

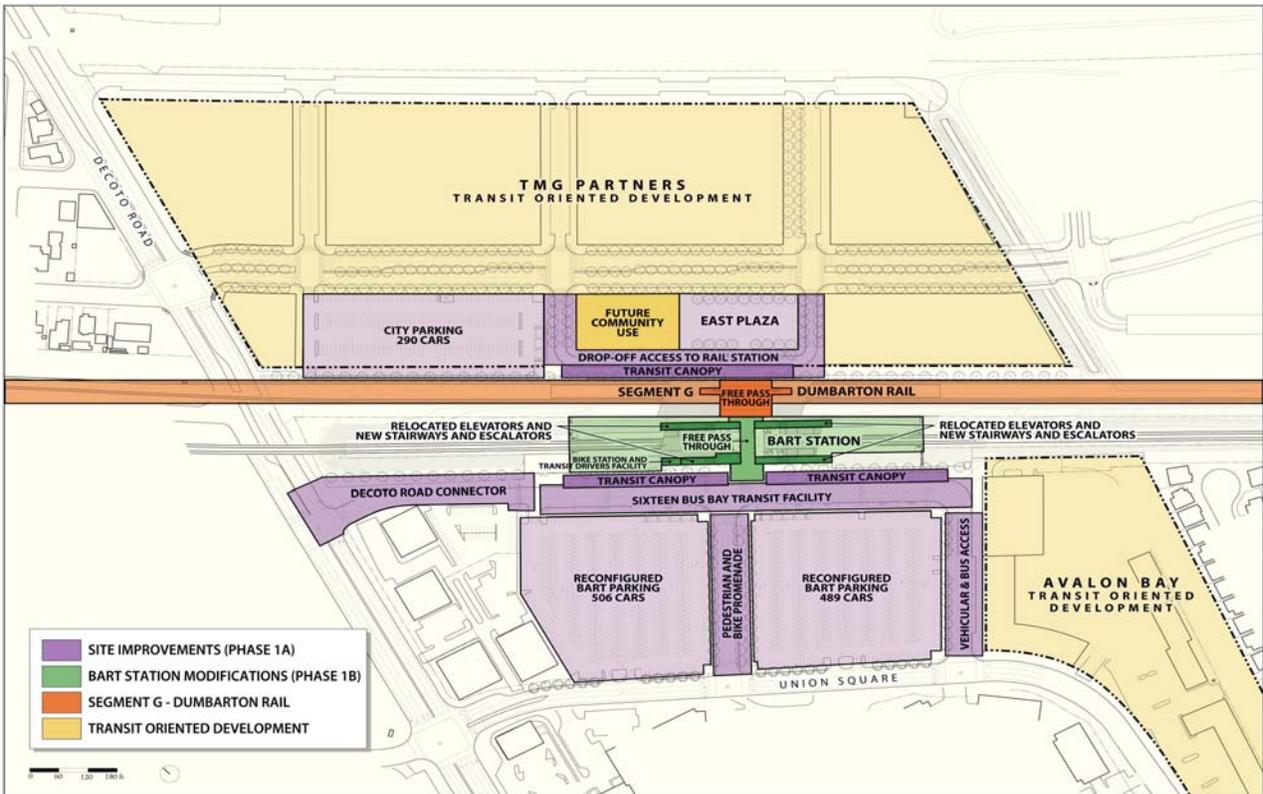
**TCR Program – Project Amendment # 141 – November 2006**

**Alameda Union City Intermodal Station.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$41,885	<i>TCRP Funds Approved To Date:</i>	<b>\$2,000</b>
<i>Total TCRP Funds Available:</i>	\$2,000	<i>Phases(s) Approved To Date:</i>	1,4
<i>Lead Agency:</i>	City of Union City	<i>Implementing Agency:</i>	City of Union City

<i>TCRP Allocations To Date:</i>	<b>\$2,000</b>	<i>for Phase(s):</i>	1, 4
<i>Advance approved:</i>	\$0	<i>for Phase(s):</i>	N/A



PROJECT COMPONENTS

**Union City Intermodal Station**

*Prepared for the City of Union City by ROMA Design Group in association with AREP, Earth-Tech, PBQ&D, Febr & Peers and Mark Thomas & Company*

JULY 14, 2005

**Project Summary:**

The original project was to provide a pedestrian grade separation across the UPRR tracks for safe access near the existing BART Station in Union City. The alternative project is to modify the existing Union City BART Station to allow integration of a future rail station (serving Capitol Corridor and future Dumbarton Rail), reconfigure the existing BART site to improve pedestrian, bike, vehicle and transit access to and through the station area, and reconfigure the existing BART parking lot to better adapt the existing 14-acre site for future Transit Oriented Development.

The pedestrian grade separation will be built (below tracks) in conjunction with the future Dumbarton Rail Project.

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Page 2 of 2

**Cost and Schedule** (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Document, Preliminary Engineering,	7/01	3/02	\$634
2	Plans, Specifications & Estimates	9/04	9/06	\$3,436
3	Right of Way Acquisition	1/02	8/06	\$2,000
4	Construction	9/06	12/08	\$35,815
<b>Total:</b>				\$41,885

**Funding Plan** (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$120			\$1,880	\$2,000
		Proposed					
City RDA	Local	Committed	\$30			\$470	\$500
		Proposed					
CMA TIP	Local	Committed		\$1,000			\$1,000
		Proposed					
Measure B	Local	Committed				\$2,116	\$2,116
		Proposed					
STIP - RIP	State	Committed				\$17,814	\$6,027
		Proposed					\$11,787
FTA Funds	Federal	Committed		\$1,846		\$713	\$2,559
		Proposed					
TEA-LU	Federal	Committed				\$3,553	\$3,553
		Proposed					
City RDA	Local	Committed	\$484	\$590	\$2,000	\$6,245	\$9,319
		Proposed					
CMAQ	Federal	Committed				\$3,024	\$3,024
		Proposed					
	<b>Totals:</b>	Committed	\$634	\$3,436	\$2,000	\$35,815	\$30,098
		Proposed					\$11,787
		<b>Totals:</b>	\$634	\$3,436	\$2,000	\$35,815	\$41,885

**Prior TCRP Action:**

- Original application was approved on July 11, 2001 (Resolution TA-01-11).
- An Amendment was approved June 26, 2003, Resolution TAA-03-02, to update the project schedule. Phase 1 – ENV was delayed due to lengthy discussions with the various rail operators (BART, CCJPA, UP) on the design of the grade separation. The delay in completing Phase 1 – ENV, in turn, delayed the start of the remaining phases.
- An AB 1335 Letter of No Prejudice in the amount of \$200,000 for Phase 2 was approved on September 24, 2003 (TL-03-01).
- **An alternative project was approved March 16, 2006, and the LONP was rescinded (TAA-06-13).**
- An allocation of \$1,880,000 was made to Phase 4 – CON (TFP-06-25) on November 9, 2006. Also, a change was made to the funding plan to show all RIP funds committed.

**Status of Conditions:** No conditions.

**Discussion/Issues:** No issues.