

Attachment C. Draft Alameda CTC Candidate Project List

Alameda CTC DRAFT Regional Measure 3 Candidate Project List for Advocacy

Project Costs based on best current estimate

| Mode/Corridor | Project | Project Description | Project Cost | | MTC Draft Principles for RM3 | | | | | |
|---------------------------|--|--|---------------------|---------------------|------------------------------|---------------------|----------------|----------------------|-------------------|---------|
| | | | (\$'000s) | RM3 Request | Bridge Nexus | Regional Prosperity | Sustainability | State of Good Repair | Demand Management | Freight |
| Transit | | | | | | | | | | |
| BART | BART Fleet | Alameda County's share of BART's proposed fleet expansion | \$ 1,200,000 | \$ 300,000 | X | X | X | | | |
| | BART to Livermore/ACE interregional Rail | Extend BART eastward to a new station in the City of Livermore; potentially connect with ACE. | \$ 1,200,000 | \$ 200,000 | X | X | | | | |
| | BART station modernization | Modernize BART stations, including elevators and escalators, station circulation improvements, lighting and access improvements, including bicycle and pedestrian access and bike parking. | | \$ 100,000 | X | | | X | | X |
| AC Transit | San Pablo Avenue Rapid Improvements | Rapid bus improvements for San Pablo Avenue, serving both local and transbay routes; project includes short term improvements such as signal upgrades and long term rapid improvements such as bus priority treatments. | \$ 300,000 | \$ 100,000 | X | X | X | | | |
| | Grand-MacArthur Rapid Improvements | Rapid bus improvements for the Grand-MacArthur corridor, including West Grand Avenue, serving transbay buses. | \$ 200,000 | \$ 100,000 | X | X | X | | | |
| | Transbay buses | Additional buses and replacement vehicles for Transbay service. | \$ 108,000 | \$ 100,000 | X | X | X | | | |
| | Bus Yard and Maintenance Facility | Facilities needed to support increased Transbay service. | | \$ 200,000 | X | | | X | | |
| | Core Capacity Transit Study Bridge Infrastructure Improvements | | | \$ 150,000 | | | | | | |
| WETA | Alameda Point/Seaplane Lagoon | New ferry terminal at Alameda Point/Seaplane Lagoon. | \$ 177,000 | \$ 75,000 | X | X | X | | | X |
| | Berkeley Marina | New ferry terminal at the Berkeley Marina. | \$ 35,000 | \$ 35,000 | X | X | X | | | X |
| | Vessels | Expansion vessels to deliver full build out of the WETA system documented in WETA Strategic Plan. | \$ 135,000 | \$ 99,000 | X | X | X | | | |
| Dumbarton Corridor | Dumbarton Transit Priority Treatments | Treatments could include improvements to transit access to HOV/HOT lanes, operational and ITS strategies, or lane/bridge approach modifications to improve transit reliability. | | \$ 30,000 | X | X | X | | | |
| | Dumbarton Corridor Park and Ride Improvements | Expand or provide improved access to park and ride facilities serving the Dumbarton Corridor. | | \$ 20,000 | X | X | X | X | | |
| SUBTOTAL | | | \$ 3,355,000 | \$ 1,509,000 | | | | | | |
| Highway | | | | | | | | | | |
| I-880 Corridor | Whipple Road & Industrial Blvd Interchange Improvements | Reconstruct the I-880/Industrial Parkway interchange and full interchange improvements at Whipple Road/I-880; projects to be developed and delivered together. | \$ 116,650 | \$ 12,650 | X | X | | X | | X |
| | Winton Avenue Interchange | This project proposes to modify the existing Winton Avenue/I-880 interchange and implement complete street. | \$ 43,410 | \$ 43,410 | X | X | | X | | X |
| I-80 Corridor | Gilman Street Interchange | Project is located in northwest Berkeley near the Albany city boundary and will reconfigure the I-80/Gilman Street Interchange, including the addition of roundabouts and a pedestrian/bicycle overcrossing, to address congestion, improve operations, and safety. | \$ 35,000 | \$ 10,000 | X | X | | X | | X |
| | Ashby Interchange | Interchange on I-80, including replacing existing bridges with a new bridge, adding a roundabout interchange, and creating bicycle and pedestrian access over the I-80 freeway, to address congestion, improve operations, replace aging infrastructure, and provide bicycle | \$ 55,000 | \$ 3,000 | X | X | | X | | X |
| I-680/SR 84 | SR 84 Expressway and I-680/SR 84 Interchange | Construct interchange improvements for the Route 84/I-680 Interchange that link into the 680 Express Lanes, including conforming Route 84 roadway and auxiliary lanes | \$ 220,000 | \$ 82,100 | X | X | | | | |
| SUBTOTAL | | | \$ 470,060 | \$ 151,160 | | | | | | |

| Mode/Corridor | Project | Project Description | Project Cost (\$'000s) | RM3 Request | MTC Draft Principles for RM3 | | | | | | |
|--|--|--|---------------------------|---------------------|------------------------------|---------------------|----------------|----------------------|-------------------|---------|------------|
| | | | | | Bridge Nexus | Regional Prosperity | Sustainability | State of Good Repair | Demand Management | Freight | Resiliency |
| Goods Movement | | | | | | | | | | | |
| Port of Oakland | 7th Street Grade Separation Phases 1 and 2 | Improvements to truck and rail access to the Port of Oakland including grade separation at 7th Street, operational improvements, and ITS elements. | \$ 437,000 | \$ 150,000 | X | X | | | | X | X |
| Efficiency and Impact Reduction | Urban freight corridors | Includes grade crossing program, ITS improvements improving efficiency of regional and inter-regional trips, and arterial improvements. | | \$ 150,000 | | X | | | | X | |
| Impact Reduction | Emission reduction program | Program to reduce emissions and community impacts from goods movement. | | \$ 50,000 | | | X | | | X | |
| SUBTOTAL | | | | \$ 350,000 | | | | | | | |
| Transit Access, Trails and Transportation Demand Management | | | | | | | | | | | |
| Transit Access | Safe Routes to Transit Program | Bicycle and pedestrian improvements that provide safe access to regional transit, including last mile to transit improvements. | | \$ 100,000 | X | X | X | | | X | |
| Trails | Bridge Access Trails | Regional trails that provide access to bridge corridors and bridge corridor transit services | | \$ 50,000 | X | X | X | | | X | |
| TDM | Transportation Demand Management | Demand management strategies to reduce congestion and improve bridge corridor operations | | \$ 5,000 | X | X | X | | | X | |
| SUBTOTAL | | | | \$ 155,000 | | | | | | | |
| Transit Operations | | | | | | | | | | | |
| AC Transit | Transbay Operations | Operating costs for increased transbay bus service (including Owl services; performance metrics to be required). | \$ 810,000 | \$ 810,000 | X | X | X | | | | |
| WETA | Ferry Operations | Operating costs for increased ferry services; performance metrics to be required. | \$ 325,000 | \$ 325,000 | X | X | X | | | | |
| SUBTOTAL | | | | \$ 1,135,000 | | | | | | | |
| TOTAL RM3 Request | | | | \$ 3,300,160 | | | | | | | |