



## Programs and Projects Committee Meeting Agenda Monday, April 13, 2020, 11:00 a.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

The technology for this meeting may not be able to accommodate verbal comments from the public over the telephone or webcast connection and therefore we request that you submit public comments electronically. Your comments will be read aloud to the Commission and those listening telephonically or electronically. Submit comments to: [vlee@alamedactc.org](mailto:vlee@alamedactc.org)

Committee Chair:	Carol Dutra-Vernaci, City of Union City	Executive Director:	Tess Lengyel
Vice Chair:	Rebecca Saltzman, BART	Staff Liaison:	<a href="#">Gary Huisingh</a>
Members:	Wilma Chan, Scott Haggerty, David Haubert, John Marchand, Lily Mei, Nate Miley, Sheng Thao	Clerk of the Commission:	<a href="#">Vanessa Lee</a>
Ex-Officio:	Pauline Russo Cutter, John Bauters		

### Location Information:

Virtual Meeting Information: <https://zoom.us/j/307963798?pwd=L1hCO2dLWXNZNUd5Ym1TSFhXVEFBUT09>  
**Webinar ID: 307 963 798**  
**Webinar Password: 948468**

For Public Access  
Dial-in Information: **(669) 9006-833**  
**Webinar ID: 307 963 798**  
**Webinar Password: 948468**

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: [vlee@alamedactc.org](mailto:vlee@alamedactc.org)

**1. Call to Order**

**2. Roll Call**

**3. Public Comment**

#### 4. Consent Calendar Page/Action

- 4.1. [Approve March 9, 2020 PPC Meeting Minutes](#) 1 A

#### 5. Regular Matters

- 5.1. [Award the Global Opportunities at the Port of Oakland \(GoPort\) Program Freight Intelligent Transportation System \(FITS\) Project System Integration and Application Development Contract to Parsons Transportation Group, Inc.](#) 5 A

#### 6. Committee Member Reports

#### 7. Staff Reports

#### 8. Adjournment

Next Meeting: Monday, May 11, 2020

#### 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 for April through May 2020

**Commission Chair**

Mayor Pauline Russo Cutter  
City of San Leandro

**Commission Vice Chair**

Councilmember John Bauters  
City of Emeryville

**AC Transit**

Board Vice President Elsa Ortiz

**Alameda County**

Supervisor Scott Haggerty, District 1  
Supervisor Richard Valle, District 2  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

**BART**

Vice President Rebecca Saltzman

**City of Alameda**

Mayor Marilyn Ezzy Ashcraft

**City of Albany**

Mayor Nick Pilch

**City of Berkeley**

Mayor Jesse Arreguin

**City of Dublin**

Mayor David Haubert

**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 Sheng Thao

**City of Piedmont**

Mayor Robert McBain

**City of Pleasanton**

Mayor Jerry Thorne

**City of Union City**

Mayor Carol Dutra-Vemaci

**Executive Director**

Tess Lengyel

### Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	April 23, 2020 May 28, 2020
9:00 a.m.	I-680 Sunol Express Lane Joint Powers Authority (I-680 JPA)	May 11, 2020
9:30 a.m.	Finance and Administration Committee (FAC)	
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

### Advisory Committee Meetings

5:30 p.m.	Bicycle and Pedestrian Advisory Committee	April 30, 2020 <b>CANCELLED</b>
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	May 7, 2020

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). Meetings subject to change.

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## 1. Pledge of Allegiance

## 2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Haubert, Mei, Miley, Saltzman, and Thao.

Commissioner Cox was present as an alternate for Commissioner Chan. Commissioner Kalb was present as an alternate for Commissioner Thao.

### Subsequent to the roll call:

Commissioners Haubert, Saltzman and Kalb arrived during Item 5.1. Commissioner Salwan arrived as an alternate for Commissioner Mei during Item 5.2. Commissioner Haggerty noted that Commissioner Bacon is the alternate for Commissioner Mei.

## 3. Public Comment

There were no public comments.

## 4. Consent Calendar

### 4.1. Approve February 10, 2020 PPC Meeting Minutes

### 4.2. Approve Administrative Amendment to Project Agreement for the San Pablo Avenue Multimodal Corridor Project to extend agreement expiration date

*Commissioner Marchand moved to approve the consent calendar. Commissioner Cox seconded the motion. The motion passed with the following vote:*

Yes: Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Marchand

No: None

Abstain: None

Absent: Haubert, Mei, Miley, Saltzman, Thao

## 5. Regular Matters

### 5.1. Approve actions related to the Programming and Allocation of Regional Measure 3 funds for Global Opportunities at the Port of Oakland Program's 7th Street Grade Separation East Project

Vivek Bhat recommended the Commission approve the following actions related to Programming and Allocation of Regional Measure 3 (RM3) funds for the Global Opportunities at the Port of Oakland (GoPort) Program's 7th Street Grade Separation East Project (7SGSE):

- Approve a programming distribution framework for RM3 Goods Movement and Mitigation (RM3 Project No. 3) funds; and
- Approve Resolution 20-005 and RM3 Initial Project Report (IPR) (Attachment A) to request Metropolitan Transportation Commission (MTC) allocation of \$55

million RM3 funds for the Construction phase through a Letter of No Prejudice (LONP).

Mr. Bhat noted that upon approval this item would be forwarded to MTC for their consideration.

*Commissioner Haubert moved to approve this item. Commissioner Marchand seconded the motion. The motion passed with the following vote:*

Yes: Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Kalb, Marchand, Saltzman

No: None

Abstain: None

Absent: Mei, Miley

**5.2. Approve actions necessary to facilitate project advancement into the construction phase for State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project**

John Pulliam opened the presentation and recommended that the Commission approve the following actions related to the State Route 84 (SR-84) Expressway Widening and State Route 84/Interstate 680 (SR-84/I-680) Interchange Improvements project (Project):

- Approve Resolution 20-006 and Regional Measure 3 Initial Project Report (RM3-IPR) (Attachment A) to request Metropolitan Transportation Commission (MTC) allocation of \$85 million RM3 funds for the construction phase through a Letter of No Prejudice (LONP);
- Allocate \$81.5 million of Measure BB (MBB) funds from Transportation Expenditure Plan Project 31 (TEP-31), the SR-84/I-680 Interchange and SR-84 Widening project, to the construction phase of this Project;
- Allocate \$6.2 million of MBB funds from the Congestion Relief, Local Bridge, Seismic Safety program (TEP-26), to the construction phase of this Project; and
- Authorize the Executive Director or designee to enter into necessary agreements including a Cooperative Agreement with the California Department of Transportation (Caltrans).

Vivek Bhat stated that the total estimated cost of the Project is \$244.1 million and is proposed to be funded with a combination of local, state and regional funds. The Project is currently in the design and right-of-way acquisition phase and the construction bid documents are scheduled to be completed and the Project advertised for construction in August 2020, with contract award anticipated in fall 2020. Caltrans is the implementing agency for the construction phase. The recommended funding actions are necessary to facilitate project advancement into the construction phase.

*Commissioner Marchand moved to approve this item. Commissioner Salwan seconded the motion. Commissioner Haubert moved to second the motion since*

*Commissioner Salwan was not an official member. The motion passed with the following vote:*

Yes: Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Kalb,  
Marchand, Saltzman  
No: None  
Abstain: None  
Absent: Mei, Miley

**5.3. Approve Draft Alameda CTC’s Strategic Plan Guiding Principles**

Vivek Bhat recommended that the Commission approve the proposed Draft Alameda CTC Strategic Plan Guiding Principles that will guide an approach to strategize Measure BB investments to leverage and strategically compete for discretionary local, regional, state and federal funds anticipated to be available to Alameda County.

Commissioner Saltzman wanted information on how the principles were developed and how development of the plan will be implemented over time. Ms. Lengyel noted that the principles will help organize and provide structure to our Capital Program delivery plan and also help renew focus on achieving our goal of seeking external funds and leveraging opportunities by making strategic investments with our local funds.

Commissioner Haubert asked if projects need to secure complete funding prior to initiating project development work. Ms. Lengyel responded that projects can start work on initial phases and that Alameda CTC programs and allocates funds to projects by phase, based on various criteria including project readiness.

Several commissioners noted the importance of the principles for ensuring transparency in our approach to funding and delivering projects.

*Commissioner Saltzman moved to approve this item. Commissioner Cox seconded the motion. The motion passed with the following vote:*

Yes: Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Kalb,  
Marchand, Saltzman  
No: None  
Abstain: None  
Absent: Mei, Miley

**5.4. Approve issuance of a Request for Proposals for Project Management and Project Controls Services and authorize the Executive Director to negotiate a contract with the top-ranked firm**

Gary Huisingsh recommended the Commission authorize staff to issue a Request for Proposals and proceed with contract procurement activities to obtain one or more professional services consultant firms to provide project management and project controls services beginning fall 2020.

*Commissioner Marchand moved to approve this item. Commissioner Haubert seconded the motion. The motion passed with the following vote:*

Yes: *Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Kalb, Marchand, Saltzman*  
No: *None*  
Abstain: *None*  
Absent: *Mei, Miley*

**6. Committee Reports**

There were no member reports.

**7. Staff Reports**

There were no staff reports.

**8. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: Monday, April 13, 2020 at 10:00 a.m.





**DATE:** April 6, 2020

**TO:** Programs and Projects Committee

**FROM:** Trinity Nguyen, Director of Project Delivery  
Kanda Raj, Project Manager

**SUBJECT:** Award the Global Opportunities at the Port of Oakland (GoPort) Program - Freight Intelligent Transportation System (FITS) Project System Integration and Application Development Contract to Parsons Transportation Group, Inc.

**Recommendation**

It is recommended that the Commission authorize the Executive Director to execute Alameda CTC agreement A20-0011 with Parsons Transportation Group, Inc. for a not-to-exceed amount of \$5.425 million to provide System Integration and Application Development services, and related support services for operations of the FITS component of the GoPort program.

**Summary**

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the FITS Project (Project) in the City of Oakland at the Port of Oakland (Port). The FITS Project consists of the deployment of fifteen (15) advanced and innovative demonstration technologies that seek to improve the efficiency, safety, operations, circulation and reliability of truck and rail access throughout the seaport.

The total estimated Capital Construction cost of the FITS project is \$24.0 million and is wholly funded by State and Federal funds. The Project is being implemented as three contract packages as shown in Table A.

The request for proposals (RFP) for Package No. 3 (System Integration/GoPort Application/Smart Parking System) was advertised in October 2019. The RFP sought professional services for system integration and the development of web applications. Additionally, optional services for integration with the 7<sup>th</sup> Street Grade Separation East (7SGSE) project (a sub-project of the GoPort Program) and services during the operations and maintenance (O&M) phase were also included in the RFP.

RFP R20-0004 was released in October 2019. Proposals were received from two firms. An independent selection panel comprised of representatives from Port and Alameda CTC reviewed the two proposals submitted, conducted interviews and concluded that the Parsons Transportation Group, Inc. team is the most qualified to complete the services detailed in the RFP.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC negotiated the contract with Parsons Transportation Group, Inc. and reached agreement on a not-to-exceed amount of \$5.425 million, inclusive of fees, escalations, and other direct costs, to conduct the work scope. Staff has determined that the negotiated not-to-exceed amount of \$5.425 million is justifiable and reasonable to both the Alameda CTC and Parsons Transportation Group, Inc. This agreement is for a base term of four (4) years with an option to extend for up to three (3) additional years.

Parsons Transportation Group, Inc. is a certified Local Business Enterprise (LBE) and in addition to meeting the federal Disadvantaged Business Enterprise (DBE) contract requirements, Parsons Transportation Group, Inc. is estimated to achieve 60% Local Business Contract Equity (LBCE) participation.

## **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 at the Port to modernize and expand rail facilities, warehousing, and transloading facilities to support the on-going productivity and efficiency of the Port as one of the top ten busiest container ports in the nation, handling 99 percent of regional containerized goods in Northern California. In addition, the Port of Oakland is a major export port in the United States, supporting a balance of imports and exports.

As a critical global gateway providing access to the Pacific Rim, the Port has significant infrastructure deficiencies that, if not addressed, will limit the economic competitiveness of the Port. The Port's roadway network is greatly strained by arrivals of increasingly large ocean liners. Significant truck traffic congestion and idling lead to shipping delays, increased emissions, and unsafe truck maneuvers. In addition, the Port lacks integrated traffic management capabilities to respond to incidents or implement operational strategies.

Alameda CTC is the project sponsor and implementing agency for the GoPort Program, an approximately \$660 million program which includes three project components: The FITS, 7SGSE, and 7th Street Grade Separation West. This program of major capital projects will substantially improve the safety, efficiency and reliability of truck and rail access to the Port, one of the nation's most vital seaports. The project is expected to reduce shipping costs and improve the competitiveness of the Port while 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. This item focuses exclusively on the FITS Project.

Alameda CTC is the FITS Project sponsor and in cooperation with the Port, is implementing the strategy as shown in Table A to effectively and efficiently deliver the FITS Project in compliance with State and Federal funding requirements.

<b>Table A: FITS Implementation Strategy</b>		
<b>Construction Contract Package</b>	<b>Implementing Agency</b>	<b>Capital Budget (X\$1000)</b>
Package No. 1: Joint Traffic Management Center /Emergency Operation Center (TMC/EOC)	Port of Oakland	\$3,330
Package No. 2: Port of Oakland – Freight Intelligent Transportation System (FITS)	Alameda CTC	\$17,495
Package No. 3: System Integration/GoPort Application/Smart Parking System	Alameda CTC	\$3,175
<b>Total</b>		<b>\$24,000</b>

The cost of the FITS Project is \$34.4 million, with a total estimated Capital Construction Budget of \$24.0 million. The total Capital Construction Budget is the result of Alameda CTC’s and Port’s successful pursuits of competitive grant opportunities including \$9.7 million in federal funding from the Fiscal Year (FY) 2017 Advanced Transportation and Congestion Management Technologies Deployment Program, \$12.4 million in state funding from the 2018 Trade Corridor Enhancement Program and \$1.8 million in federal funding from the FY 2017 Port Security Grant Program.

The external funds have many requirements for the construction and O&M phases of the Project. Alameda CTC and the Port have executed agreements to ensure compliance with these requirements. The responsibilities for Capital funding and delivery and O&M for the Construction Contract Packages are summarized as follows:

- Port: Implementation of Package No. 1 (\$1.8M Port, \$1.5M Alameda CTC)
- Alameda CTC: Implementation of Packages No. 2 and 3 (\$20.7M Alameda CTC)
- Port: Five (5) year O&M for FITS assets under Packages No. 1-3 (100% Port funding)

The purpose of the FITS Project is aimed at traffic management and operations of arterial roadways in the Port environment and disseminating traveler information and data to users and stakeholders. Benefits include:

- Improves safety, efficiency and reliability of truck and rail access to the Port
- Provides users with access to real-time traveler information
- Improves traffic and incident management within the Port, its terminals and access routes
- Reduces congestion, truck idling and related emissions
- Improves Port competitiveness

## **Project Status**

### **Package No. 1 Joint TMC/EOC**

The existing EOC at the Port will be reconfigured/modified with upgrades to space, communications, and other amenities necessary to efficiently manage traffic and incidents. Work includes interior building demolition, installing conduit, electrical panels, electrical power conductors, electrical transformers, electrical equipment, data cables and communications switches equipment, video wall displays, operator consoles, conferencing tables, video and audio-conferencing systems.

Port awarded the contract in October 2019. The work is 40% complete and is anticipated to be accepted in July 2020.

### **Package No. 2: Port FITS**

Advanced Traffic Management System Platform, Signal Upgrades, Closed Circuit Television, Changeable Message Signs, Queue Detection, Communication Improvements, Center-to-center Communication, Supplemental Vehicle Detection, Train Detection Equipment, and Weigh-in-Motion will be installed along West Grand Avenue, Maritime Street, 7th Street, Middle Harbor Road, Adeline Street, and Embarcadero West. These improvements are intended to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport.

Alameda CTC awarded the contract in October 2019 and work commenced in January 2020. The work is 5% complete and is anticipated to be completed in early 2021.

### **Package No. 3: System Integration/GoPort Application/Smart Parking System**

Base work includes integration of field data gathered from the field device network installed by Package No. 2 and developing a software platform for the emergency and traffic operations of the Port arterial roadway network to be managed from the TMC/EOC and the development of web applications that will provide users with real-time operation and traffic information at the Port complex to make informed decisions. Optional services include two primary components: (1) integration of the elements to be constructed under the 7SGSE project into the base software platform and (2) routine maintenance and on-call emergency repair during the O&M phase.

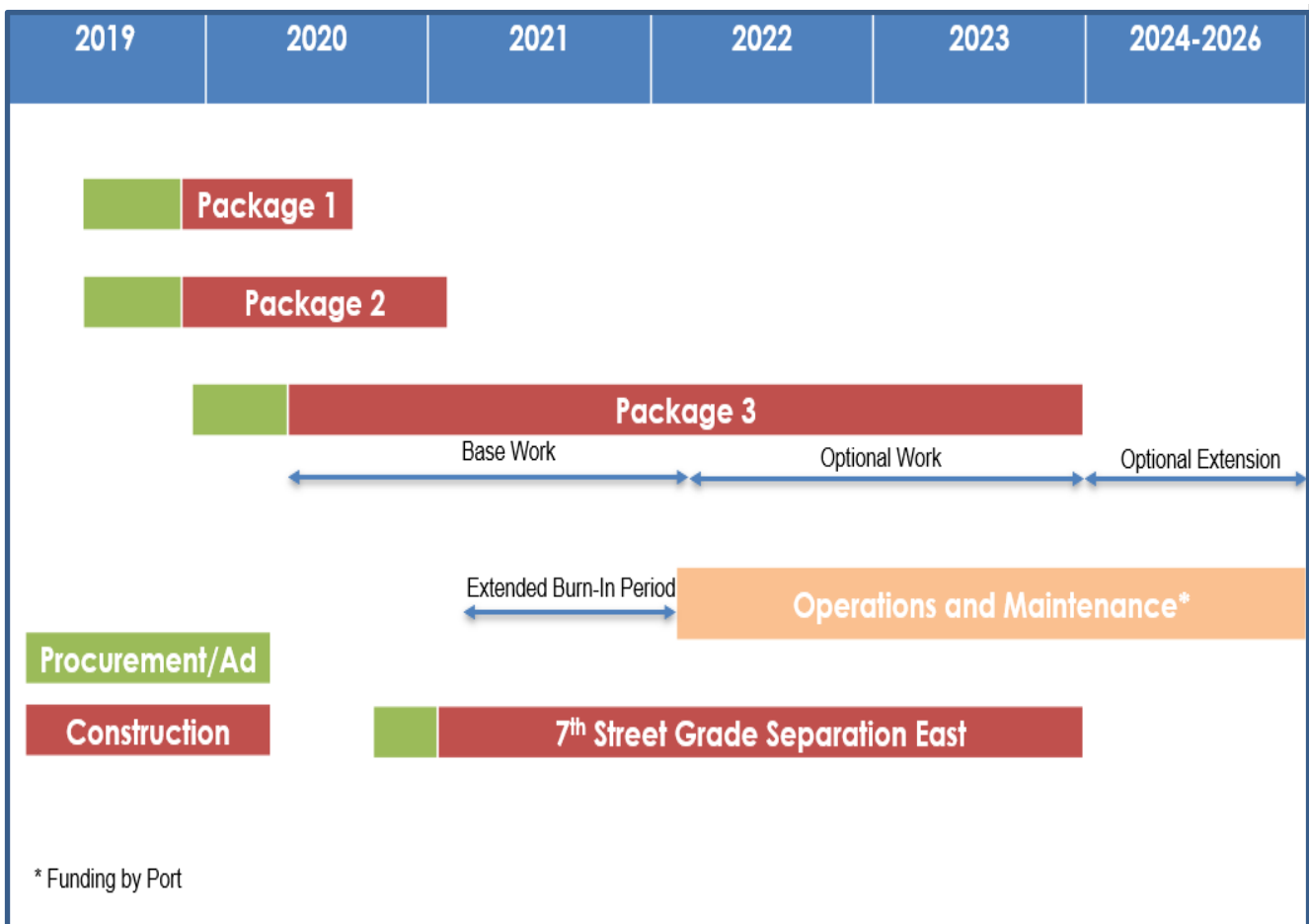
Alameda CTC initiated the selection process to procure a contract for Package No. 3 in October 2019. A pre-proposal meeting was held on October 21, 2019 and was attended by 16 firms. Alameda CTC received two (2) proposals on November 22, 2019 from Parsons Transportation Group, Inc. and Zdevco.

An independent selection panel composed of representatives from Port and Alameda CTC, reviewed the submitted proposals and conducted interviews. The panel unanimously concluded that the Parsons Transportation Group, Inc. team is the most qualified to perform the required services.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC negotiated the contract with Parsons Transportation Group, Inc. and reached agreement on a not-to-exceed amount of \$5.425 million that includes the services and level of resources necessary to successfully complete the Project. This amount includes a base work scope of \$3.175 million for system integration and application development and \$2.25 million in optional services. The optional services include work necessary to integrate technology elements installed as part of the 7SGSE project into the FITS software platform, two-year estimated budget for routine maintenance and emergency on-call services of the FITS system and on-call capacity for unforeseen conditions that may be encountered during construction. The agreement is structured as task order based. This approach will allow for better control over task deliverables and provides flexibility to adjust to schedule variances and conflicts that may arise between the construction contracts (see Figure 1).

The estimated duration of the work under Alameda CTC's responsibility is four (4) years beginning in 2020 while the estimated duration of the work under Port's responsibility is five (5) years beginning in 2022. This agreement is structured for a base term of four (4) years with an option to extend for up to three (3) additional years. The current intent is for the O&M tasks under the Parsons Transportation Group, Inc. contract to be assigned to the Port after the completion of a 1-year evaluation period (burn-in period).

**Figure 1: FITS Project Coordinated Schedule**



Parsons Transportation Group, Inc. is a certified LBE and in addition to meeting the DBE requirements for federal procurements, Parsons Transportation Group, Inc. is estimated to achieve 60% LBCE participation.

The proposed agreement with Parsons Transportation Group, Inc. is required to undergo a Caltrans pre-award audit to ensure that proposed labor and direct costs are supportable. It is anticipated that Caltrans approval will be granted by early May 2020. Commission approval will allow for the agreement to be duly executed upon Caltrans verification and approval of financial compliance.

**Levine Act Statement:** The Parsons Transportation Group, Inc. team did not report a conflict in accordance with the Levine Act.

**Fiscal Impact:** The fiscal impact for approving this item is \$3.175 million in state and federal funds, which was included in the budget adopted for FY2019-20 Capital Program Budget. The optional tasks for \$2.25 million would bring the total contract not-to-exceed amount to \$5.425 million, with additional funding to be included in subsequent Alameda CTC fiscal year budgets as needed.

**Attachment:**

- A. Freight Intelligent Transportation Project Fact Sheet



# GoPort Freight Intelligent Transportation System Project 5.1A

APRIL 2020

## 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 Freight Intelligent Transportation System (FITS) project is a suite of demonstration information technology projects along West Grand Avenue, Maritime Street, 7th Street, Middle Harbor Road, Adeline Street, and Embarcadero West, that are intended to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport.

The purpose of this project is aimed at traffic management and operations of arterial roadways in the Port environment and disseminating traveler information and data to users and stakeholders.

## PROJECT NEED

- Support regional economic development and Port growth potential.
- Provide common platform to receive critical information on Port conditions, queue lengths, and incident alerts.
- Develop an ITS communication network that serves future needs
- Reduce truck idling that causes negative impacts to neighboring communities

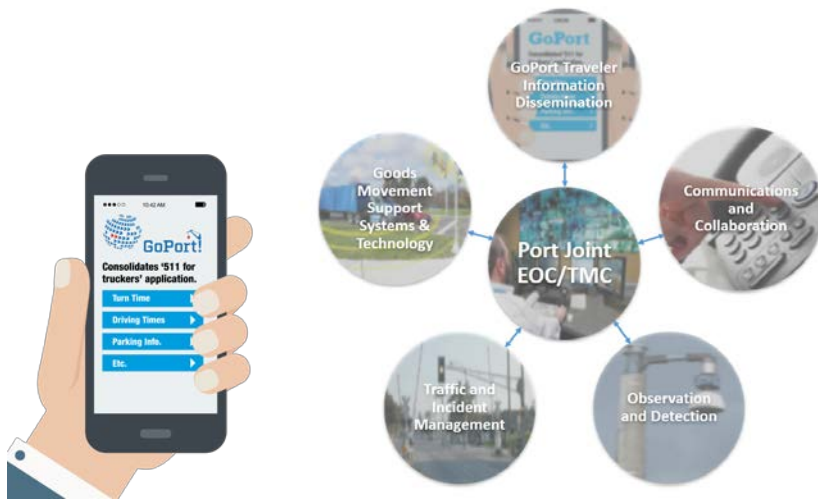


## PROJECT BENEFITS

- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Provides real-time traveler information to users
- Improves traffic and incident management within the Port, its terminals and access routes
- Reduces congestion, truck idling and related emissions
- Improves Port competitiveness



Congestion, bottlenecks, and trucks queuing at the Port of Oakland.



GoPort mobile application.

Freight ITS operations overview.

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

PE/Environmental	\$2,500
Final Design (PS&E)	\$4,100
Construction	\$27,800
<b>Total Expenditures</b>	<b>\$34,400</b>

**FUNDING SOURCES (\$ X 1,000)**

Measure BB	\$10,400
Federal (ATCMTD) <sup>1</sup>	\$9,720
Federal (PSGP) <sup>2</sup>	\$1,824
State (SB 1 TCEP) <sup>3</sup>	\$12,456
<b>Total Revenues</b>	<b>\$34,400</b>

<sup>1</sup> Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD).

<sup>2</sup> Port Security Grant Program (PSGP).

<sup>3</sup> Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

**STATUS**

**Implementing Agency:** Alameda CTC

**Current Phase:** Construction

- California Environmental Quality Act (CEQA) clearance through the 2002 Oakland Army Base Environmental Impact Report (EIR) and the 2012 addendum.
- National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) was completed on August 31, 2018.
- State and federal construction funds fully authorized in June 2019.

**PARTNERS AND STAKEHOLDERS**

City of Oakland, Port of Oakland, Federal Highway Administration, California Transportation Commission, California Department of Transportation, U.S. Department of Homeland Security and the Metropolitan Transportation Commission

**SCHEDULE BY PHASE**

	Begin	End
PE/Environmental	Fall 2016	Summer 2018
Final Design	Fall 2018	Early 2019
Right-of-Way	Fall 2018	Early 2019
Construction	Fall 2019	Late 2021

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