



June 4, 2022

Mr. Gary Huisingsh, Executive Director of Projects
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Response to April 18, 2022 Letter on Project Delivery and Funding Status Quarry Lakes Parkway (Alameda CTC PN. 1177001)

Dear Gary,

Thank you for allowing Union City to clarify the project delivery and funding plan for the complex multimodal corridor Quarry Lakes Parkway (QLP) Project. For your reference see Attachment A for a one-page summary of the five phases delivery plan for the QLP Project.

To best reply to your letter, we have organized our responses by:

1. Describing compliance with the requirements of QLP PFA No. A22-0053 (executed September 2021) and Alameda CTC Resolution No. 20-013 (November 19, 2020), specifically:
 - a) Union City has prepared a proposed full funding plan for QLP, Phases 1-4;
 - b) Union City has completed the Bicycle Pedestrian Master Plan (BPMP) to employ most current NACTO standards as required by Item (f) of the Resolution;
 - c) Union City has completed construction of transit improvements and is actively coordinating with our transit agency partners to ensure the QLP will employ design features that are most compatible with the best and highest quality use for transit as required by Item (g) of the Resolution;
 - d) Union City has convened publicly noticed quarterly meetings with the public and bicycle, pedestrian, and transit advocates to provide updates on the project as required by Item (h) of the Resolution; and
2. Describing how value engineering (VE) benefits for evaluating all segments of QLP project at the beginning of the project and coordinating and collaborating with adjacent projects can achieve overall cost savings.
3. Describing why coordinating with ACE on the grade separations for QLP project Phases 3 and 4 will facilitate, complement and save money for the construction of the proposed ACE Station and Layover

Facility and the QLP project. Union City is also proposing to use the funding identified East West Connector (EWC) PFA No. A18-0046 (executed August 2018) as this work is consistent with EWC Segment C component of this agreement.

1. Compliant with Quarry Lakes Parkway, PFA A22-0053

a) Proposed Full Funding Plan for Quarry Lakes Parkway, Phases 1-4

In your letter, you requested clarification on our approach for a full funding plan. The Fund Matrix presented to the Alameda CTC in November 2020 identified a shortfall of \$172 Million for the QLP project. However, prior presentations regarding funding sources for the EWC project made to the Alameda CTC included the TEP 21 Dumbarton Corridor Area Transportation Improvements and TEP 22 Union City Intermodal Station funds.

Route 84 Local Agency Transportation Improvement Plan, LATIP (\$ 86.0 M)

The November 2020 Fund matrix presented to Alameda CTC did not include the latest information regarding the revenue that will be available to the LATIP through the Sale of the State property in Union City. Since the November 2020 Alameda CTC approval of the QLP project funding, the following milestones have been completed:

- 1) California Transportation Commission (CTC) approved conveyance of excess State property with an appraised value of about \$86.0 million to Union City at its June 21, 2021 meeting,
- 2) Union City entered into an Exclusive Negotiation Agreement (ENA) with City Ventures in December 2021 for the development of State property; and
- 3) Caltrans' approved the Route 84 LATIP Relinquishment PSSR (Project Scope and Summary Report) with the City of Fremont and confirmed the "State of Good Repair" cost at \$17,720,000.

These are key steps to facilitate the LATIP program including a revenue projection based on a Caltrans approved real estate appraisal provides a realistic funding distribution for the LATIP projects.

The Route 84 LATIP Committee is being convened (including appropriate CTC and Caltrans staff) is scheduled to meet on June 6, 2022, led by the City of Fremont to discuss the process for updating the LATIP and steps to allocate the remaining LATIP funds. Union City anticipates that Caltrans will confirm LATIP program funds for the QLP/EWC project, identified as LATIP #4 Project, and that about **\$60 million will be available to allocate to the project from the LATIP**. See Attachment B: Draft Cost Summary of LATIP

Funds and Projects for additional detail. Once we receive confirmation of the LATIP funds, we can work together to revise the QLP funding plan.

TEP 21, Dumbarton Corridor Area Transportation Improvements (\$120 M)

The Dumbarton Corridor Area Transportation Improvements is included in the 2014 TEP and identifies \$120 M in available to support express bus services and improve local streets and bicycle access within TODs/PDAs along the Dumbarton Corridor in the cities of Fremont, Newark and Union City (see Attachment C, page 20 of the 2014 TEP). A kind reminder that various Alameda CTC documents for EWC funding plan in the past, including the 2017 Southern Alameda County Programming and Project report (see Attachment D) have documented that the \$120 M of funding was to be equally divided among the three cities allocating \$40 M to each city. This document identifies that Fremont's share was programmed to the recently constructed Warm Springs BART Station West Side Access, Newark's share to the Central Avenue Overpass, and Union City's share for the Alameda CTC EWC project. The QLP/EWC project, which is parallel to the Dumbarton/Decoto Road corridor clearly meets the TEP 21 programming principles and provides a secondary south access route to the Union City BART Station for AC Transit, Union City Transit and Dumbarton (DB) Express and to the over 100-acre Station District Area with over 2,000 new housing units. Union City and Alameda CTC should discuss how to formalize Union City's share of TEP-21 to QLP/EWC funding plan and include the updated LATIP funds. If needed, we look forward to the opportunity to review with the Alameda CTC the history regarding the programming of **\$40 M of TEP 21 funds**.

TEP 22, Union City Intermodal Station (\$75 M)

The purpose of TEP 22, Union City Intermodal Station funds is detailed on page 20 of 2014 Transportation Expenditure Plan (TEP) (see Attachment C). Over the past 20 years, Union City and our project and funding partners have already invested over \$140 million in federal, state, and local funds to complete the Union City Intermodal Station improvements. Through these improvements, the Union City BART Station is now a two-sided station and provides better access to existing and future TOD housing developments surrounding the station. Union City led the project development in partnership with BART, AC Transit and Union City Transit. The project was constructed in phases based on available funding, maintaining BART and transit operations, safe pedestrian access and providing sufficient BART parking during construction. All Union City BART Station improvements have been completed with other funds because the \$75.0 million of TEP 22 funds were not available for the construction phase.

Union City and BART have completed the following eligible improvements at the Union City BART Station defined in TEP 22:

- 1) Constructed a two-sided BART Station to serve the Capitol Corridor, ACE, Regional (DB Express & AC Transit) and local (UC Transit) transit,
- 2) Reconfigured BART Parking to improve pedestrian access and to accommodate future development, constructed new elevators, fare gates and other passenger amenities, and
- 3) Constructed bus transit facilities on both the east and west side of the station.

Other eligible improvements that meet the definition of TEP 22 that will be completed with the construction of QLP project include:

- Improved access to the 30-acre transit-oriented development site, and
- Improved pedestrian and bicycle access to the Greater Station District.

Union City clearly sees a funding nexus for use of **\$72.0 Million** (of \$75.0 Million) of TEP 22 funds to construct QLP Phases 3 and 4 (Grade Separations) to accommodate the ACE Rail Station and Layover Facility on the Oakland Subdivision Rail line, coordinating railroad oversight, and securing construction permits with Union Pacific Railroad.

Also, the QLP project will provide direct access to the proposed ACE Station directly adjacent to the East Plaza along 11th Street. We look forward to the opportunity to update the Commission on why TEP 22 funding completes the build out of the Union City Intermodal Station. We can provide Alameda CTC with a proposed QLP project Phases 1-4 funding plan after our upcoming LATIP meeting.

Value Engineering, discussed latter in the letter, provides additional justification on why design work for QLP project Phases 1-4 needs to begin early in the project development phase.

b) Item (f): Complied with NACTO Standards Adoption of Bicycle Pedestrian Master Plan

Union City implemented NACTO Design Standards through the preparation and adoption of an updated BPMP by the City Council in November 2021. The two-year adoption process included review and comments from the public, Bicycle, Pedestrian Advisory Committee (BPAC), Planning Commission and the City Council. The separated Class I bikeway and buffered Class II bikeway along the Quarry Lakes Parkway project are identified as a High Priority Bicycle Project in the approved BPMP. In addition, QLP serves as Union City's segment of East Bay Greenway and connects directly to Fremont's Quarry Lakes Trail and East Bay Greenway.

c) Item (g): Design feature that are most compatible with the best and highest quality use for transit

Union City's long partnership history with AC Transit, BART, ACE, and transit agencies has achieved high-quality transit projects to serve the Greater Station District surrounding the Union City BART Station. Consistent with past transit accomplishments, Union City will ensure the best and high-quality use for transit in the design, construction, and maintenance of QLP.

Union City is unique from other Bay Area cities because it is also a transit agency. Union City is responsible for the procurement, maintenance, and operations of Union City Transit. We understand the requirements, funding, and challenges of transit agencies. UC Transit's 22 transit vehicles are maintained at our Maintenance Facility/Corp Yard on 7th Street in Union City as well as the AC Transit DB Express vehicles.

When QLP Phases 3 and 4 are completed, AC Transit's Dumbarton Express and UC Transit services will be able improve travel time reliability to the Union City BART Station from the Maintenance/Corp Yard via QLP with the route going under the existing Niles Subdivision and Oakland Subdivision railroad tracks bridge structures. Buses will no longer have to travel along Decoto Road, a known HIN (High Injury Network) and a route that requires buses to stop and cross the two (2) at-grade railroad tracks. Transit routes on Decoto Road are regularly disrupted by down position railroad safety gates/arms when daily freight trains and Capitol Corridor trains (about 30 trains/day) travel on the tracks and when railroad safety gates/arms malfunction.

MTC and ACE met with City staff in early 2021 to present and discuss the Southern Alameda County Rail Integrated Rail (SoCo Rail) Study, which identified a new ACE rail station at the Union City BART Station. Union City's long-term investment in creating a two-sided intermodal station at BART, facilitated future connectivity with this ACE passenger rail service. SoCo Rail Study, Phase Two is underway and includes operations planning, ridership analysis, conceptual engineering, and cost estimating. The study will also include coordination with AC Transit and Union City Transit to provide service to the new ACE Station. AC Transit and Union City Transit will determine how best to utilize the QLP corridor to serve the new ACE rail station.

Union City is currently coordinating with UC Transit and AC Transit in evaluating potential transit stops for our local and AC Transit's regional buses along Quarry Lakes Parkway to serve future development areas and to provide direct transit routes to and from the Union City BART Station, future ACE Rail Station, and the Station District area.

Achieving high quality transit along the Quarry Lakes Parkway to serve this Union City BART Station, future ACE Station, Station District Area TOD site and planned neighborhoods along the corridor requires Value Engineering as described in the next section of the letter.

d) Item (h), Complied with Quarterly Meetings with the Public

As stated in our April 30, 2022 Quarterly Progress Report, the City's BPAC will serve as the public meeting for Quarry Lakes Parkway updates to the public including pedestrian, bicycle and transit advocates. Bike East Bay along with other bicycle advocates are regular attendees. They participated with preparation of the approved 2021 BPMP and has reviewed the updated design of the Union City Boulevard Bike Lanes Project and Dyer Street Pavement Rehab project. The Quarry Lakes Parkway update is scheduled for the next BPAC meeting on Tuesday, June 21st at 7:00 PM.

2. Value Engineering (VE) Early in Project Achieves Significant Cost Savings

To respond to AlaCTC's concern about being prudent regarding coordination with the SoCo Rail Study and proceeding in a manner to avoid potential project cost increases with initiating design work of QLP, Phase 3 (Niles Subdivision Grade Separation) & Phase 4 (BART/Oakland Subdivision Grade Separations), we appreciate the opportunity to explain the benefits of VE especially for complex and multi-jurisdictional projects.

Value engineering is an opportunity to partner with key stakeholders and technical experts to review projects early in the planning and the development phase to identify **significant potential cost saving** as described in Attachment E (Value Engineering Diagram). A project is evaluated to achieve the best design standards, construction practices and most cost-efficient project at the start of the project work. The VE evaluation will:

- Develop or update consensus of project purpose, need and scope,
- Identify risk and validate cost estimates,
- Promote innovative ideas for design, right of way and project delivery,
- Resolve challenging constructability issues,
- Compare and prioritize project elements, and
- Refine the design for enhance opportunities to increase benefit-cost ratio.

Caltrans policy requires a mandatory VE on all transportation projects over \$50 and have always stated that potential significant cost savings are identified in early phases: planning, conceptual design, preliminary

engineering, and final design phases and as described in the Attachment E, Value Engineering Diagram.

To ensure the best design and most cost-efficient project, QLP Phases 3 & 4 (Design) and the ACE Station/Layover Facility (PAED) projects need to be coordinated and planned concurrently to allow innovative strategies for design integration, project delivery and construction staging. VE thereby facilitates connectivity to future ACE Station and the TOD site completing the eligible improvements identified in TEP 22 funds.

Through initial coordination meetings on the proposed trackway improvements for the ACE station/layout facilities, city staff and the consultant team has identified cost savings opportunities during the construction phases within Oakland Subdivision right-of-way by coordinating with QLP Phase 3 (Niles Sub Grade Separations) and Phase 4 (BART/Oakland Sub) as noted below:

- Approximately two thousand (2,000) feet of railroad track required from the QLP Phase 4 shoofly can be reused for the ACE Station & layover facility. This VE approach reduces throw-away cost for hauling and removing the excess shoofly trackway. This trackway material can be stored within UP right of way or nearby for the upcoming ACE project.
- Excess dirt material from QLP Phase 2 can be used for cleanup and grading for the ACE Station and Layover Facility within the Oakland Subdivision right of way. This VE approach reduces cost for removal and hauling excess fill material, which can be stockpiled nearby for upcoming ACE project.

Other cost savings that will be gained through VE include:

QLP Phases 1 and 2 currently in Final Design phase includes the design of the gravity flowing Line M Bypass system that releases peak flow storm events from the Line M Channel in Phase 1 into Old Alameda Creek in Phase 2. QLP Phases 3 and 4 is located between QLP Phase 1 and Phase 2 and also includes this new gravity flowing Line M bypass pipeline. Final design of QLP Phase 3 and 4 concurrently with QLP Phases 1 and 2 is necessary for coordinating complex engineering design and details of this major drainage structure for developing strategies for design integration, permit approvals, project delivery and construction phasing.

3. East West Connector PFA No. A18-0046 Funding

Union City is proposing to use the funding identified East West Connector (EWC) PFA No. A18-0046 (executed August 2018) as this work is consistent with EWC Segment C component of this agreement.

There is approximately \$2 million of unspent funds in EWC PFA No. A18-0046, that was not used under the T. Y. Lin International Inc. Consultant Service Agreement for the EEWC, as identified in Appendix A-8, Assignment and Assumption Agreement (See Attachment F).

T. Y. Lin International was not able to develop a proposal for updating and modifying the EWC project to meet current Complete Streets design and multi-modal policies. Though Union City received CADD files, the City never received draft technical reports and draft regulatory permits required for 95% Plans as identified in Appendix A-7, Permits/Agreements/Coordination Agencies (See Attachment G). If these documents were prepared and can be made available to Union City, it may expedite the permitting process even though all permits will need to be updated to meet current local, state, and federal policies.

In November 2021, Union City released an RFP for final design of QLP project Phases 1 and 2 and invited Alameda CTC staff to participate in the proposal review process. Mark Thomas was awarded the QLP Phases 1 & 2 Design Phase in January 2022. The Union City project team have held highly productive meetings with City of Fremont, Alameda County Flood Control & Water Conservation District and Alameda County Water District on the overall project design. The Union City project team plans to meet with San Francisco Bay Area Regional Water Quality Control Board later this month, which will provide insight on the current permit requirements.

Since QLP Phases 1 and 2 Final Design Phase is aggressively moving forward the past 6 months and the justification for concurrent work for the QLP Phases 3 and 4 Final Design will result in overall cost savings, Union City plans to use about **\$1.5 million** of remaining EWC funds available through PFA No. A18-0046 for design phase of **QLP Phases 3 & 4 for Value Engineering/Preliminary Engineering (35% Design)**. This limit of work is identified within EWC, Segment C (Alvarado-Niles Road to Mission Blvd) of PFA No. A18-0046 Appendix A-1 (see Attachment H). Union City will coordinate with your staff to review the existing PFA and agree which Appendices should be revised.

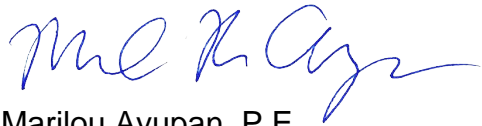
Finally, Union City will proceed with the preparation of a Request for Proposal (RFP) for soliciting proposals for an engineering design consultant team with expertise in the coordination, design, permitting and construction of Union Pacific Railroad and BART projects, required for QLP Phases 3 and 4 work. As we did for the QLP Phases 1 and 2 RFP process, we will again invite Alameda CTC staff to participate in Phases 3 and 4 RFP process.

Union City and our project team looks forward to updating Alameda CTC on the exciting designs for re-imaging Quarry Lakes Parkway, a multimodal

corridor with the latest "Smart Cities/Smart Street" features including opportunities to connect existing and planned neighborhoods and open spaces (parks, creek and water treatment areas) in Union City and Fremont.

We know that this is a long letter covering multiple topics. We expect you may have questions and need for clarification on some of these issues. We suggest we have a meeting/call to run through these items and develop a plan for next steps. Let us know your availability in the next few weeks.

Respectfully,



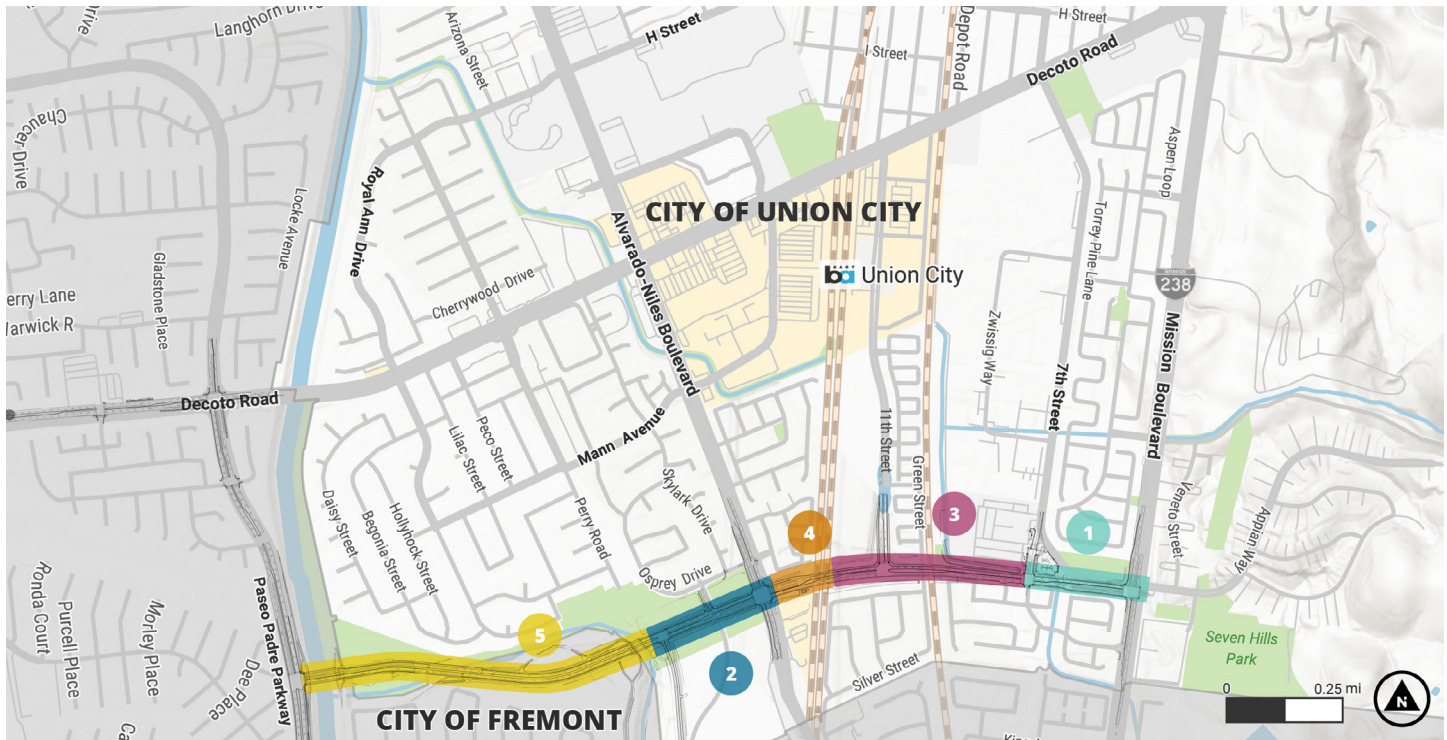
Marilou Ayupan, P.E.
Public Works Director

Attachment A:	Quarry Lakes Parkway, Phases 1-5 Project Description
Attachment B:	Draft Summary of LATIP Funding Revenues and Projects
Attachment C:	Page 20, 2014 Transportation Expenditure Plan (TEP)
Attachment D:	So. Alameda County Projects for TEP 21, Dumbarton Corridor
Attachment E:	Value Engineering Diagram
Attachment F:	EWC Additional Project Consideration (Assume TY Lin Contract)
Attachment G:	EWC Permits/Agreements/Coordinating Agencies
Attachment H:	EWC Project Description

cc: Tess Lengyel, Alameda CTC Executive Director
Vivek Bhat, Alameda CTC Director of Programming and Project Controls
Mayor Carol Dutra-Vernaci
Joan Malloy, City Manager
Mark Evanoff, Deputy City Manager

PROJECT SCHEDULE AND PHASING

Due to funding and project development considerations, it is expected that the project will be built in multiple phases as described below. The numbered phases are chronological and not necessarily adjacent to each other.



1 7TH STREET CONNECTION

Phase 1 is located between 7th Street and Mission Boulevard (Route 238) and will realign 7th Street to intersect directly with the new Parkway, next to the City's Corporation Maintenance Yard and Drigon Dog Park. The 7th Street alignment fronting the Maintenance Yard allows Union City Transit to complete the planned EV Fueling Station that serves Union City Transit and AC Transit buses. In addition, Phase 1 will accommodate the proposed 900-unit housing development at Decoto Road and complete the 7th Street bikeway system. Phase one could be constructed within the next five years.

2 GATEWAY CONNECTION

Phase 2 extends westerly from Alvarado-Niles Road to the Union City/Fremont boundary. The new segment will provide access and utility infrastructure to the City's Gateway development site (previously owned by Caltrans) and will create a new, defined entrance into Quarry Lakes Regional Park. Phase 2 could be constructed within the next five years, simultaneously with Phase 1.

3 11TH STREET CONNECTION

Phase 3 is located between 7th Street and 11th Street. Phase 3 requires the construction of a railway structure to grade separate and depress the new Parkway under the Union Pacific Railroad (Niles Subdivision) tracks to connect to 11th Street. This important connection will provide the much-needed secondary access to the Station District area, the Union City BART Station, and other areas of Union City, thus avoiding the heavily-congested Decoto Road. Union City Transit and AC Transit will finally be able to provide service to the East Plaza/Transit Center along 11th Street on the east side of BART Station. Because of the lengthy timeline to secure a Union Pacific Railroad construction permit, the segment will be constructed within the next 10 years.

4 GRADE SEPARATIONS AND ALVARADO-NILES CONNECTION

Phase 4 is located between 11th Street and Alvarado-Niles Road. Phase 4 requires the construction of railway structures to grade separate and depress the new Parkway under the BART tracks and Union Pacific Railroad (Oakland Subdivision) tracks. This segment will complete the link between Mission Boulevard and the Gateway development site and provide full access to 7th Street, 11th Street and Alvarado-Niles Road. This last Quarry Lakes Parkway segment will complete the secondary access to and from the Station District area, including the Union City BART Station, benefiting both Union City and northern Fremont BART commuters. When completed, Quarry Lakes Parkway will provide an alternative route that will avoid the existing at-grade railroad crossings along Decoto Road and provide a new multimodal corridor serving pedestrians, bicyclists, transit and vehicles. Similar to the Phase 3 permit process, Phase 4 will be constructed within 10 years.

5 PASEO PADRE PARKWAY & BICYCLE TRAIL CONNECTION

These phases are in Fremont and Union City and would make the western connection to Paseo Padre Parkway from the Gateway development. This segment of the Parkway includes new bridges that cross Alameda Creek Flood Control Channel and Old Alameda Creek, and provide the opportunity to revegetate and preserve the creek systems. This initial segment would build the northern half of the Parkway, including the multi-use bikeway and trail system between Mission Boulevard and Paseo Padre Parkway. The multi-use path will connect directly to the existing Alameda Creek trail. The southern half of Quarry Lake Parkway with the two additional lanes will be constructed later. It is anticipated that these phases are 10 to 20 years out.

CONTACT INFORMATION

Mark Evanoff, Deputy City Manager - Phone: 510.675.5345 - Web: <https://www.unioncity.org/499/Quarry-Lakes-Parkway-Project>

ROUTE 84 LATIP FUNDS AND APPROVED LATIP PROJECTS

(Proceeds of Sale of Excess Route 84 Parcels to fund So. Alameda County Projects)

LATIP Committee- Caltrans, Alameda CTC, Fremont, Union City and Newark

Updated May 11, 2021

DRAFT SUMMARY OF LATIP #1 AND LATIP #2 PROJECT FUNDING

APPROVED LATIP PROJECTS (Initiated with East West Connector MOU (ACTIA, Caltrans, Fremont and Union City) in 2009. Formalized by CTC in 2010)	LATIP PROJECT # (Total of 9 LATIP Projects were identified in Fremont, Union City & Newark)	ESTIMATED FUNDING NEED (2009 CTC LATIP)- (Includes LATIP Projects #1 - #5 only)	LATIP # 1- FREMONT PARCELS (CTC approved sale to FUSD at 06/25/15 Meeting)	LATIP #2 - UNION CITY PARCELS (CTC approved conveyance to Union City at 06/24/2021 Meeting)	NOTES
Caltrans Appraised Value			\$39,494,495	\$86,184,000	
CALTRANS: REAL ESTATE ASSESSMENT PROCESS (ESTIMATE)	1	\$3,000,000	\$4,494,495	\$0	Per AlaCTC Letter dated 04/18/22, Caltrans remaining balance is about \$30K. Real Estate assessment has been completed.
CALTRANS: VTA I880/MISSION INTERCHANGE (PROJECT COMPLETED/FUNDING SHORTAGE)	2	\$42,350,000	\$35,000,000	\$7,350,000	Per STIP FF-15-58 at 06/26/16 CTC, LATIP #1 2010 STIP 8 Funds to VTA. LATIP #2 to pay VTA remaining balance.
CALTRANS:FREMONT ROUTE 84 RELINQUISHMENT (PSSR COMPLETED)	3	\$9,000,000	\$0	\$17,720,000	Caltrans' approved Rte 84 Relinquishment PSSR confirmed project amount for "State of Good" Repair
CALTRANS/ACTIA: EAST WEST CONNECTOR (UNION CITY-QUARRY LAKES PARKWAY/FREMONT-DECOTO COMPLETE)	4	\$69,900,000	\$0	\$61,114,000	LATIP #2 Funds may be available at early as FY 24/25. TIP Amendment required for new State STIP funds
CALTRANS/ACTIA- EWC @ MISSION BLVD-SR 238 (UNION CITY-QLP @ MISSION BLVD)	5	\$5,000,000	\$0	\$0	No remaining LATIP #2 funds available
TOTAL		\$129,250,000			
BALANCE OF LATIP #1 and #2 FUNDS				\$0	\$0

BART, BUS, SENIOR AND YOUTH TRANSIT

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS (\$355 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements (\$120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station (\$75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.

**Capitol Corridor Service Expansion (\$40 M)**

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements (\$110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit (\$10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.



Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 19, 2017

SUBJECT: South County Capital Projects and Programming Strategy

RECOMMENDATION: Receive an update on the South County Capital Project needs; and Approve the Programming Principles for the 2014 Measure BB Dumbarton Corridor Area Transportation Improvements (MBB TEP-21) funds.

Summary

Alameda CTC is responsible for the programming and allocation of funds from each of the three voter approved sales tax measures from 1986, 2000, and 2014. The passage of these transportation measures have facilitated the delivery of significant projects and programs throughout Alameda County by providing funding to expedite projects and to leverage external funding. Within the South County, which includes the cities of Fremont, Newark, and Union City (Tri-Cities), several major capital projects are at a point in the project delivery cycle where a full funding plan for construction should be in place before committing to capital Right-of-Way (ROW) or construction expenditures:

1. BART Warm Springs West Side Access – Advertise Phase (Fremont)
2. Central Avenue Overpass – Design/ROW Phase (Newark)
3. I-880 to Mission Blvd. East-West Connector – Design/ROW Phase (Union City)

Exclusively contained within the South County, the 2014 Transportation Expenditure Plan (TEP) earmarks \$120 million Measure BB funds for Transportation Improvements in the Dumbarton Corridor Area (MBB TEP-21) which could potentially address the capital needs within the Tri-Cities. To facilitate the programming of MBB TEP-21 funds towards the delivery of these significant capital investments, elected officials representing the Tri-Cities and the South County convened on September 28, 2017. The meeting discussion focused on prioritizing the immediate capital needs of major projects within the South County and devising a programming strategy for the MBB TEP-21 funds to leverage available regional, state, and federal funds for future transportation needs.

The programming principles presented in Attachment A is consistent with the principles and objectives of the Alameda CTC's Comprehensive Investment Plan (CIP). Specifically

the principles reflect an equitable amount of funding (up to \$40 million for each City, towards eligible projects and programs in the South County), facilitate the expedited delivery of near-term capital priorities to bring benefits to the public, and support the leveraging of external funds for long-term priorities in the South County.

Staff recommends the approval of the Programming Principles for the 2014 Measure BB Dumbarton Corridor Area Transportation Improvements (MBB TEP-21) funds.

Discussion

Alameda CTC is responsible for the programming and allocation of funds from each of the three sales tax measures from 1986, 2000, and 2014 subject to the requirements of each of the approved measures. While the Tri-Cities continue to deliver important projects and programs, there are several major capital projects with unfunded capital costs that are nearing a standstill until a full funding plan for construction capital can be established:

I-880 to Mission Blvd. East-West Connector (Implementing Agency: Alameda CTC)

Connecting the cities of Fremont and Union City, this 1986 Measure B project will construct an improved east-west connection between I-880 and Route 238 (Mission Boulevard) and is a combination of new roadways, improvements to existing roadways and improvements to intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard). This critical roadway with transit and multimodal links will also provide direct access to the Union City Intermodal (BART) transit oriented development district.

Alameda CTC is leading the project implementation efforts in cooperation with the cities of Fremont and Union City. The project Final Environmental Impact Report (EIR) was approved in 2009; however, due to insufficient construction funding, design efforts were halted in late 2011. With the successful passage of Measure BB in November 2014, work was initiated on critical path work activities including initial ROW assessments for acquisitions, UPRR and BART grade separated designs, and mitigation of environmental impacts in order to competitively position the project for full funding. A comprehensive review of project cost, risks, and schedule has been completed and a shortfall of \$210 million has been identified. Until a full funding plan is in place, offers for acquisition of ROW is on hold.

Central Avenue Overpass Project (Implementing Agency: City of Newark)

Central Avenue provides a critical east-west route through the City of Newark and also serves as a bypass for regional traffic using Route 84 and Interstate 880 to traverse the Dumbarton Bridge corridor. The Central Avenue Overpass project will eliminate a significant impediment to the flow of traffic through the project area and relieve congestion in the corridor by constructing a four lane grade separation structure (bridge overpass including sidewalks and bicycle lanes) at the railroad crossing on Central

Avenue between Sycamore Street and Morton Avenue. Improvements are designed to relieve traffic congestion within the Dumbarton Corridor, provide enhanced vehicle, bicycle and pedestrian safety, improve emergency response times and eliminate potential at grade accidents. In addition, the overpass will enhance circulation and promote transit use to the City of Newark's planned transit oriented center. The project is currently in the design phase and initial ROW assessments have begun. A shortfall of \$16 million has been identified due to railroad ROW impacts. Until a full funding plan is in place, offers for acquisition of ROW is on hold.

West Side Access Project (Implementing Agency: City of Fremont)

The new BART Warm Springs/South Fremont station opened on March 25, 2017. Access from the east side of the station was constructed by BART. The overall plan for the station is to also have access from west side of the concourse. The Warm Springs BART West Access Bridge and Plaza Project is intended to provide the pedestrian/bicycle connection required to enhance multi-modal connectivity between the station and the properties west of the station, including Tesla, Thermo Fisher, and other major employers in the City of Fremont.

The project consists of construction of a pedestrian/bicycle bridge that will connect the west side of the new Warm Springs/South Fremont BART station to a ground level entry plaza. The bridge will consist of two connected spans, one approximately 147-foot long truss span connected to the station concourse level over the existing UPRR mainline tracks, and one approximately 102-foot long cable-stay span connecting from the truss span, over a UPRR spur track, to a 1 acre entry plaza. The plaza will provide a landing area for the bridge's staircase, escalators, and elevator, and, will be a public space that will provide a setting for community gatherings and outdoor activities. The project was recently advertised and the bids received in September 2017 were significantly higher than the Engineer's Estimate and subsequently an award could not be made. Efforts are underway to modify and rebid the construction package; however, no award can be made without a full funding plan in place for construction.

Programming Strategy

The Dumbarton Corridor Area Transportation Improvements Program (MBB TEP-21) is a funding program from the 2014 TEP that is exclusively contained within the South County area and has been identified as a potential solution to address the capital needs within the Tri-Cities.

\$120 million in program funds are available to support:

- Projects that support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula.
- Projects that support transit oriented development and priority development areas and that improve local streets and bicycle and pedestrian infrastructure within the Cities of Fremont, Newark, and Union City.

To facilitate the programming of MBB TEP-21 funds towards the delivery of these significant investments, elected officials representing the Tri-Cities and the South County convened on September 28, 2017. The meeting discussion focused on prioritizing the immediate capital needs of regionally significant projects within the South County and devising a programming strategy for MBB TEP-21 funds to leverage available regional, state, and federal funds for future needs.

The programming principles for MBB TEP-21 detailed in Attachment A reflect an equitable amount of funding (up to \$40 million for each City towards eligible projects and programs in the South County), facilitates the expedited delivery of the near-term priorities, and supports the leveraging of external funds for the long-term priorities in the South County. Projects recommended for programming and allocation through MBB TEP-21 will be included in Alameda CTC's CIP.

Fiscal Impact: None.

Attachments

- A. Draft Programming Principles for MBB TEP-21 Program funds

Staff Contacts

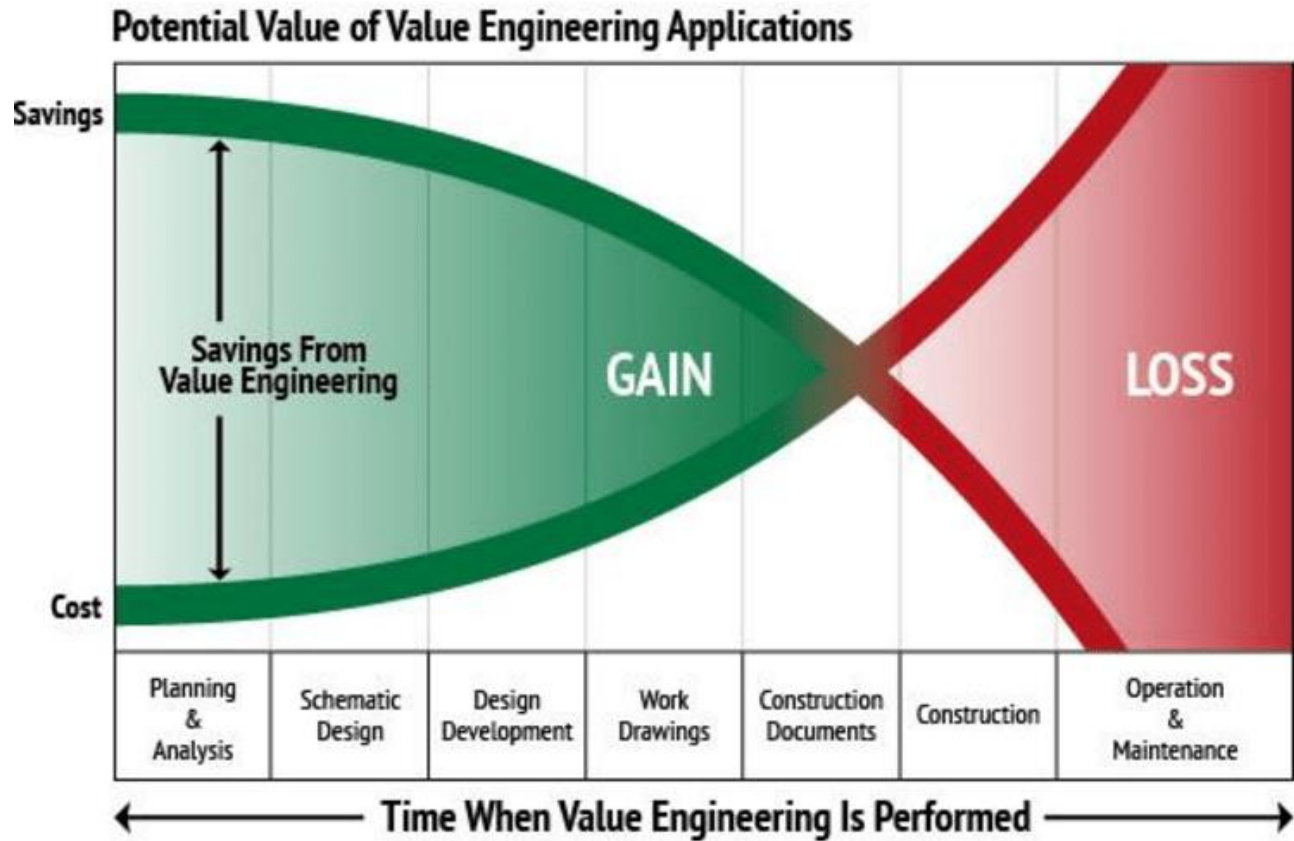
[Vivek Bhat](#), Director of Programming and Project Controls

[Trinity Nguyen](#), Director of Project Delivery

Draft Programming Principles for MBB TEP-21 Program

The following principles will guide the allocation of funds from MBB TEP-21:

- The cities of Fremont, Union City, and Newark may prioritize projects and programs, within their respective jurisdictions, to receive up to \$40 million of funding for eligible transportation Improvements with the objective to expedite the delivery of projects and programs within the South County.
- Eligible transportation improvements include but are not limited to:
 - Complete streets/streetscape projects that improve safety and multimodal mobility on arterial and collector roadways in the Dumbarton Corridor Area.
 - Highway capital improvements that improve the efficiency, person-throughput, safety, or reliability of the Dumbarton Bridge.
 - Transit priority treatments.
 - Access to transit – station area improvements and bicycle/pedestrian improvements that improve efficiency of station circulation or overcome first- and last-mile barriers.
 - Park and ride lots and shared parking arrangements including expansion of existing locations and new locations.
 - Technology strategies including traditional Intelligent Transportation Systems deployment emerging shared use mobility solutions such as ride-matching platforms, and other strategies.

Attachment B:**VALUE ENGINEERING DIAGRAM**

APPENDIX A-8
ADDITIONAL PROJECT CONSIDERATIONS

As noted above, ALAMEDA CTC's funding obligations as set forth in this AGREEMENT are contingent upon PROJECT SPONSOR taking all necessary actions to assume the TY Lin contract for the delivery of the PROJECT, including but not limited to execution and delivery of the Assignment and Assumption Agreement attached as Appendix I

A07-0001 T. Y. Lin International, Inc. Contract value \$19,684,918

Alameda CTC has paid a total of \$17,676,095 for work completed through 5/4/18. T. Y. Lin International has delivered the following work products to ALAMEDA CTC, copies of which will be delivered to PROJECT SPONSOR following the parties' execution of this AGREEMENT:

- Segment A Plans, Specification, & Estimate @ 95% complete
- Segment B Plans, Specification, & Estimate @ 65% complete
- Segment C Plans, Specification, & Estimate @ 65% complete
- Segment D Plans, Specification, & Estimate @ 65% complete
- Right of Way Engineering & Plat Maps complete for Segments A, C, & D
- Right of Way Engineering complete for Segment B

Alameda CTC will provide copies of these deliverables after the Agreement is fully-executed.

The remaining contract balance is \$2,008,823. Measure B funding under this AGREEMENT for the remaining design work is limited to \$2,500,000.

The following agreements will be terminated upon the parties' execution of this AGREEMENT, and PROJECT SPONSOR will be required to enter into new agreements with these agencies to complete the work under each such agreement.

1. BART 8-7/17 BART
Design review of the BART line grade separation with the East West Connector project
2. UPRR 745264 Union Pacific Railroad- Niles Subdivision MP
Design review of the Niles Subdivision grade separation with the East West Connector project
3. UPRR 745266 Union Pacific Railroad- Oakland Subdivision MP
Design review of the Oakland Subdivision grade separation with the East West Connector project
4. Verizon/MCI R40070-001
Design review of the Verizon Fiber Facilities with the East West Connector project

APPENDIX A-7**PERMITS/AGREEMENTS/COORDINATING AGENCIES**

A list of permitting agencies, required agreements and coordinating agencies is included in this appendix.

Per Section I.23 of this AGREEMENT, PROJECT SPONSOR shall obtain all state, local and federal permits and approvals for work, including environmental approvals in accordance with the National Environment Policy Act (NEPA) and the California Environmental Quality Act (CEQA), as applicable. PROJECT SPONSOR will comply with all applicable state and federal laws and regulations.

PERMITS:

- USACE 404 – Wetlands
- CF & G 1602 – Streambed Alteration
- RWQCB 401 – Water Quality
- USF & WS Section 7 – Endangered Species
- NMFS Section 7 – Endangered Species
- SHPO Section 106 – Historic Preservation

AGREEMENTS:

- BART – Design Agreement executed; Construction Agreement still necessary
- UPRR – C&M Agreement still necessary
- Verizon/Sprint – Design Agreement still necessary

COORDINATING AGENCIES:

- Alameda County Public Works Agency (ACPWA)
- Alameda County Transportation Commission (ALAMEDA CTC)
- California Department of Transportation (Caltrans)

APPENDIX A-1

PROJECT DESCRIPTION

Project Title: I-880 to Route 238 (Mission Boulevard) – East West Connector Project

Project Description:

The project will construct an improved east-west connection between I-880 and Route 238 (Mission Boulevard). The project is a combination of new roadways, improvements to existing roadways, improvements to intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard) and includes bicycle & pedestrian facilities along the project.

Segment A limits – On Decoto Road from I-880 to Paseo Padre Pkwy & on Paseo Padre from Decoto to new roadway

Segment B limits – On new roadway from Paseo Padre Pkwy to Alvarado Niles Road

Segment C limits – On new roadway from Alvarado Niles Road to SR 238 (Mission Blvd)

Segment D limits – Intersection of new Roadway and SR 238 (Mission Blvd)

Project Map

