

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

TOWN Rail Safety Improvements

Resolution TCEP-P-2324-02B

(to be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on 12/6/2023 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Metropolitan Transportation Commission, and the Implementing Agency, City of Oakland, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 6/28/2023 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the TOWN Rail Safety Improvements, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Report attached hereto as Exhibit B, the Performance Metrics Form, if applicable, attached hereto as Exhibit C, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution [redacted], "Adoption of Program of Projects for the Active Transportation Program", dated [redacted]
 - Resolution [redacted], "Adoption of Program of Projects for the Local Partnership Program", dated [redacted]
 - Resolution [redacted], "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated [redacted]
 - Resolution [redacted], "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated [redacted]
 - Resolution G-23-46, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/28/2023

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 City of Oakland agrees to secure funds for any additional costs of the project.
- 4.6 City of Oakland agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 City of Oakland agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 City of Oakland agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

- Exhibit A: Project Programming Request Form
- Exhibit B: Project Report
- Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name **TOWN Rail Safety Improvements**
Resolution **TCEP-P-2324-02B**

(to be completed by CTC)

Craig Raphael Digitally signed by Craig Raphael
Date: 2023.09.01 11:44:49 -07'00' **9/1/2023**

Craig Raphael
Senior Transportation Planner
Project Applicant
Date

 **9/4/2023**

Justin Johnson
Date
Implementing Agency

David Ambuhl **09/08/2023**

FOR **Dina El-Tawansy**
District Director
California Department of Transportation
Date

Tony Tavares
Director
California Department of Transportation
Date

Executive Director
California Transportation Commission
Date

Attachment 2_Final Baseline Agreement Form_signed

Final Audit Report

2023-09-04

Created:	2023-09-01
By:	Aracely Garza (AGarza@oaklandca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAGaBGyEx_Iltk80AswtNyLjyn3HPZAJ

"Attachment 2_Final Baseline Agreement Form_signed" History

-  Document digitally presigned by Craig Raphael (craphael@oaklandca.gov)
2023-09-01 - 6:44:49 PM GMT- IP address: 209.232.103.91
-  Document created by Aracely Garza (AGarza@oaklandca.gov)
2023-09-01 - 8:51:52 PM GMT- IP address: 209.232.103.91
-  Document emailed to Jestin Johnson (JDJohnson@oaklandca.gov) for signature
2023-09-01 - 8:56:10 PM GMT
-  Document e-signed by Jestin Johnson (JDJohnson@oaklandca.gov)
Signature Date: 2023-09-04 - 9:51:47 PM GMT - Time Source: server- IP address: 209.232.103.91
-  Agreement completed.
2023-09-04 - 9:51:47 PM GMT



City of
Oakland

Powered by
Adobe
Acrobat Sign

Attachment 2_Final Baseline Agreement Form_signed - signed

Interim Agreement Report




2023-09-08

Created:	2023-09-08
By:	Cecilia Gutierrez (s135761@dot.ca.gov)
Status:	Out for Signature
Transaction ID:	CBJCHBCAABAA60jkkw-6P2n-WaWhoJ3ltMPi0Z_7Y2H

Agreement History

Agreement history is the list of the events that have impacted the status of the agreement prior to the final signature. A final audit report will be generated when the agreement is complete.

"Attachment 2_Final Baseline Agreement Form_signed - signed" History

-  Document digitally presigned by Craig Raphael (craphael@oaklandca.gov)
2023-09-01 - 6:44:49 PM GMT
-  Document created by Cecilia Gutierrez (s135761@dot.ca.gov)
2023-09-08 - 2:29:48 AM GMT
-  Document emailed to Dina El-Tawansy (dina.el-tawansy@dot.ca.gov) for signature
2023-09-08 - 2:33:07 AM GMT



Powered by
Adobe
Acrobat Sign

Attachment 2. Performance Metrics Form (2022 Trade Corridor Enhancement Program)						
Project Segment	HCPV Route/ Market St	MLK Jr Way	Clay St	Washington St	Total	
Existing Average Annual Vehicle Volume on Project Segment (Base Year)	2,951,025	891,695	408,435	332,150	4,583,305	
Existing Average Annual Truck Percent on Project Segment (Base Year)	42%	57%	6%	4%	1,774,630	
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	4,135,633	1,120,986	448,465	290,706	5,995,791	
Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	42%	10%	6%	4%	1,876,514	
Measure	Metric	Project Type	Build	No Build	Change	Increase/ Decrease
Congestion Reduction (Freight) (Year 20)	Change in Daily Vehicle Hours of Delay (DVHD)	All	207.50	383.73	-176.23	Cumulative DVHD and DTHD decrease in delay
	Change in Daily Truck Hours of Delay (DTHD)	All (except rail)	65.32	112.52	-47.20	
	(Optional) Person Hours of Travel Time Saved	All				
	(Optional) Daily Truck Trips due to Mode Shift	Rail, Sea Port				
	(Optional) Daily Truck Miles Travelled due to Mode Shift	Rail, Sea Port				
	(Optional) Other Information	All	The Project reduces daily hours of delay on the system and improves access by road to freight facilities.			
Throughput (Freight) (Year 20)	Change in Truck Volume (Daily)	Highway, road, port projects only	5,141	5,141	0	Once the Project is opened and operating, changes in truck and rail volumes will be measured and compared to the baseline.
	Change in Rail Volume	Rail	16	16	0	
	(Optional) Change in Cargo Volume	Sea port, airport				
	(Optional) Other Information	All	With project improvements, accidents events and daily hours of delay on the system will be reduced, and the Project is expected to encourage an increase in truck and rail volumes.			
System Reliability (Freight)	Truck Travel Time Reliability Index (“No Build” Only) (Optional Metric)	National and State Highway System Only				The Project reduces the variability and unpredictability of travel time.
	(Optional) Other Information	All	Per Guidelines, Truck Travel Time Reliability is not required, because Commission staff are still working with Caltrans staff to develop a crosswalk specific to trucks and ways to estimate reliability.			
Measure	Metric	Project Type	Build	No Build	Change	Increase/ Decrease

Velocity (Freight) (Year 20)	Travel time or total cargo transport time (Trucks)	Road	17.02	22.16	-5.14	Cumulative decrease in travel time to move goods
	Travel time or total cargo transport time (Freight Trains)	Rail	16.84	20.80	-3.96	
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility	Road				
	(Optional) Average Peak Period Weekday Speed for Rail Facility	Rail				
	(Optional) Other Information	All	The Project improves the time it takes to move goods based on reduced congestion, improved level of service, accident events avoided.			
Air Quality (tons)	Particulate Matter (PM 10)	All			0.2	Tons of Emission Saved with Project, over 20-year analysis period, as shown on Cal-B/C Corridor Emissions and Final Calculation Tabs
	Particulate Matter (PM 2.5)				0.2	
	Carbon Dioxide (CO2)				12,984.7	
	Volatile Organic Compounds (VOC)				1.4	
	Sulphur Oxides (SOx)				0.1	
	Carbon Monoxide (CO)				21.9	
	Nitrogen Oxides (NOx)				8.2	
Safety	Number of Fatalities Avoided (over 20-year analysis period)	Road and Land Port			0.7	Accidents Avoided with Project, over 20-year analysis period, as shown on Cal-B/C Corridor Final Calculation Tab. Cal B/C model results only display change in the No Build/Build scenarios.
	Rate of Fatalities per 100 Million VMT		0.001	0.005	-0.004	
	Number of Serious Injuries Avoided (over 20-year analysis period)				52.7	
	Rate of Serious Injuries per 100 Million VMT		0.049	0.28	-0.231	
	(Optional) Number of Nonmotorized Fatalities and Serious Injuries					
	Number of Property Damage Only Avoided				351.2	
Cost Effectiveness	Cost Benefit Ratio	All	1.6			Per Cal-B/C Corridor Results
	(Optional) Other Information	All				
Economic Development	Jobs Created	All	767			FHWA method using total project cost
	(Optional) Other Information	All				

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/06/2022 15:23:19
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input checked="" type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
04				City of Oakland		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Alameda County						
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Audrey Harris			510-238-6256	aharris2@oaklandca.gov		

Project Title

TOWN Rail Safety Improvements

Location (Project Limits), Description (Scope of Work)

The City of Oakland's Trade Corridors Enhancement Program (TCEP) grant for TOWN Rail Safety Improvements will reconstruct and upgrade three at-grade crossings on Embarcadero West at Martin Luther King Jr. Way (MLK), Clay St, and Washington St to current standards, including new railroad and pedestrian crossing arms and equipment, directional signage, pavement delineation, and intersection lighting. The Project will also construct a heavy container permitted route between Middle Harbor Rd and Embarcadero West serving the Port of Oakland, which currently travels along 7th St through the West Oakland community. The Project will also improve segments between Embarcadero West and 2nd St along MLK, Clay St, and Washington St. These improvements will include installing new traffic signals on MLK with preemption, adding street lighting, improving multi-modal safety and accessibility, and re-grading these street segments to improve sight distance and accommodate ADA accessibility.

Component	Implementing Agency
PA&ED	City of Oakland
PS&E	City of Oakland
Right of Way	City of Oakland
Construction	City of Oakland

Legislative Districts

Assembly:	18	Senate:	9	Congressional:	13
-----------	----	---------	---	----------------	----

Project Milestone	Existing	Proposed
Project Study Report Approved	02/13/2022	
Begin Environmental (PA&ED) Phase		03/01/2020
Circulate Draft Environmental Document Document Type EIR		02/01/2021
Draft Project Report		02/01/2021
End Environmental Phase (PA&ED Milestone)		03/01/2022
Begin Design (PS&E) Phase		08/01/2022
End Design Phase (Ready to List for Advertisement Milestone)		06/07/2025
Begin Right of Way Phase		08/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		06/07/2025
Begin Construction Phase (Contract Award Milestone)		11/15/2025
End Construction Phase (Construction Contract Acceptance Milestone)		09/01/2028
Begin Closeout Phase		12/07/2027
End Closeout Phase (Closeout Report)		11/30/2028

Date 12/06/2022 15:23:19

Purpose and Need

The purpose of the TOWN Rail Safety Improvement Project is to improve railroad operational efficiencies, minimize injuries to community members and railroad operators, eliminate heavy container permitted trucks traversing residential neighborhoods, and reducing greenhouse gas emissions. The proposed improvements will reconstruct three at-grade intersections and construct a new roadway connection that will accommodate a new heavy container permitted route between the Port of Oakland and local warehouses.

The three at-grade intersections will be improved to address longstanding motor vehicle, cyclists, and pedestrian conflicting movements with freight and passenger trains operating within a common street right of way corridor. These at-grade improvements will improve operational efficiencies and safety of community members and railroad operators. The new heavy container permitted route between the Port of Oakland and local warehouses will relocate an interim route that currently traverses through a residential neighborhood; thus, improving air quality and quality of life for community members.

Oakland is a vital transportation hub in the Bay Area, connecting the Port of Oakland—a global gateway for the Northern California Megaregion—to the rest of the nation. Embarcadero West is a 1.5-mile city street accommodating freight trains, passenger trains, motor vehicles, bicyclists, and pedestrians on the National Multimodal Freight Network. The railroad tracks (2-3) co-occupy the same street corridor without proper safety and delineation barriers to isolate the railroad operating right of way. Approximately 80 trains a day use this corridor for freight and passenger service operated by Union Pacific Railroad (UPRR) and Amtrak/Capitol Corridor, respectively. Railroad operations along this Embarcadero West bottleneck are documented as one of the most severely delayed segments throughout the western National Multimodal Freight Network. Both UPRR and Amtrak are commonly delayed because existing substandard intersection controls cause driver, cyclist, and pedestrian confusion; and such confusion frequently results in slow moving trains, train-vehicle-pedestrian collisions, and/or vehicles getting stuck on the tracks. The proposed TCEP improvements are a subset of corridor-long improvements along Embarcadero West that will improve railroad operational efficiencies, minimize injuries, and reduce greenhouse gas emissions and air pollutants. In addition, these improvements will enhance community access to the waterfront while improving goods movement and safety for all users.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO

Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
ADA Improvements	New curb ramp installed	EA	30
Active Transportation	Crosswalk	EA	16
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	500
Rail/ Multi-Modal	Grade separations/ rail crossing improvements	EA	3
Drainage	Culverts	LF	2,500
TMS (Traffic Management Systems)	TMC interconnect projects	EA	2
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	0.75
Pavement (lane-miles)	Local road - reconstructed	Miles	0.66
Operational Improvement	Intersection / Signal improvements	EA	4
Operational Improvement	Curve and vertical alignment corrections	EA	4
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.66
ADA Improvements	New sidewalk	LF	1,400
ADA Improvements	Repair existing sidewalk	LF	600
ADA Improvements	Modify driveway	LF	320
ADA Improvements	Remove obstructions	EA	500
Other	Port Improvements	EA	2

Additional Information

Note that "Cost Benefit Ratio" reported on the previous page is the Benefit Cost Ratio, per the Cal-B/C Corridor Results.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	282.6	392.88	-110.28
	TCEP	Change in Daily Truck Hours of Delay	Hours	41.05	113.44	-72.39
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	33.86	42.96	-9.1
Air Quality & GHG (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	0.2	-0.2
			PM 10 Tons	0	0.2	-0.2
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	12,984.7	-12,984.7
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	1.4	-1.4
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0.1	-0.1
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	21.9	-21.9
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0	8.2	-8.2
Safety	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	0.7	-0.7
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.001	0.005	-0.004
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	0	52.7	-52.7
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.049	0.28	-0.231
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Only 'Build' Required)	Number	767	0	767
Cost Effectiveness (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	1.6	0	1.6

District	County	Route	EA	Project ID	PPNO
04	Alameda County				

Project Title
 TOWN Rail Safety Improvements

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									City of Oakland
PS&E									City of Oakland
R/W SUP (CT)									City of Oakland
CON SUP (CT)									City of Oakland
R/W									City of Oakland
CON									City of Oakland
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	362	429						791	
PS&E		3,686	853	206				4,745	
R/W SUP (CT)									
CON SUP (CT)			4,093	651	1,301	1,301	651	7,997	
R/W									
CON			23,274	3,426	6,853	8,493	3,426	45,472	
TOTAL	362	4,115	28,220	4,283	8,154	9,794	4,077	59,005	

Fund #1:	State SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E		2,833						2,833	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,833						2,833	

Fund #2:	State SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			4,093					4,093	
R/W									
CON			23,274					23,274	
TOTAL			27,367					27,367	
Fund #3:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		24						24	
PS&E				206				206	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						1,640		1,640	
TOTAL		24		206		1,640		1,870	

Fund #4:	Other State - AB 128 Budget Act of 2021 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	362	405						767	
PS&E		853	853					1,706	
R/W SUP (CT)									
CON SUP (CT)				651	1,301	1,301	651	3,904	
R/W									
CON				3,426	6,853	6,853	3,426	20,558	
TOTAL	362	1,258	853	4,077	8,154	8,154	4,077	26,935	

Exhibit B

TOWN Rail Safety Improvements Project Report Equivalent

A. Project Approvals

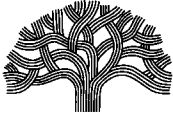
- The proposed TCEP project improvements are a subset of a larger project – The Waterfront Ballpark District at Howard Terminal.
- The Environmental Document (including preliminary project designs considered to be a Project Report equivalent) associated with the Waterfront Ballpark District at Howard Terminal Project was approved by the Oakland City Council on February 17, 2022, and was certified on March 1, 2022. See attached certification letter.

B. Project Map

- See attached Project Information, inclusive of a map of the TCEP improvements.

C. Project Environmental Document

- The Final Environmental Impact Report was certified by the City of Oakland on March 1, 2022. See attached certification letter (<https://cao-94612.s3.amazonaws.com/documents/Initial-Certification-of-Administrative-Record-ER18-016.pdf>).



CITY OF OAKLAND

Bureau of Planning

250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California, 94612-2032

The City of Oakland certifies the administrative record of proceedings as follows:

I, Ed Manasse, am employed by the City of Oakland Department of Planning & Building and have overseen the City's environmental review of the project commonly referred to as the Oakland Waterfront Ballpark District Project, City Case No. ER18-016 ("Project"). I hereby certify that, to the best of my knowledge, the documents and other written materials, as described and included at <https://waterfrontballparkdistrict.com>, appear to be true and correct copies of the original documents and other written materials that constitute the Administrative Record proceedings of the City of Oakland, at the time of this certification, for the approval of or determination on the Project made final on March 1, 2022. I further certify that these true and correct copies of the documents and other written materials that constitute the Administrative Record are available electronically on a website maintained on behalf of the City of Oakland located at <https://waterfrontballparkdistrict.com> and will be available to any party that has submitted a written request for a copy of the administrative record. The City reserves the right to supplement this Administrative Record as necessary.

Date: March 8, 2022

Ed Manasse
Department of Planning & Building
Environmental Review Officer

TOWN RAIL SAFETY IMPROVEMENTS



Rendering of Embarcadero West at Clay Street

PROJECT SCOPE

The City of Oakland's Transforming Oakland's Waterfront Neighborhoods (TOWN) **TOWN Rail Safety Improvements** will reconstruct three at-grade crossings on Embarcadero West at Martin Luther King Jr. Way, Clay Street, and Washington Street. The improvements include new railroad and pedestrian crossing arms and equipment, signage, pavement delineation, and intersection lighting. The Project will also construct a new heavy container permitted route between Middle Harbor Road and Embarcadero West serving the Port of Oakland. The current route traverses the West Oakland community. The Project will also improve segments between Embarcadero and 2nd Street along Martin Luther King Jr. Way, Clay Street, and Washington Street. These improvements include installing new traffic signals with preemption (on MLK), street lighting, and trees, improving multi-modal safety and accessibility, and re-grading the street to be ADA accessible.

PROJECT OUTPUTS

- **30** new ADA compliant curb ramps
- **16** new high visibility crosswalks
- **1400** linear feet of new sidewalk
- **3** at-grade rail crossing improvements
- **0.75** miles of rehabilitated roadway
- **0.66** miles of reconstructed roadway
- And **100s** of new signs, pedestrian-scale lights, trees, and other safety and beautification elements

TOTAL PROJECT COST

\$59M

TOTAL TCEP FUND REQUEST

\$30.2M

PROJECT SCHEDULE

Planning	2022
Environmental	2022
Design	2024
Obligation	2025
Construction	2025





PROJECT OUTCOMES

This project will reduce greenhouse gas emissions, create jobs, and enhance transportation equity in Oakland communities. This project proposal was developed using a racial equity impact analysis of the project area and incorporated feedback from extensive public engagement. As a result of community and stakeholder input, the project will significantly improve the community's quality of life by reducing historical environmental impacts associated with Port and commercial operations, improving ADA accessibility and enhancing pedestrian safety.

This project will result in:

- **13,000 tons** of carbon dioxide reduced
- **22 tons** of carbon monoxide reduced
- **8 tons** of nitrogen oxides reduced
- **767 new jobs** created
- Save **110 hours** of daily vehicle delay
- Save **72 hours** of daily truck delay

TOWN SUITE OF PROJECTS

This project is a component of corridor-long improvements on Embarcadero West, along with additional TOWN projects that will enhance access to the Waterfront while improving goods movement and safety for all users. In combination with other TOWN projects, this proposal will address long-standing bottlenecks for freight and passenger rail, reduce greenhouse gas emissions and air pollutants, pave the way for affordable housing, and strengthen connectivity between Oaklanders and their waterfront.

Exhibit A TOWN Rail Safety Improvements PPR or Equivalent

A. Project Programming Request (PPR) (Form PRG-0010)

- The previously submitted PPR forms have been duplicated herein without revision. See attached PPR Forms.

The City of Oakland has reviewed the previously prepared PPR forms and has confirmed that the prior quantity and cost estimates reflect the most current project information. The information within the PPR form is summarized as follows:

Phase	Fiscal Year of Allocation	Amount	Funding Source	Committed or Uncommitted
PA&ED	22-23	\$361,857	AB 128	Committed
	23-24	\$404,769		
		\$24,203	TIRCP	
PS&E		\$852,933	AB 128	Uncommitted
		\$2,833,385	TCEP	
	24-25	\$852,933	AB 128	Committed
	25-26	\$205,725	TIRCP	
Construction	24-25	\$27,366,615	TCEP	Uncommitted
	25-26	\$4,076,933	AB 128	Committed
	26-27	\$8,153,867		
	27-28	\$8,153,867		
		\$1,640,072	TIRCP	
	28-29	\$4,076,933	AB 128	
Total Project Cost		\$59,004,092		

B. Committed Outcomes Consistent with the Application

- Within the City of Oakland, Alameda County, the project improvements are along the Embarcadero West roadway and railroad corridor at the intersections of Martin Luther King Jr. Way, Clay Street and Washington Street. The improvements also include each of the named one block side streets, as well as the extension of Embarcadero West to connect with Middle Harbor Road.

- The project will improve travel time for rail operations by installing modernized rail safety equipment for at-grade crossings; restricting access and turning movements for motor vehicles traversing the Embarcadero West corridor; and improving the subject intersections with lighting, high-visibility crosswalks, signage and ADA accessibility for pedestrians crossing the railroad tracks.
- The project will relocate the current interim Heavy Container Permitted Vehicle route from 7th Street to Middle Harbor Road/Embarcadero West.

C. Purpose and Need

- The purpose of this project is to reduce conflict points between pedestrians, bicyclists, motor vehicle drivers, heavy truck drivers, and freight and passenger rail trains. The project will also install a new Heavy Container Permitted Vehicle truck route between the Port of Oakland and the designated truck route system within the City of Oakland.
- For over 150 years, the Embarcadero West corridor between Market Street and Oak Street has accommodated the comingling of pedestrians, bicyclists, motor vehicle drivers, heavy truck drivers, and freight and passenger rail trains within the same right of way. The eight (8) at-grade crossings are common locations where accidents occur causing injuries, property damage and delays along the railroad corridor. While improvements are justified for all eight (8) at-grade crossings, three (3) intersections are of the highest priority needing improvement.

D. Proposed Schedule

- The City of Oakland is committed to delivering the proposed improvements consistent with the milestones presented in the original application.

E. Project Development Cost Estimates

- The quantities and cost estimates developed in support of the original application have been recently confirmed to be current and consistent with the proposed project goals. Revisions to the previously submitted estimates are unnecessary. The recent review of the cost estimates notes the following:
 - The quantities are reasonable and are consistent with the proposed project goals and within the defined limits of work.
 - The quantities are consistent with the preliminary designs. As designs progress and become informed through stakeholder engagement, the quantities and cost estimates will also be updated.
 - The detailed quantity and cost estimates submitted with the original application represent the outcomes listed within the narrative of the application.
 - The cost estimates have been updated within the last 12 months and include appropriate escalation and contingency factors. The escalation factors assume design and construction milestone dates that are consistent with the PPR implementation dates.

District	County	Route	EA	Project ID	PPNO
04	Alameda County				

Project Title
 TOWN Rail Safety Improvements

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									City of Oakland
PS&E									City of Oakland
R/W SUP (CT)									City of Oakland
CON SUP (CT)									City of Oakland
R/W									City of Oakland
CON									City of Oakland
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	362	429						791	
PS&E		3,686	853	206				4,745	
R/W SUP (CT)									
CON SUP (CT)			4,093	651	1,301	1,301	651	7,997	
R/W									
CON			23,274	3,426	6,853	8,493	3,426	45,472	
TOTAL	362	4,115	28,220	4,283	8,154	9,794	4,077	59,005	

Fund #1:	State SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E		2,833						2,833	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,833						2,833	

Fund #2:	State SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			4,093					4,093	
R/W									
CON			23,274					23,274	
TOTAL			27,367					27,367	
Fund #3:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		24						24	
PS&E				206				206	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						1,640		1,640	
TOTAL		24		206		1,640		1,870	

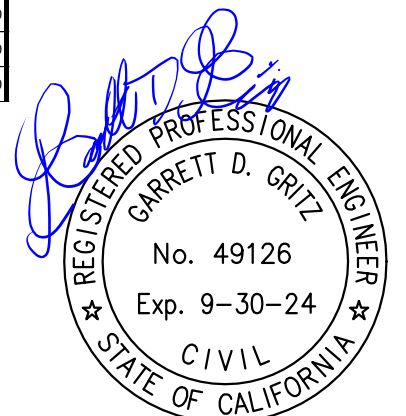
Fund #4:	Other State - AB 128 Budget Act of 2021 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	362	405						767	
PS&E		853	853					1,706	
R/W SUP (CT)									
CON SUP (CT)				651	1,301	1,301	651	3,904	
R/W									
CON				3,426	6,853	6,853	3,426	20,558	
TOTAL	362	1,258	853	4,077	8,154	8,154	4,077	26,935	

CITY OF OAKLAND BID ITEM SUMMARY
Department of Transportation
Trade Corridor Enhancement Program Grant

All Bid Items/Quantities for All Projects

DATE ISSUED: Wednesday, November 9, 2022
 PROJECT NAME: TCEP Grant Improvements - EW/Washington + block to 2nd, EW/MLK, plus block to 2nd, EW/Clay, plus block to 2nd, Heavy Container Permitted Vehicle Route/EV

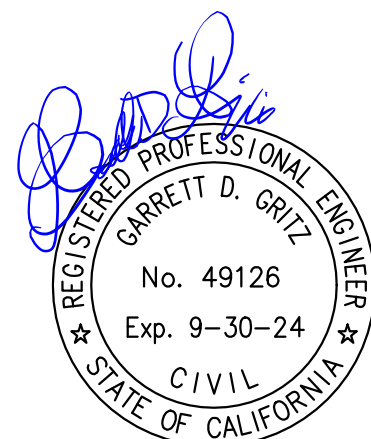
Engineer's Estimate				TCEP Grant Improvements - EW/Washington + block to 2nd, EW/MLK, plus block to 2nd, EW/Clay, plus block to 2nd, Heavy Container Permitted Vehicle Route/EV	
Item Number	Item Description	Unit of Measure	Unit Price	Quantity	Total
1	Pre and Post Construction Monument Verification	EA	\$1,000	6	\$6,000
2	Reset Monuments	EA	\$3,000	6	\$18,000
3	Changeable Message Sign (CMS)	EA	\$35,000	1	\$35,000
4	Relocate Bike Rack	EA	\$200	10	\$2,000
5	Relocate fire hydrant	EA	\$35,000	3	\$105,000
6	Relocate Sign	EA	\$150	10	\$1,500
7	Utility Conflict	LF	\$30	1,320	\$39,600
8	Utility relocations	LF	\$50	1,320	\$66,000
9	Relocate Franchise Utility Vault/Box	EA	\$35,000	12	\$420,000
10	Remove/Demo for Sidewalks	SF	\$5	19,250	\$96,250
11	Remove Tree and Root Ball and or Stump	EA	\$1,800	4	\$7,200
12	Remove curb and gutter	LF	\$10	1,594	\$15,940
13	Remove Driveway	SF	\$4	2,352	\$9,408
14	Remove AC Pavement	SF	\$8	77,990	\$623,920
15	Miscellaneous removals, relocations and removals (20% of removals)	LS	\$1	277,364	\$277,364
16	Remove Sign, Post and Foundation	EA	\$200	14	\$2,800
17	Sidewalk construction	SF	\$20	15,930	\$318,600
18	Driveway reconstruction	EA	\$14,000	16	\$224,000
19	Install Curb For Buffered Bike Median	LF	\$40	640	\$25,600
20	Install Stamped Concrete Bike Median	SF	\$20	1,020	\$20,400
21	New curb ramps (including demo)	EA	\$7,000	30	\$210,000
22	New curb and gutter (median or flowline) (incl AC patch)	LF	\$50	4,594	\$229,700
23	Bulb out Major (including demo)	EA	\$35,000	11	\$385,000
24	Install general signage (per block)	EA	\$3,000	2	\$6,000
25	Install wayfinding signage (per block)	EA	\$8,000	2	\$16,000
26	Install New Trash Receptacles (BigBellys - Pairs)	EA	\$6,000	8	\$48,000
27	Clear corner areas 30' from curb return	EA	\$1,000	18	\$18,000
28	Miscellaneous street improvements (20% of Improvements)	LS	\$1	300,820	\$300,820
29	Additional bulbout work - drainage	LS	\$1	34,000	\$34,000
30	New/Relocate Drainage Inlet	EA	\$13,000	25	\$325,000
31	Reconstruct Drainage Pipe	LF	\$400	1,840	\$736,000
32	Install Trash Capturing Devices	EA	\$5,000	13	\$65,000
33	Miscellaneous drainage improvements (20% of Drainage Items)	LS	\$1	232,000	\$232,000
34	Grind and overlay street	SF	\$10.00	52,380	\$523,800
35	Base Repair	LS	\$1	86,390	\$86,390
36	Adjust Manhole to Finish Grade	EA	\$2,000	46	\$92,000
37	Reconstruct intersection at bulb-out for ADA compliance	EA	\$150,000	1	\$150,000
38	Miscellaneous paving improvements (5% of Paving Items)	LS	\$1	42,610	\$42,610
39	Street Striping (per block)	EA	\$15,000	2	\$30,000
40	Install Green Bike Lane Striping	SF	\$15	10,460	\$156,900
41	Install Painted Centerline Median	SF	\$8	67	\$536
42	Install Buffered Bike Lane Striping	LF	\$4	587	\$2,348
43	Thermoplastic painted continental crosswalk	LF	\$15	1,840	\$27,600
44	General street lane striping	LF	\$5	250	\$1,250
45	Remove Traffic Stripe, Marking, Delineators, and Markers	SF	\$3	1,215	\$3,645
46	Miscellaneous striping improvements (10% of Striping Items)	LS	\$1	22,228	\$22,228
47	Arborist services - accessibility mitigations	EA	\$2,000	1	\$2,000
48	Prune Tree Root	EA	\$1,000	1	\$1,000
49	Tree Grates	EA	\$1,500	7	\$10,500
50	Landscape and irrigation	SF	\$20	4,500	\$90,000
51	36" Trees	EA	\$3,500	7	\$24,500
52	24" Trees	EA	\$2,000	12	\$24,000
53	Three Year Plant Extended Warranty	LS	\$1	29,200	\$29,200
54	Miscellaneous planting (15% of total landscape)	LS	\$1	27,180	\$27,180
55	Traffic Signal at MLK/2nd	LS	\$500,000	1	\$500,000
56	Traffic Signal at Embarcadero/MLK	LS	\$500,000	1	\$500,000
57	Signal beacon	LS	\$100,000	1	\$100,000
58	Crossing panels and lights	LS	\$75,000	1	\$75,000
59	Signal interconnect	LF	\$140	200	\$28,000
60	Traffic Signal System Integration to Traffic Management Center	EA	\$30,000	2	\$60,000
61	Traffic signal timing calculations and approvals	EA	\$10,000	2	\$20,000
62	Pedestrian lighting, conduit and pull boxes	EA	\$20,000	41	\$820,000
63	Miscellaneous electrical (10% of total electrical items)	LS	\$1	110,300	\$110,300



CITY OF OAKLAND BID ITEM SUMMARY
Department of Transportation
Trade Corridor Enhancement Program Grant
All Bid Items/Quantities for All Projects

DATE ISSUED: Wednesday, November 9, 2022
PROJECT NAME: TCEP Grant Improvements - EW/Washington + block to 2nd, EW/MLK, plus block to 2nd, EW/Clay, plus block to 2nd, Heavy Container Permitted Vehicle Route/EVA

Engineer's Estimate				TCEP Grant Improvements - EW/Washington + block to 2nd EW/MLK, plus block to 2nd EW/Clay, plus block to 2nd Heavy Vehicle Route/EVA	
Item Number	Item Description	Unit of Measure	Unit Price	Quantity	Total
64	Chain Link Fencing	LF	\$100	400	\$40,000
65	Demolition of Rail Facilities	LF	\$500	575	\$287,500
66	Traffic control	LS	\$15,750	1	\$15,750
67	Survey Staking	LS	\$15,750	1	\$15,750
68	Signing/Striping	LS	\$15,750	1	\$15,750
69	Detectable warning strip	EA	\$53	70	\$3,675
70	Right of way fence	LF	\$63	1,573	\$99,080
71	Sidewalk including grading	SF	\$21	200	\$4,200
72	Non-traversable hardscape	SF	\$26	500	\$13,125
73	Curb and gutter	LF	\$105	150	\$15,750
74	CPUC Std No 8 Flashing signal	EA	\$157,500	3	\$472,500
75	CPUC Std No. 9 Gate Arm	EA	\$210,000	4	\$840,000
76	Signal Design and PE agreement	LS	\$400,000	1	\$400,000
77	Traffic control	LS	\$15,750	1	\$15,750
78	Survey Staking	LS	\$15,750	1	\$15,750
79	Signing/Striping	LS	\$15,750	1	\$15,750
80	Detectable warning strip	EA	\$53	70	\$3,675
81	Right of way fence	LF	\$63	1,500	\$94,500
82	Sidewalk including grading	SF	\$21	500	\$10,500
83	Non-traversable hardscape	SF	\$26	500	\$13,125
84	Curb and gutter	LF	\$105	150	\$15,750
85	CPUC Std No 8 Flashing signal	EA	\$157,500	4	\$630,000
86	CPUC Std No. 9 Gate Arm	EA	\$210,000	4	\$840,000
87	Signal Design and PE agreement	LS	\$400,000	1	\$400,000
88	Crossing panels	TF	\$788	244	\$192,150
89	Traffic control	LS	\$15,750	1	\$15,750
90	Survey Staking	LS	\$15,750	1	\$15,750
91	Signing/Striping	LS	\$15,750	1	\$15,750
92	Detectable warning strip	EA	\$53	35	\$1,838
93	Right of way fence	LF	\$63	1,500	\$94,500
94	Sidewalk including grading	SF	\$21	700	\$14,700
95	Non-traversable hardscape	SF	\$26	350	\$9,188
96	CPUC Std No 8 Flashing signal	EA	\$157,500	1	\$157,500
97	CPUC Std No. 9 Gate Arm	EA	\$210,000	2	\$420,000
98	Ped automatic gate with Emergency swing gate	EA	\$105,000	2	\$210,000
99	Signal Design and PE agreement	LS	\$400,000	1	\$400,000
100	Signal Preemption (Embarcadero/MLK, MLK/2nd)	EA	\$105,000	1	\$105,000
101	Crossing panels	TF	\$788	260	\$204,750
102	Grading	LS	\$75,000	8	\$725,000
103	Subgrade	SF	\$4	48,000	\$372,000
104	AB/AC section	SF	\$16	48,000	\$888,000
105	Shoulder	SF	\$4	10,000	\$80,000
106	Striping	LF	\$10	1,560	\$15,600
107	Transitional ramps	EA	\$10,000	2	\$20,000
108	Automatic Gate	EA	\$500,000	2	\$1,000,000
109	Stormwater treatment	LS	\$200,000	1	\$200,000
110	Closure of UPRR operations (per night)	LS	\$40,000	6	\$240,000
111	Decomposed granite at tree-wells	EA	\$400	1	\$400
112	Chain Link Fence	LF	\$60	3,000	\$180,000
Total Capital Improvements				\$18,336,843	
Mobilization				10.0%	\$1,833,684
Traffic Control				8.0%	\$1,466,947
Groundwater and Soil Testing and Remediation				3.0%	\$550,105
Construction Survey and Staking				1.0%	\$183,368
Water Board Requirements (SWPPP, Green Infrastructure, etc.)				1.0%	\$183,368
Inflation				33.8%	\$7,628,447
Contingencies				35.0%	\$10,563,967
PLA Contribution (\$0.30 per hour worked by field personnel)				0.20%	\$81,493
TOTAL CONSTRUCTION COSTS (bid items, inflation and contingencies)					\$40,828,225
Environmental and preliminary engineering studies				2.4%	\$790,829
Design				14.3%	\$4,744,976
Construction Support Services				4.0%	\$1,332,864
Construction Management				20.1%	\$6,664,319
PM/ Reviews/ Permitting				13.4%	\$4,642,879
TOTAL SOFT COSTS					\$18,175,867
TOTAL PROJECT COSTS (TOTAL ALL)					\$59,004,092
				TCEP Grant Improvements - EW/Washington + block to 2nd EW/MLK, plus block to 2nd EW/Clay, plus block to 2nd Heavy Vehicle Route/EVA	



CITY OF OAKLAND BID ITEM SUMMARY
Department of Transportation
Trade Corridor Enhancement Program Grant

DATE ISSUED: Wednesday, November 9, 2022

PROJECT NAME: Embarcadero West/Martin Luther King Jr. Way (MLK) at-grade Intersection and MLK through the MLK/2nd Street Intersection

Engineer's Estimate				TCEP Grant Improvements - EW/MLK, plus block to 2nd (All Improvements)		Intersection Improvements - EW at MLK Street		MLK Street - EW to 2nd Street		Intersection Improvements - 2nd at MLK Street	
Item Number	Item Description	Unit of Measure	Unit Price	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Pre and Post Construction Monument Verification	EA	\$1,000	2	\$2,000	1	\$1,000	-	\$0	1	\$1,000
2	Reset Monuments	EA	\$3,000	2	\$6,000	1	\$3,000	-	\$0	1	\$3,000
3	Relocate fire hydrant	EA	\$35,000	2	\$70,000	-	\$0	1	\$35,000	1	\$35,000
4	Utility Conflict	LF	\$30	500	\$15,000	200	\$6,000	200	\$6,000	100	\$3,000
5	Utility relocations	LF	\$50	500	\$25,000	200	\$10,000	200	\$10,000	100	\$5,000
6	Relocate Franchise Utility Vault/Box	EA	\$35,000	8	\$280,000	2	\$70,000	6	\$210,000	-	\$0
7	Remove/Demo for Sidewalks	SF	\$5	9,600	\$48,000	3,000	\$15,000	4,800	\$24,000	1,800	\$9,000
8	Remove Tree and Root Ball and or Stump	EA	\$1,800	3	\$5,400	-	\$0	3	\$5,400	-	\$0
9	Remove curb and gutter	LF	\$10	800	\$8,000	200	\$2,000	400	\$4,000	200	\$2,000
10	Remove Driveway	SF	\$4	960	\$3,840	-	\$0	960	\$3,840	-	\$0
11	Remove AC Pavement	SF	\$8	27,900	\$223,200	8,500	\$68,000	9,200	\$73,600	10,200	\$81,600
12	Miscellaneous removals, relocations and removals (20% of removals)	LS	\$1	135,688	\$135,688	34,200	\$34,200	74,368	\$74,368	27,120	\$27,120
13	Remove Sign, Post and Foundation	EA	\$200	8	\$1,600	-	\$0	8	\$1,600	-	\$0
14	Sidewalk construction	SF	\$20	8,600	\$172,000	3,000	\$60,000	3,200	\$64,000	2,400	\$48,000
15	Driveway reconstruction	EA	\$14,000	9	\$126,000	1	\$14,000	8	\$112,000	-	\$0
16	Install Curb For Buffered Bike Median	LF	\$40	340	\$13,600	-	\$0	300	\$12,000	40	\$1,600
17	Install Stamped Concrete Bike Median	SF	\$20	570	\$11,400	-	\$0	450	\$9,000	120	\$2,400
18	New curb ramps (including demo)	EA	\$7,000	8	\$56,000	-	\$0	-	\$0	8	\$56,000
19	New curb and gutter (median or flowline) (incl AC patch)	LF	\$50	900	\$45,000	200	\$10,000	400	\$20,000	300	\$15,000
20	Bulb out Major (including demo)	EA	\$35,000	4	\$140,000	-	\$0	-	\$0	4	\$140,000
21	Install general signage (per block)	EA	\$3,000	1	\$3,000	-	\$0	1	\$3,000	-	\$0
22	Install wayfinding signage (per block)	EA	\$8,000	1	\$8,000	-	\$0	1	\$8,000	-	\$0
23	Install New Trash Receptacles (BigBellys - Pairs)	EA	\$6,000	4	\$24,000	2	\$12,000	-	\$0	2	\$12,000
24	Clear corner areas 30' from curb return	EA	\$1,000	4	\$4,000	2	\$2,000	-	\$0	2	\$2,000
25	Miscellaneous street improvements (20% of Improvements)	LS	\$1	120,920	\$120,920	19,600	\$19,600	45,920	\$45,920	55,400	\$55,400
26	Additional bulbout work - drainage	LS	\$1	10,000	\$10,000	-	\$0	-	\$0	10,000	\$10,000
27	New/Relocate Drainage Inlet	EA	\$13,000	8	\$104,000	4	\$52,000	-	\$0	4	\$52,000
28	Reconstruct Drainage Pipe	LF	\$400	400	\$160,000	200	\$80,000	-	\$0	200	\$80,000
29	Install Trash Capturing Devices	EA	\$5,000	6	\$30,000	4	\$20,000	-	\$0	2	\$10,000
30	Miscellaneous drainage improvements (20% of Drainage Items)	LS	\$1	60,800	\$60,800	30,400	\$30,400	-	\$0	30,400	\$30,400
31	Grind and overlay street	SF	\$10.00	26,600	\$266,000	17,000	\$170,000	-	\$0	9,600	\$96,000
32	Base Repair	LS	\$1	53,040	\$53,040	51,000	\$51,000	-	\$0	2,040	\$2,040
33	Adjust Manhole to Finish Grade	EA	\$2,000	30	\$60,000	12	\$24,000	8	\$16,000	10	\$20,000
34	Miscellaneous paving improvements (5% of Paving Items)	LS	\$1	18,952	\$18,952	12,250	\$12,250	800	\$800	5,902	\$5,902
35	Street Striping (per block)	EA	\$15,000	1	\$15,000	-	\$0	1	\$15,000	-	\$0
36	Install Green Bike Lane Striping	SF	\$15	6,060	\$90,900	3,300	\$49,500	2,400	\$36,000	360	\$5,400
37	Install Buffered Bike Lane Striping	LF	\$4	220	\$880	220	\$880	-	\$0	-	\$0
38	Thermoplastic painted continental crosswalk	LF	\$15	360	\$5,400	-	\$0	-	\$0	360	\$5,400
39	General street lane striping	LF	\$5	250	\$1,250	250	\$1,250	-	\$0	-	\$0
40	Miscellaneous striping improvements (10% of Striping Items)	LS	\$1	11,343	\$11,343	5,163	\$5,163	5,100	\$5,100	1,080	\$1,080
41	Tree Grates	EA	\$1,500	6	\$9,000	-	\$0	6	\$9,000	-	\$0
42	Landscape and irrigation	SF	\$20	4,200	\$84,000	200	\$4,000	4,000	\$80,000	-	\$0
43	36" Trees	EA	\$3,500	6	\$21,000	-	\$0	6	\$21,000	-	\$0
44	24" Trees	EA	\$2,000	12	\$24,000	-	\$0	12	\$24,000	-	\$0
45	Three Year Plant Extended Warranty	LS	\$1	27,600	\$27,600	800	\$800	26,800	\$26,800	-	\$0
46	Miscellaneous planting (15% of total landscape)	LS	\$1	24,840	\$24,840	720	\$720	24,120	\$24,120	-	\$0
47	Traffic Signal at MLK/2nd	LS	\$500,000	1	\$500,000	-	\$0	-	\$0	1	\$500,000
48	Traffic Signal at Embarcadero/MLK	LS	\$500,000	1	\$500,000	1	\$500,000	-	\$0	-	\$0
49	Signal interconnect	LF	\$140	200	\$28,000	-	\$0	200	\$28,000	-	\$0
50	Traffic Signal System Integration to Traffic Management Center	EA	\$30,000	2	\$60,000	1	\$30,000	-	\$0	1	\$30,000
51	Traffic signal timing calculations and approvals	EA	\$10,000	2	\$20,000	1	\$10,000	-	\$0	1	\$10,000
52	Pedestrian lighting, conduit and pull boxes	EA	\$20,000	4	\$80,000	-	\$0	4	\$80,000	-	\$0
53	Miscellaneous electrical (10% of total electrical items)	LS	\$1	18,800	\$18,800	4,000	\$4,000	10,800	\$10,800	4,000	\$4,000

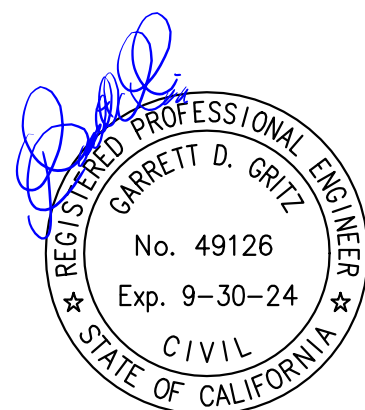


CITY OF OAKLAND BID ITEM SUMMARY
Department of Transportation
Trade Corridor Enhancement Program Grant

DATE ISSUED: Wednesday, November 9, 2022

PROJECT NAME: Embarcadero West/Martin Luther King Jr. Way (MLK) at-grade Intersection and MLK through the MLK/2nd Street Intersection

Engineer's Estimate				TCEP Grant Improvements - EW/MLK, plus block to 2nd (All Improvements)		Intersection Improvements - EW at MLK Street		MLK Street - EW to 2nd Street		Intersection Improvements - 2nd at MLK Street	
Item Number	Item Description	Unit of Measure	Unit Price	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
54	Chain Link Fencing	LF	\$100	400	\$40,000	400	\$40,000	-	\$0	-	\$0
55	Demolition of Rail Facilities	LF	\$500	500	\$250,000	-	\$0	-	\$0	500	\$250,000
56	Traffic control	LS	\$15,750	1	\$15,750	1	\$15,750	-	\$0	-	\$0
57	Survey Staking	LS	\$15,750	1	\$15,750	1	\$15,750	-	\$0	-	\$0
58	Signing/Striping	LS	\$15,750	1	\$15,750	1	\$15,750	-	\$0	-	\$0
59	Detectable warning strip	EA	\$53	35	\$1,838	35	\$1,838	-	\$0	-	\$0
60	Right of way fence	LF	\$63	1,500	\$94,500	1,500	\$94,500	-	\$0	-	\$0
61	Sidewalk including grading	SF	\$21	700	\$14,700	700	\$14,700	-	\$0	-	\$0
62	Non-traversable hardscape	SF	\$26	350	\$9,188	350	\$9,188	-	\$0	-	\$0
64	CPUC Std No 8 Flashing signal	EA	\$157,500	1	\$157,500	1	\$157,500	-	\$0	-	\$0
65	CPUC Std No. 9 Gate Arm	EA	\$210,000	2	\$420,000	2	\$420,000	-	\$0	-	\$0
66	Ped automatic gate with Emergency swing gate	EA	\$105,000	2	\$210,000	2	\$210,000	-	\$0	-	\$0
67	Signal Design and PE agreement	LS	\$400,000	1	\$400,000	1	\$400,000	-	\$0	-	\$0
68	Signal Preemption (Embarcadero/MLK, MLK/2nd)	EA	\$105,000	1	\$105,000	1	\$105,000	-	\$0	-	\$0
69	Crossing panels	TF	\$788	260	\$204,750	260	\$204,750	-	\$0	-	\$0
70	Grading	LS	\$75,000	\$6	\$450,000	2	\$150,000	4	\$300,000	-	\$0
71	Subgrade	SF	\$4	10,000	\$40,000	-	\$0	10,000	\$40,000	-	\$0
72	AB/AC section	SF	\$16	10,000	\$160,000	-	\$0	10,000	\$160,000	-	\$0
73	Closure of UPRR operations (per night)	LS	\$40,000	2	\$80,000	2	\$80,000	-	\$0	-	\$0
Total Capital Improvements					\$6,517,178		\$3,307,488		\$1,598,348		\$1,611,342
Mobilization				10.0%	\$651,718		\$330,749		\$159,835		\$161,134
Traffic Control				8.0%	\$521,374		\$264,599		\$127,868		\$128,907
Groundwater and Soil Testing and Remediation				3.0%	\$195,515		\$99,225		\$47,950		\$48,340
Construction Survey and Staking				1.0%	\$65,172		\$33,075		\$15,983		\$16,113
Water Board Requirements (SWPPP, Green Infrastructure, etc.)				1.0%	\$65,172		\$33,075		\$15,983		\$16,113
Inflation				33.8%	\$2,711,260		\$1,375,973		\$664,941		\$670,346
Contingencies				35.0%	\$3,754,586		\$1,905,464		\$920,818		\$928,304
PLA Contribution (\$0.30 per hour worked by field personnel)				0.20%	\$28,964		\$14,699		\$7,103		\$7,161
TOTAL CONSTRUCTION COSTS (bid items, inflation and contingencies)					\$14,510,939		\$7,364,346		\$3,558,830		\$3,587,762
Environmental and preliminary engineering studies				2.4%	\$281,072		\$142,645		\$68,933		\$69,494
Design				14.3%	\$1,686,433		\$855,870		\$413,600		\$416,963
Construction Support Services				4.0%	\$473,719		\$240,414		\$116,180		\$117,125
Construction Management				20.1%	\$2,368,595		\$1,202,069		\$580,902		\$585,624
PM/ Reviews/ Permitting				13.4%	\$1,579,063		\$801,379		\$387,268		\$390,416
TOTAL SOFT COSTS					\$6,388,882		\$3,242,377		\$1,566,883		\$1,579,621
TOTAL PROJECT COSTS (TOTAL ALL)					\$20,899,821		\$10,606,724		\$5,125,713		\$5,167,384
					TCEP Grant Improvements - EW/MLK, plus block to 2nd (All Improvements)		Intersection Improvements - EW at MLK Street		MLK Street - EW to 2nd Street		Intersection Improvements - 2nd at MLK Street



CITY OF OAKLAND BID ITEM SUMMARY
Department of Transportation
Trade Corridor Enhancement Program Grant

DATE ISSUED: Wednesday, November 9, 2022

PROJECT NAME: Embarcadero West/Clay Street at-grade Intersection and Clay Street through the Clay Street/2nd Street Intersection

Engineer's Estimate					TCEP Grant Improvements - EW/Clay, plus block to 2nd (All Improvements)		Intersection Improvements - EW at Clay Street		Clay Street - EW to 2nd Street	
Item Number	Item Description	Unit of Measure	Unit Price		Quantity	Total	Quantity	Total	Quantity	Total
1	Pre and Post Construction Monument Verification	EA	\$1,000		1	\$1,000	1	\$1,000	-	\$0
2	Reset Monuments	EA	\$3,000		1	\$3,000	1	\$3,000	-	\$0
3	Changeable Message Sign (CMS)	EA	\$35,000		1	\$35,000	1	\$35,000	-	\$0
4	Relocate Bike Rack	EA	\$200		4	\$800	4	\$800	-	\$0
5	Relocate fire hydrant	EA	\$35,000		1	\$35,000	1	\$35,000	-	\$0
6	Relocate Sign	EA	\$150		6	\$900	-	\$0	6	\$900
7	Utility Conflict	LF	\$30		400	\$12,000	200	\$6,000	200	\$6,000
8	Utility relocations	LF	\$50		400	\$20,000	200	\$10,000	200	\$10,000
9	Relocate Franchise Utility Vault/Box	EA	\$35,000		2	\$70,000	2	\$70,000	-	\$0
10	Remove/Demo for Sidewalks	SF	\$5		2,400	\$12,000	2,400	\$12,000	-	\$0
11	Remove curb and gutter	LF	\$10		200	\$2,000	-	\$0	200	\$2,000
12	Remove Driveway	SF	\$4		192	\$768	-	\$0	192	\$768
13	Remove AC Pavement	SF	\$8		17,600	\$140,800	6,800	\$54,400	10,800	\$86,400
14	Miscellaneous removals, relocations and removals (20% of removals)	LS	\$1		58,854	\$58,854	37,640	\$37,640	21,214	\$21,214
15	Remove Sign, Post and Foundation	EA	\$200		6	\$1,200	-	\$0	6	\$1,200
16	Sidewalk construction	SF	\$20		2,400	\$48,000	2,400	\$48,000	-	\$0
17	Driveway reconstruction	EA	\$14,000		2	\$28,000	-	\$0	2	\$28,000
18	Install Curb For Buffered Bike Median	LF	\$40		300	\$12,000	-	\$0	300	\$12,000
19	Install Stamped Concrete Bike Median	SF	\$20		450	\$9,000	-	\$0	450	\$9,000
20	New curb ramps (including demo)	EA	\$7,000		8	\$56,000	8	\$56,000	-	\$0
21	New curb and gutter (median or flowline) (incl AC patch)	LF	\$50		100	\$5,000	-	\$0	100	\$5,000
22	Bulb out Major (including demo)	EA	\$35,000		4	\$140,000	4	\$140,000	-	\$0
23	Install general signage (per block)	EA	\$3,000		-	\$0	-	\$0	-	\$0
24	Install wayfinding signage (per block)	EA	\$8,000		-	\$0	-	\$0	-	\$0
25	Install New Trash Receptacles (BigBellys - Pairs)	EA	\$6,000		2	\$12,000	2	\$12,000	-	\$0
26	Clear corner areas 30' from curb return	EA	\$1,000		6	\$6,000	2	\$2,000	4	\$4,000
27	Miscellaneous street improvements (20% of Improvements)	LS	\$1		63,440	\$63,440	51,600	\$51,600	11,840	\$11,840
28	New/Relocate Drainage Inlet	EA	\$13,000		3	\$39,000	3	\$39,000	-	\$0
29	Reconstruct Drainage Pipe	LF	\$400		150	\$60,000	150	\$60,000	-	\$0
30	Install Trash Capturing Devices	EA	\$5,000		3	\$15,000	3	\$15,000	-	\$0
31	Miscellaneous drainage improvements (20% of Drainage Items)	LS	\$1		22,800	\$22,800	22,800	\$22,800	-	\$0
32	Grind and overlay street	SF	\$10.00		6,800	\$68,000	6,800	\$68,000	-	\$0
33	Base Repair	LS	\$1		6,800	\$6,800	6,800	\$6,800	-	\$0
34	Adjust Manhole to Finish Grade	EA	\$2,000		11	\$22,000	9	\$18,000	2	\$4,000
35	Reconstruct intersection at bulb-out for ADA compliance	EA	\$150,000		1	\$150,000	1	\$150,000	-	\$0
36	Miscellaneous paving improvements (5% of Paving Items)	LS	\$1		12,340	\$12,340	12,140	\$12,140	200	\$200
37	Street Striping (per block)	EA	\$15,000		-	\$0	-	\$0	-	\$0
38	Install Green Bike Lane Striping	SF	\$15		3,600	\$54,000	1,200	\$18,000	2,400	\$36,000
39	Thermoplastic painted continental crosswalk	LF	\$15		230	\$3,450	230	\$3,450	-	\$0
40	Miscellaneous striping improvements (10% of Striping Items)	LS	\$1		5,745	\$5,745	2,145	\$2,145	3,600	\$3,600
41	Tree Grates	EA	\$1,500		-	\$0	-	\$0	-	\$0
42	Landscape and irrigation	SF	\$20		300	\$6,000	-	\$0	300	\$6,000
43	36" Trees	EA	\$3,500		-	\$0	-	\$0	-	\$0
44	Three Year Plant Extended Warranty	LS	\$1		-	\$0	-	\$0	-	\$0
45	Miscellaneous planting (15% of total landscape)	LS	\$1		900	\$900	-	\$0	900	\$900
46	Pedestrian lighting, conduit and pull boxes	EA	\$20,000		16	\$320,000	8	\$160,000	8	\$160,000
47	Miscellaneous electrical (10% of total electrical items)	LS	\$1		32,000	\$32,000	16,000	\$16,000	16,000	\$16,000

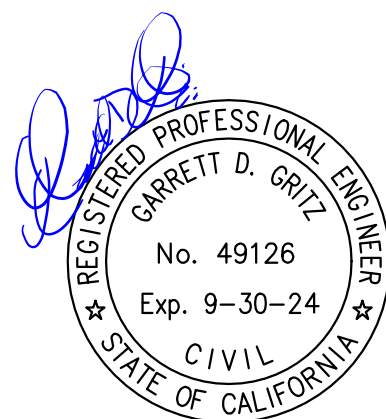


CITY OF OAKLAND BID ITEM SUMMARY
Department of Transportation
Trade Corridor Enhancement Program Grant

DATE ISSUED: Wednesday, November 9, 2022

PROJECT NAME: Embarcadero West/Clay Street at-grade Intersection and Clay Street through the Clay Street/2nd Street Intersection

Engineer's Estimate					TCEP Grant Improvements - EW/Clay, plus block to 2nd (All Improvements)		Intersection Improvements - EW at Clay Street		Clay Street - EW to 2nd Street	
Item Number	Item Description	Unit of Measure	Unit Price		Quantity	Total	Quantity	Total	Quantity	Total
48	Traffic control	LS	\$15,750		1	\$15,750	1	\$15,750	-	\$0
49	Survey Staking	LS	\$15,750		1	\$15,750	1	\$15,750	-	\$0
50	Signing/Striping	LS	\$15,750		1	\$15,750	1	\$15,750	-	\$0
51	Detectable warning strip	EA	\$53		70	\$3,675	70	\$3,675	-	\$0
52	Right of way fence	LF	\$63		1,500	\$94,500	1,500	\$94,500	-	\$0
53	Sidewalk including grading	SF	\$21		500	\$10,500	500	\$10,500	-	\$0
54	Non-traversable hardscape	SF	\$26		500	\$13,125	500	\$13,125	-	\$0
55	Curb and gutter	LF	\$105		150	\$15,750	150	\$15,750	-	\$0
56	CPUC Std No 8 Flashing signal	EA	\$157,500		4	\$630,000	4	\$630,000	-	\$0
57	CPUC Std No. 9 Gate Arm	EA	\$210,000		4	\$840,000	4	\$840,000	-	\$0
58	Signal Design and PE agreement	LS	\$400,000		1	\$400,000	1	\$400,000	-	\$0
59	Crossing panels	TF	\$788		244	\$192,150	244	\$192,150	-	\$0
60	Grading	LS	\$75,000		\$1	\$75,000	-	\$0	1	\$75,000
61	Subgrade	SF	\$4		8,000	\$32,000	-	\$0	8,000	\$32,000
62	AB/AC section	SF	\$16		8,000	\$128,000	-	\$0	8,000	\$128,000
63	Closure of UPRR operations (per night)	LS	\$40,000		3	\$120,000	3	\$120,000	-	\$0
Total Capital Improvements					\$4,192,747		\$3,532,725		\$660,022	
Mobilization					10.0%	\$419,275	\$353,273	\$66,002		
Traffic Control					8.0%	\$335,420	\$282,618	\$52,802		
Groundwater and Soil Testing and Remediation					3.0%	\$125,782	\$105,982	\$19,801		
Construction Survey and Staking					1.0%	\$41,927	\$35,327	\$6,600		
Water Board Requirements (SWPPP, Green Infrastructure, etc.)					1.0%	\$41,927	\$35,327	\$6,600		
Inflation					33.8%	\$1,744,256	\$1,469,675	\$274,581		
Contingencies					35.0%	\$2,415,467	\$2,035,224	\$380,242		
PLA Contribution (\$0.30 per hour worked by field personnel)					0.20%	\$18,634	\$15,700	\$2,933		
TOTAL CONSTRUCTION COSTS (bid items, inflation and contingencies)						\$9,335,435	\$7,865,852	\$1,469,583		
Environmental and preliminary engineering studies					2.4%	\$180,824	\$152,359	\$28,465		
Design					14.3%	\$1,084,946	\$914,154	\$170,792		
Construction Support Services					4.0%	\$304,761	\$256,786	\$47,975		
Construction Management					20.1%	\$1,523,806	\$1,283,929	\$239,877		
PM/ Reviews/ Permitting					13.4%	\$1,015,871	\$855,953	\$159,918		
TOTAL SOFT COSTS						\$4,110,209	\$3,463,180	\$647,029		
TOTAL PROJECT COSTS (TOTAL ALL)						\$13,445,644	\$11,329,032	\$2,116,611		
						TCEP Grant Improvements - EW/Clay, plus block to 2nd (All Improvements)	Intersection Improvements - EW at Clay Street	Clay Street - EW to 2nd Street		

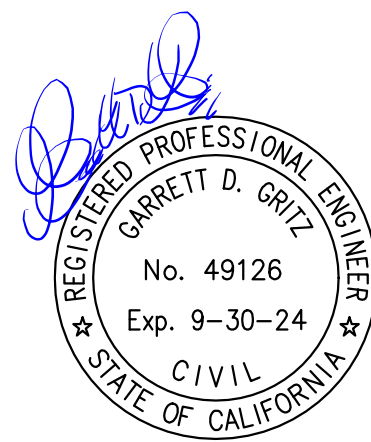


CITY OF OAKLAND BID ITEM SUMMARY
Department of Transportation
Trade Corridor Enhancement Program Grant

DATE ISSUED: Wednesday, November 9, 2022

PROJECT NAME: Embarcadero West/Washington Street at-grade Intersection and Washington Street through the Washington Street/2nd Street Intersection

Engineer's Estimate				TCEP Grant Improvements - EW/Washington, plus block to 2nd (All Improvements)		Intersection Improvements - EW at Washington Street		Washington Street - EW to 2nd Street		Intersection Improvements - 2nd at Washington Street	
Item Number	Item Description	Unit of Measure	Unit Price	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Pre and Post Construction Monument Verification	EA	\$1,000	3	\$3,000	1.00	\$1,000	1	\$1,000	1.00	\$1,000
2	Reset Monuments	EA	\$3,000	3	\$9,000	1.00	\$3,000	1	\$3,000	1.00	\$3,000
3	Relocate Bike Rack	EA	\$200	6	\$1,200	6.00	\$1,200	-	\$0	-	\$0
4	Relocate Sign	EA	\$150	4	\$600	2.00	\$300		\$0	2.00	\$300
5	Utility Conflict	LF	\$30	420	\$12,600	145.00	\$4,350	150	\$4,500	125.00	\$3,750
6	Utility relocations	LF	\$50	420	\$21,000	145.00	\$7,250	150	\$7,500	125.00	\$6,250
7	Relocate Franchise Utility Vault/Box	EA	\$35,000	2	\$70,000	2.00	\$70,000	-	\$0	-	\$0
8	Remove/Demo for Sidewalks	SF	\$5	7,250	\$36,250	2,950.00	\$14,750	3,000	\$15,000	1,300.00	\$6,500
9	Remove Tree and Root Ball and or Stump	EA	\$1,800	1	\$1,800	1.00	\$1,800	-	\$0	-	\$0
10	Remove curb and gutter	LF	\$10	594	\$5,940	154.00	\$1,540	300	\$3,000	140.00	\$1,400
11	Remove Driveway	SF	\$4	1,200	\$4,800	-	\$0	1,200	\$4,800	-	\$0
12	Remove AC Pavement	SF	\$8	2,490	\$19,920	1,820.00	\$14,560	-	\$0	670.00	\$5,360
13	Miscellaneous removals, relocations and removals (20% of removals)	LS	\$1	34,822	\$34,822	23,150	\$23,150	6,960	\$6,960	4,712	\$4,712
14	Sidewalk construction	SF	\$20	4,930	\$98,600	630.00	\$12,600	3,000	\$60,000	1,300.00	\$26,000
15	Driveway reconstruction	EA	\$14,000	5	\$70,000	1.00	\$14,000	4	\$56,000	-	\$0
16	New curb ramps (including demo)	EA	\$7,000	14	\$98,000	6.00	\$42,000	-	\$0	8.00	\$56,000
17	New curb and gutter (median or flowline) (incl AC patch)	LF	\$50	594	\$29,700	154.00	\$7,700	300	\$15,000	140.00	\$7,000
18	Bulb out Major (including demo)	EA	\$35,000	3	\$105,000	2.00	\$70,000	-	\$0	1.00	\$35,000
19	Install general signage (per block)	EA	\$3,000	1	\$3,000	-	\$0	1	\$3,000	-	\$0
20	Install wayfinding signage (per block)	EA	\$8,000	1	\$8,000	-	\$0	1	\$8,000	-	\$0
21	Install New Trash Receptacles (BigBellys - Pairs)	EA	\$6,000	2	\$12,000	1.00	\$6,000	-	\$0	1.00	\$6,000
22	Clear corner areas 30' from curb return	EA	\$1,000	8	\$8,000	4.00	\$4,000	-	\$0	4.00	\$4,000
23	Miscellaneous street improvements (20% of Improvements)	LS	\$1	86,460	\$86,460	31,260	\$31,260	28,400	\$28,400	26,800	\$26,800
24	Additional bulbout work - drainage	LS	\$1	24,000	\$24,000	16,000	\$16,000	-	\$0	8,000.00	\$8,000
25	New/Relocate Drainage Inlet	EA	\$13,000	4	\$52,000	2.00	\$26,000	-	\$0	2.00	\$26,000
26	Reconstruct Drainage Pipe	LF	\$400	90	\$36,000	20.00	\$8,000	-	\$0	70.00	\$28,000
27	Install Trash Capturing Devices	EA	\$5,000	4	\$20,000	2.00	\$10,000	-	\$0	2.00	\$10,000
28	Miscellaneous drainage improvements (20% of Drainage Items)	LS	\$1	26,400	\$26,400	12,000	\$12,000	-	\$0	14,400	\$14,400
29	Grind and overlay street	SF	\$10.00	18,980	\$189,800	3,680.00	\$36,800	7,800	\$78,000	7,500.00	\$75,000
30	Base Repair	LS	\$1	26,550	\$26,550	-	\$0	7,800	\$7,800	18,750	\$18,750
31	Adjust Manhole to Finish Grade	EA	\$2,000	5	\$10,000	3.00	\$6,000	-	\$0	2.00	\$4,000
32	Miscellaneous paving improvements (5% of Paving Items)	LS	\$1	11,318	\$11,318	2,140.00	\$2,140	4,290	\$4,290	4,887.50	\$4,888
33	Street Striping (per block)	EA	\$15,000	1	\$15,000	-	\$0	1	\$15,000	-	\$0
34	Install Green Bike Lane Striping	SF	\$15	800	\$12,000	-	\$0	-	\$0	800.00	\$12,000
35	Install Painted Centerline Median	SF	\$8	67	\$536	-	\$0	-	\$0	67.00	\$536
36	Install Buffered Bike Lane Striping	LF	\$4	367	\$1,468	-	\$0	300	\$1,200	67.00	\$268
37	Thermoplastic painted continental crosswalk	LF	\$15	1,250	\$18,750	610.00	\$9,150	-	\$0	640.00	\$9,600
38	Remove Traffic Stripe, Marking, Delineators, and Markers	SF	\$3	1,215	\$3,645	825.00	\$2,475	390	\$1,170	-	\$0
39	Miscellaneous striping improvements (10% of Striping Items)	LS	\$1	5,140	\$5,140	1,162.50	\$1,163	1,737	\$1,737	2,240.40	\$2,240
40	Arborist services - accessibility mitigations	EA	\$2,000	1	\$2,000	1.00	\$2,000	-	\$0	-	\$0
41	Prune Tree Root	EA	\$1,000	1	\$1,000	1.00	\$1,000	-	\$0	-	\$0
42	Tree Grates	EA	\$1,500	1	\$1,500	1.00	\$1,500	-	\$0	-	\$0
43	36" Trees	EA	\$3,500	1	\$3,500	1.00	\$3,500	-	\$0	-	\$0
44	Three Year Plant Extended Warranty	LS	\$1	1,600	\$1,600	1,600.00	\$1,600	-	\$0	-	\$0
46	Miscellaneous planting (15% of total landscape)	LS	\$1	1,440	\$1,440	1,440.00	\$1,440	-	\$0	-	\$0
47	Pedestrian lighting, conduit and pull boxes	EA	\$20,000	6	\$120,000	4	\$80,000	1	\$20,000	1	\$20,000
48	Miscellaneous electrical (10% of total electrical items)	LS	\$1	12,000	\$12,000	8,000	\$8,000	2,000	\$2,000	2,000	\$2,000

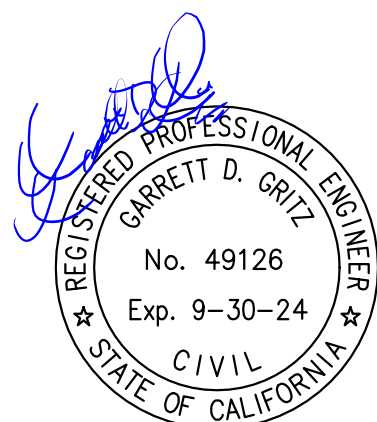


CITY OF OAKLAND BID ITEM SUMMARY
Department of Transportation
Trade Corridor Enhancement Program Grant

DATE ISSUED: Wednesday, November 9, 2022

PROJECT NAME: Embarcadero West/Washington Street at-grade Intersection and Washington Street through the Washington Street/2nd Street Intersection

Engineer's Estimate				TCEP Grant Improvements - EW/Washington, plus block to 2nd (All Improvements)		Intersection Improvements - EW at Washington Street		Washington Street - EW to 2nd Street		Intersection Improvements - 2nd at Washington Street	
Item Number	Item Description	Unit of Measure	Unit Price	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
49	Demolition of Rail Facilities	LF	\$500	75	\$37,500	75	\$37,500	-	\$0	-	\$0
50	Traffic control	LS	\$15,750	1	\$15,750	1	\$15,750	-	\$0	-	\$0
51	Survey Staking	LS	\$15,750	1	\$15,750	1	\$15,750	-	\$0	-	\$0
52	Signing/Striping	LS	\$15,750	1	\$15,750	1	\$15,750	-	\$0	-	\$0
53	Detectable warning strip	EA	\$53	70	\$3,675	70	\$3,675	-	\$0	-	\$0
54	Right of way fence	LF	\$63	1,573	\$99,080	1,573	\$99,080	-	\$0	-	\$0
55	Sidewalk including grading	SF	\$21	200	\$4,200	200	\$4,200	-	\$0	-	\$0
56	Non-traversable hardscape	SF	\$26	500	\$13,125	500	\$13,125	-	\$0	-	\$0
57	Curb and gutter	LF	\$105	150	\$15,750	150	\$15,750	-	\$0	-	\$0
58	CPUC Std No 8 Flashing signal	EA	\$157,500	3	\$472,500	3	\$472,500	-	\$0	-	\$0
59	CPUC Std No. 9 Gate Arm	EA	\$210,000	4	\$840,000	4	\$840,000	-	\$0	-	\$0
60	Signal Design and PE agreement	LS	\$400,000	1	\$400,000	1	\$400,000	-	\$0	-	\$0
61	Striping	LF	\$10	60	\$600	60	\$600	-	\$0	-	\$0
62	Closure of UPRR operations (per night)	LS	\$40,000	1.00	\$40,000	1.00	\$40,000	-	\$0	-	\$0
63	Decomposed granite at tree-wells	EA	\$400	1	\$400	1	\$400	-	\$0	-	\$0
Total Capital Improvements					\$3,309,419		\$2,533,308		\$347,357		\$428,754
Mobilization				10.0%	\$330,942		\$253,331		\$34,736		\$42,875
Traffic Control				8.0%	\$264,753		\$202,665		\$27,789		\$34,300
Groundwater and Soil Testing and Remediation				3.0%	\$99,283		\$75,999		\$10,421		\$12,863
Construction Survey and Staking				1.0%	\$33,094		\$25,333		\$3,474		\$4,288
Water Board Requirements (SWPPP, Green Infrastructure, etc.)				1.0%	\$33,094		\$25,333		\$3,474		\$4,288
Inflation				33.8%	\$1,376,776		\$1,053,900		\$144,507		\$178,369
Contingencies				35.0%	\$1,906,576		\$1,459,454		\$200,114		\$247,008
PLA Contribution (\$0.30 per hour worked by field personnel)				0.20%	\$14,708		\$11,259		\$1,544		\$1,905
TOTAL CONSTRUCTION COSTS (bid items, inflation and contingencies)					\$7,368,645		\$5,640,581		\$773,414		\$954,650
Environmental and preliminary engineering studies				2.4%	\$142,728		\$109,256		\$14,981		\$18,491
Design				14.3%	\$856,369		\$655,537		\$89,885		\$110,948
Construction Support Services				4.0%	\$240,554		\$184,140		\$25,249		\$31,165
Construction Management				20.1%	\$1,202,771		\$920,702		\$126,243		\$155,826
PM/ Reviews/ Permitting				13.4%	\$801,847		\$613,801		\$84,162		\$103,884
TOTAL SOFT COSTS					\$3,244,270		\$2,483,437		\$340,519		\$420,314
TOTAL PROJECT COSTS (TOTAL ALL)					\$10,612,915		\$8,124,019		\$1,113,933		\$1,374,963
					TCEP Grant Improvements - EW/Washington, plus block to 2nd (All Improvements)		Intersection Improvements - EW at Washington Street		Washington Street - EW to 2nd Street		Intersection Improvements - 2nd at Washington Street

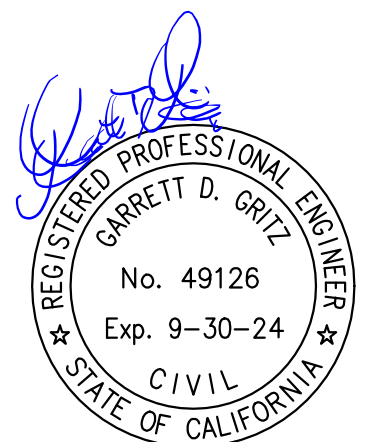


CITY OF OAKLAND BID ITEM SUMMARY
Department of Transportation
Trade Corridor Enhancement Program Grant

DATE ISSUED: Wednesday, November 9, 2022

PROJECT NAME: Heavy Container Permitted Route and Emergency Vehicle Access

Engineer's Estimate					Heavy Container Permitted Route and Emergency Vehicle Access	
Item Number	Item Description	Unit of Measure	Unit Price		Quantity	Total
15	Remove AC Pavement	SF	\$8		30,000	\$240,000
16	Miscellaneous removals, relocations and removals (20% of removals)	LS	\$1		48,000	\$48,000
26	New curb and gutter (median or flowline) (incl AC patch)	LF	\$50		3,000	\$150,000
36	Miscellaneous street improvements (20% of Improvements)	LS	\$1		30,000	\$30,000
38	New/Relocate Drainage Inlet	EA	\$13,000		10	\$130,000
39	Reconstruct Drainage Pipe	LF	\$400		1,200	\$480,000
42	Miscellaneous drainage improvements (20% of Drainage Items)	LS	\$1		122,000	\$122,000
70	Signal beacon	LS	\$100,000		1	\$100,000
71	Crossing panels and lights	LS	\$75,000		1	\$75,000
72	Street Lights	EA	\$20,000		15	\$300,000
73	Micellaneous electrical (10% of total electrical items)	LS	\$1		47,500	\$47,500
74	Grading	LS	\$200,000		1	\$200,000
75	Subgrade	LS	\$10		30,000	\$300,000
76	AB/AC section	SF	\$20		30,000	\$600,000
77	Shoulder	SF	\$8		10,000	\$80,000
78	Striping	LF	\$10		1,500	\$15,000
79	Transitional ramps	EA	\$10,000		2	\$20,000
80	Automatic Gate	EA	\$500,000		2	\$1,000,000
81	Chain link fence	LF	\$60		3,000	\$180,000
82	Stormwater treatment	LS	\$200,000		1	\$200,000
Total Capital Improvements					\$4,317,500	
Mobilization				10.0%	\$431,750	
Traffic Control				8.0%	\$345,400	
Groundwater and Soil Testing and Remediation				3.0%	\$129,525	
Construction Survey and Staking				1.0%	\$43,175	
Water Board Requirements (SWPPP, Green Infrastructure, etc)				1.0%	\$43,175	
Inflation (Rate per year / Year funds are obligated)		6%	2026	33.8%	\$1,796,155	
Contingencies				35.0%	\$2,487,338	
PLA Contribution (\$0.30 per hour worked by field personnel)				0.20%	\$19,188	
TOTAL CONSTRUCTION COSTS (bid items, inflation and contingencies)					\$9,613,207	
Environmental and preliminary engineering studies		6%	2024	2.4%	\$186,205	
Design		6%	2024	14.3%	\$1,117,228	
Construction Support Services		6%	2026	4.0%	\$313,829	
Construction Management		6%	2026	20.1%	\$1,569,147	
PM/ Reviews/ Permitting		6%	2026	13.4%	\$1,246,098	
TOTAL SOFT COSTS					\$4,432,507	
TOTAL PROJECT COSTS (TOTAL ALL)					\$14,045,714	
					Heavy Container Permitted Route and Emergency Vehicle Access	



TOWN RAIL SAFETY IMPROVEMENTS



Rendering of Embarcadero West at Clay Street

PROJECT SCOPE

The City of Oakland's Transforming Oakland's Waterfront Neighborhoods (TOWN) **TOWN Rail Safety Improvements** will reconstruct three at-grade crossings on Embarcadero West at Martin Luther King Jr. Way, Clay Street, and Washington Street. The improvements include new railroad and pedestrian crossing arms and equipment, signage, pavement delineation, and intersection lighting. The Project will also construct a new heavy container permitted route between Middle Harbor Road and Embarcadero West serving the Port of Oakland. The current route traverses the West Oakland community. The Project will also improve segments between Embarcadero and 2nd Street along Martin Luther King Jr. Way, Clay Street, and Washington Street. These improvements include installing new traffic signals with preemption (on MLK), street lighting, and trees, improving multi-modal safety and accessibility, and re-grading the street to be ADA accessible.

PROJECT OUTPUTS

- **30** new ADA compliant curb ramps
- **16** new high visibility crosswalks
- **1400** linear feet of new sidewalk
- **3** at-grade rail crossing improvements
- **0.75** miles of rehabilitated roadway
- **0.66** miles of reconstructed roadway
- And **100s** of new signs, pedestrian-scale lights, trees, and other safety and beautification elements

TOTAL PROJECT COST

\$59M

TOTAL TCEP FUND REQUEST

\$30.2M

PROJECT SCHEDULE

Planning	2022
Environmental	2022
Design	2024
Obligation	2025
Construction	2025





PROJECT OUTCOMES

This project will reduce greenhouse gas emissions, create jobs, and enhance transportation equity in Oakland communities. This project proposal was developed using a racial equity impact analysis of the project area and incorporated feedback from extensive public engagement. As a result of community and stakeholder input, the project will significantly improve the community's quality of life by reducing historical environmental impacts associated with Port and commercial operations, improving ADA accessibility and enhancing pedestrian safety.

This project will result in:

- **13,000 tons** of carbon dioxide reduced
- **22 tons** of carbon monoxide reduced
- **8 tons** of nitrogen oxides reduced
- **767 new jobs** created
- Save **110 hours** of daily vehicle delay
- Save **72 hours** of daily truck delay

TOWN SUITE OF PROJECTS

This project is a component of corridor-long improvements on Embarcadero West, along with additional TOWN projects that will enhance access to the Waterfront while improving goods movement and safety for all users. In combination with other TOWN projects, this proposal will address long-standing bottlenecks for freight and passenger rail, reduce greenhouse gas emissions and air pollutants, pave the way for affordable housing, and strengthen connectivity between Oaklanders and their waterfront.