



SPECIAL
Alameda County Transportation Commission
Meeting Agenda
Monday, August 13, 2018, 2 p.m.

Chair: Richard Valle, Alameda County District 2

Executive Director: Arthur L. Dao

Vice Chair: Pauline Cutter, City of San Leandro

Clerk of the Commission: [Vanessa Lee](#)

Teleconference locations: 621 1/2 11th Street
Tuscaloosa, AL 35401

1747 East 8th Avenue
Vancouver, BC V5N 1T7
Canada

1. Call to Order/Pledge of Allegiance

2. Roll Call

0. Closed Session

- 0.1 Closed Session - Conference with Legal Counsel pursuant to Government Code section 54956.9(d)(2): Litigation exposure; one potential action
- 0.2 Report on Closed Session

3. Public Comment

4. Programs and Projects Committee Action Items

- 4.1. [7th Street Grade Separation East Project / \(PN 1442001\): Approval of Professional Services Agreement A18-0049 with HDR Engineering, Inc. for Final Design / Plans, Specifications and Estimate \(PS&E\) Phase Services](#) 1 A

5. Adjournment

Next Meeting: Thursday, September 27, 2018

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings:

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Councilmember Peter Maass

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Dan Kalb

City of Piedmont
Vice Mayor Teddy Gray King

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	September 6, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	September 10, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Independent Watchdog Committee (IWC)	November 19, 2018	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	September 11, 2018	9:30 a.m.
Alameda CTC Commission Meeting	September 27, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	September 24, 2018	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	October 18, 2018	5:30 p.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).



Memorandum

4.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: August 3, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: 7th Street Grade Separation East Project / (PN 1442001): Approval of Professional Services Agreement A18-0049 with HDR Engineering, Inc. for Final Design/Plans, Specifications and Estimate (PS&E) Phase Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A18-0049 with HDR Engineering, Inc. to provide services for the Final Design / Plans, Specifications and Estimate (PS&E) Phase of the 7th Street Grade Separation East Project, for an amount to not to exceed the Independent Cost Estimate of \$15.5 million, and subject to the approval of the contract package by the California Department of Transportation (Caltrans).

The proposed budget for the professional services agreement is included in the Commission-Adopted 2018 Comprehensive Investment Plan and in the Adopted FY 2018-19 Capital Program Budget.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the Global Opportunities at the Port of Oakland (GoPort) Program. In partnership with the Port of Oakland (Port) and in coordination with the City of Oakland, Alameda CTC proposes a package of landside transportation improvements within and near the Port that are critical to State and the San Francisco Bay Area regional economy. The overall GoPort Program of projects includes the 7th Street Grade Separation East Project, the 7th Street Grade Separation West Project, Port Utility Relocation Project, and the Freight Intelligent Transportation Systems Project. The 7th Street Grade Separation East Project proposes to reconstruct the existing railroad underpass between I-880 and Maritime Street to increase clearance for trucks and improve the shared pedestrian/bicycle pathway.

The Alameda CTC selection process to procure consultant services for the PS&E phase of the project began in February 2018 with Commission's approval of the PS&E phase allocation (\$22 million) and authorization to release the request for proposals (RFP). The RFP sought professional services to obtain a construction Ready to-List (RTL) package in early 2020 and design support services during construction as an optional task.

RFP #R18-0013 was released in March 2018, and two proposals were received in response to the RFP by the proposal due date of March 30, 2018. An independent selection panel comprised of representatives from the City of Oakland and Alameda CTC reviewed the proposals submitted. Interviews were conducted for both firms on April 27, 2018, and at the conclusion of the evaluation process, Alameda CTC selected HDR Engineering, Inc. as the top-ranked firm.

At its May 2018 meeting, the California Transportation Commission awarded \$175 million of Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) funds for the construction of the 7th Street Grade Separation East Project. The construction funding must be allocated by FY 2019/2020. It is imperative that the PS&E consultant contract be executed as soon as possible to ensure that the funding delivery deadline will be met.

Staff has reviewed the submitted cost proposal and compared the proposal against Alameda CTC's independent cost estimate and assumptions. It is anticipated that an executable contract package will be completed by mid-August. The contract is funded with a combination of state and local funds and is subject to a pre-award conformance review audit by Caltrans prior to final execution of the contract and commencement of work. This process is estimated to take 30 days once a final package is submitted to Caltrans for review.

Should HDR Engineering, Inc. become the Design Engineer of Record for the Project, an amendment will be required to provide additional budget and time for design support services through construction once the Project is in a position to be advertised.

Background

Over the past decade, significant state, local and private-sector investments have been made as part of the redevelopment of the Oakland Army Base (OAB) to modernize and expand rail facilities, warehousing, and transloading facilities to support the on-going productivity and efficiency of the Port as the third busiest port in California and the top ten container port in the nation. In addition, the Port of Oakland is a major export port in the United States supporting a balance of imports and exports.

In partnership with the Port of Oakland (Port) and the City of Oakland, Alameda CTC proposes a package of landside transportation improvements within and near the Port that are critical to State and the San Francisco Bay Area regional economy. The overall GoPort program of projects includes the 7th Street Grade Separation East Project (7SGSE), the 7th Street Grade Separation West Project (7SGSW), Port Utility Relocation Project

(PUR), and the Freight Intelligent Transportation Systems Project (FITS). The GoPort program of projects would help maintain and expand the Port of Oakland's global competitiveness, sustain its future growth potential and operational efficiency, and support economic development and growth strategies. See Attachment A.

At a total estimated cost of \$515.0 million, the funding needs for GoPort is very significant. Most external funds are competitive and require detailed applications and analysis, including benefits to cost, risk assessments, and local funding matching capability. The Commission's actions to allocate funding and authorize staff to procure the resources necessary to advance the delivery of the GoPort has yielded over \$207 million in external funding for the GoPort. The most significant funding award to date is from Senate Bill 1 (SB1) which totals \$195.98 million (\$7.98 million in Local Partnership Program (LPP) formulaic funds for the 7SGSE, \$175 million from the Trade Corridor Enhancement Program (TCEP) for the 7SGSE, \$12 million from TCEP for the FITS). The current funding summary for the GoPort has been provided in Attachment B.

The 7SGSE is one critical element of the GoPort program which Alameda CTC will implement in partnership with the Port of Oakland and City of Oakland. The 7SGSE proposes to reconstruct the existing railroad underpass between west of I-880 and Maritime Street to increase clearance for trucks and improve the shared pedestrian / bicycle pathway. The project will provide efficient multimodal landside access and infrastructure improvements to promote existing and anticipated Port operations. These improvements are critical to the local, regional, state and national economies by rebuilding and modernizing a key access point to the Port. This project will substantially improve the safety, efficiency and reliability of truck and rail access to the Oakland Port Complex while also generating benefits that extend beyond the Port area, such as reduced regional congestion and emissions and substantial job creation. It will also provide critical bicycle and pedestrian connectivity to the Bay Trail system. See Attachment C.

The 7SGSE is currently in the Environmental and Preliminary Engineering phases. The required California Environmental Quality Act (CEQA) environmental process has been cleared and the National Environmental Protection Act (NEPA) clearance is anticipated by fall 2018. The 7SGSE has an estimated cost of \$252 million. The PA&ED and PS&E phases have a total budget of \$27 million and is funded as follows: \$24.02 million of Measure BB, \$7.98 million state LPP. See Attachment D for the full 7SGSE funding summary.

In February 2018, the Commission allocated \$22 million of Measure BB funding for the PS&E phase of the project and authorized the initiation of contract procurement to obtain engineering services for the final design and preparation of the PS&E for the 7SGSE. A mandatory pre-proposal meeting was held in March 2018, and was attended by 31 firms. Alameda CTC received two (2) proposals on March 30, 2018 from the following firms:

- HDR Engineering, Inc.
- Rail Surveyors and Engineers, Inc. (RSE)

An independent Selection Review Panel comprised of representatives from the City of Oakland and Alameda CTC reviewed the proposals and determined that both proposals were responsive and met the requirements necessary to proceed to the next stage of the procurement process. Interviews were conducted with both firms on April 27, 2018, and the Selection Review Panel established scores for the two firms. In the panel's final rankings, HDR Engineering, Inc. was unanimously selected as the top-ranked firm with an aggregate score of 85.5 points and RSE was the second ranked firm with an aggregate score of 83.3 points.

RSE filed a Notice of Protest with Alameda CTC after being informed that HDR Engineering, Inc. was selected as the top-ranked firm. RSE's protest contends that the procurement process was fundamentally unfair. Pursuant to the Bid Protest Procedure set forth in the RFP, Alameda CTC staff conducted an investigation regarding the allegations set forth on RSE's Notice of Protest. Staff, in conjunction with Wendel Rosen, thoroughly reviewed and evaluated the procurement process, and concluded that Alameda CTC conducted a fair, open, and competitive qualifications-based selection process pursuant to the requirements of the RFP and applicable law. The results of the investigation were conveyed to RSE, Inc., along with the documents requested by RSE in its Notice of Protest, including interview questions sheet and summary scoring results, excepting only certain materials that are exempt from disclosure under the Public Records Act.

Following staff's determination that RSE's bid protest was without merit, Alameda CTC initiated negotiations with HDR Engineering, Inc. On June 22, 2018, upon notification that RSE had requested the opportunity for a presentation and hearing, Alameda CTC halted its negotiations with HDR. On June 28, 2018, the Commission approved the formation of a three member Bid Protest Hearing Panel to review RSE's protest. The hearing was held on July 20, 2018 as agreed to by RSE. RSE did not appear for the hearing. On July 26, 2018, the panel issued their finding in favor of proceeding with an award to HDR for the project.

The SB1 funding awards for the 7SGSE includes numerous accountability and transparency funding requirements including providing regular and timely reporting on project progress to the CTC. A key requirement tied to the \$175 million of SB1 TCEP funds for the construction of the 7SGSE is that the project must meet the construction funding allocation deadline of FY 2019/2020. It is imperative that the PS&E consultant contract be executed as soon as possible to ensure that the funding delivery deadline will be met. Additionally, as this contract is funded with a combination of state and local funds, it is subject to a pre-award conformance review audit by Caltrans prior to final execution and commencement of work. This process is estimated to take 30 days once a final package is submitted to Caltrans for review.

Levine Act Statement: The HDR Engineering, Inc. team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize expenditure of previously allocated Measure BB and LPP funds and is in the Adopted FY 2018/19 Capital Program Budget for the 7SGSE Project.

Attachments:

- A. GoPort Project Fact Sheet
- B. GoPort Cost/Funding Summary
- C. 7SGSE Project Fact Sheet
- D. 7SGSE Cost/Funding Summary

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PROGRAM OVERVIEW

GoPort is a program of projects to improve truck and rail access to the Port of Oakland, one of the nation's most vital seaports. It consists of four components:

- 7th Street Grade Separation West Segment (7SGSW):** Realign and grade separate the intersection of 7th Street and Maritime Street and construct a rail spur underneath to improve the access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.
- 7th Street Grade Separation East Segment (7SGSE):** Replace existing railroad underpass between I-880 and Maritime Street to increase clearance for trucks and improve shared pedestrian/bicycle pathway.
- Freight Intelligent Transportation Systems (FITS) and Technology Master Plan:** Apply ITS, signal systems along W. Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road, and other technologies to cost-effectively manage truck arrivals and improve incident response.
- Port Utility Relocation (PUR):** Relocate and upgrade utilities in support of the Oakland Army Base Master Plan development and the roadway improvement along 7th Street and Maritime Street.

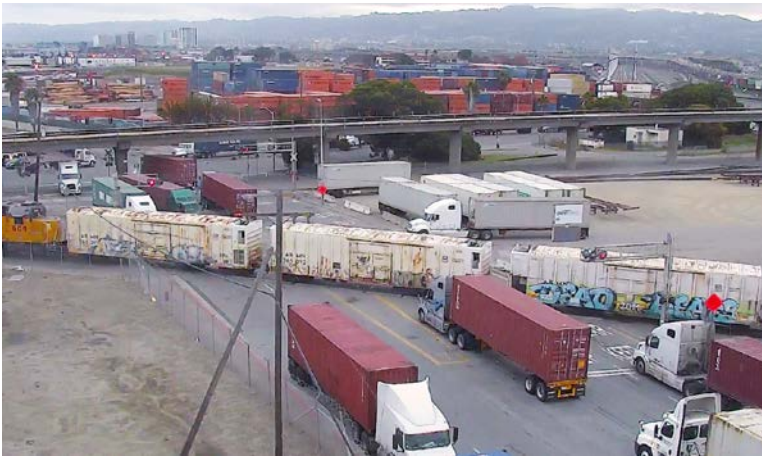


PROGRAM NEED

- The Port of Oakland (Port) is one of the top 10 busiest container ports in the U.S., handling 99% of regional containerized goods in Northern California.
- The Port has capacity to support increased freight demands, but severe landside access inefficiencies constrain growth potential.
- Significant traffic congestion occurs within the Port, particularly along Maritime Street, 7th Street, and Middle Harbor Road, due to substantial gate down time required for train crossings at major intersections. Truck queues can take more than one hour and 45 minutes to clear.
- Lengthy queues on the streets with as many as 50 trucks have wait times of up to three hours to enter into marine terminals.
- Idling trucks in long queues cause growing local and regional concerns regarding air quality and greenhouse gas emissions.
- There is limited multimodal access to commercial developments and recreational facilities adjacent to the San Francisco Bay.

PROGRAM BENEFITS

- Congestion relief:** Upgrade technology and infrastructure to minimize and manage truck wait times, manage truck congestion, and improve traffic circulation
- Efficiency:** Improve Port and Rail Yard efficiencies, intermodal yard connectivity, and expand near-dock use of rail and intermodal facilities
- Sustainability:** Reconstruct Bay Trail segment on 7th Street and Maritime Street and reduce emissions/carbon footprint
- Economic stimulation:** Reduce shipping costs, improve Port competitiveness and create jobs



Maritime Street at-grade rail crossing south of 7th Street, March 2016.



Aerial view of the Port of Oakland, March 2016.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- ~\$53 million has been allocated from the Measure BB funds for the environmental and final design phases of the program.
- The PUR, 7SGSW and 7SGSE projects cleared California Environmental Quality Act (CEQA) through the 2002 Oakland Army Base Area Redevelopment Plan Environmental Impact Report (EIR) and the FITS project through the 2010 Maritime Utilities Upgrade Project Initial Study/Negative Declaration (IS/ND) with separate subsequent Addendums in 2012. The FITS, 7SGSW and 7SGSE projects are currently pursuing Categorical Exclusions (CE) as part of the National Environmental Policy Act (NEPA) clearance.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, California Department of Transportation, Union Pacific Railroad, BNSF Railway, San Francisco Bay Area Rapid Transit, Metropolitan Transportation Commission and several utility entities

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$ 15,000
Final Design (PS&E)	\$ 46,000
Right-of-Way	\$ 59,000
Construction	\$ 395,000
Total Expenditures Estimate	\$ 515,000

Note: Estimate basis in 2016 dollars.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$ 53,020
Federal	\$ 11,570
State	\$ 7,980
Senate Bill 1 (TCEP) ¹	\$ 187,456
TBD	\$ 254,974
Total Revenues To Date	\$ 515,000

¹ Trade Corridor Enhancement Program.

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2016	2018
CEQA Clearance	-	2012
NEPA Clearance	Fall 2017	Fall 2018
Final Design	Fall 2018	Winter 2019
Construction	Spring 2020 ²	Winter 2023

² Construction related to utility relocation and FITS may begin in spring 2019.

Note: Information on this fact sheet is subject to periodic updates.

GoPort Program Cost/Funding Summary

	Cost Estimate (millions)					Programmed Funds (millions)					Potential Funds (millions)				
	7SGSE	7SGSW	FITS	PUR	Total	Alameda CTC ¹	State SB1 LPP	SB1 TCEP	Federal	Total	Additional Alameda CTC	State SB1	Other ²	Total	
Environmental	\$15.00				\$15.00	\$15.00				\$15.00				\$0.00	\$0.00
Design	\$22.00		\$24.00		\$46.00	\$38.02	\$7.98			\$46.00				\$0.00	\$0.00
Right of Way				\$59.00	\$59.00					\$0.00				\$59.00	\$59.00
Construction	\$225.00	\$146.00	\$24.00		\$395.00			\$187.46	\$11.57	\$199.02		\$112.31		\$83.67	\$195.98
Totals:					\$515.00	\$53.02	\$7.98	\$187.46	\$11.57	\$260.02	\$0.00	\$112.31		\$142.67	\$254.98

Funding Timeline:

March 2016	\$33.0 million allocated by Alameda CTC (\$15 million – PE/Env, \$18 million – design).
September 2017	\$1.824 million award to Port of Oakland from U.S. Department of Homeland Security ("DHS") Fiscal Year 2017 Port Security Grant Program. Caltrans approves Alameda CTC request to repurpose \$21,364 federal earmarked funds to construction phase of Project.
October 2017	\$9.72 million award to Alameda CTC from Federal Highway Administration (FHWA) Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative Grant Program.
January 2018	\$20.02 million allocation request for design phase by Alameda CTC. \$7.98 million SB1 Local Partnership Program (LPP) Programming approved and \$907,000 allocated by the California Transportation Commission (CTC). Submittal of TCEP Cycle 1 application for FITS and 7SGSE Capital Component (estimated award request \$188 million).
February 2018	\$20.02 million allocated by Alameda CTC for design phase.
May 2018	~\$188 million of competitive SB1 Trade Corridor Enhancement Program (TCEP) awarded by CTC for FITS and 7SGSE.
TBD	TCEP Cycle 2 application for 7SGSW (estimated award request \$112 million).

Notes:

1. All funds have been allocated.
2. Other potential funds includes RM3, future federal grants, and contribution in-kind from stakeholders.

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7th Street Grade Separation East Project

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JUNE 2018

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Oakland and the Port of Oakland (Port), proposes to implement the Global Opportunities at the Port of Oakland (GoPort) Program, a package of landside transportation improvements within and near the Port. The 7th Street Grade Separation East Project is one critical element of the GoPort program which proposes to realign and reconstruct the existing railroad underpass and multi-use path along 7th Street between west of I-880 and Maritime Street to increase vertical and horizontal clearances for trucks to current standards and improve the shared pedestrian/bicycle pathway.

The purpose of this project is to provide efficient multimodal landside access and infrastructure improvements to promote existing and anticipated Port operations, which are critical to the local, regional, state and national economies by rebuilding and modernizing a key access point to the Port of Oakland.

PROJECT NEED

- Support regional economic development and Port growth potential
- Minimize likelihood of freight infrastructure failure
- Provide access and infrastructure improvements for effective multimodal transportation for rail, trucks, automobiles, bicycles and pedestrians
- Support safe transportation system operations



PROJECT BENEFITS

- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Reduces congestion and improves mobility
- Reduces emissions and greenhouse gases
- Provides bicycle and pedestrian connectivity to the Bay Trail system
- Increases job opportunities



7th Street, approaching Union Pacific Railroad bridge from the east.



Truck stuck at the 7th Street underpass.



Existing multi-use path and damage to the 7th Street underpass.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental / Preliminary Engineering

- California Environmental Quality Act (CEQA) clearance through the 2002 Oakland Army Base Environmental Impact Report (EIR) and the 2012 addendum.
- The project is pursuing a Categorical Exclusion (CE) as part of the National Environmental Policy Act (NEPA) clearance.
- NEPA clearance anticipated in fall 2018.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, Federal Highway Administration, California Department of Transportation, Union Pacific Railroad, San Francisco Bay Area Rapid Transit, Metropolitan Transportation Commission and several utility entities

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$	5,000.0
Final Design (PS&E)	\$	22,000.0
Construction ¹	\$	225,000.0
Total Expenditures	\$	252,000.0

¹ Includes right-of-way cost.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$	19,020.0
State (SB 1 LPP) ²	\$	7,980.0
State (SB 1 TCEP) ³	\$	175,000.0
Federal	\$	0.4
TBD	\$	49,999.6
Total Revenues	\$	252,000.0

² Senate Bill 1 Local Partnership Program (LPP).

³ Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental	Fall 2016	Fall 2018
Final Design	Fall 2018	Winter 2020
Right-of-Way	Fall 2018	Winter 2020
Construction	Spring 2020	2022

Note: Information on this fact sheet is subject to periodic updates.

7th Street Grade Separation East (7SGSE) Cost/Funding Summary

	Cost Estimate (millions)		Programmed Funds (millions)				Potential Funds (millions)			
	7SGSE	Total	Alameda CTC	State SB1 LPP	SB1 TCEP	Federal	Total	Additional Alameda CTC	Other ¹	Total
Environmental	\$5.00	\$5.00	\$5.00				\$5.00		\$0.00	\$0.00
Design	\$22.00	\$22.00	\$14.02	\$7.98			\$22.00		\$0.00	\$0.00
Construction	\$225.00	\$225.00			\$175.00	\$0.0004	\$175.00		\$50.00	\$50.00
Totals:		\$252.00	\$19.02	\$7.98	\$175.00	\$0.00	\$202.00	\$0.00	\$50.00	\$50.00

Funding Timeline:

March 2016	\$33.0 million allocated by Alameda CTC (\$15 million – PE/Env, \$18 million – design) for GoPort Program.
September 2017	Caltrans approves Alameda CTC request to repurpose \$389 federal earmarked funds to construction phase.
January 2018	\$20.02 million allocation request for design phase by Alameda CTC (estimated \$14.02 million for 7SGSE). \$7.98 million SB1 Local Partnership Program (LPP) Programming approved and \$907,000 allocated by the California Transportation Commission (CTC). Submission of Trade Corridor Enhancement Program (TCEP) Cycle 1 application for 7SGSE Capital Component (award request \$175 million).
February 2018	\$20.02 million allocated by Alameda CTC for design phase (estimated \$14.02 million for 7SGSE).
May 2018	\$175 million of competitive SB1 TCEP awarded by CTC for construction of 7SGSE.

Notes:

1. Other potential funds includes RM3, local, and contribution in-kind from stakeholders.

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