

ALAMEDA POINT

DRAFT
MIP AMENDMENT 2020

2020 MIP AMENDMENT

TECHNICAL UPDATES

- Backbone Infrastructure Implementation as of 2019
- Coordination with the CARP
- Adaptive Reuse Street Sections adopted by the Transportation Commission in 2019
- Backbone Sanitary Sewer System Configuration, as implemented by Site A
- Potable Water System implementation in coordination with EBMUD
- Electrical System Implementation in coordination with AMP and Electrification Considerations from the CARP
- Natural Gas System Replacement in coordination with PG&E and reduced system expansion
- Updated Construction Cost Estimates for the remaining Backbone Infrastructure included in the Development Impact Fee program

2020 MIP AMENDMENT

ADDITIONAL CONSIDERATIONS

- Site-Wide Infrastructure
- Community Benefits

2020 MIP AMENDMENT

SITE-WIDE INFRASTRUCTURE

THEN AND NOW

2014 MIP		
ITEM	ESTIMATED 2014 COST	STATUS
Northern Shoreline Stabilization	\$19.3 M	-
Perimeter Flood Protection Measures – Reuse Areas	\$19.2 M	-
Wastewater Pipeline Replacement	\$15 M	Site A Complete Trunk Main and Pump Station
Exterior Potable Waterline Loop	\$3.2 M	Reuse Phase 1 and 2 (Portion)
Seaplane Lagoon Headwall	\$18 M	1,200 LF Completed by Site A
Stormwater Outfalls	\$2.6 M	City Permit Obtained Site A (Completed 1)
Reuse Area Infrastructure	\$70 M	Reuse Phase 1 and 2 (Portion)
Main Street	\$13.7 M	-
Ferry Terminal	\$10 M	Completion Anticipated August 2020

2020 MIP AMENDMENT	
ITEM	ESTIMATED 2020 COST
Northern Shoreline Stabilization	\$22.5 M
Perimeter Flood Protection Measures – Reuse Areas (Including CARP Measures)	\$35.9 M
Remaining Wastewater Pipeline Replacement	\$24.5 M
Remaining Exterior Potable Waterline Loop*	\$2.3 M
Remaining Seaplane Lagoon Headwall (1,800 LF)	\$12.3 M
Remaining Stormwater Outfalls (6 Remaining)	\$4.1 M
Reuse Area Infrastructure	\$55 M
Main Street (Including Adaption)	\$24.4 M
Cartwright Substation Upgrades*	\$14.8 M

*VA Project – Responsible for 1 Mile of Pipeline (Approximately \$2 M)



2020 MIP AMENDMENT COMMUNITY BENEFITS THEN AND NOW

2014 MIP		
ITEM	ESTIMATED 2014 COST	STATUS
RESHAP Project	\$25.6 M	West Midway RFP
BRT (Along Ramp)	\$7.4 M	Measure BB / Grant Funded
Transit Center	\$2.2 M	No Longer Needed
TDM Costs	\$6.2 M	CFD 17-1 Funding Source
Off-Site Traffic Mitigation	\$7.5 M	GP Update Analysis Based on LOS VMT Will Eliminate 2014 Mitigation Measures
Fire Station	\$9 M	\$90 K Site Feasibility Study
Corp Yard	\$1.5 M	-
Parks / Open Space		
Sports Complex	\$29.7 M	Site A (\$500K Phase 1 and \$4.5 M Phase 3)
Seaplane Lagoon Waterfront Park	\$34.3 M	Site A (Portion)
Enterprise Park	\$8.3 M	-
Bay Trail Runway Loop (Seasonal Trail Around Runways)	\$12.3 M	-
Bay Trail (Within Development / Reuse Areas)	\$6.1 M	-
TOTAL	\$150.1 M	

**CEQA Pending*

2020 MIP AMENDMENT	
ITEM	ESTIMATED 2020 COSTS
RESHAP Project	TBD
BRT	-
Transit Center	-
TDM Costs	-
Off-Site Traffic Mitigation*	\$0-7.5 M
Fire Station	\$10-20 M
Corp Yard	\$1.7 M
Parks / Open Space	
Sports Complex	\$52.2 M
Remaining Seaplane Lagoon Waterfront Park	\$31.5 M
Enterprise Park	\$27.4 M
Bay Trail Runway Loop (Seasonal Trail Around Runways)	\$14.2 M
Bay Trail (Within Development / Reuse Areas)	\$7.1 M
Depave Park	\$25.3 M
TOTAL	\$186.9 M

2020 MIP AMENDMENT

BACKBONE INFRASTRUCTURE COST SUMMARY

- 2020 MIP Amendment Backbone Infrastructure Cost Estimate = \$631,500,000 = \$1.68 M / Acre
 - Sitewide Infrastructure = \$195,800,000 = \$522 K / Acre
 - Remaining Backbone Infrastructure = \$249,000,000 = \$664 K / Acre
 - Community Benefits = \$186,900,000 = \$498 K / Acre