



ALAMEDA
County Transportation
Commission



ALAMEDA COUNTY TRANSPORTATION COMMISSION

East West Connector / Quarry Lakes Parkway Project





Presented to the Programs and Projects Committee, November 9, 2020
Vivek Bhat, Director of Programming and Project Controls

Overview

- Project History
- Project Cost and Schedule
- Project Delivery and Funding
- Recommended Actions
- Next Steps

1986 Measure- Capital Program Overview

Project #	Project Name	Commitment Status
MB 175	I-880/Route 92 Interchange	Complete
MB 196	I-880/Mission Boulevard (Route 262) Interchange Reconstruction	Complete
MB 220	Mission Boulevard (Rte 238) Spot Improvements	Complete
MB 226	I-880 to Mission Boulevard East-West Connector*	Ongoing
MB 238	Route 238/Mission-Foothill-Jackson Corridor Improvement	Complete
MB 239	I-580/Redwood Road Interchange	Complete
MB 240	Central Alameda County Freeway System Operational Analysis	Complete
MB 241	Castro Valley Local Area Traffic Circulation Improvement	Complete
MB 310	I-580/I-680 Interchange Reconstruction	Complete
MB 610	BART Warm Springs Extension (WSX)	Complete

* Last capital project remaining from the original ten capital projects included the 1986 Measure B Transportation Expenditure Plan (1986 TEP) as amended.



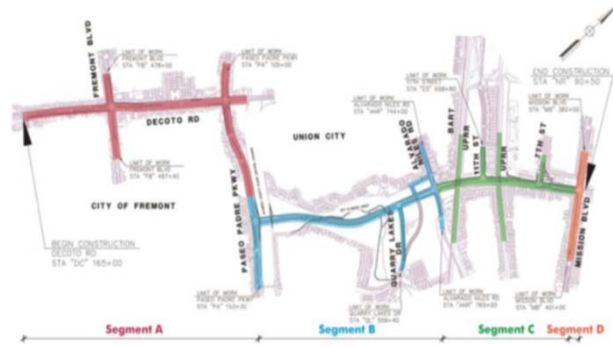
Project History

- 1958: State Route 84 from State Route 17 (now I-880) to State Route 238 (Mission Boulevard) was adopted
- 1960's - 70's: project development started on the freeway project and portions of the required right-of-way were acquired.
- 1980: Route Adoption of the Route 84 corridor between I-880 and Mission Blvd. was rescinded.
- 1986: Alameda County Measure B Expenditure Plan included Route 238 and SR 84 as a single project
- 1989 to 2002: First EIR/S completed by Caltrans – met with opposition and could not get approvals
- 2003: ACTA becomes project co-sponsor with Union City and Fremont
- 2005: TEP Amendment to 1986 Plan to replace 238 with different project and include smaller project; Route 84 not changed; adds implementing guidelines
- 2006: TEP Amendment to 1986 Plan to replace portion of 238 with smaller projects and adds East West Connector for \$88M
- 2006/2007: EWC MOU between Caltrans, ACTA, UC and Fremont
- Defines use of funds for sale of excess ROW (LATIP) and roles and responsibilities
- 2008: SB 791 was signed into law creating a separate LATIP for SR 84
- 2009: EWC EIR approved by Alameda CTC; funding to move into construction not available; no NEPA clearance
- 2014: Measure BB Passage and project reinitiated
- 2017: Comprehensive Project review identifying costs (\$320M project), risks, schedule
- 2018: Commission addresses project, removes Alameda CTC as sponsor and provides direction to Union City as new sponsor (3/2018)



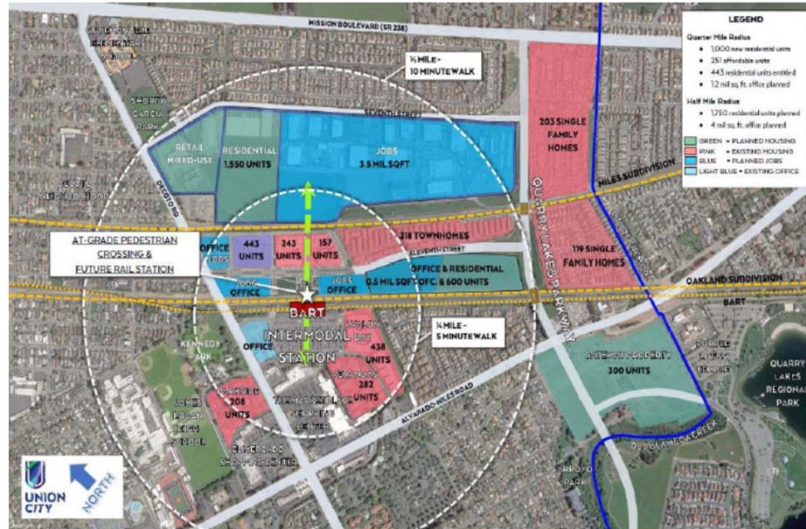
History - East West Connector

Project in 1986 TEP as Amended



Project Context

- TOD with available land to do infill development
- Housing approx. 3,000 housing units
- Jobs: Commercial, retail and office space
- Multimodal
 - Bike system connectivity
 - Transit and rail system connectivity



Commission Actions as codified in Funding Agreement with Union City March 2018

- Union City will take over the project as project sponsor
- Union City will complete the design packages (Segments A-D) to 100% complete.
- Union City will take over as lead agency for the CEQA document.
- Union City will prepare an updated traffic study covering at least the area from the Dumbarton Bridge to the Union City BART station.
- Union City shall determine whether an update, amendment or addendum to the current environmental document is required. Union City shall return to update the Commission on the environmental assessment.
- As part of the final design work, Union City shall work with transit, pedestrian and bicycle groups to ensure that the design meets the needs of those interests, in terms of connectivity, safety and related concerns.
- Union City will report to the Commission upon completion of the design work and preparation of a final cost estimate.

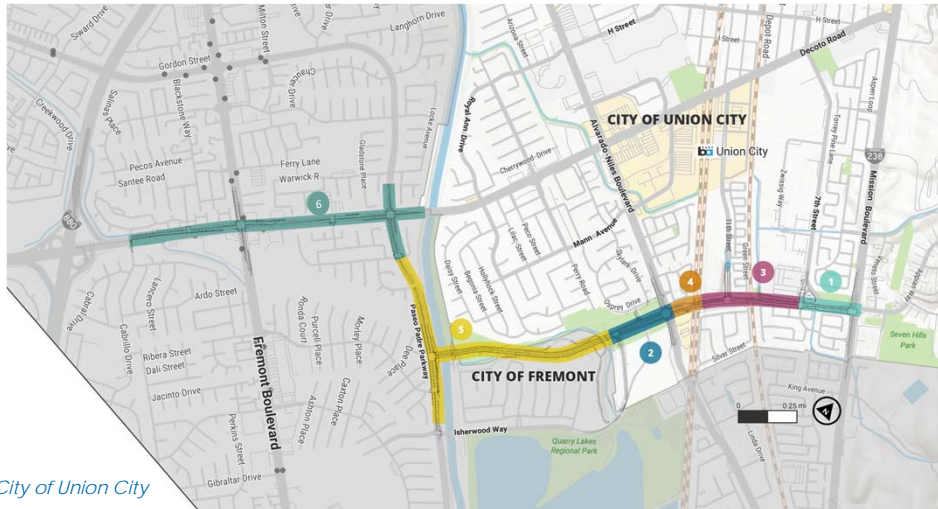


East West Connector – Project Background

- City presented project update to the Commission in October 2020
 - City's vision for an updated project definition and approach for project delivery
 - *Project now referred to as the Quarry Lakes Parkway Project*
 - Prioritization of six segments of the updated project
 - Delivery of the top priority segments with available funding
- Several comments received
 - The City continues to work with project partners, stakeholders including, bicycle and pedestrian groups, and other interested parties to respond to the comments and concerns expressed during the project update



Quarry Lakes Parkway Project - Proposed Segments*



* Source: City of Union City



East West Connector / Quarry Lakes Parkway Project

Quarry Lakes Parkway Project – Estimated Costs* (in \$ millions)

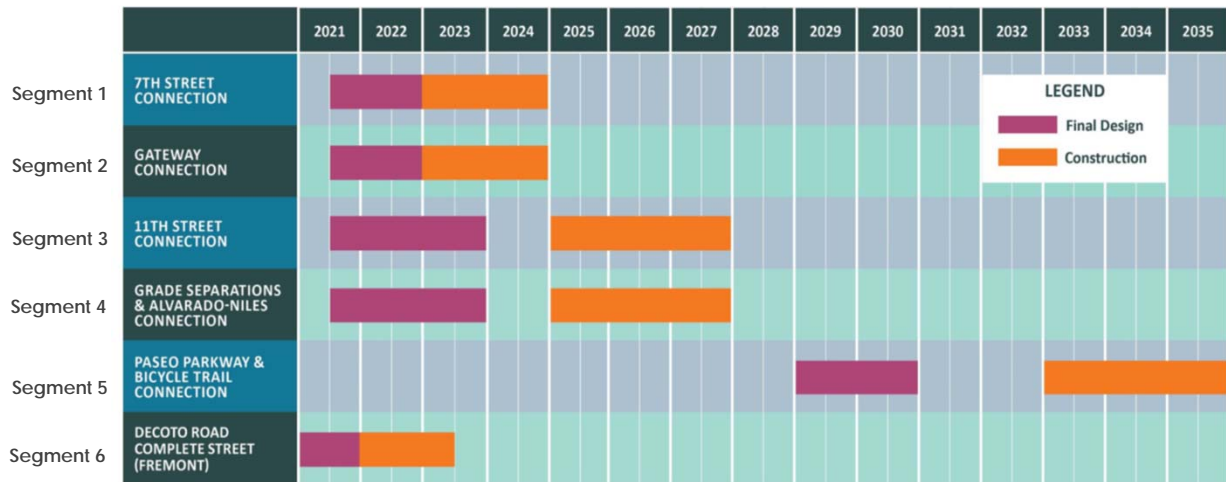
PROJECT SEGMENTS	PROJECT PHASES				TOTAL
	Design	Right of Way & Mitigation	Construction	Construction Support	
Segment 1: 7th Street Connection	2.0	3.0	10.2	1.5	16.7
Segment 2: Gateway Connection	2.2	1.2	14.7	2.2	20.3
Segment 3: 11th St. Connection	9.2	12.1	61.1	9.2	91.6
Segment 4: Alvarado-Niles Grade Sep	8.6	2.4	59.7	8.9	79.6
Segment 5: Paseo Padre & Trail	5.9	3.2	45.0	5.9	60.0
Segment 6 (Fremont): Decoto Road Multimodal	2.2	1.2	14.5	2.1	20.0
Total	30.1	23.1	205.2	29.8	288.2

* Source: City of Union City



East West Connector / Quarry Lakes Parkway Project

Quarry Lakes Parkway - Project Schedule*



* Source: City of Union City



Project Funding

1. 1986 Measure B
 - Expenditure Plan Amount \$88.9 million
 - Available - \$69 million
2. CMA TIP - \$14.3 million
3. SR-84 Local Alternative Transportation Improvement Program (LATIP)** - \$32.8 million (estimated)
 - Total funding available - \$116.1 million
 - Total project cost - \$288.2 million
 - Shortfall - \$172.1 million

** SB 791 (chaptered 2008) amended AB 1462 to create separate LATIP which provides for the use of revenues from the sale of excess property, originally purchased for improvements on State Route 84 project. The LATIP is programmed and funding is allocated by the California Transportation Commission.



Project Delivery Approach

- Strategic Project Delivery - Initial usable segments with currently available funds
- The 1986 Measure B funds will be made available to reimburse eligible costs incurred in accordance with applicable Commission policies through funding agreements which obligate funding by phase.
- Funds administered by the Commission shall not be obligated for any phase of a segment of the Quarry Lakes Parkway Project that does not have full funding identified for all phases of the segment.



Cost - Funding Matrix* (in \$ millions)

	Total Segment Cost	Funding			
		1986 Measure B	CMA TIP	LATIP (Estimate)	Shortfall
Segments Sponsored by Union City					
Segment 1: QLP from Mission to 7th Street	16.7	16.7	-	-	-
Segment 2: QLP from Alavarado-Niles to Quarry Lakes Drive	20.3	20.3	-	-	-
Segment 3: QLP from 7th Street to 11th Street	91.6	19.9	14.3	16.4	41.0
Segment 4: QLP from 11th Street to Alavarado-Niles	79.6	8.6	-	-	71.0
Sub-Total Initial Useable Union City Segments 1 through 4	208.2	65.5	14.3	16.4	112.0
Segment 5: QLP from Quarry Lakes Drive to Paseo Padre	60.0	-	-	-	60.0
Sub-Total Union City Sponsored Segments 1 through 5 (A)	268.2	65.5	14.3	16.4	172.0
Initial Useable Segment Sponsored by Fremont					
Segment 6: Decoto Road from Paseo Padre to I-880	20.0	3.5	-	16.4	0.1
Sub-Total Fremont Sponsored Segment 6 (B)	20.0	3.5	-	16.4	0.1
Total All Segments (A+B)	288.2	69.0	14.3	32.8	172.1



City Project Delivery Requirements

- The City will be responsible for providing baseline cost and funding amounts and for providing updates to the cost/funding matrix
- Any requests for funding agreements, or amendments to funding agreements shall be accompanied by the most current cost/funding matrix for all six segments
- A full funding commitment will be provided by the City to Alameda CTC and incorporated in the funding agreement(s) for the Quarry Lakes Parkway Project
- Work with community members, Bicycle-pedestrian, Transit and other stakeholders during project development and design
- The City has agreed to these requirements



Summary of Recommended Actions

- The project's initial usable segments will provide benefits to the development of the Union City BART Station area that are consistent with the intended benefits of the EWC project which is now referred to as the Quarry Lakes Parkway Project
- The recommended actions will allow for the design phases of the initial usable segments to proceed and for the City to work with community, bicycle, pedestrian and transit stakeholders during project development and design and respond to the public comments and concerns about the Quarry Lakes Parkway Project
- This recommendation is for 1986 Measure B capital project funds only



Recommended Action # 1

1. Adopt Resolution No. 20-013 (Attachment A) committing the remaining balance of 1986 Measure B funding for the I-880 to Mission Boulevard East-West Connector Project to the Quarry Lakes Parkway Project sponsored by the City of Union City and acknowledging the commitment fulfills the entire commitment of 1986 Measure B funding from the 1986 Transportation Expenditure Plan to the project;



Recommended Action # 2

2. Allocate \$4.2 million of 1986 Measure B funding for the design phases of Segments 1 and 2 of the Quarry Lakes Parkway Project (\$2 million and \$2.2 million, respectively);



Recommended Action # 3

3. Allocate \$17.8 million of 1986 Measure B funding for the design phases of Segments 3 and 4 of the Quarry Lakes Parkway Project (\$9.2 million and \$8.6 million, respectively) with the condition that full funding for all phases of the segment will be identified in the funding agreement(s) for the Quarry Lakes Parkway Project before any reimbursements for eligible design phase costs for that segment will be approved; and



Recommended Action # 4

4. Authorize the Executive Director, or designee of the Executive Director, to execute a project funding agreement, or agreements, with the City of Union City for the design phases of Segments 1 through 4 of the Quarry Lakes Parkway Project up to the amounts allocated for the design phase for each segment.





Thank You

For more information, visit
www.AlamedaCTC.org

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Background slide



SR-84 LATIP Summary

SR-84 LATIP SUMMARY

Disposition to Date (Approx. 22.5 acres) Actual Amount	\$35 million
Remaining Disposition (Approx. 37 acres) Estimated Amount not a formal appraisal. Calculation based on assumption that future sales are equally proportional to actual sold to date. (22.5 acres = \$35 million ; 37 Acres = Approx. \$57.5 million)	\$57.5 million

Amounts in \$ millions

	LATIP Project / Improvement Name	LATIP Amount	Allocated to date	Remaining Allocation Commitments	Remaining Disposition distribution
1	I-880 Mission Blvd. I/C Improvement	\$42.35	\$35	\$7.35	\$7.35
2	SR-84 Improvements in Fremont (Centerville)*	\$16	\$0	\$16	\$16
3	East West Connector Project **	\$69.90	\$0	\$69.90	\$34
Total		\$128.25	\$35	\$93.25	\$57

* LATIP Amount = \$9 million; Note states "Rough Estimates, Actual Costs TBD pending City and Caltrans negotiation of scope/cost required to bring facility to a State of Good repair". Updated cost = \$16 million.

** Union City Assumption for LATIP balance = \$32.8 Million

