution in the Bay Area according to the Bay Area Air Quality Management District ("BAAQMD"). Over 90 percent of the cancer risk from local air pollution in the adjacent West Oakland is attributable to diesel particulate matter[10]. Residents also experience higher rates of deaths from cancer, heart disease and strokes, and higher rates of asthma emergency visits and hospitalizations. These communities have been identified as a priority Assembly Bill ("AB") 617 Community Health Protection Program area, and are included in the Metropolitan Transportation Commission's ("MTC") Equity Priority Communities effort representing census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. The Port has been working together with the BAAQMD, West Oakland Environmental Indicators Project ("WOEIP"), California Air Resources Board ("CARB"), the freight community, and local community for over 15 years to improve air quality and support public health through major investments, innovation, and commitment, and have exceeded emissions reduction goals despite an increase in cargo volume.

In addition, one of the City's primary sustainability goals to improve health outcomes and reduce contributions to climate change is to shift from fossil fuel vehicles to more transit, bicycling, walking, and other more efficiency and less polluting forms of transportation. Increasing travel by active transportation modes (i.e., walking or bicycling) would help reduce vehicle emissions. While this Project improves truck circulation and throughput, several components also include bike and pedestrian infrastructure improvements encouraging more residents to walk and/or bike to/from work, exercise, and enjoy the waterfront.

Details on the expected benefits with implementation of the improvements by Project segment is provided in Section J.2.

E.2 Equity and Environmental Justice

Approximately 76 percent of the West Oakland population adjacent to the Port consists of people of color, 27 percent live below Federal poverty levels, and this community experiences some of the highest levels of pollution in the Bay Area largely related to goods movement. As such, the Project has the opportunity to reduce truck-related impacts on these communities (e.g., emissions, safety, noise) and provides additional infrastructure investments that specifically benefits disadvantaged communities (e.g., bicycle and pedestrian improvements, landscape buffers, accessibility to jobs and recreation, etc.). The Project is located within or directly adjacent to several disadvantaged or historically impacted and marginalized community

[10] West Oakland Environmental Indicators Project and BAAQMD, *Owning Our Air: The West Oakland Community Action Plan*, 2019 (page 2-3). https://woeip.org/featured-work/owning-our-air/.

types as presented in Table 6. Detailed information on each of the disadvantaged community types and expected benefits can be found in Section J.3.

Table 6 Disadvantaged Communities Benefiting by Project Segment

Disadvantaged Community Type	Segment 1: Adeline Corridor	Segment 2: 3rd Street Truck Corridor	Segment 3: Overweight Route	Segment 4: Adeline Bridge -Preliminary Planning	Segment 5: Frontage Road Truck Route and Safety Improvements—Preliminary Planning
Oakland Highest Priority Neighborhoods (people of color, income, disability, seniors, single parent, rent-burden, education)	◎	◎	◎	◎	◎
CARB AB 617 (air pollution)	◎	◎	◎	◎	◎
Median Household Income (<80% statewide median)	◎	◎	◎	◎	◎
SB 535 Disadvantaged Community (CalEnviroScreen most disadvantaged 25% in State)	◎	◎	◎	◎	◎
National School Lunch Program (>75% student poverty)	◎	◎			◎
California Healthy Places Index (<25% community conditions that impact life expectancy)	◎	◎	◎	◎	◎
U.S. DOT Transportation Disadvantaged Census Tracts (Justice40 definition)	◎	◎	◎	◎	◎
Federal Climate and Economic Justice Screening Tool (climate change, energy, health, housing, legacy population, transportation, water and wastewater, workforce development, and/or tribes)	◎	◎	◎	◎	◎

◎ = *Project segment is located within the disadvantaged community*

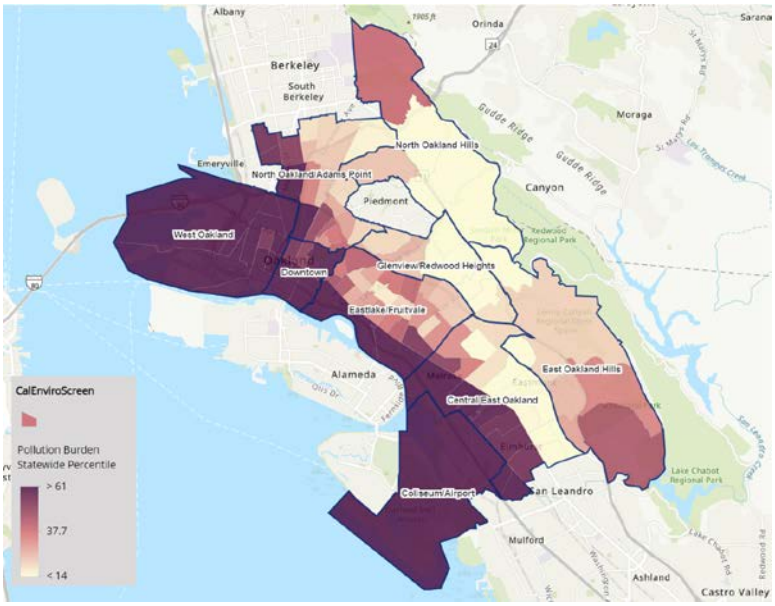
◎ = *Project segment is within 0.5 miles of the disadvantaged community.*

The Port and City have conducted extensive public engagement to incorporate neighboring community needs into the Project and continues to work with local community members, businesses, and a multitude of stakeholders via public information meetings, consultations, social media outreach, and other forms of stakeholder engagement. The Project components are a result of public engagement and community partnerships over many years including, but not limited to, Let's Bike Oakland (2019), two truck management plans for truck travel and parking, including the West Oakland Community Action Plan, and the Waterfront Ballpark District at Howard Terminal Community Benefits effort. For more information on community engagement, see Section J.3.

E.3 Environmental

The environment in West Oakland is marked by elevated levels of pollution generated by freight activity and industrial uses in proximity to residential neighborhoods. Figure 9 illustrates how environmental disparities are concentrated in West Oakland and the waterfront. Using the California Communities Environmental Health Screening Tool ("CalEnviroScreen") methodology, the City identified the census tracts that have the highest burden from environmental pollution. Sources of pollution includes diesel emissions, drinking water contamination, and exposure to pesticides and other toxins. As shown in the map, the entirety of West Oakland is in an area where the exposure to pollution is the most disproportional.

Figure 9 City of Oakland Pollution Burden Index



Source: City of Oakland. OakDOT Geographic Equity Toolbox.

The improvements proposed for the Project segments are expected to improve environmental quality by increasing system efficiency and promoting mode shifts to sustainable forms of transportation. Better routing and connectivity between the Port and the roadway network will reduce the consumption of fossil fuels and pollutants emitted. The amount of freight vehicle trips through residential areas will also be reduced, improving air quality in disadvantaged neighborhoods. Multimodal improvements that encourage biking and walking will contribute to mode shifts away from driving and reduce vehicle miles traveled ("VMT"). These benefits are supportive of local initiatives to reduce the impacts of climate change, especially for low income residents and people of color in the City. The City has adopted the 2018 Oakland Climate Emergency and Just Transition Resolution and the 2030 Equitable Climate Action Plan ("ECAP") to articulate its strategy and policies for achieving a 60 percent reduction in greenhouse gas ("GHG") emissions by 2030, while ensuring that investments in projects and programs to curb the effects of climate change are equitable. Details on the expected benefits with implementation of the improvements by Project segment is provided in Section J.2.

E.4 Economic

The Project segments are critical infrastructure that facilitates efficient goods movement and access to global markets, connecting the Port to the northern and southern California megaregions and the rest of the U.S. economy via the NHS and NHFN. Based on The Economic Impact of the Port of Oakland report by Martin Associates (2018), the total economic value of marine cargo and vessel activity at the Port is estimated at $60.3 billion; supporting approximately 500,000 jobs in the State of California, including 11,393 jobs directly created by Port activities, as well as more than 16,000 induced and indirect jobs. Maintaining and improving the arterial roadways utilized to access the Port are essential to supporting economic vitality at the local, regional, and State levels, as well as the national level to handle future growth. In addition, the loss of Adeline Street, the Adeline Street bridge, and/or the UPRR corridor under the Adeline Bridge in the event of an earthquake would have significant negative economic impacts to the region.

The Project is anticipated to result in multiple economic benefits, including reductions in travel time, increased throughput, improved safety, reduced operations and maintenance costs, noise reductions, and emissions reductions. The Project will also create jobs that directly benefit the local disadvantaged community. Based on the CTC's Senate Bill (SB1) Technical

Performance Measurement Methodology Guidebook (2022), 0.000013 jobs are created for each project dollar based on the Federal Highway Employment Impacts of Highway Infrastructure Investment. Table 7 presents the estimated number of jobs created by each Project segment and total which is approximately 474 jobs.

Table 7 Estimated Jobs Created by Project Segment

Project Segment	Jobs Created
Segment 1—Adeline Corridor	153
Segment 2—3rd Street Truck Corridor	129
Segment 3—Overweight Corridor	175
Segment 4—Adeline Bridge—Preliminary Planning	12
Segment 5—Frontage Road Truck Route and Safety Improvements—Preliminary Planning	7
Total Project	474

The Port consistently reviews its policies and strategies to ensure local communities have access to opportunities provided by Port projects, supporting racial equity and reducing barriers to opportunities for neighboring disadvantaged communities. Port initiatives and staff specifically monitor and address:

- Compliance with state and Federal wage rate requirements.
- Employment and equal opportunity complaints.
- Job creation (especially for economically distressed areas).
- Local hours and apprenticeship goals.
- Environmental health, safety, and justice concerns (especially as they affect traditionally marginalized communities).
- Port's Living Wage Policy: The Port living wage is an hourly wage level adopted by some local governments that set wages at a higher level than the local, Federal and/or state minimum wage.
- Port's Maritime and Aviation Project Labor Agreement ("MAPLA"): MAPLA is an agreement between the Port and the Alameda Building and Construction Trades Council that promotes project stability, construction efficiency and local hiring opportunities on all Port projects over $150,000 that are a part of the Port's CIP. Contractors are required to pay $0.30 per work hour into a Social Justice Trust Fund that is used to support local workforce development programs.
- Port's Operations Jobs Policy tenets: (Fair Chance hiring, local hiring preferences/focus on disadvantaged workers and temporary worker protections). In 2017, Port of Oakland Commissioners passed an Operations Jobs Policy for the Seaport Logistics Complex with CenterPoint Logistics, Inc. Key aspects of this jobs agreement include living wages and benefits for workers, priority consideration for unemployed individuals, armed forces veterans, single parents, ex-offenders, and foster care adults; and a ban on asking applicants about prior criminal offenses.
- Local, small, and disadvantaged business utilization policies: The Port has bid preferences and goals for including local, small, and disadvantaged businesses on Port projects.

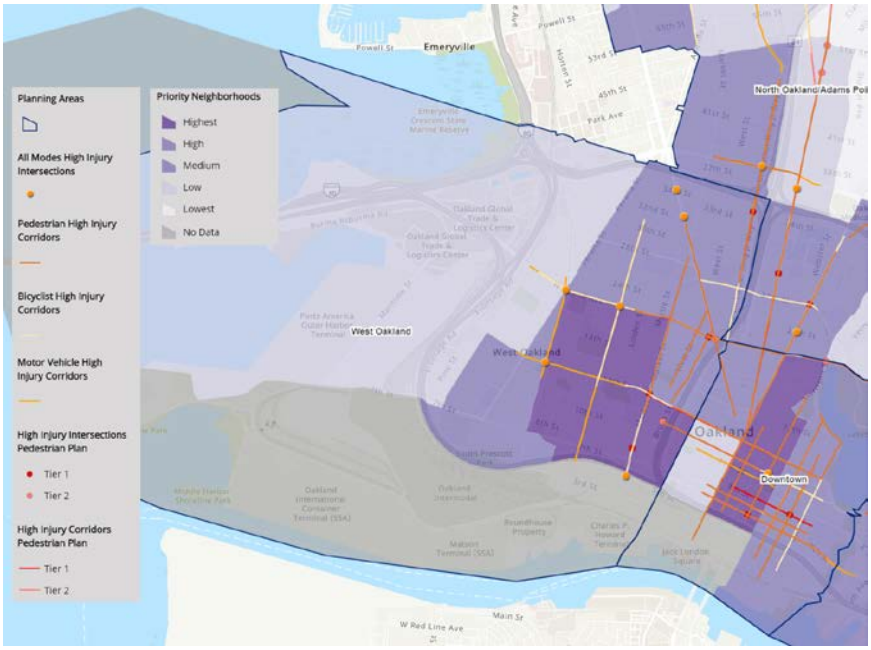
Details on economic benefits of the Project segments, as well as the Port's Workforce Development Opportunities and Jobs Policy, are provided in Section J.10. Additional information can be found at the Port's Social Responsibility Division Programs and Policies webpage.

E.5 Safety

As a disadvantaged community, West Oakland experiences a disproportionate share of injury crashes on the local roadway network. Figure 10 is an image from City of Oakland's Equity Map, showing the City's designated High Injury Network ("HIN") overlayed on the Priority Neighborhoods. Residents in West Oakland face a higher risk of being killed or seriously injured in a crash. The area's major thoroughfares connecting to the Port (Adeline Street, 7th Street, Market Street, and Grand Avenue) are located on the HIN. Within West Oakland, the HIN includes intersections and corridor segments with elevated levels of injuries for motor vehicle and bicycle involved crashes.

The Project is expected to reduce the frequency and severity of crashes. The improvements will increase the safety of goods movement on local streets by routing trucks and heavy container loads away from residential areas. The proposed roadway and sidewalk improvements will reduce stress levels for bicycle and pedestrians and provide safer access through corridor segments that have a mix of freight and passenger vehicle traffic. Treatments to increase multimodal safety includes high visibility crosswalks, lighting, contiguous sidewalks, pavement markings and striping, and traffic signal upgrades. These safety improvements will be important as mixed-use developments in West Oakland are increasingly converting warehousing and manufacturing to residential and commercial spaces. Details on the expected benefits with implementation of the improvements by Project segment is provided in Section J.6.

Figure 10 City of Oakland High Injury Network (HIN) and Priority Neighborhoods



Source: *City of Oakland. OakDOT Geographic Equity Toolbox.*

E.6 State of Good Repair

The Project improvements will rehabilitate and restore the condition of the roadway infrastructure to a state of good repair. A well-maintained street network is needed to provide efficient access to the Port and to provide livable and safer streets for West Oakland residents. The improvements proposed for Segment 4 (Adeline Street bridge) will address the deficient condition of the bridge by either retrofitting the existing overpass or replacing it entirely with a new structure. For the Adeline Corridor, 3rd Street Truck Corridor, and Frontage Road segments, roadway pavement and sidewalks are degraded by the cumulative impacts of trucks and heavy loads, posing a safety hazard for all travelers. The pavement conditions can also reduce the efficiency of the system as vehicles are forced to slow down and avoid potholes. The improvements will also address the aging condition of sidewalks on the arterial Project segments, many of which have been uplifted by tree roots and in need of repair to remove trip hazards. Details on the expected benefits with implementation of the improvements by Project segment is provided in Section J.4.

E.7 Resiliency/Emergency Preparedness

The proposed Project improves the resiliency of the infrastructure itself as well as operations and supply chains. These segments have relatively high criticality due to lack of alternate routes, intersection with other modes (terminal operations, railroad, autos, bicycles, pedestrian, transit), and connections to the community and other businesses. Whether the vulnerability source is natural or human-caused, the proposed improvements reduce vulnerability to sudden onset threats or disasters through upgraded infrastructure.

According to the U.S. Geological Survey, the San Francisco Bay Area has a 72 percent probability of an earthquake measuring magnitude 6.7 and a 51 percent chance of an earthquake measure magnitude 7 in the next 30 years. The Adeline Bridge, which provides access over the Union Pacific rail line into the Port of Oakland, has been deemed likely to collapse during such an event. This creates multiple barriers to disaster recovery, including potentially obstructing the UPRR and Port access, which could be detrimental for supply distribution, in addition to the potential for loss of life and goods associated with structural collapse. Details on the expected benefits with implementation of the improvements by Project segment is provided in Section J.7.

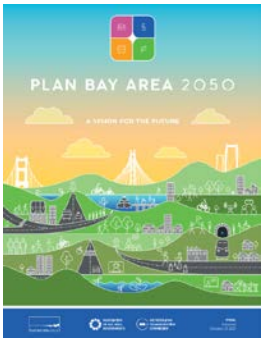
F Independent Utility Explanation

- Segment 1: Adeline Corridor—This segment is completely independent from of the other segments. It is noted that this project component conforms with the Segment 4 project; however, the Segment 4 project excludes construction. The Segment 1 project deliverables are the development of final plans, specifications and estimates; award a construction contract; and reconstruct sidewalks, curb ramps, traffic signals, roadway pavement, roadway striping and install roadway signage. The purpose and need of this project component are to improve mobility for all users by upgrading aging infrastructure and installing new traffic signals, new pavement delineation and new signage to better inform road users of destinations and improve truck travel to and from the Port.
- Segment 2: 3rd Street Truck Corridor—This segment is completely independent from of the other segments. The project deliverables are the development of final plans, specifications and estimates; award a construction contract; and reconstruct sidewalks, curb ramps, street lighting, roadway pavement, roadway striping and install roadway signage. The purpose and need of this project component are to improve mobility for all users by closing full-block gaps in sidewalks, upgrading aging infrastructure and installing new pavement delineation and signage to better inform road users of pedestrian walkways, vehicle lanes and on-street parking, reducing truck conflicts with other travel modes.
- Segment 3: Overweight Corridor—This segment is completely independent from of the other segments. The project deliverables are the development of final plans, specifications and estimates; award a construction contract; and construct a new roadway connection between Adeline Street and Embarcadero West that will accommodate heavy permitted vehicles and emergency vehicle access. The purpose and need of this project component are to replace the current interim heavy permitted vehicle route along 7th Street—an arterial roadway that traverses a residential neighborhood in a disadvantaged community.
- Segment 4: Adeline Bridge—Preliminary Planning—This segment is completely independent from of the other segments. The project deliverables are development of preliminary designs to rehabilitate or reconstruct the bridge. The purpose and need of this project component are to evaluate several alternatives, determine the preferred alternative and then develop preliminary design plans and cost estimates to implement the preferred alternative. This deliverable will inform future grant applications that will endeavor to complete design development and construction.
- Segment 5: Frontage Road Truck Route and Safety Improvements—Preliminary Planning—This segment is completely independent from of the other segments. The project deliverables are development of preliminary designs and stakeholder engagement (e.g., truckers and local residents) for a redesigned streetscape for Frontage Road that

serves the current land uses and travel modes. The purpose and need of this project component are to prepare alternatives, conduct community outreach, determine the preferred alternative and then develop preliminary design plans and cost estimates to implement the preferred alternative. This deliverable will inform future grant applications that will endeavor to complete design development and construction.

G Consistency with State, Regional, Local, and Community Plans

G.1 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)



The Project is consistent with and strongly supports MTC and Association of Bay Area Governments' ("ABAG") Plan Bay Area 2050, maintain and optimize the existing transportation system and create healthy and safe streets. These improvements would fall under RTP ID 21-T07-055—Minor Freight Improvements. This program generally implements programs that improve freight operations and support the Port.

G.2 CERP/SIP/Other Community Plans or Programs

The project supports or is consistent with strategies or projects in multiple state, regional, local, and community plans. Some examples include:

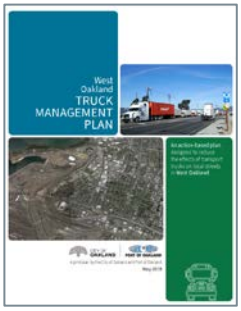
- National Highway Freight Program ("NHFP")—Adeline Street (Project Segments 1 and 4) is on the NHS and the (NHFN and is one of three (3) vital roadway access points connecting the Port to the rest of the NHS/NHFN via I-880. Eligible projects applicable to the Arterial Roadway Improvements Project include:
  - a. Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
  - b. Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
  - d. Efforts to reduce the environmental impacts of freight movement.
  - e. Environmental and community mitigation for freight movement.
  - v. A highway or bridge project to improve the flow of freight on the NHFN.
  - w. Any other surface transportation project to improve the flow of freight into and out of a facility described in 23 U.S.C. 167(h)(5)(B).
- Climate Action Plan for Transportation Infrastructure ("CAPTI")—Executive Department State of California, Executive Order N-79-20, 2020. Improve clean transportation, sustainable freight, and transit options, while continuing a "fix-it-first" approach to our transportation system:
  - 6.b) Supporting bicycle, pedestrian, and micro-mobility options, particularly in low-income and disadvantaged communities in the State, by incorporating safe and accessible infrastructure into projects where appropriate.

- California Sustainable Freight Action Plan ("CSFAP"), 2016
  - Action 3: E.4. Bottleneck Relief—Promote investments to create congestion relief along critical highway freight facilities to improve interregional freight efficiency and reduce auto/truck conflict points
  - Action 3: J.2. Freight Resiliency and Security Enhancements—Research, analyze, develop and deploy freight system resiliency enhancements
- California Department of Transportation, California Transportation Plan 2050 ("CTP"), 2021
  - Action 1.8. Safety—Prioritize projects that include complete streets elements such as protected bicycle lanes, expanded sidewalks, ADA accessible infrastructure, and those that provide first-last mile transit access.
  - Action 4.2. Advance Transportation Equity—Prioritize investments in disadvantaged communities to improve mobility and access to jobs, education, health care, services, and recreation. Ensure that investments are aligned with community-identified transportation needs and paired with anti-displacement policies.

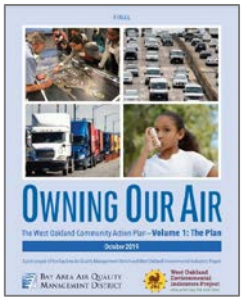
  - Action 5.2. Enhance Transportation System Resiliency—Preserve and enhance critical access routes for emergency response.
  - Action 6.3. Enhance Transportation Safety and Security—Prioritize safety improvements within disadvantaged communities.
  - Action 6.5. Enhance Transportation Safety and Security—Promote infrastructure design that enhances safety for vulnerable roadway users such as bicyclists, pedestrians, scooters, people with disabilities, and other users of non-auto modes of transportation.
  - Action 7.7. Improve Goods Movement Systems and Infrastructure—Strategically expand multimodal freight capacity by implementing the strategies identified in the California Freight Mobility Plan.
  - Action 13.5. Strategically Invest in State-of-Good-Repair Improvements—Continue the "fix-it-first" approach to managing multimodal infrastructure assets.
- In 2019, the Port formalized its commitment to becoming a zero-emissions Seaport by adopting the Seaport Air Quality 2020 and Beyond Plan: The Pathway to Zero Emissions. This project includes implementing action I-4 Roadway and Other Hard Infrastructure Upgrade Studies to ensure that the road infrastructure in and near the Seaport area meets the long-term needs of the Seaport.

- CalSTA and California State Department of Transportation (Caltrans), California Freight Mobility Plan 2020, 2020
  - Strategy HC-1-A: Implement projects in freight corridors that are specifically targeted to avoiding, reducing, or mitigating freight impacts on the environment and communities.
  - Strategy AM-1-B: Identify maintenance and preservation needs on priority freight corridors.
  - Strategy AM-1-D: Fortified bridges and pavement design standards to accommodate heavy freight travel.
  - Strategy AM-1-E: Preservation of unique freight corridors and passageways.

  - Project BA_002 Minor Freight Improvements Programmatic—This program includes projects that improve freight operations and reduce impacts of freight activity.
  - Project BA_012 Port Operational Efficiency Enhancements—This project includes a study, preliminary design and construction of infrastructure improvements at Maritime St., Grand Avenue and Adeline St. access points to Seaport facilities that will enhance operational efficiency at the Seaport.
- City and Port, West Oakland Truck Management Plan, 2019



  - Strategy 1—Improve Safety at Street Intersections near the Port
  - Strategy 2—Improve Truck Routing
  - Strategy 3—Update the Network of Truck Routes and Truck Prohibited Streets
  - Strategy 4—Improve Truck Route Signage
  - Strategy 6—Use Urban Design to Promote Use of Truck Routes
- West Oakland Environmental Indicators Project (community-based organization) and BAAQMD, Owning Our Air: The West Oakland Community Action Plan, 2019



  - #12 The Air District and the West Oakland Environmental Indicators Project intends to implement the green infrastructure project currently under development between Interstate I-880 and the Prescott neighborhood in West Oakland.
  - #16 The City, in partnership with the Steering Committee, CARB and the Air District, studies the exposure reduction benefit of requiring solid or vegetative barriers to be incorporated into site design between buildings and sources of air pollution (for example, a freeway).
  - #39 The City, consistent with the West Oakland Truck Management Plan: 1) improves signage regarding existing truck routes; 2) works with businesses on preferred routes to use when destinations are not located on truck routes; and 3) adds to, or changes, truck routes and prohibited streets.
  - #56 The City implements the broad array of bicycle and pedestrian improvements identified in the West Oakland Specific Plan, the 2019 Oakland Bike Plan, and the 2017 Oakland Walks Pedestrian Plan.
- City of Oakland, 2019 Oakland Bike Plan—Multiple Project segment improvements are included in the recommendations in the form of bicycle paths and lanes.

G.3 Letters of Support

The letters of support for this PFIP grant request can be viewed in Appendix C.

H Goods Movement Support Location/Port Statement

The **Arterial Roadway Improvements Project** supports goods movement to, from, and through the Port and the rest of the State.

The Project's anticipated benefits are aligned with the purpose, goals, and objectives of the PFIP, including public health, equity, environmental, economic, improved goods movement efficiency to/from the Port, safety, and system resiliency. Segments of the project address challenges with operational bottlenecks stemming from the condition of the Adeline Street bridge that impacts Port throughput and safety. The deficient condition of the Adeline Street bridge is a safety hazard

susceptible to seismic events, which could cut off port rail and truck access. Addressing the constraints on the bridge and roadway capacity and overweight loads increases the competitiveness of the Port. The new overweight corridor improves the resiliency of port operations should the Adeline Street bridge or any of the other two access points of the Port become blocked or shutdown, or in the event of a natural disaster or evacuation. The overweight corridor will also reduce emissions, noise, and safety impacts on disadvantaged communities by diverting the heavy container truck traffic away from the temporary 7th Street heavy truck route. Adeline Corridor, 3rd Street Truck Corridor, and Frontage Road Truck Route and Safety Improvements will improve truck movement efficiency and throughput and will reduce modal conflicts between trucks and other modes of travel improving safety. Detailed information on the benefits for each of the Project segments can be found in Sections E (Benefits) and K (Project Evaluation Criteria).

I Documentation of Utility Company Agreement(s) (for Electric Fueling Infrastructure Projects)

The Arterial Roadway Improvements Project does not include electric fueling infrastructure.

J Project Evaluation Criteria

The Arterial Roadway Improvements Project meets each of the 10 evaluation criteria detailed in the October 12, 2022 guidance document as described below.

J.1 A. Improve the Capacity of California Ports to Manage Increasing Volumes of Freight and Improve the Efficiency of Goods Movement to, from, and Through California Ports

California's ports are critical infrastructure that plays an important role in the State economy—facilitating global and domestic trade, creating jobs, and providing value to supply chains. The Port is among the largest on the Pacific Coast for container cargo. The investments identified for the Project segments address a key bottleneck limiting the efficient and safe movement of trucks and heavy container loads. The improvements increase the resiliency of the roadway network serving the Port and will help minimize disruptions to Port operations. The Project address the lack of redundant access, and the construction of the overweight corridor provides additional capacity to handle the forecasted growth in container volumes, which will increase truck trips in West Oakland. The combination of corridor and intersections improvements on the arterial segments of the Project improves truck circulation and operations on city streets, while increasing connectivity with the truck route network and the rest of the NHS/NHFN. The Project will increase goods movement efficiency and connectivity for each segment as follows:

- Segment 1: Adeline Corridor—The intersection and signage improvements on Adeline Street and 5th Street will help freight traffic operate more safely and efficiently. Adeline Street is on the NHS/NHFN and provides vital access between the Port and I-880, and the rest of the national system. Corridor improvements such as signal upgrades and the lane reconfiguration at the ramp intersections will help optimize traffic operations to reduce delay for trucks accessing the Port from I-880. Reconfiguration of Adeline Street to allow two travel lanes in each direction will increase roadway capacity and reduce delays.
- Segment 3: Overweight Corridor—The Port has three primary access points to the roadway network, one of which (Adeline Street) is closed to heavy container loads; Adeline handles a majority of the trucks entering and leaving the

Port. The Project will add an additional access point to the Port and where trucks and heavy container loads can travel directly from the designated truck route on Market Street and onto the overweight corridor along Embarcadero West.

- Segment 4: Adeline Bridge—Preliminary Planning—The current condition of the Adeline Street bridge is a bottleneck to Port operations and poses a risk of further disruptions should a seismic event close the bridge and impact freight rail service on the UPPR corridor. The alternatives under consideration would address these concerns by either extending the life of the bridge through retrofitting/rehabilitation or replacing it with a new overpass; only replacement would allow heavy container traffic on the bridge. If the retrofit or replacement is done in conjunction with the overweight corridor in Segment 3, access for overweight vehicles can be maintained in both alternatives. Otherwise, the bridge will remain closed to heavy container loads and 7th Street will continue to be used as a detour route during retrofit and replacement.

J.2 B. Reduce Criteria Pollutants, Greenhouse Gas Emissions, and Environmental Impacts

The combination of infrastructure improvements on the arterial segments and the potential replacement of the Adeline Street bridge contributes to lower diesel particulate emissions and GHGs. The Project will optimize the operational efficiency and connectivity of the roadway network to reduce delays, vehicles braking, and VMT. These gains in productivity reduces fossil fuel consumption and emissions. More importantly, rerouting trucks and heavy container loads away from neighborhoods reduces the freight impacts of nose and air pollution in disadvantaged communities. Additionally, the multimodal improvements to increase safety and mobility for non-motorized users has the potential to incentivize more trips by transit, biking, and walking. The Project will contribute to better environmental quality for each segment as follows:

- Segment 1: Adeline Corridor—The proposed roadway and intersections improvements will enhance corridor operations and throughput between I-880 and the Port. Increased travel efficiency reduces the amount of braking and fuel consumption which lowers emissions. The bike and pedestrian improvements encourage the use of active transportation modes and provides a sustainable alternative to driving alone.
- Segment 2: 3rd Street Truck Corridor—Proposed roadway and sidewalk improvements will increase safety and mobility for non-motorized users by addressing the inconsistent street cross sections and the lack of contiguous sidewalks. The bike and pedestrian improvements encourage the use of active transportation modes and provides a sustainable alternative to driving alone.
- Segment 3: Overweight Corridor—The overweight corridor along Embarcadero West will divert heavy container truck traffic from using the temporary route on 7th Street. The reduction in through traffic reduces emissions of diesel particulate matter and GHGs in residential neighborhoods in West Oakland.
- Segment 4: Adeline Bridge—Preliminary Planning—Addressing the steep grade of the bridge will reduce fuel consumption and the associated emission of diesel particulate matter and GHGs. Air quality is improved by reducing the amount of pollutants blown downwind to residential areas.
- Segment 5: Frontage Road Truck Route and Safety Improvements—Preliminary Planning—The streetscape improvements are expected to improve environmental quality using landscaping to buffer residential neighborhoods from the freight activity on Frontage Street. Buffer areas with vegetation will help improve air quality and reduce the impacts of noise and vibration.

J.3 C. Promote Transportation Equity and Environmental Justice

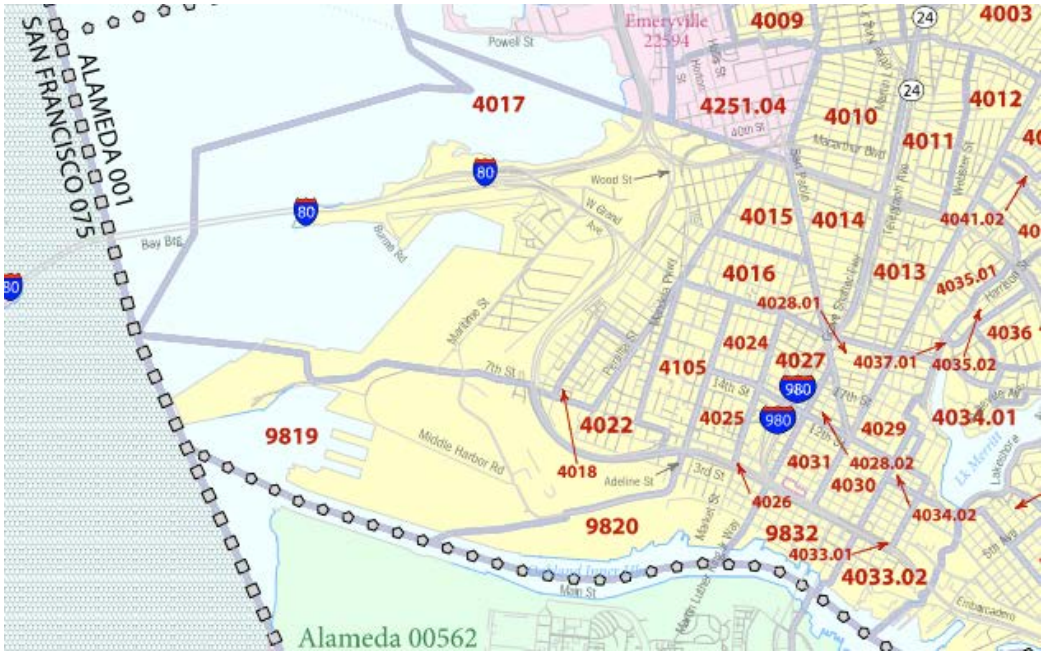
Disadvantaged or Historically Impacted and Marginalized Communities

West Oakland, adjacent to the Port, is considered an environmental justice community and is designated by CARB under Assembly Bill 617 as a community bearing a disproportionate air quality burden. Approximately 76 percent of the West Oakland population consists of people of color, and 27 percent live below Federal poverty levels.

In addition to the Oakland OakDOT Geographic Equity Toolbox described in Section A.5 above, the Project is located within or directly adjacent to several disadvantaged or historically impacted and marginalized community types, including:

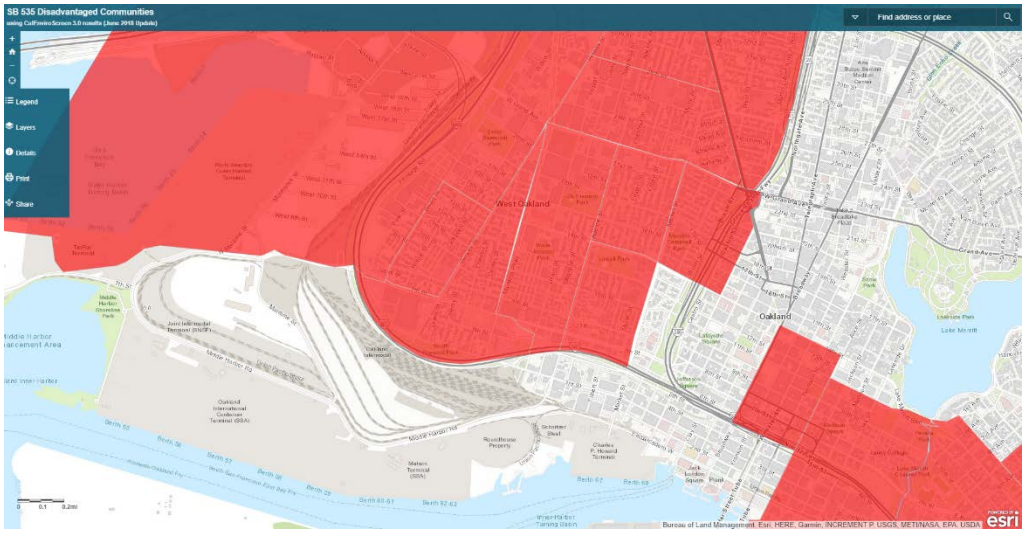
- Median Household Income (Figure 11)—All of the Project segments are within 0.5 miles of Census tracts at less than 80 percent of the statewide median using American Community Survey ("ACS") 5-year data 2017-2021 (<$84,097) including #4025 ($30,074), #4026 ($40,292), #4030 ($27,774), #4105 ($43,346), and #4108 ($64,304). Portions of Segment 1—Adeline Corridor are located within two qualifying tracts (#4022 and #4105).

Figure 11 Median Household Income Tracts within 0.5 Mile of Project



- SB 535 Disadvantaged Community (Figure 12)—All of the Project segments are within 0.5 miles of communities meeting the criteria of most disadvantaged 25 percent in the State according to the California Environmental Protection Agency ("EPA") and the CalEnviroScreen score. The entirety of Segment 5 is within designated SB 535 Disadvantaged Communities.

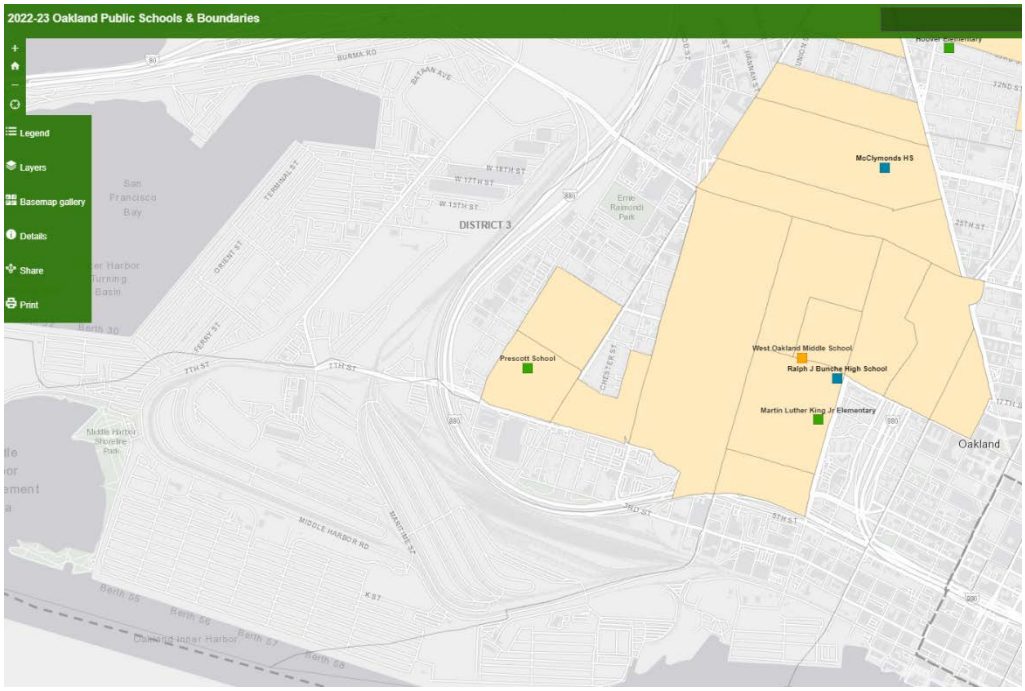
Figure 12 SB 535 Disadvantaged Community



Source: *SB 535 Disadvantaged Communities (ArcGIS.com), accessed January 2, 2023.*

- National School Lunch Program—Three Oakland Unified School District schools within 0.5 miles of the Project qualify as a disadvantaged community under the National School Lunch Program with eligibility ranging from 85-93 percent, well above the 75 percent criteria, including Martin Luther King, Jr. Elementary, Prescott Elementary, West Oakland Middle (see Figure 13).

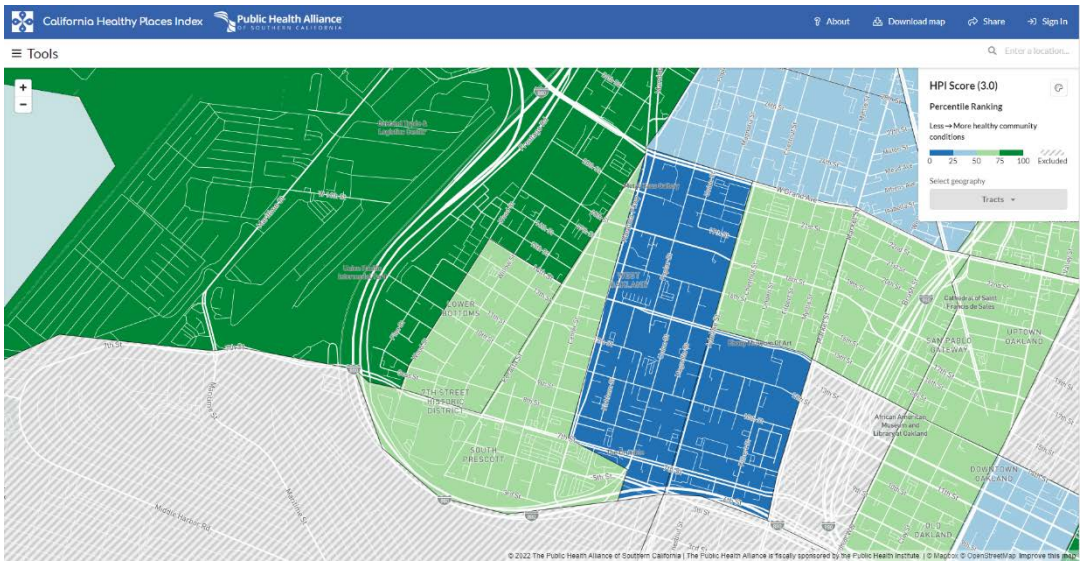
Figure 13 National School Lunch Program Disadvantaged Community



Sources: *Free or Reduced-Price Meal (Student Poverty) Data—Accessing Educational Data (CA Dept of Education) and https://www.ArcGIS.com/apps/View/index.html?appid=e2d956e81eaf4a45b24b705e76b7871e&extent=-122.4784,37.7048,-121.9901,37.8847, accessed January 2, 2023.*

- Healthy Places Index—Segment 1—Adeline Corridor is located within a disadvantaged community under the Healthy Places Index ("HPI"), see **Figure 14**. HPI identifies health inequities and quantify the factors that shape health such as education, job opportunities, clean air and water, and indicators associated with life expectancy at birth.

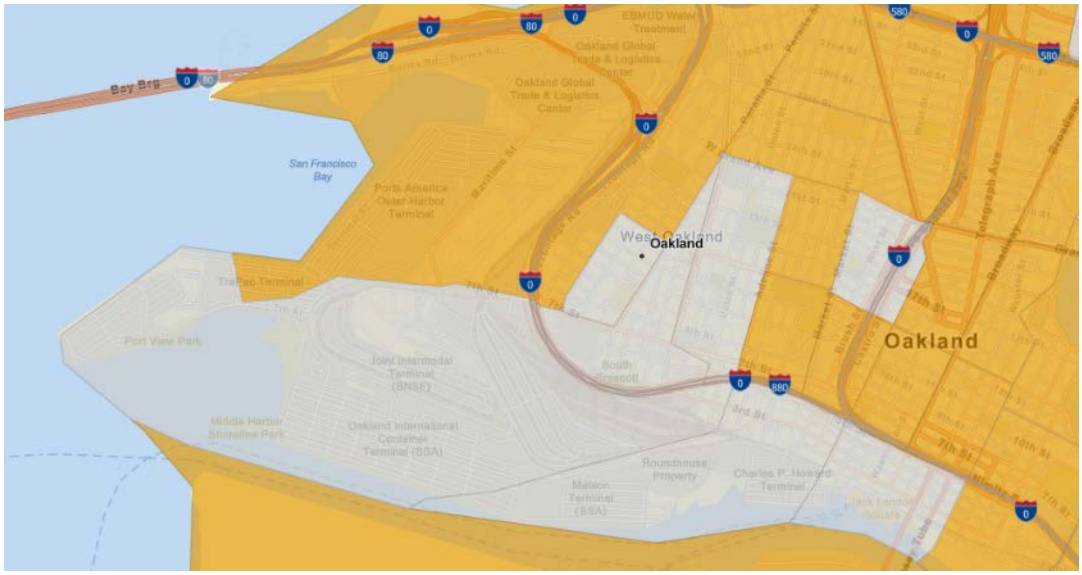
Figure 14 California Healthy Places Index



Source: *California Healthy Places Index Map, accessed January 2, 2023.*

- Transportation Disadvantaged Census Tracts—This the most commonly used tool in U.S. DOT discretionary grant programs to determine disadvantaged community status according to the U.S. DOT's Justice40 definition. Portions of Segment 1—Adeline Corridor and all of Segment 5—Frontage Road Truck Route and Safety Improvements—Preliminary Planning are within Transportation Disadvantaged Census Tracts (see **Figure 15**).

Figure 15 Federally Designated Historically Disadvantaged Community



Source: *Transportation Disadvantaged Census Tracts (ArcGIS.com), accessed January 2, 2023.*

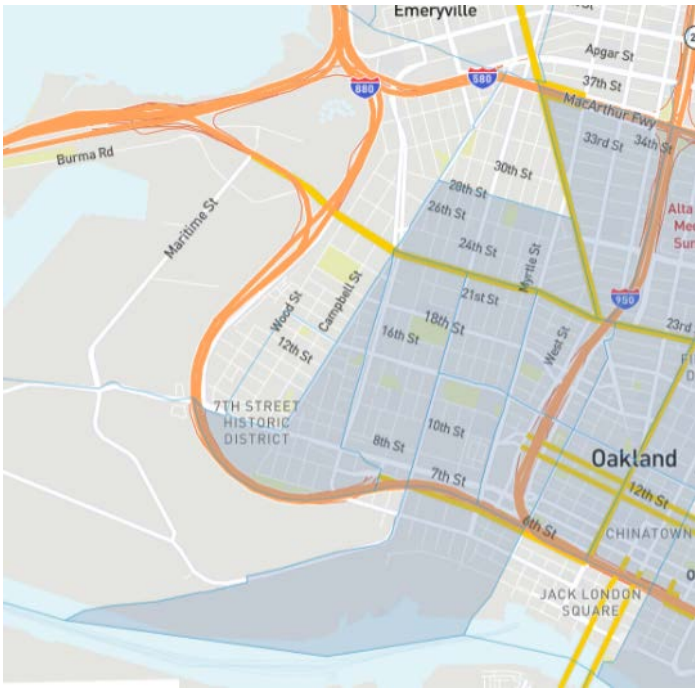
- Climate and Economic Justice Screening Tool ("CEQ")— (Figure 16, in Beta form) identifies disadvantaged communities that are marginalized, underserved, and overburdened by pollution based on factors such as climate change, energy, health, housing, legacy population, transportation, water and wastewater, workforce development, and tribes. All of the Project segments are within 0.5 miles and Segments 1, 3, and 4 are located within a CEQ disadvantaged community.
- Regional Equity Priority Communities—All of the Project segments are within or within 0.5 miles of an Equity Priority Area as defined in the MTC and ABAG Plan Bay Area 2050 which focuses on people of color and low-income (see Figure 17).

The Project has the opportunity to reduce truck-related impacts on these disadvantaged communities through reductions in emissions, noise, and modal conflicts (safety) and provides additional infrastructure investments that specifically benefits the communities, including bicycle and pedestrian improvements, landscape buffers, and accessibility to jobs and recreation. The Project provides direct, meaningful, and assured benefits to these priority populations (disadvantaged communities, low-income communities and low-income households, etc.) consistent with the objectives of SB 535 and AB 1550. The Project is also consistent with CalSTA's Statement on Racial Equity, Justice and Inclusion in Transportation by helping to achieve a cleaner, safer, and more accessible and connected future, and repair past harms.

The Project will contribute to transportation equity and environmental justice for each segment as follows:

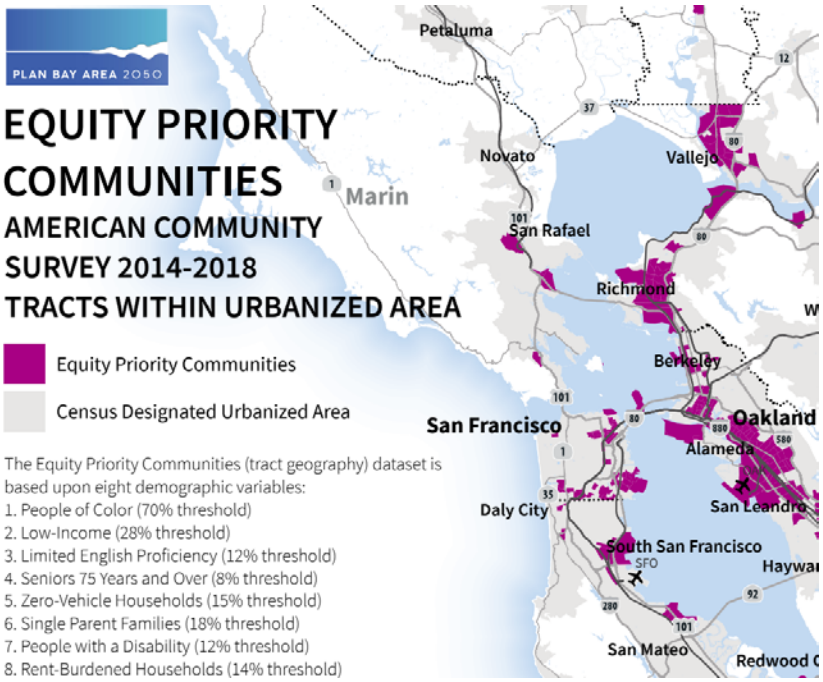
- Segment 1: Adeline Corridor—The bike and pedestrian improvements encourage the use of active transportation modes and provide recreational opportunities which promote health benefits and provide better access to residents and visitors traveling via Alameda County ("AC") Transit and Bay Area Rapid Transit ("BART"), reducing the need for using a car, particularly for low-income households.

Figure 16 Federally Designated CEQ Disadvantaged Communities



Source: *Climate & Economic Justice Screening Tool (geoplatform.gov), accessed January 2, 2023.*

Figure 17 MTC Equity Priority Communities



Source: *Equity Priority Communities | Metropolitan Transportation Commission (ca.gov), accessed January 2, 2023.*

- Segment 2: 3rd Street Truck Corridor—The bike and pedestrian improvements encourage the use of active transportation modes and provide recreational opportunities which promote health benefits and provide better access to residents and visitors traveling via AC Transit, BART, Amtrak, and the San Francisco Bay Ferry, reducing the need for using a car, particularly for low-income households.
- Segment 3: Overweight Corridor—By accommodating heavy container permitted vehicles via the Port's Adeline gateway which is a more direct route and through more industrial land uses, less noise and diesel particulate matter will be emitted for trucks traversing through the disadvantaged West Oakland neighborhoods along the 7th Street and Grand gateways.
- Segment 4: Adeline Bridge—Preliminary Planning—The current vertical alignment of the bridge involves a steep grade which would be decreased with the improvements, reducing fuel consumption and emissions, improving public health for the disadvantaged communities in West Oakland.
- Segment 5: Frontage Road Truck Route and Safety Improvements—Preliminary Planning—The bike and pedestrian improvements encourage the use of active transportation modes and provide recreational opportunities which promote health benefits. The landscaping features to help address drainage, filtration and noise and dust abatement would also reduce the public health impacts to the neighboring community.

Community Engagement

The Port and City have conducted extensive public engagement to incorporate neighboring community needs into the Project and continues to work with local community members, businesses, and a multitude of stakeholders via public information meetings, consultations, social media outreach, Task Force meetings, and other forms of stakeholder engagement. The Project components are a result of public engagement and community partnerships over many years including, but not limited to, Let's Bike Oakland (2019), two truck management plans for truck travel and parking, including the West Oakland Community Action Plan, and the Waterfront Ballpark District at Howard Terminal Community Benefits effort.

In addition to its direct engagement with stakeholders in the community, the Port implements best practices to ensure its activities are fully compliant with Title VI of the Civil Rights Act of 1964 and other equal access laws. The Port's outreach strategies include, but are not limited to:

- Reasonable public access to technical and policy information.
- Adequate public notice of public involvement activities and time for public review and comment at key decision points.
- Concerted efforts to involve the public, especially those traditionally underserved by existing programs or plans including, but not limited to, low-income and minority households.
- Coordination of planning processes, especially where multiple levels of oversight exist, public processes to enhance public consideration of the issues, plans and programs and reduce redundancies and cost.
- Ensure opportunity for full participation of Limited English Proficiency ("LEP") speakers through provision of language interpretation services.
- Ensure opportunity of full participation of persons with disabilities by providing reasonable accommodations.

In addition, Segment 4—Adeline Bridge—Preliminary Planning and Segment 5—Frontage Road Truck Route and Safety Improvements—Preliminary Planning both include funding for additional community engagement activities.

J.4 D. Maintain, Enhance, and Modernize the Multimodal Freight Transportation System

Many of the arterial roadways included in this Project have not been maintained in a state of good repair or meet the needs of the users of the facility. Each project corridor has aging transportation infrastructure as demonstrated by poor pavement quality, outdated traffic signals, deteriorating bridge structures, and inadequate facilities for the travel modes and land uses. The proposed Project will contribute to a state of good repair for each segment as follows:

- Segment 1: Adeline Corridor—The proposed roadway and sidewalk infrastructure improvements along the Adeline Street Corridor would return the facilities to a state of good repair and reduce hazards to trucks, autos, bicycles and pedestrians.
- Segment 2: 3rd Street Truck Corridor—The Project would rehabilitate the designated heavy container permitted route roadway pavement, returning the facility to a state of good repair.
- Segment 3: Overweight Corridor—Constructing a new connector would not only accommodate emergency vehicle access and an overweight vehicles corridor, it would also provide necessary redundancy in and out of the Port in case of a failure of either the 7th Street or Adeline bridges. The overweight corridor would divert trucks with heavy container loads away from city streets reducing the rate of degradation to the pavement on those segments.
- Segment 4: Adeline Bridge—Preliminary Planning—The proposed Project segment will prepare a planning study and 35 percent design development plans to repair, or potentially replace and realign the existing Adeline Bridge, where heavy container permitted route loaded trucks are now prohibited by Caltrans because of the poor bridge conditions. The current structural index of the bridge is 4/10, which qualifies the bridge for replacement under the Federal Highway Bridge Program. A collapse of this structure in a major seismic event (or otherwise) would be a significant negative impact to goods movement in and out of the Port.

- Segment 5: Frontage Road Truck Route and Safety Improvements—Preliminary Planning—The proposed Project segment will prepare planning and environmental studies with plans to upgrade and rehabilitate the corridor and add drainage and storm water management infrastructure along Frontage Road returning the facility to a state of good repair.

J.5 E. Grow the Economic Competitiveness of California's Freight Sector Through Increased System Efficiency and Productivity

The freight sector is an important engine of growth for the State economy. The Port is a key node in the multimodal freight network serving the Northern California megaregion. Investments in the roadway infrastructure serving the Port is key to maintaining the region's competitiveness in global trade. The Project addresses the need for a secondary route to handle heavy container permitted loads. Complementing the proposed overweight route are corridor and intersection improvements that reduces travel delays and unreliability. The proposed Project will increase goods movement efficiency and productivity for each segment as follows:

- Segment 1: Adeline Corridor—The Port has three primary access points to the roadway network, one of which (Adeline Street) is closed to heavy container loads; Adeline handles a majority of the trucks entering and leaving the Port. The Project will add an additional access point to the Port and where trucks and heavy container loads can travel directly from the designated truck route on Market Street and onto the overweight corridor along Embarcadero West.

Maintaining access for heavy container loads will help the Port stay competitive in the market for handling overweight cargo.

- Segment 2: 3rd Street Truck Corridor—Improvements to Segment 2 will enhance freight mobility on 3rd Street, a designated heavy container permitted route (between Adeline Street and Market Street). The segment between Market Street and Broadway has roadway cross sections that change from one block to the next. Improving roadway consistency will help increase driver anticipation and multimodal safety in a corridor where freight operates in proximity to other transportation users in a mixed-use arterial setting.
- Segment 3: Overweight Corridor—The overweight route will add redundant access to the Port for heavy container permitted loads. This alleviates concerns of an extended shutdown of the Adeline Street bridge after a seismic event. Even a scheduled shutdown of the bridge for repairs and maintenance can hamper port operations. The access point from Adeline Street handles about half of the truck trips serving the Port. The new connection via Market Street to the overweight corridor on Embarcadero West will provide additional capacity to better accommodate current and forecasted levels of freight demand at the Port.
- Segment 4: Adeline Bridge Preliminary Planning—Prohibiting heavy container loads from using the Adeline Street bridge is a bottleneck to Port operations. Proposed alternatives to retrofit/ rehabilitate or replace the bridge will be evaluated by the Port to identify a preferred option for addressing the condition of the bridge. The PFIP grant would fund an urgently needed request that has been hampered by a historic lack of Federal and state funding to retrofit or replace deficient bridges; the retrofit of the Adeline Street has been already delayed for several years due to this reason.
- Segment 5: Frontage Road Truck Route and Safety Improvements—Preliminary Planning—Drainage and stormwater management infrastructure will help the area around Frontage Road better handle runoff and flooding. Improving the resiliency of the corridor is important to maintaining Frontage Road's availability as a freight corridor and reducing disruptions to supply chains during extreme weather.

J.6 F. Reduce Freight-Related Deaths and Injuries

In recent years, West Oakland is undergoing a rapid transformation from an area that was once dominated by warehousing, manufacturing, and other industrial uses. Mixed-use developments line corridors such as 3rd Street and Frontage Road, which once were serving primarily freight traffic. As residential and industrial areas coverage, multimodal safety is an increasing concern. The Project addresses the lack of infrastructure and amenities for bicycles and pedestrians that shares the corridor with freight vehicles. Several of the major thoroughfares providing freight access to Port (including Adeline Street) are on Oakland's designated HIN, highlighting the elevated risk of injury and death for residents in disadvantaged communities. The proposed Project will increase the safety of goods movement for each segment as follows:

- Segment 1: Adeline Corridor—The roadway and sidewalk infrastructure along the Adeline Street and 5th Street segments are in need of reconstruction and rehabilitation. Multimodal treatments to the 5th Street segment that intersects the I-880 ramps will better accommodate non-motorized users with upgraded traffic signals, trip hazard removal, high-visibility crosswalks, and pavement markings and striping for bicycles and pedestrians. This will improve safety for bicycles and pedestrians traveling on Adeline Street and 5th Street, which are impacted by traffic using the segments to access I-880.
- Segment 2: 3rd Street Truck Corridor—The improvement will address the inconsistent and non-standard configuration of the roadway that results in sidewalk gaps and transitions between angled and parallel parking. Pedestrian scale treatments such as lighting, signing and striping, high visibility crosswalks, and ADA-compliant curb ramps will increase safety and access for non-motorized users.

- Segment 3: Overweight Corridor—The overweight route will divert trucks and heavy container loads away from the temporary route on 7th Street. Reducing freight through trips in residential areas of West Oakland increases safety, especially in neighborhoods with bicycle and pedestrian users.
- Segment 4: Adeline Bridge Preliminary Planning—In addition to generating more emissions, the horizontal and vertical alignment of the Adeline Street bridge poses a safety hazard from line of sight deficiencies. The reconstructed bridge will make it safer for trucks and heavy container loads to navigate the bridge.
- Segment 5: Frontage Road Truck Route and Safety Improvements—Preliminary Planning—Project will implement roadway improvements and bicycle and pedestrian treatments to increase the safety for all transportation users along the corridor. Improved sidewalks, signalization, lighting, and streetscape improvements will increase safety for non-motorized users and reduce the stress for bicycles and pedestrians coming in proximity to the trucks that utilize the corridor. A proposed Class I bike lane will provide dedicated infrastructure to segregate bicycles and pedestrians and vehicular traffic.

J.7 G. Improve System Resilience by Addressing Infrastructure Vulnerabilities Associated with Security Threats, Climate Change, and Natural Disasters

FEMA's National Risk Index[11] lists Alameda County at higher risk than 90 percent of California counties and 99 percent of all counties nationwide. Earthquake risk is the largest driver of the County's *Very High* rating for *Expected Annual Loss. A*ccording to the U.S. Geological Survey, the San Francisco Bay Area has a 72 percent probability of an earthquake measuring magnitude 6.7 and a 51 percent chance of an earthquake measure magnitude 7 in the next 30 years. The Adeline Bridge, which provides access over the Union Pacific rail line into the Port of Oakland, has been deemed likely to collapse during such an event. This creates multiple barriers to disaster recovery, including potentially obstructing the UPRR and Port access, which could be detrimental for supply distribution, in addition to the potential for loss of life and goods associated with structural collapse.

The proposed components for each segment improve the resiliency of the infrastructure itself as well as operations and supply chains. These segments have relatively high criticality due to lack of alternate routes, intersection with other modes (terminal operations, railroad, autos, bicycles, pedestrian, transit), and connections to the community and other businesses. Whether the vulnerability source is natural or human-caused, the proposed improvements reduce vulnerability to sudden onset threats or disasters through upgraded infrastructure. The proposed Project will increase system resiliency for each segment as follows:

- Segment 3: Overweight Corridor—The proposed Project segment improvements will provide emergency vehicle access to the Port in an emergency event or when trains are blocking the roadway. The corridor also provides redundancy in the event of a disaster and the 7th Street and/or Adeline Bridge are not accessible.
- Segment 4: Adeline Bridge Preliminary Planning—This link has both high criticality and vulnerability to earthquakes. Each improvement option would increase resiliency. The bridge maintenance option includes improved alternate routes. The other options with either seismic retrofit and rehabilitation of the existing bridge or replacement with a new bridge will reduce the vulnerability of this critical link.
- Segment 5: Frontage Road Truck Route and Safety Improvements—Preliminary Planning—Drainage and stormwater management infrastructure will help better handle runoff and flooding, improving the resiliency of the corridor as a key freight facility.

[11] Federal Emergency Management Agency (FEMA) National Risk Index, https://hazards.fema.gov/nri/.

J.8 H. Funding Match and Leveraging Federal and State Funding and Innovative Financing

The Port is proposing a 20 percent funding match for the entire Project and each of the Project segments. The Port may pursue funding for the design and/or construction stages of Segment 4—Adeline Street bridge as it would be eligible under a variety of state and Federal grant programs as it is located on the on the NHS and the NHFN and is one of three (3) primary roadways providing access to/from the Port of Oakland. Examples of potential funding opportunities to pursue for the design and construction of Segment 4—Adeline Street bridge include, but are not limited to, U.S. DOT's PIDP, RAISE, and INFRA grant programs, and California TCEP. The PFIP funding request for Segment 5, Frontage Road Truck Route and Safety Improvements—Preliminary Planning, will also help the Port to prepare for future grant opportunities, but it will depend on eligibility requirements since it is not on the NHS or NHFN.

J.9 I. Construction Readiness Priority and Innovative/Transformative/Pilot Projects

The Port has extensive experience working with the City, Caltrans and other state agencies, railroads and a variety of other entities to deliver projects, including over $500 million in grant projects. The funds can easily be obligated and expended within the timeframes desired by CalSTA, and potential Project risks are low. Design and construction of the Project segments are expected to be complete by June 20, 2028 (noting Segments 4 and 5 are only through preliminary planning and design). As shown in the schedule in Figure 4 through Figure 8, there is ample time to construct the project within the time period required by the PFIP grant program.

Currently, the Port has an 18-member grant project delivery team composed of Port representatives from Maritime, Engineering, Utilities, Finance, Legal, Environmental, and Senior management to implement the latest PIDP grant-funded project. It is likely this same team would implement this Project if successfully awarded. Additionally, the Port routinely retains the services of specialized technical consultants to supplement its staff, and maintains on-call, task-order contracts for specialized tasks, including engineering design, energy efficiency, renewable energy implementation, and environmental planning (NEPA/CEQA and environmental permitting) that enable the Port to quickly obtain assistance with specific projects, as needed. In terms of constructability, there is a substantial pool of qualified contractors who are qualified to perform timely and expert work. The Port has a grants coordinator who tracks and manages the requirements of grant funding and works with respective Port project managers to ensure the accurate and timely deliverability of each grant program and benefits reporting requirements. The Port is in regular compliance with all state and Federal audits of grant funding. The Port's engineering and environmental planning and permitting divisions ensure that each project meets all applicable safety, construction, and environmental requirements. Port inspectors monitor all construction projects to ensure the project's compliance with applicable requirements.

For Segments 1 through 3, the improvements have been fully vetted as feasible, viable, and complimentary to all users of the transportation systems through significant planning level and stakeholder and community outreach efforts by the City. Segment 4 has also been initially assessed as part of these prior efforts and the Frontage Road Truck Route and Safety Improvements—Preliminary Planning (Segment 5) was recently studied by the City and Port with two community meetings to review the study results. In addition, the Project segments have been part of several prior or ongoing planning efforts.

Segments 1, 2, and 3 are roadway rehabilitation or new roadway construction within existing Port and City ROW. No significant challenges are anticipated, and feasibility and constructability will be confirmed during the design development process.

With respect to NEPA and CEQA, Segments 1, 2, and 3 were included in the Oakland Waterfront Ballpark District Project, City Case No. ER18-016.[12] These were approved by the Oakland City Council in February 2022 and certified soon thereafter. There were pending challenges, but the judge ruled in favor of the City Council approval. There is one pending appeal that is anticipated to be finalized in March 2023. The requested funding for the Adeline Bridge—Preliminary Planning (Segment 4) and Frontage Road Truck Route and Safety Improvements—Preliminary Planning (Segment 5) will include an assessment of the anticipated environmental document process and approvals. If Federal funds are secured, then CEQA and NEPA will be required.

Additional detail on Project Readiness can be found in Section D.

J.10 J. Provide Local Community Workforce Development and Labor Benefits

Jobs Created

The Seaport continues to increase its importance in the local economy as a major source of job creation, particularly of jobs with an average annual salary of $65,030. This underscores the importance of the Seaport as a major economic catalyst in the Bay Area, Northern California, and the State of California economies. To sustain this growth as an economic engine, it is critical that the Seaport and the region continue to invest in Port infrastructure and access roadways to meet future demand and continue to attract tenants to stimulate further economic development. The future growth of the Seaport will result in further job, income, and tax growth for the region.

Since 2017, TEU throughput at the Seaport grew from 2.4 million TEUs to nearly 2.6 million TEUs, a growth of about 174,000 TEUs. As a result, the overall economic impact of the Seaport operations increased. Direct, induced, and indirect jobs grew by 2,484 jobs; total supported jobs grew by 46,031; and the total economic value of the Seaport grew by nearly $30 billion.[13]

Utilizing the CTC's SB1 Technical Performance Measurement Methodology Guidebook (2022), 0.000013 jobs are created for each project dollar based on the Federal Highway Employment Impacts of Highway Infrastructure Investment. Utilizing this approach, Table 8 presents the estimated number of jobs created by each project segment and for the project overall which is approximately 474 jobs. The jobs created by the Project will also directly benefit the local disadvantaged communities through workforce development and jobs opportunities as described in the following subsection.

Table 8 Jobs Created by Project Segment

Project Segment	Jobs Created
Segment 1—Adeline Corridor	153
Segment 2—3rd Street Truck Corridor	129
Segment 3—Overweight Corridor	175
Segment 4—Adeline Bridge—Preliminary Planning	12
Segment 5—Frontage Road Truck Route and Safety Improvements—Preliminary Planning	7
Total Project	474

[12] https://www.oaklandca.gov/documents/oakland-as-waterfront-ballpark-district-at-howard-terminal-environmental-impact-report-documents-case-file-number-er18-016

[13] The Local and Regional Economic Impacts of the Port of Oakland Seaport, Martin Associates, March 2022.

Workforce Development Opportunities and Jobs Policy

The Port consistently reviews its policies and strategies to ensure local communities have access to opportunities provided by Port projects, supporting racial equity and reducing barriers to opportunities for neighboring disadvantaged communities. Port initiatives and staff specifically monitor and address:

- Compliance with state and Federal wage rate requirements.
- Employment and equal opportunity complaints.
- Job creation (especially for economically distressed areas).
- Local hours and apprenticeship goals.
- Environmental health, safety, and justice concerns (especially as they affect traditionally marginalized communities).
- Port's Living Wage Policy: The Port living wage is an hourly wage level adopted by some local governments that set wages at a higher level than the local, Federal and/or state minimum wage.
- Port's MAPLA: MAPLA is an agreement between the Port of Oakland and the Alameda Building and Construction Trades Council that promotes project stability, construction efficiency and local hiring opportunities on all Port projects over $150,000 that are a part of the Port's CIP. Contractors are required to pay $0.30 per work hour into a Social Justice Trust Fund that is used to support local workforce development programs.
- Port's Operations Jobs Policy tenets: (Fair Chance hiring, local hiring preferences/focus on disadvantaged workers and temporary worker protections). In 2017, the Port Commissioners passed an Operations Jobs Policy for the Seaport Logistics Complex with CenterPoint Logistics, Inc. Key aspects of this jobs agreement include living wages and benefits for workers, priority consideration for unemployed individuals, armed forces veterans, single parents, ex-offenders, and foster care adults; and a ban on asking applicants about prior criminal offenses.
- Local, small, and disadvantaged business utilization policies: The Port has bid preferences and goals for including local, small, and disadvantaged businesses on Port projects.

In 2018, the Port hired a Workforce Development manager to support workforce policies and initiatives that expand economic opportunities for local impact area ("LIA") residents. The LIA (consisting of the Cities of Oakland, Alameda, San Leandro, and Emeryville) encompasses areas most likely to experience benefits and adverse effects of Port operations. The Port's Workforce Development Manager is also tasked with strengthening education and training partnerships. The Port adopted a Workforce Development Plan as part of its 2020 and Beyond Plan. The Workforce Development Plan includes a framework that allows for growth, change, and innovation to support the pathway to a zero-emissions Port while playing a central role in the convening of partners, including state, local, and educational institutions.

The Port has a long history of implementing programs, policies, and initiatives that promote access to Port and Port-related careers, with a focus on reaching workers from communities defined as disadvantaged as a central part of the Port's mission. The Port has been at the forefront in pioneering job creation and access to good paying jobs with an intentional focus on mitigating barriers towards employment since 2000, when the Port adopted the region's first MAPLA with the Building and Construction Trades in Alameda County ("BTC"). Over the next two decades, the Port continued to strengthen workforce initiatives and policies to increase economic opportunities for disadvantaged workers with a clear focus on diversity, equity, and inclusion.

The MAPLA goals are a target to be achieved and are designed to help reassessment and improvement of local hiring strategies. The Social Justice Committee meets monthly to monitor contractor performance and provide recommendations to assist contractors with achieving their MAPLA requirements. MAPLA also requires construction contractors to contribute

into a trust that funds community-based organizations that provide training for construction sector jobs to low-income residents in the Port's LIA.

In 2016, the Port issued a 5-year extension of MAPLA that included enhanced commitments that doubled the hourly contractor contributions from $0.15 to $0.30 cents; over $590,000 has been awarded to community-based training programs that serve underrepresented job seekers in the Port's LIA. The Port also strengthened language in MAPLA where the building trades unions commit to increase recruitment from the Port's LIA into the "list trades" and included goals for disadvantaged workers. The list trades provide access to some of the highest paying jobs in construction. Between 2017 to 2020, over 300 Port LIA residents joined the list trades (composed of sheet metal workers, electricians, plumbers/pipefitters, glaziers, and elevator constructors). MAPLA compliance and tracking is central to ensuring accountability and commitment to serving our LIA residents. Table 9 below is a snapshot of the 2021 achieved goals.

Table 9 2021 MAPLA Achieved Goals

MAPLA Performance	2021 MAPLA (July 2020—June 2021)		
Total Hours Worked	5,834,525		Goal
LIA residents	1,762,468	30.21%	50%
LIA apprentices	3,416,504	58.56%	50%
DW app (new goal)	37,537	21.91%	25%
NHA app (new goal)	32,200		N/A

In 2017, the Port adopted the Operations Jobs Policy (Jobs Policy) that included a Cooperation Agreement focused on equity, access, and good paying jobs on the CenterPoint Landing Project, a warehousing development. The language in the Jobs Policy specifically focuses on local hire preferences, "ban-the-box" prohibiting employers from asking about prior criminal offenses, special consideration for disadvantaged residents, living wages and benefits for workers, limits on the use of temporary agencies, support to local community-based workforce partners to conduct outreach, recruitment, job training/placement, and the creation of the Jobs and Stakeholder Working Group ("SWG") to support implementation of the agreement.

The SWG is driven by a vision in which all people of color in Oakland and the East Bay are healthy and thriving economically. This vision is rooted in an understanding of longstanding and racialized social and economic inequities in the region. The SWG recognizes that to get there, the Port and its partners must achieve important outcomes around leadership, equitable hiring, and institutional change. These key factors are important supports to the specific details outlined in the policy.

The SWG includes diverse and engaged local and regional community leaders, including representatives of the Port, its tenants, labor groups, and representatives of local neighborhoods. The SWG serves as an advisory body to the Port. It provides technical expertise, analysis, and recommendations to ensure that Port workforce decisions help transform low-income LIA neighborhoods into stable, healthy, thriving communities of opportunity.

Figure 18 Port of Oakland Operations Jobs Policy Outcome Map

The Port's Workforce Development manager also coordinates several workforce initiatives, including: an inter-agency project labor agreement ("PLA") research project in partnership with the San Francisco Foundation called "Improving Effectiveness of PLAs." The primary focus of this research project is to identify strategies for diversifying the construction workforce through PLAs. Phase I of the research was concluded in early 2021 and through a collaborative stakeholder process performed a scan of PLAs and Community Benefits Agreements nationally; interviewed current and former trade workers representative of Black/Indigenous/Brown People of Color ("BIPOC") to better understand their lived experiences in the construction industry; conducted a labor demand and supply analysis of the local building trades, apprenticeship and pre-apprenticeship programs; assessed public agencies certified payroll data; reviewed construction demand forecasts; and generated findings supported by the recommendation below.

Table 10 Improving Effectiveness of PLAs Recommendations

No.	Recommendation
1	Set Data-Driven Workforce Goals
2	Establish Clear Responsibilities for Achieving Workforce Goals
3	Collect Data to Track Progress on Workforce Goals
4	Enforce to Ensure Progress on Workforce Goals
5	Support the Retention and Advancement of Diverse Workers
6	Coordinate Ongoing Support for Diverse Workers
7	Collaborate on a Regional Level to Create a Diverse Workforce

Phase 2 of the research project will center on the development of an action and sustainability plan that will prioritize the most effective and efficient implementation of the recommendations. This work is conducted in collaboration with the Port's MAPLA Joint Administrative and Social Justice Committee, an oversight body composed of labor, management, union, and community representatives.

Additional information can be found at the Port's Social Responsibility Division Programs and Policies webpage.

Appendices—Support Documentation

A. Certification of Cost Estimates

The certification of cost estimates is included in the Cover Letter.

B. Project Programming Request/Cost Details

Note that the total costs shown in the grant narrative may slightly differ from the PPR forms due to rounding.

C. Letters of Support

Please refer to the following website to reference the Letters of Support:

Port and Freight Infrastructure Program - Port of Oakland

The following entities have provided Letters of Support:

- City of Oakland Mayor Sheng Thao
- Assembly Member Mia Bonta
- Assembly Member Buffy Wicks
- Senator Nancy Skinner
- Alameda County Board of Supervisors President Keith Carson
- Alameda County Transportation Commission
- Building and Construction Trades Council of Alameda County
- Pacific Merchant Shipping Association
- Bay Area Council
- Bay Planning Coalition
- East Bay Economic Development Association
- Metropolitan Transportation Commission
- Sierra Club
- SSA Terminals

Appendix B—Project Programming Request/Cost Details

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0) *General Instructions*

Amendment (Existing Project)	No	**Date:**	1/12/23

District	EA	Project ID	PPNO	MPO ID	
04					

County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency	
ALA	880	R 31.270		Caltrans	
				MPO	**Element**
				MTC	Capital Outlay

Project Manager/Contact	Phone	E-mail Address
Pia Franzese	510-627-1153	pfranzese@portoakland.com

Project Title

Arterial Roadway Improvements - Adeline Corridor (Segment 1)

Location (Project Limits), Description (Scope of Work)

The Project is located within the seaport area of the Port of Oakland ("Port"), within the City of Oakland ("City"). The seaport area is generally bound by the San Francisco Bay to the north, west and south, and by 1-880 (between West Grand Avenue and Adeline Street) to the East.

This segment of the Project will rehabilitate Adeline Street between 3rd Street and 7th Street, and rehabilitate 5th Street between Union Street and Adeline Street. Adeline Street is on the National Highway System ("NHS") and is one of three (3) vital roadway access points connecting the Port to the rest of the NHS/NHFN via I-880. Of the three access points to and from the Port, Adeline Street has historically accommodated nearly half of all vehicles to/from the Port.

	Implementing Agency
PA&ED	Port of Oakland
PS&E	Port of Oakland
Right of Way	Port of Oakland
Construction	Port of Oakland

Legislative Districts

Assembly:	18	Senate:	9	Congressional:	13

Project Benefits

Traffic lane reconfigurations will be implemented to improve safety and circulation, as well as ensure pedestrians are more visible to trucks maneuvering through the intersections. Lastly, the work will improve the efficient flow of vehicles to/from the Port and deter Port-destine vehicles from inadvertently entering the residential neighborhood and deter non-Port vehicles from entering the Port.

Purpose and Need

Adeline Street and 5th Street are in need of major maintenance and rehabilitation from the cumulative impacts of trucks and heavy container loads. This segment of the Project will address area infrastructure needs to improve traffic flow, bike and pedestrian safety, and address ongoing operational and safety conditions.

Category	Outputs	Unit	Total

NHS Improvements	Y/N		Roadway Class	1		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals	Yes					Reduces Greenhouse Gas Emissions	Yes

Project Milestone (See Milestone Schedules in Section D of the Narrative)			Existing	Proposed
Project Study Report Approved			02/01/20	
Begin Environmental (PA&ED) Phase			02/01/20	
Circulate Draft Environmental Document	**Document Type**		02/01/21	
Draft Project Report				
End Environmental Phase (PA&ED Milestone)			02/01/22	
Begin Design (PS&E) Phase			11/01/22	
End Design Phase (Ready to List for Advertisement Milestone)				10/31/25
Begin Right of Way Phase				06/01/25
End Right of Way Phase (Right of Way Certification Milestone)				10/31/25
Begin Construction Phase (Contract Award Milestone)				05/01/26
End Construction Phase (Construction Contract Acceptance Milestone)				06/30/28
Begin Closeout Phase				07/01/28
End Closeout Phase (Closeout Report)				12/31/28

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0)

Date: 1/12/23

District	County	Route	EA	Project ID	PPNO	
04	ALA	880				
Project Title:	Arterial Roadway Improvements - Adeline Corridor (Segment 1)					

Existing Total Project Cost ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Implementing Agency**
E&P (PA&ED)									Port of Oakland
PS&E									Port of Oakland
R/W SUP (CT)									Port of Oakland
CON SUP (CT)									Port of Oakland
R/W									Port of Oakland
CON									Port of Oakland
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E			1,466					1,466	
R/W SUP (CT)									
CON SUP (CT)					2,013			2,013	
R/W									
CON					8,279			8,279	
TOTAL			1,466		10,292			11,758	

Fund No. 1:	**Requested CalSTA Funds**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E			1,173					1,173	
R/W SUP (CT)									
CON SUP (CT)					1,610			1,610	
R/W									
CON					6,623			6,623	
TOTAL			1,173		8,233			9,406	

Fund No. 2:	**Port Cash**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E			293					293	
R/W SUP (CT)									
CON SUP (CT)					403			403	
R/W									
CON					1,656			1,656	
TOTAL			293		2,059			2,352	

Fund No. 3:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0)

Complete this page for amendments only **Date:** 1/12/23

District	County	Route	EA	Project ID	PPNO	
04	ALA	880				

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

1) Concurrence from Metropolitan Planning Organization and/or Regional Transportation Planning Agency
2) Project Location Map

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0) *General Instructions*

Amendment (Existing Project)	No	**Date:**	1/12/23

District	EA	Project ID	PPNO	MPO ID	
04					

County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency	
ALA	880	R 31.270		Caltrans	
				MPO	**Element**
				MTC	Capital Outlay

Project Manager/Contact	Phone	E-mail Address
Pia Franzese	510-627-1153	pfranzese@portoakland.com

Project Title

Arterial Roadway Improvements - 3rd Street Truck Corridor (Segment 2)

Location (Project Limits), Description (Scope of Work)

The Project is located within the seaport area of the Port of Oakland ("Port"), within the City of Oakland ("City"). The seaport area is generally bound by the San Francisco Bay to the north, west and south, and by 1-880 (between West Grand Avenue and Adeline Street) to the East.

This segment of the Project will rehabilitate 3rd Street between Market Street and Broadway. This work will address area infrastructure needs to better accommodate heavy duty freight vehicles and improve bike and pedestrian safety. 3rd Street is a two-lane collector street located on a designated truck route that allows for the movement of heavy containers between Adeline Street and Market Street. The street is a key freight corridor that accommodates access to and from warehouses and routes traffic to other city streets that can accommodate heavy loads.

	Implementing Agency
PA&ED	Port of Oakland
PS&E	Port of Oakland
Right of Way	Port of Oakland
Construction	Port of Oakland

Legislative Districts

Assembly:	18	Senate:	9	Congressional:	13

Project Benefits

State-of-good repair to bollards and fenders port-wide will reduce the likelihood of injuries to ship and shore personnel during the docking and tie up of vessels. Segment 1 also enhances wharf infrastructure conditions to accommodate multiple ULCVs simultaneously at the Port as well as ensure these vessels are able to effectively plug-in across the different berths to reduce idling time (and thereby reduce DPMS).

Purpose and Need

Sections of roadway along 3rd Street are in need of repair This segment would rehabilitate aging infrastructure, close gaps in sidewalks between intersections, reconstruct existing curb ramps, reconstruct and remove tripping hazards along sidewalks, rehabilitate existing roadway pavement, install directional signage, install high visibility crosswalks, install vehicle lane striping, and install pavement markings.

Category	Outputs	Unit	Total

NHS Improvements	No		Roadway Class	NA		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		No				Reduces Greenhouse Gas Emissions	Yes

Project Milestone (See Milestone Schedules in Section D of the Narrative)			Existing	Proposed
Project Study Report Approved			02/01/20	
Begin Environmental (PA&ED) Phase			02/01/20	
Circulate Draft Environmental Document	**Document Type**		02/01/21	
Draft Project Report				
End Environmental Phase (PA&ED Milestone)			02/01/22	
Begin Design (PS&E) Phase				03/01/23
End Design Phase (Ready to List for Advertisement Milestone)				03/31/25
Begin Right of Way Phase				01/01/25
End Right of Way Phase (Right of Way Certification Milestone)				03/31/25
Begin Construction Phase (Contract Award Milestone)				10/01/25
End Construction Phase (Construction Contract Acceptance Milestone)				06/30/27
Begin Closeout Phase				07/01/27
End Closeout Phase (Closeout Report)				12/31/27

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0)

Date: 1/12/23

District	County	Route	EA	Project ID	PPNO	
04	ALA	880				
Project Title:	Arterial Roadway Improvements - 3rd Street Truck Corridor (Segment 2)					

Existing Total Project Cost ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									Port of Oakland
PS&E									Port of Oakland
R/W SUP (CT)									Port of Oakland
CON SUP (CT)									Port of Oakland
R/W									Port of Oakland
CON									Port of Oakland
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E			1,280					1,280	
R/W SUP (CT)									
CON SUP (CT)				1,827				1,827	
R/W									
CON				6,814				6,814	
TOTAL			1,280	8,641				9,921	

Fund No. 1:	**Requested CalSTA Funds**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E			1,024					1,024	
R/W SUP (CT)									
CON SUP (CT)				1,462				1,462	
R/W									
CON				5,451				5,451	
TOTAL			1,024	6,913				7,937	

Fund No. 2:	**Port Cash**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E			256					256	
R/W SUP (CT)									
CON SUP (CT)				365				365	
R/W									
CON				1,363				1,363	
TOTAL			256	1,728				1,984	

Fund No. 3:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0)

Complete this page for amendments only **Date:** 1/12/23

District	County	Route	EA	Project ID	PPNO	
04	ALA	880				

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

1) Concurrence from Metropolitan Planning Organization and/or Regional Transportation Planning Agency
2) Project Location Map

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0) *General Instructions*

Amendment (Existing Project)	No	**Date:**	1/12/23

District	EA	Project ID	PPNO	MPO ID	
04					

County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency	
ALA	880	R 31.270		Caltrans	
				MPO	**Element**
				MTC	Capital Outlay

Project Manager/Contact	Phone	E-mail Address
Pia Franzese	510-627-1153	pfranzese@portoakland.com

Project Title

Arterial Roadway Improvements - Overweight Corridor (Segment 3)

Location (Project Limits), Description (Scope of Work)

The Project is located within the seaport areaof the Port of Oakland ("Port"), within the City of Oakland ("City"). The seaport area is generally bound by the San Francisco Bay to the north, west and south, and by 1-880 (between West Grand Avenue and Adeline Street) to the East.
This segment will construct a new roadway connecting Adeline Street to Market Street via Embarcadero West that will accommodate heavy container permitted vehicles and emergency vehicles.

	Implementing Agency
PA&ED	Port of Oakland
PS&E	Port of Oakland
Right of Way	Port of Oakland
Construction	Port of Oakland

Legislative Districts

Assembly:	18	Senate:	9	Congressional:	13

Project Benefits

This segment will accommodate heavy container permitted vehicles and provide a secondary access route for emergency vehicles to access the waterfront when trains block access across Embarcadero West between Market Street and Oak Street (thereby improving traffic flow).

Purpose and Need

A secondary overweight route is needed to maintain connectivity and access to the Port. The overweight route as an alternative to the Adeline Street bridge is needed to maintain port access for trucks with heavy container loads.

Category	Outputs	Unit	Total

NHS Improvements	Yes		Roadway Class	1		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals	Yes					Reduces Greenhouse Gas Emissions	Yes

Project Milestone (See Milestone Schedule in Section D of the Narrative)			Existing	Proposed
Project Study Report Approved			02/01/20	
Begin Environmental (PA&ED) Phase			02/01/20	
Circulate Draft Environmental Document	**Document Type**		02/01/21	
Draft Project Report				
End Environmental Phase (PA&ED Milestone)			02/01/22	
Begin Design (PS&E) Phase			11/01/22	
End Design Phase (Ready to List for Advertisement Milestone)				05/31/25
Begin Right of Way Phase				01/01/25
End Right of Way Phase (Right of Way Certification Milestone)				05/31/25
Begin Construction Phase (Contract Award Milestone)				06/01/26
End Construction Phase (Construction Contract Acceptance Milestone)				05/31/28
Begin Closeout Phase				06/01/28
End Closeout Phase (Closeout Report)				12/31/28

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0)

Date: 1/12/23

District	County	Route	EA	Project ID	PPNO	
04	ALA	880				
Project Title:	Arterial Roadway Improvements - Overweight Corridor (Segment 3)					

Existing Total Project Cost ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Implementing Agency**
E&P (PA&ED)									Port of Oakland
PS&E									Port of Oakland
R/W SUP (CT)									Port of Oakland
CON SUP (CT)									Port of Oakland
R/W									Port of Oakland
CON									Port of Oakland
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E			1,773					1,773	
R/W SUP (CT)									
CON SUP (CT)					2,396			2,396	
R/W									
CON					9,257			9,257	
TOTAL			1,773		11,653			13,426	

Fund No. 1:	**Requested CalSTA Funds**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E			1,418					1,418	
R/W SUP (CT)									
CON SUP (CT)					1,917			1,917	
R/W									
CON					7,406			7,406	
TOTAL			1,418		9,323			10,741	

Fund No. 2:	**Port Cash**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E			355					355	
R/W SUP (CT)									
CON SUP (CT)					479			479	
R/W									
CON					1,851			1,851	
TOTAL			355		2,330			2,685	

Fund No. 3:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0)

Complete this page for amendments only **Date:** 1/12/23

District	County	Route	EA	Project ID	PPNO	
04	ALA	880				

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

1) Concurrence from Metropolitan Planning Organization and/or Regional Transportation Planning Agency
2) Project Location Map

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0) *General Instructions*

Amendment (Existing Project)	No	**Date:**	1/12/23

District	EA	Project ID	PPNO	MPO ID	
04					

County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency	
ALA	880	R 31.270		Caltrans	
				MPO	**Element**
				MTC	Capital Outlay

Project Manager/Contact	Phone	E-mail Address
Pia Franzese	510-627-1153	pfranzese@portoakland.com

Project Title

Arterial Roadway Improvements - Adeline Bridge - Preliminary Planning (Segment 4)

Location (Project Limits), Description (Scope of Work)

The Project is located within the seaport areaof the Port of Oakland ("Port"), within the City of Oakland ("City"). The seaport area is generally bound by the San Francisco Bay to the north, west and south, and by 1-880 (between West Grand Avenue and Adeline Street) to the East.

The Adeline Street bridge accommodates grade separation over the rail corridor for trucks and service vehicles accessing the Port and the NHFN. Caltrans recently concluded during a bi-annual bridge inspection that the Adeline Street bridge is in poor condition. This segment includes planning and environmental studies to rehabilitate or reconstruct the existing Adeline Street bridge spanning the Union Pacific Railroad (“UPRR”) corridor.

	Implementing Agency
PA&ED	Port of Oakland
PS&E	Port of Oakland
Right of Way	Port of Oakland
Construction	Port of Oakland

Legislative Districts

Assembly:	18	Senate:	9	Congressional:	13

Project Benefits

The PFIP grant would fund preliminary engineering and environmental studies associated with rehabilitating or reconstructing the Adeline Street bridge to ensure a solution that is most beneficial to the Port and the community at large. The studies will consider the short-term and long-term benefits associated with retrofitting, repairing, and/or removing/reconstructing the bridge spanning over the UPRR corridor.

Purpose and Need

Potential failure of the Adeline Street bridge, such as damage from an earthquake, would have detrimental ramifications to Port operations, railroad freight operations and passenger rail service. With the prohibition of heavy loads on the Adeline Street Bridge bridge, 7th Street is serving as a temporary route until the bridge is replaced or an alternative route to the Port is established that bypasses the bridge.

Category	Outputs	Unit	Total

NHS Improvements	No		Roadway Class	1		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals	Yes					Reduces Greenhouse Gas Emissions	No

Project Milestone (See Milestone Schedule in Section D of the Narrative)			Existing	Proposed
Project Study Report Approved				06/01/23
Begin Environmental (PA&ED) Phase				01/01/25
Circulate Draft Environmental Document	**Document Type**			03/01/25
Draft Project Report				03/01/25
End Environmental Phase (PA&ED Milestone)				09/30/25
Begin Design (PS&E) Phase				03/01/25
End Design Phase (Ready to List for Advertisement Milestone)				01/30/27
Begin Right of Way Phase				06/01/26
End Right of Way Phase (Right of Way Certification Milestone)				01/03/27
Begin Construction Phase (Contract Award Milestone)				
End Construction Phase (Construction Contract Acceptance Milestone)				
Begin Closeout Phase				
End Closeout Phase (Closeout Report)				

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0)

Date: 1/12/23

District	County	Route	EA	Project ID	PPNO	
04	ALA	880				
Project Title:	Arterial Roadway Improvements - Adeline Bridge - Preliminary Planning (Segment 4)					

Existing Total Project Cost ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Implementing Agency**
E&P (PA&ED)									Port of Oakland
PS&E									Port of Oakland
R/W SUP (CT)									Port of Oakland
CON SUP (CT)									Port of Oakland
R/W									Port of Oakland
CON									Port of Oakland
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)			355					355	
PS&E			533					533	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			888					888	

Fund No. 1:	**Requested CalSTA Funds**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)			284					284	
PS&E			426					426	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			710					710	

Fund No. 2:	**Port Cash**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)			71					71	
PS&E			107					107	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			178					178	

Fund No. 3:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0)

Complete this page for amendments only **Date:** 1/12/23

District	County	Route	EA	Project ID	PPNO	
04	ALA	880				

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

1) Concurrence from Metropolitan Planning Organization and/or Regional Transportation Planning Agency
2) Project Location Map

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0) *General Instructions*

Amendment (Existing Project)	No	**Date:**	1/12/23

District	EA	Project ID	PPNO	MPO ID	
04					

County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency	
ALA	880	R 31.270		Caltrans	
				MPO	**Element**
				MTC	Capital Outlay

Project Manager/Contact	Phone	E-mail Address
Pia Franzese	510-627-1153	pfranzese@portoakland.com

Project Title

Arterial Roadway Improvements - Frontage Road Truck Route and Safety Improvements - Preliminary Planning (Segment 5)

Location (Project Limits), Description (Scope of Work)

The Project is located within the seaport areaof the Port of Oakland ("Port"), within the City of Oakland ("City"). The seaport area is generally bound by the San Francisco Bay to the north, west and south, and by 1-880 (between West Grand Avenue and Adeline Street) to the East.

Frontage Road is an arterial service road connecting 7th Street to Grand Avenue and defines the western-most limit to the mixed-use, residential-industrial neighborhood of West Oakland. This Segment would provide planning, outreach, and environmental studies to redesign streetscape to enhance the function of Frontage Road for community users while maintaining the essential function as a truck route for the Port and for industries in West Oakland.

	Implementing Agency
PA&ED	Port of Oakland
PS&E	Port of Oakland
Right of Way	Port of Oakland
Construction	Port of Oakland

Legislative Districts

Assembly:	18	Senate:	9	Congressional:	13

Project Benefits

The redesigned streetscape will include improved public utilities, including storm water and hydrological systems improvements and landscape features to address drainage, filtration and noise and dust abatement.

Purpose and Need

This would fund preliminary engineering, community outreach, and environmental studies associated with a redesigned streetscape for Frontage Road that includes an arterial connector between 7th Street and Grand Avenue for through-traffic, including trucks as well as a residential neighborhood-serving roads, a Class I bicycle route, improved sidewalks for pedestrians and related signage and signalization.

Category	Outputs	Unit	Total

NHS Improvements	Yes		Roadway Class	1		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals	No					Reduces Greenhouse Gas Emissions	Yes

Project Milestone (See Milestone Schedule in Section D of the Narrative)			Existing	Proposed
Project Study Report Approved				06/01/23
Begin Environmental (PA&ED) Phase				01/01/25
Circulate Draft Environmental Document	**Document Type**			05/01/25
Draft Project Report				05/01/25
End Environmental Phase (PA&ED Milestone)				11/30/25
Begin Design (PS&E) Phase				11/01/25
End Design Phase (Ready to List for Advertisement Milestone)				05/31/27
Begin Right of Way Phase				03/01/27
End Right of Way Phase (Right of Way Certification Milestone)				05/31/27
Begin Construction Phase (Contract Award Milestone)				
End Construction Phase (Construction Contract Acceptance Milestone)				
Begin Closeout Phase				
End Closeout Phase (Closeout Report)				

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0)

Date: 1/12/23

District	County	Route	EA	Project ID	PPNO	
04	ALA	880				
Project Title:	Arterial Roadway Improvements - Frontage Road Truck Route and Safety Improvements - Preliminary Planning (Segment 5)					

Existing Total Project Cost ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Implementing Agency**
E&P (PA&ED)									Port of Oakland
PS&E									Port of Oakland
R/W SUP (CT)									Port of Oakland
CON SUP (CT)									Port of Oakland
R/W									Port of Oakland
CON									Port of Oakland
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)			376					376	
PS&E			2,596					2,596	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			2,972					2,972	

Fund No. 1:	**Requested CalSTA Funds**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)			301					301	
PS&E			2,077					2,077	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			2,378					2,378	

Fund No. 2:	**Port Cash**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)			75					75	
PS&E			519					519	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			594					594	

Fund No. 3:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised Dec 1 2022 v1.0)

Complete this page for amendments only **Date:** 1/12/23

District	County	Route	EA	Project ID	PPNO	
04	ALA	880				

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

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1) Concurrence from Metropolitan Planning Organization and/or Regional Transportation Planning Agency
2) Project Location Map