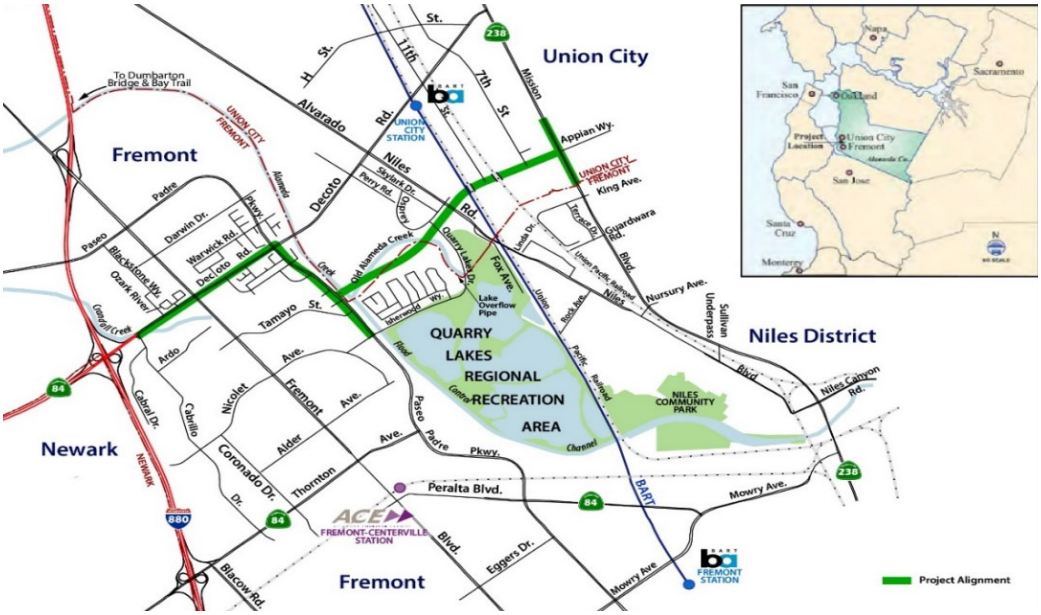
QUARRY LAKES PARKWAY

Connecting Parks, Trails & Transit



Report

PROJECT DELIVERY PLAN

Prepared by

MARK THOMAS

City Project No.

 # 18-04

Date

JULY 2020

UNION CITY

CITY OF Fremont

ALAMEDA County Transportation Commission

East Bay Regional Park District

AC TRANSIT

EXECUTIVE SUMMARY

In August 2018, Union City and Alameda CTC executed the East West Connector's Project Funding Agreement (PFA). Union City became project sponsor/lead agency, responsible for the remaining project phases (Final PS&E, R/W & Construction). Union City in partnership with Fremont and in coordination with transportation and transit agencies this past year have developed a Project Delivery Plan (Plan) to proceed with project implementation. The former East West Connector was renamed ***Quarry Lakes Parkway (QLP)*** to create a defined gateway into Quarry Lakes Regional Park, connects the neighbors, parks, schools and jobs in Fremont and Union City and completes the build-out of the Station District area at the Union City BART Station.

The Project Delivery Plan (Plan) documents Union City's effort this past year of the review, evaluation and findings in design, right of way engineering and the construction segments of the former East West Connector project and the best approach for Union City to complete the remaining project. In partnership with Fremont, Union City has presented the Quarry Lakes Parkway, a multimodal local streets and road project to BART, AC Transit, Alameda CTC and Cross Bay Transit/DB Rail to better understand and coordinate their planned multimodal, transit or rail projects that compliment QLP. These coordination meetings are documented in the Quarry Lakes Parkway **Transportation Memorandum** dated June 2020 prepared by Kittelson Associates, Inc.

Union City's and Fremont's lead in delivering the QLP provides more flexibility, expediency, and cost for completing project delivery than the East West Connector in the following areas presented in this report including:

- Project Development Procedures;
- Construction Phasing and the ability to deliver useful segments as construction funding becomes available;
- Consistency with Complete Streets Design Standards; and
- Significant cost reduction in delivery of project

INTRODUCTION

Mark Thomas & Company, Inc. (Mark Thomas) has prepared this Project Delivery Plan (Plan) to document the required design criterial for roadway projects, the Public Works process, updated construction costs, identify project phases and associated costs and the expenditure plan proposal with the proposed Quarry Lakes Parkway (QLP[1]) project which spans across the cities of Union City and Fremont. As the Environmental Impact Report (EIR) was certified in 2009, the proposed QLP project

[1] The QLP project was formerly known as the East-West Connector.

does not propose variations to the existing alignment or add new project elements that would require additional environmental studies. The QLP project is not expected to be fully funded for all phases at this time. As such, this Plan intends to identify a logical and phased approach to infrastructure improvements that will provide local and land-use benefits by phase while reducing upfront capital expenditures to more manageable levels.

DESIGN REFINEMENT AND MODERNIZATION

The 2011 East West Connector (EWC) Plans were reviewed and evaluated by Union City and Fremont. Both cities concurred that 9+ year old design required design refinement & modernization to meet current design criteria and standards. The 2011 EWC design did not meet recent "Complete Streets" policies and multimodal goals, did not consider adjacent land-use opportunities and did not coordinate the design with local and regional transportation projects led by Fremont, Union City, Alameda CTC and AC Transit.

To successfully complete the Final PS&E, the design would need to be refined to meet the latest Design Criteria and Standards. These updated design standards are required for all Construction Permits especially for proposed bridge structures over Alameda Creek Flood Control Channel, Old Alameda Creek and the grade separations/railroad underpasses at BART/Oakland Subdivision and the Niles Subdivision. Below are critical structural and roadway design manuals that have changed since 2011:

- Caltrans Seismic Design Criteria Manual- 2019
- Union Pacific Railroad-BNSF Railway, Guidelines for Railroad Grade Separation Project - 2016
- AREMA (American Railway Engineering & Maintenance-of-Way Association) -2019
- Caltrans Highway Design Manual (HDM) -2016
- California Manual for Uniform Traffic Control Devices (MUTCD) -2014
- Caltrans DIB 89-01 Class IV Bikeways Guidance - 2018
- Other design guidelines include Union City and Fremont's Public Works Design Standards, AASHTO, Public Works Greenbook, ADA, Cal/OSHA, latest Caltrans Standards Plans and Specifications, etc.

Typical for Public Works roadway projects to avoid of trenching of a newly constructed streets, the QLP should include all local utilities such as sanitary sewer, watermain system, communication/fiber and joint trench system (gas, primary & secondary power, telephone and cable) under the street to accommodate future development and to support utility master plans. The EWC roadway design only included water supply for the fire hydrants and irrigation system and electrical power for the new streetlights, traffic signals, pump station and irrigation timing system.

Finally, design refinement will allow the opportunity to apply value-engineering principles to design and construction activities for potential project costs savings through design changes, permitting process, advance construction phases or recent acceptable construction techniques.

PUBLIC WORKS PROJECTS

When Union City became project sponsor/lead agency, responsible for the remaining project phases (Final PS&E, R/W & Construction), we reviewed the project plans to understand ACTIA's approach for the East West Connector project for design, construction phasing, right of way engineering and construction. Below is Comparison Table of Project Development Procedures for Alameda CTC projects and for Public Works municipal engineering projects (a more streamline process) to better clarify Union City's project approach.

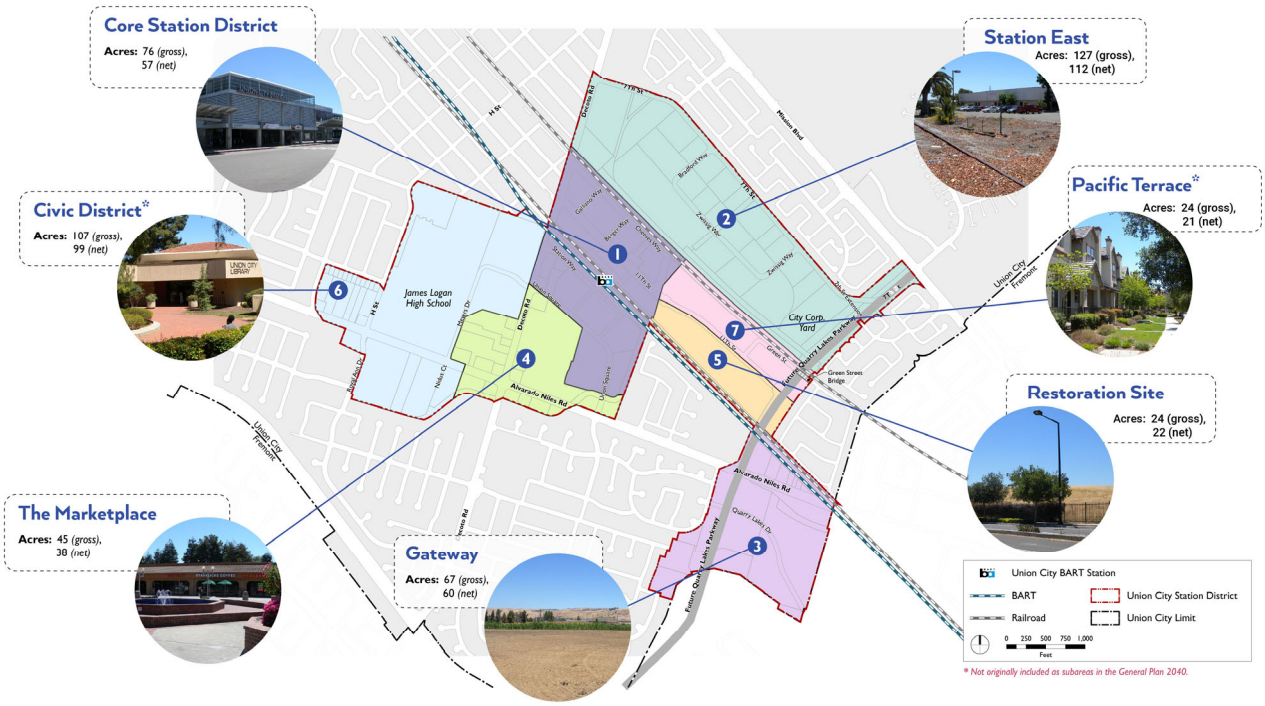
COMPARISON TABLE OF PROJECT DEVELOPMENT PROCEDURES

PROJECT DEVELOPMENT PROCEDURES	Alameda CTC (ACTIA) EAST WEST CONNECTOR	Union City QUARRY LAKES PARKWAY
Design Standards	Expressway Standards: Caltrans Highway Design Manual (HDM) for EWC & Local Street Standards	Local Streets & Roads: Union City Design Standards, Complete Streets/MUTCD
Authority to approve Environmental Documentation (CEQA)	Yes	Yes
Authority to manage, approve and sign Final PS&E and Technical Studies	Yes	Yes
Authority to Purchase & Condemn Public Right of Way (Roadway), Land Swaps, Preserve R/W & Hold Title	No	Yes
Right of Way Acquisition Process and Timeline	Caltrans Right of Way Manual Procedures (18-24 months)	Municipal Code (About 12 months)
Participates in Franchise Agreements & Accommodates All Utilities within public roads	No	Yes
Authority to execute Development Agreements including Purchase and Sale Agreement with Caltrans/State for Excess Route 84 Property, followed by RFQ for housing developer (For LATIP revenue incl. up $ 74.9 Million for EWC/QLP project).	No	Yes
Authority to Advertise, Award and Administer (AAA) Roadway Construction Projects	No	Yes
Maintains Public Streets & Roads, Traffic Signals and Trails Systems and participates in Maintenance Agreements with other public agencies incl. Alameda County Public Works/Flood Control, Caltrans and BART.	No	Yes

For over 25 years, Union City has planned, supported and accommodated the former Caltrans' Route 84 (highway) and the later ACTIA's East West Connector (expressway) projects by reserving the public right of way between Alvarado-Niles Road and Mission Boulevard/SR 238 through the remediation and

development of the former Pacific State Steel Corporation (PSSC) site. Union City also managed, designed and funded the Union City Intermodal Station, Phase 1 & 2 projects ($ 100 Million) that modernized a 1974 BART Station and purchased and reserved development parcels ($ 25 Million) on a former PG&E pipe storage yard to support planned the Station District area. Finally, Public Works design and constructed the 11th Street Extension (incl. all the major utilities), 11th Street Enhancement and BART parking lots ($ 20 Million). Expenditure plans for these past City projects included transportation and transit funds from various Alameda County's Measure B programs (ACTA/ACTIA and ACCMA).

Most recently, Union City and State of California (STATE) have entered into a Purchase and Sale Agreement (PSA) in August 2019 for the development of the State-owned parcels reserved for the former Route 84 known as the Gateway site. Revenues from the sale of the State parcels to a future housing developer will provide transportation funds for the list of projects identified by the approved CTC August 2010 Local Agency Transportation Improvement Projects (LATIP). Caltrans is currently preparing parcel assessment evaluation documents before appraisal of these parcels. Shortly after Union City plans to release an RFQ for potential nonprofit (per AB 1486) housing developer. The public right of way the Quarry Lakes Parkway project will not be include in the development parcels.



To summarize, Public Works roadway projects are typically prioritized and phased based on budget revenue generation, land-use/development needs, project funding opportunities and local access requirements.

CONSTRUCTION PHASING

The QLP project provides many benefits to the local communities of Union City and Fremont, including local circulation and connections to park, trails and transit. The QLP provides the opportunity for more efficient phasing as construction funding becomes available as opposed to the East West Connector. The differences in phasing approaches are described below:

East West Connector: Phasing Plan

The East West Connector project segregated the construction into four (4) phases. The phases were:

- **Segment A:** In Fremont along Decoto Road from Cabrillo Court to just east of Paseo Padre Parkway and along Paseo Padre Parkway from just north of Decoto Road to Isherwood Way
- **Segment B:** In Fremont and Union City along new roadway from Paseo Padre Parkway to just east of Alvarado Niles Road
- **Segment C:** In Union City along new roadway from just east of Alvarado Niles Road to just west of Mission Boulevard
- **Segment D:** In Union City at the intersection of new roadway and Mission Boulevard

Quarry Lakes Parkway: Phasing Plan

The phasing as described above for the East West Connector does not provide the proposed QLP project enough flexibility or the desired independent benefit by phase. By splitting the project into seven phases, five within Union City and two within Fremont, implementation of the QLP project will be able to achieve those goals. It is possible that phases could be combined should funding become available to construct multiple phases at once. A map detailing the proposed seven phases of the QLP project can be seen in Figure 1.

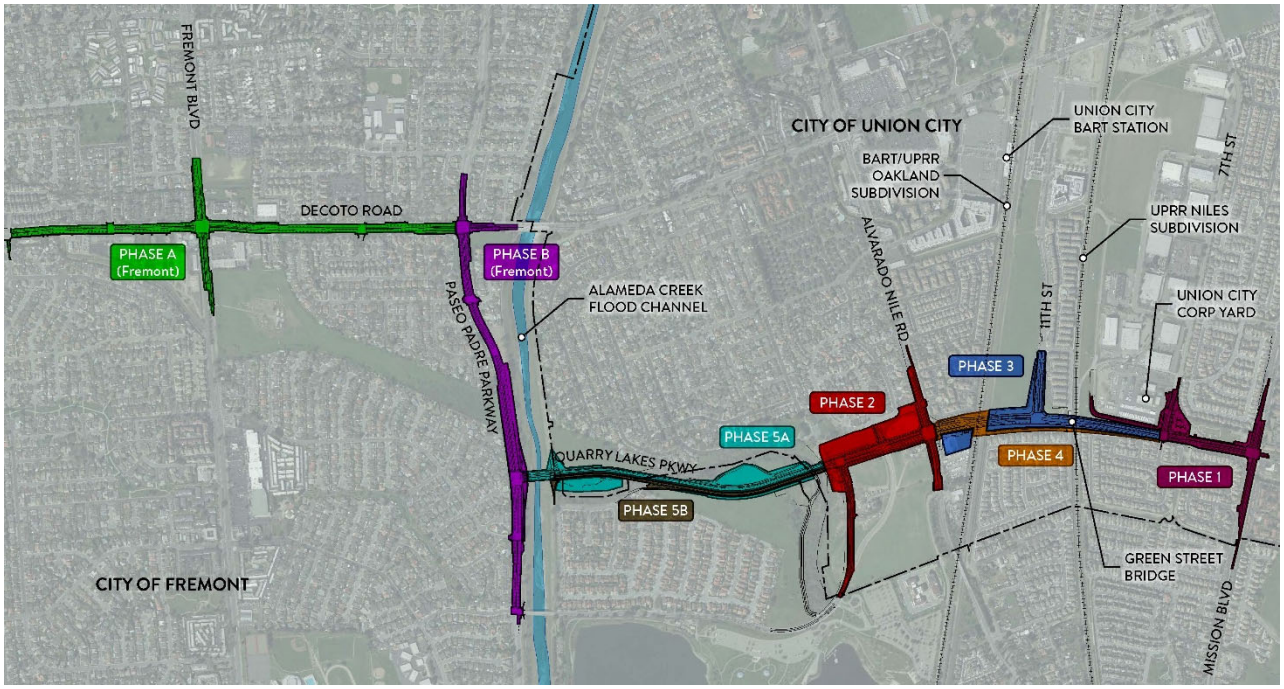


Figure 1 - Quarry Lakes Parkway Project Phasing Exhibit

The physical improvements to be constructed as a part of each phase are detailed below.

Phase 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 Transit/ 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.

All streetscape and traffic improvements within this limit will be completed, including all project work along Mission Boulevard, 7th Street, and the Maintenance Yard at 7th Street. The new intersection at 7th Street-Chesapeake Drive/QLP will only be three legs, with no westbound travel allowed until later phases. In addition, Phase 1 will accommodate the proposed 900-unit housing development at Decoto Road and complete the 7th Street bikeway system. Phase 1 could be constructed within the next five years.

All stormwater infrastructure to accommodate Phase 1 improvements will be completed. The Phase 1 project will conflict with the existing drainage channel that currently carries stormwater northbound. The new drainage design will intercept this flow, take it through the QLP, and outlet it back into the existing channel. The existing bridge/culvert at Chesapeake Drive will be demolished and replaced with a new culvert that runs below/through QLP. A new concrete-lined channel will be constructed along QLP to receive the flow from the culvert, and then released into the existing drainage channel near the Union Pacific Railroad (UPRR) Niles Subdivision tracks. A new diversion structure at the south opening of the new culvert will be also be constructed. This structure will divert a portion of the drainage flow through a 72-inch diversion line (built at a later phase) and released into Old Alameda Creek.

All miscellaneous utility improvements within the phasing limits will be completed. This includes the water main and gas main realignments from 7th Street to Chesapeake Drive.

A 900-unit housing development is planned along Decoto Road and 7th Street just north of the project. The proposed QLP connection will support and enhance the increase of pedestrian and bicycle travel along the realigned 7th Street and through the new neighborhood streets, 8th Street and 9th Street for a more direct access to the Union City BART Station on 11th Street.

Phase 2: Gateway Connection

Phase 2 will construct QLP roadway improvements between Old Alameda Creek/Fremont boundary and Alvarado-Niles Road. The new segment will provide access and utility infrastructure to the City's Gateway (State parcels) development site and will create a new, defined entrance into Quarry Lakes Regional Park. All streetscape and traffic improvements within this limit will be completed, including all work along Alvarado Niles Road and replacing existing Quarry Lakes Drive with a new realigned street connecting directly to Isherwood Drive in Fremont. No Old Alameda Creek bridge work or grade separation work west of Alvarado-Niles Road will be constructed during this phase. Phase 2 could be constructed within the next five years, simultaneously with Phase 1.

All stormwater infrastructure to accommodate Phase 2 improvements will be built. This includes two detention basins directly north of QLP and west of Alvarado Niles Road, and the 72-inch "Line M" diversion outfall structure (as detailed in Phase 1) will be constructed. The portion of the 72-inch diversion culvert within the phasing limits will be placed and connection to the diversion structure will be completed at a later phase.

All utility improvements within the phasing limits will be completed. This includes the construction of the new water main that runs along QLP and connected into the existing system at Alvarado Nile Road.

Utility work consists of installing the new water main that runs along Quarry Lakes Drive and connected into the QLP mainline.

The proposed 26-acre Gateway housing site along QLP, next door to Quarry Lakes Regional Park is within the Station District area and in walking distance to the Union City BART Station.

Phase 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.

All streetscape and traffic improvements within this limit will be completed, including all work along 11th Street and conforming QLP to the 7th street intersection completed during Phase 1. A significant portion of Phase 3 is completing the grade separation work to separate the new roadway from the UPRR Niles Road Subdivision. A new bridge structure will be built to span both Green Street and the railroad tracks across QLP. Heavy earthwork with retaining structures and Cement Deep Soil Mixing (CDSM) walls will be built to significantly reduce the grade of QLP. The masonry wall, which is adjacent to the concrete drainage channel completed in Phase 1, will be formed and constructed during Phase 3. No grade separation work across the UPRR Oakland Subdivision or BART tracks will be completed during this phase.

All stormwater infrastructure to accommodate Phase 3 improvements will be completed. This includes the detention basin and pump station east of Alvarado Nile Road. Jack and bore methods will be implemented to connect the drainage lines east of the Oakland Subdivision and BART tracks to the pump station. The pump station is required to be fully functional during this phase. No diversion line work will be completed in Phase 3.

All miscellaneous utility improvements within the phasing limits will be completed. No utility mains work is required during Phase 3.

The completion of the 11th Street connection from QLP to Decoto Road finally providing a much-needed secondary multimodal access road to Mission Blvd for the 60-acre Station District area and support completion of the planned housing (Windflower 2) and office (Woodstock) development sites.

Phase 4: Alvarado-Niles Road Connection & grade separations

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.

All streetscape and traffic improvements within this limit will be completed. As with Phase 3, a significant portion of the work for Phase 4 is completing the grade separation for the new roadway from the UPRR Oakland Subdivision and BART tracks. Therefore, similar structures and construction (earthwork, retaining walls, CDSM, etc.) will be implemented to achieve this grade separation, including a new bridge structure to span the railroad tracks across QLP. All roadway improvements required to connect QLP from Alvarado Niles Road to Mission Blvd will be completed with the completion of Phase 4.

All stormwater infrastructure to accommodate Phase 3 improvements will be built. The 72-inch diversion line will be connected at both ends to allow drainage to be diverted from the diversion structure (completed during Phase 1) and released into Old Alameda Creek.

All miscellaneous utility improvements within the phasing limits will be completed. No utility main work is required during Phase 4.

Phase 5 – Paseo Padre Parkway & Bicycle Trail Connection

Phase 5 is located in both Fremont and Union City and will complete the Quarry Lakes Parkway between the Gateway site in Union City and Paseo Padre Parkway in Fremont. 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.

Phase 5 is separated into two sub-phases, 5A and 5B. Phase 5A improvements consist of all grading for QLP up to the bridge abutments and roadway and streetscape improvements for the northern two lanes and multi-use path. With the exception to the Alameda County Flood Control (ACFC) Channel bridge at Paseo Padre Parkway, the additional Old Alameda Creek bridge structures will be built as independent structures and completed during the appropriate subphase. The ACFC bridge will be a single structure and completed during Phase 5a. The bridge will conform to the new Paseo Padre Parkway intersection (assumed to have been constructed by the City of Fremont before this phase, see below for more details). All roadway improvements required to connect QLP from Paseo Padre to Mission Blvd will be completed at the end of Phase 5.

All stormwater infrastructure to accommodate Phase 5 improvements will be built in the same subphases as described above. Both detention basins within the phasing limits and the ACFC Channel outlet structure will be constructed during Phase 5a.

All utility improvements within the phasing limits will be completed. This work includes the construction of the new water main that connects the system built during Phase 2 to the existing system at Paseo Padre Parkway.

The Union City and Fremont city-limit boundary are currently defined or delineated by the centerline of Old Alameda Creek. Unfortunately, the creek alignment has shifted over past several decades making it challenging for land surveyors to delineate this boundary. Unlike all the other County waterways and creeks, Old Alameda Creek rights of way does not belong to Alameda County Flood Control. In Phase 5, there is opportunity to re-define the Union City-Fremont city-limit boundaries and for Alameda County Flood Control to take ownership of the creek system with plans to replant and reestablish this natural biological resource.

The completion of Phase 5 will support the development of the Alameda County Water District (ACWD) just east of the Alameda Flood Control Channel and is currently zone for housing in Union City.

Decoto "Complete Streets" Corridor(Fremont)

This phase includes work along Decoto Road corridor from Cabrillo Court near Interstate 880 to Paseo Padre Parkway. These "Complete Streets" improvements include reduce lane widths and Class IV

bikeways/buffer bike lanes with a focus to improved transit operations with potential queu-jump lanes and Transit Signal Priority (TSP) system upgrades for AC Transit, UC Transit and Dumbarton Express service. All streetscape, traffic, drainage, and utility improvements within phasing limits will be completed. Intersection work at Paseo Padre Parkway is not included as part of the Decoto Road phase. Fremont is moving forward with the Final PS&E phase and should be ready for construction in 2022.

Paseo Padre Parkway (Fremont)

This phase includes work along Paseo Padre Parkway from Decoto Road to Isherwood Way. This work includes the earthwork required to raise the grade of Paseo Padre for the future ACFC bridge connection in phase 5a detailed above. All streetscape, traffic, drainage, and utility improvements within phasing limits will be completed.

As noted above, City of Fremont is moving forward with the Final Design of the Decoto "Complete Streets" Corridor project and will lead agency for future improvement along Paseo Padre Parkway.

Union City and Fremont have concurred that the local street improvements identified in the QLP project should be the responsibility of each jurisdiction except for Phase 5 where the city boundaries need to be re-defined.

PROJECT COSTS

The QLP project costs were developed using the existing project plans and other pertinent documents. No new features or elements were added to the estimate in order to present a reasonable comparison of the previous project to the QLP project. As detailed above in the Construction Phasing section, the QLP project has a different phasing approach a phase by phase comparison is not appropriate or required for this Plan. A high-level estimate is provided in Table 1 showing a total project cost comparison between the escalated 2018 project costs and the QLP project costs.

Table 1 - Project Cost Comparison

Description of Cost Element	Previous Project (2018 Estimate)	Quarry Lakes Parkway [1]
Planning / Design	$23,334,000	$31,004,000[6]
Right of Way[3]	$78,230,000	$4,840,000[4]
Environmental Mitigation[5]	$15,850,000	$18,432,000
Construction Cost	$178,971,000	$203,350,000[2]
Construction Management	$23,475,000	$30,504,000[7]
TOTAL COST	**$319,860,000**	**$288,130,000**

1. Prices shown are 2020 dollars.
2. Includes a 10% mobilization cost and a 25% contingency.
3. Includes estimated damages, relocation assistance, title/escrow Costs, and owner appraisal costs
4. Assumed all public property would be dedicated for the project including Union City, Fremont and Caltrans parcels. Private property acquisition and easements are included.
5. Includes mitigation for Waters of the US, Offsite Habitat, Offsite Water Quality and Wetland Mitigation.

6. Includes Right of Way Support, Environmental Permits and Final Design at 15% of construction cost.
7. Includes Construction Management and Engineering Support during Construction at 15% of construction cost.

While most costs have increased from the previous project, the overall QLP project cost has gone down. The main difference between the two projects is the previous project had assumed large right of way purchases from public agencies, including Union City, Fremont and Caltrans. Now that the QLP project has been transferred to the local agencies it is assumed the required right of way will be dedicated instead of purchased. Private property acquisition is still assumed to be required as a part of the QLP project.

The QLP project costs broken down by phase have been provided in Table 2. The assumptions provided in Table 1 remain for the breakdown shown in Table 2.

Table 2 - Quarry Lakes Parkway Project Cost by Phase

PHASES	Final PS&E	Right of Way	Environmental Mitigation	Construction	Construction Management / DSDC	TOTAL
Union City-Local Streets & Roads						
Phase 1: 7TH Street Connection	$2,023,000	$1,899,000	$1,088,000	$10,150,000	$1,523,000	**$16,683,000**
Phase 2: Gateway Connection	$2,198,000	$ 100,000	$1,111,000	$14,650,000	$2,198,000	**$20,257,000**
Phase 3: 11TH Street Connection	$9,165,000	$561,000	$11,527,000	$61,100,000	$9,165,000	**$91,518,000**
Phase 4: Alvarado-Niles Connection & Grade Separations	$8,640,000	$1,453,000	$948,000	$57,600,000	$8,640,000	**$77,281,000**
Phase 5: Paseo Padre & Trail Connection	$5,940,000	$100,000	$3,148,000	$39,600,000	$5,940,000	**$54,728,000**
Fremont-Local Streets & Roads						
Decoto "Complete Streets" Corridor	$1,410,000	$717,000	$310,000	$9,400,000	$1,410,000	**$13,247,000**
Paseo Padre Parkway	$1,628,000	$10,000	$300,000	$10,850,000	$1,628,000	**$14,416,000**
Total Per Phases	**$31,004,000**	**$4,840,000**	**$18,432,000**	**$203,350,000**	**$30,504,000**	
				Total Project Cost		**$288,130,000**

The QLP project costs were developed using the existing project plans and other pertinent documents. No new features or elements were added to the estimate in order to present a reasonable comparison of the previous project to the QLP project. As detailed above in the Construction Phasing section, the QLP project has a different phasing approach so a phase by phase comparison is not appropriate or required for this Plan. A high-level estimate is provided in Table 1 showing a total project cost comparison between the escalated 2018 project costs and the QLP project costs.

Total Project Cost for the Quarry Lakes Parkway is approximately **$ 288 Million** compared the East West Connector cost of about $ 320 Million. The $ 34 Million difference in overall project costs includes

subtracting of the completed $ 20 Million PA/ED and Draft PS&E Phases and eliminating Right of Way costs for the Union City, State and Fremont parcels for public rights of way (incl. TCE's) for proposed roadway. Also note that roadway unit costs have increased and Final PS&E phases still need to be revisited as required for design refinements to meet latest design criteria/standards along with securing challenging UP, BART, regulatory agencies (Section 401 and 404), Alameda County Flood Control, Regional Water Quality Control Board and Caltrans construction permits.

EXPENDITURE PLAN PROPOSAL

Approximately $ 600,000 of $ 2.5 Million in the Union City's East West Connector Project Funding Agreement (PFA) has been expended to date for consultant service agreements for conceptual design, project coordination, engineering evaluation, traffic analysis, environmental evaluation and project cost updates. Approximately $ 900,000 was programmed but not expended for the Union Pacific Railroad Design Oversight Agreements for the Niles and Oakland Subdivision grade separations and a BART Project Coordination Agreement for the BART grade separation. Unfortunately, the remaining $ 1.0 Million to complete Final PS&E for Segments A, B, C and D and to update the Project Costs as identified in the August 2018 PFA for the East West Connector was not adequate or sufficient budget. Also, all approved construction permits are necessary to complete Final Plans, to complete Specifications with permit conditions and to complete an Engineers Estimate ready for advertisement.

In general, the draft QLP Expenditure Plan Proposal is similar to the EWC Expenditure Plan Proposal presented at the March 2018 Commission Meeting. The QLP Plan now includes anticipated LATIP revenue for the sale of the State parcels and has modified funding program funds identified in the 2014 Transportation Expenditure Plan (TEP) that now strongly supports the development of PDA (Priority Development Areas), multimodal designs and completes gap closures for trails connections and projects such as the East Bay Greenway in Southern Alameda County.

EXPENDITURE PLAN PROPOSAL

Proposed Funds (PS&E, R/W and CON Phases)	EWC Expenditure Plan Proposal (March 2018)	QLP Expenditure Plan Proposal	Notes
1986 Measure B	$ 65,500,000	$ 65,500,000	Includes $ 2.5 M of PFA
CMA-TIP	$ 14,300,000	$ 14,300,000	No Change
Route 84 LATIP	$ 0	$ 33,150,000	EWC/QLP is # 4 and #5 LATIP Projects
TEP 22: Union City Intermodal Station	$ 75,000,000	$ 0	Reserves $$ for ACE, DB Rail or other transit connections
TEP 21: DB Corridor Transportation Improvements (Decoto Road)	$ 40,000,000	$ 40,000,000	No change. Total of Union City's share
TEP 23: Railroad Corridor Right of Way Preservation	$ 32,000,000	$ 32,000,000	No Change
TEP 45: Community Development Investments Program (Infrastructure to Union City BART-PDA)	$ 9,500,000	$ 34,220,000	Increase $$-Improves Transit connection to jobs & schools

Proposed Funds (PS&E, R/W and CON Phases)	EWC Expenditure Plan Proposal (March 2018)	QLP Expenditure Plan Proposal	Notes
TEP 26: Congestion Relief, Local Bridge Seismic Safety (South County incl. EWC)	$ 25,000,000	$ 41,500,000	Increase $$- Added $ 16.5 M for Rte 84 Relinquishment (LATIP #3)
TEP 44: Bicycle and Pedestrians Path and Safety (Gap Closure)	$10,000,000	$ 10,000,000	No change. Project now includes East Bay Greenway-Bay Trail Connection.
Union City LOCAL (SB1, DLED, DIPSA)	$ 0	$ 4,460,000	About 18.0 acres of City's R/W is dedicated to QLP + 14.0 acres of State Parcels. Will seek other funding opportunities when Final PS&E/RW Cert is near completion & project is shelf-ready.
Fremont LOCAL (86 MB, DLED, TIF, LATIP)	$ 0	$ 8,000,000	Incl. $ 3.5 M (PFA)
OTHER Local and State Funds (RM3-Bay Trail SR2 Transit & DB Corridor, SB-1 LPP CON Funds & other)	$ 0	$ 5,000,000	Will seek other funding opportunities when Final PS&E/RW Cert is near completion & project is shelf-ready.
TOTAL EWC COST	**$271,300,000**		
TOTAL QLP COST		**$288,130,000**	

Union City's local funds identified in above Expenditure Plan Proposal appears to be a minimum amount. However, it should be noted the City has already dedicated the entire QLP roadway right of way between Alvarado-Niles Road to Mission Boulevard, which is approximately 18.0 acres to the project. Union City is also managing and administering the RFQ for the development of the State Parcels (Excess Route 84 property) and land sale to a future housing developer will generate the fund revenue for the Alameda County's LATIP projects on behalf of Alameda County CTC. Through this development process, the City will reserve about 14.0 acres of public right of way to QLP project, totally 32.0 acres.

FINDINGS

Union City's findings of the review and evaluation of 2011 East West Connector project, in general are as follows:

- Plans need to be updated and modernized to meet current "Complete Streets" designs and Multimodal Goals
- Design refinement is required to meet current design guidelines, criteria and standards especially for bridges and structures to successfully secure all construction permits
- Design refinement creates an opportunity to "value-engineer" the project for potential cost savings in design and construction
- Ongoing coordination with transit/transportation agencies and related projects is important
- Phasing of the project segments will be based on available funding, right of way certification (secure right of way and permits) and land-use/developer opportunities
- $2.5 Million in the 2018 PFA was not efficient budget to complete the Final PS&E
- It was unrealistic for *all project segments to begin construction by January 2021*

- A successful Expenditure Plan requires ongoing funding strategies and opportunities with Alameda CTC staff

FUNDING REQUEST AND SCHEDULE

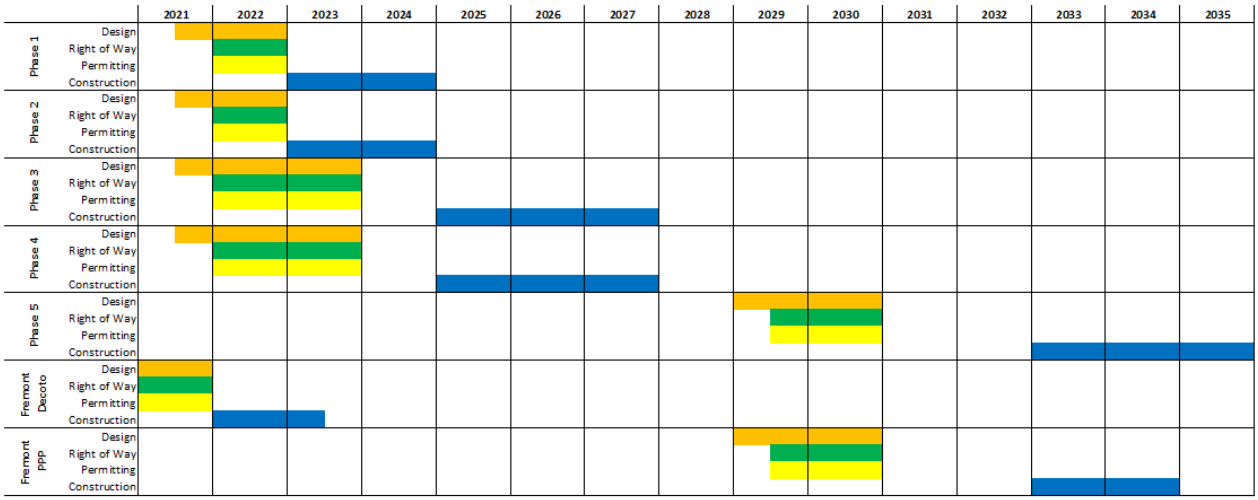
Union City continues to proceed with the planning and development of the Station District area, which includes 1,700 new housing units built or entitled and the 1.2 million square feet of planned office space near and around the Union City BART Station. The completion of the QLP in Union City is instrumental for the success of this Priority Development Area (PDA) build-out.

At this time, Union City respectively request as lead agency/project sponsor for the QLP the programming of approximately $ 69.3 million of 1986 Measure B funds and CMA-TIP including our local funds. The goal would be to complete the construction of the 7th Street Connection and Gateway Connection phases and to complete PS&E, right of way and environmental mitigations for the 11th Street Connection and Alvarado-Niles Connection including securing all grade separation construction agreements for Union Pacific Railroad (for both Oakland and Niles Sub) and BART construction agreement. Once these construction contracts are almost completed and shelf-ready, Union City will continue to aggressively seek and secure LATIP, local and regional transportation funds to complete an critical link of QLP from Alvarado-Niles Road to Mission Blvd, parallel to Decoto Road a major transit corridor in Union City and Fremont. See below the funding plan.

Funding Plan

Project Segments	Costs
7th Street Connection – All Project Phases	$ 16,683,000
Gateway Connection – All Project Phases	$ 20,257,000
11th Street Connection- Design, R/W-Permits & Mitigation	$ 21,253,000
Alvarado-Niles Connection & Grade Separations -Design, R/W-Permits & Mitigation	$ 11,041,000
Total Programming Request	**$69,234,000**

Similar to Fremont recent project approach for the Decoto “Complete Streets” Corridor project, Union City plans to prepare RFP to select consultants to lead these project segments with experience in Complete Streets/multi-modal design, municipal engineering design and grade separations designs. We anticipate two or three consultant contracts. Below is a proposed project schedule for the roadway segments:



Union City looks forward to coordinate with Alameda CTC staff to strategize and present this Project Delivery Plan at an upcoming Commission meeting in late 2020.

ACKNOWLEDGEMENTS

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Contributors

Mark Thomas & Company, Inc.

Shawn O'Keefe, PE, QSD

Sasha Dansky, PE, QSD

Bobby Lin, PE

AECOM

Etty Mecurio, P.E.

WRECO

Analette Ochoa

ICF

Rich Walter

Apex Strategies

Eileen Goodwin

Gray Bowen Scott

Matt Todd

City of Union City

Joan Malloy, City Manager

Mark Evanoff, Deputy City Manager

Marilou R. Ayupan, Interim Public Works Director

Carmela Campbell, Economic and Community Development Director

Farooq Azim, City Engineer

Project Partners

City of Fremont

Hans Larsen, Public Works Director

Noe Veloso, Assistant City Engineer

Matt Bomberg, Senior Transportation Engineer

Alameda CTC

Saravana Suthanthira, Principal Transportation Planner

Aleida Andrino-Chavez, AICP, PTP; Associate Transportation Planner