



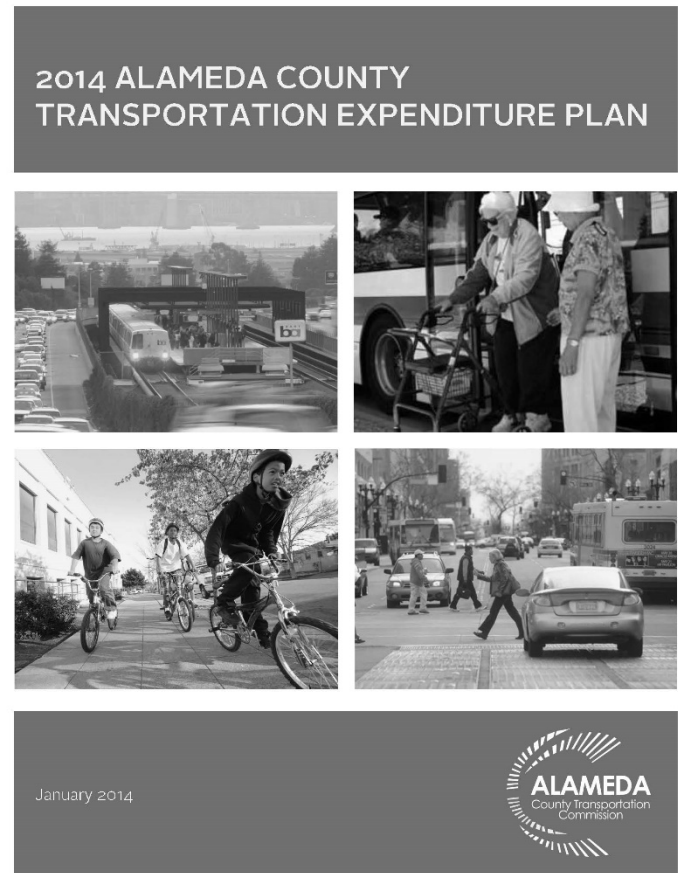
ALAMEDA COUNTY TRANSPORTATION COMMISSION

Measure BB At Work



A presentation for
Alameda CTC Measure BB 2018 Outreach Event
March 30, 2018

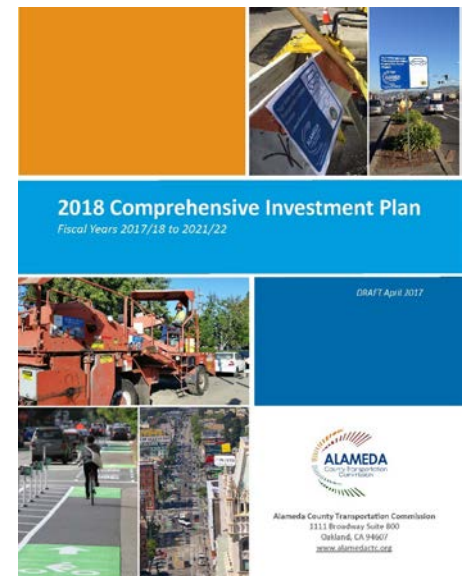
- Provide nearly \$8 billion in funding over 30 years
- Support \$20 billion in economic activity
- Create nearly 150,000 jobs
- Support local investments through strict accountability measures and adherence to the local business contracting requirements



Comprehensive Investment Plan (CIP)

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- Five-year programming and allocation plan of all Alameda CTC administered fund sources
- Strategic investments that promote the vision and goals of the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and voter-approved transportation expenditure plans
- Five-Year programming horizon and Two-Year Allocation Plan
 - ❖ *Updated every two years with programming and allocations*
 - ❖ *Next update anticipated in Spring 2019 for the 2020 CIP (programming through FY 19/20 to 23/24)*

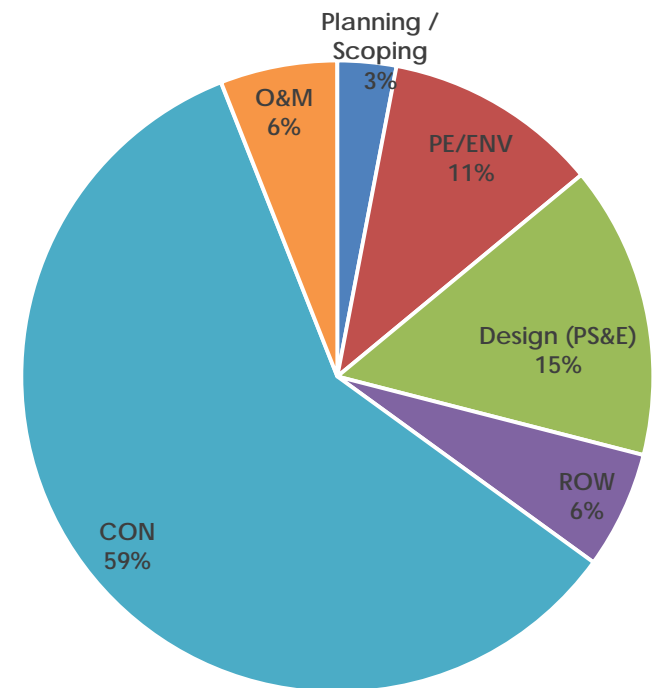


2018 CIP – Current Investments

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- \$405 million programmed over the 5-year CIP window (FY 2017-18 to FY 2021-22)
- This includes \$261 million of allocations in fiscal years 2017-18 and 2018-19
- Investments to a diverse set of projects in various phases of development, transportation modes, and in all planning areas of Alameda County that address local and countywide transportation infrastructure gaps and needs

CIP Investments By Phase



Alameda CTC Sponsored Professional Services Contracts

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Contract	Anticipated Advertise	Agency Contact
On-Call Planning and Programming Technical Services	April 2018	Carolyn Clevenger
Express Lane System Manager / Program Support	April 2018	Liz Rutman
Toll Lanes System Integrator Services for the I-580 Express Lanes and Future Network Expansion	April 2018	Liz Rutman
Express Lane Toll Revenue Forecasting	May 2018	Liz Rutman
Legislative Advocacy Services - State	April 2018	Tess Lengyel
Legislative Advocacy Services - Federal	April 2018	Tess Lengyel
System Integrator -Freight Intelligent Transportation System	July 2018	Trinity Nguyen
Audit Services	Dec 2018	Lily Balinton

Alameda CTC Sponsored Professional Services Contracts

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Project	Services	Anticipated Advertise	Agency Contact
Dublin Boulevard-North Canyon Parkway Extension	Design	Early 2019	Trinity Nguyen/ Jhay Delos Reyes
Multi-modal Corridor Project(s)	Scoping	Mid 2019	Carolyn Clevenger
San Pablo Avenue Corridor	Env/Design	Mid 2019	Trinity Nguyen
E14th/Mission/ Fremont Boulevard Corridor	Scoping/Env	Mid 2019	Trinity Nguyen
Alameda Countywide Travel Model Update	Planning	Mid 2019	Kristen Villanueva
East Bay Greenway (Lake Merritt BART to South Hayward BART)	Design	Mid 2019	Trinity Nguyen/ Minyoung Kim
Freight Intelligent Transportation System	Design/Build	Mid 2019	Trinity Nguyen
Oakland-Alameda Access	Design	Mid 2020	Trinity Nguyen

For project details, visit: http://www.alamedactc.org/app_pages/view/4681

Dublin Boulevard Extension

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Environmental Phase

Project Description

- The project would extend Dublin Boulevard in Dublin at its current terminus at Fallon Road to North Canyons Parkway in Livermore. The new extended street is planned to have 4 to 6 travel lanes, bike lanes, sidewalks, curb and gutter, traffic signals/roundabouts, a raised median, bus stops, and all street utilities.
- This project will consider the provision of dedicated transit lanes in addition to the mixed flow travel lanes for higher level of transit service with 10 to 20 minute headways during appropriate peak demand periods.
- Enhanced multimodal connectivity to various land uses and connectivity to five Priority Development Areas (PDAs) will be included as part of this effort.

SCHEDULE and COST ESTIMATE BY PHASE

	Begin	End	Cost Estimate (\$ X1,000)
Preliminary Engineering/ Environmental	Fall 2016	Fall 2018	\$3,000
Final Design	Winter 2018/19	Spring 2021	\$6,000
Right-of-Way	Summer 2019	Spring 2021	\$17,500
Construction	Spring 2021	Spring 2023	\$61,500

Total Project Cost

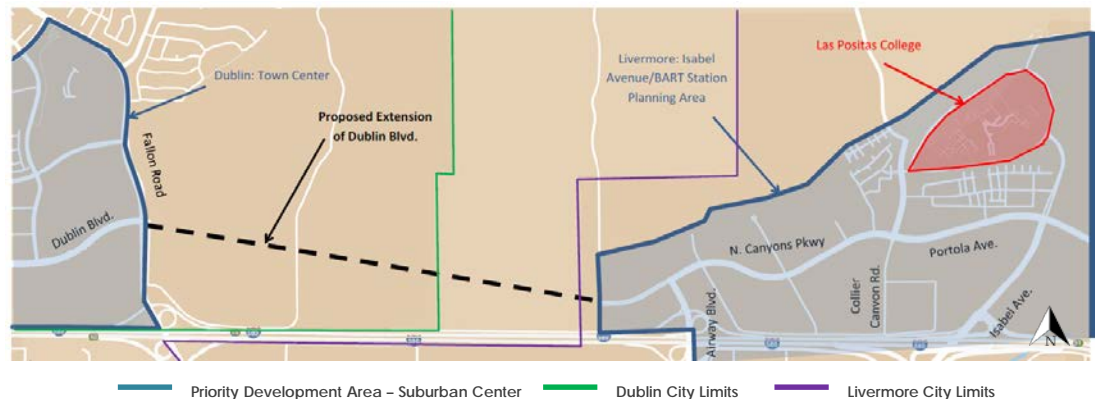
\$88 Million

Estimated Available

\$9 Million

Funding Need

\$79 Million



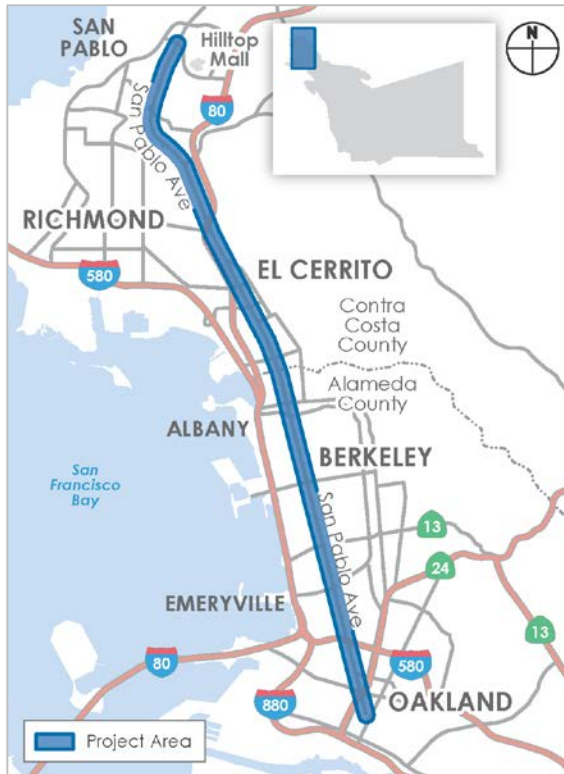
Note: All maps and figures for illustrative purposes only.

Design – Early 2019

San Pablo Avenue (SR-123) Multimodal Corridor

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Scoping Phase



Note: All maps and figures for illustrative purposes only.

Project Description

Corridor improvements being proposed for this project include transit priority treatments such as queue jump lanes and signals, transit signal priority, signal modernization and coordination, targeted transit lanes to bypass congested segments, and enhanced bus stops or stations. In addition, pedestrian safety improvements such as pedestrian bulbs, crosswalk improvements, and curb ramps, as well as bicycle safety improvements will be evaluated. Short-, medium- and long term improvements will be identified, with short-term improvements prioritized for near-term implementation.

Total Project
Cost

**\$312
Million**

Estimated
Available

**\$4
Million**

Funding
Need

**\$308
Million**



Alameda-Contra Costa Transit District bus traveling on San Pablo Avenue.

Potential Funding Source

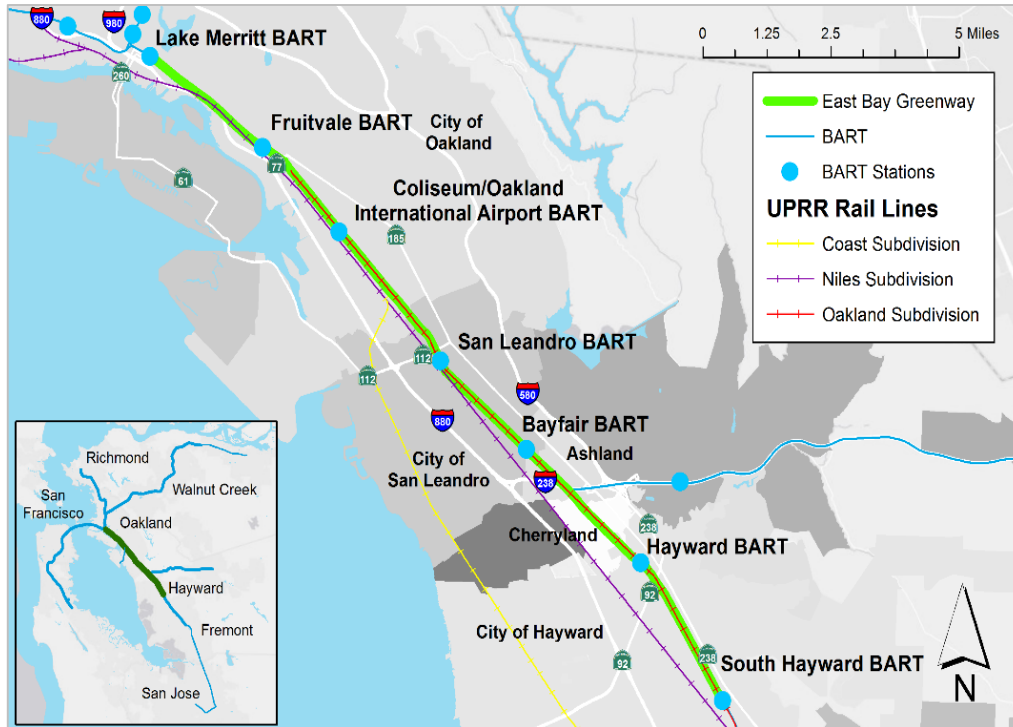
- ✓ SB 1
- ✓ Measure BB

Environmental – Summer 2019

East Bay Greenway: Lake Merritt BART to South Hayward BART

Environmental Phase

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Project Description

The project proposes to:

- Construct a 16-mile bicycle and pedestrian facility
- Connect seven BART stations

Environmental for this project is underway and funding from the Active Transportation Program

Total Project
Cost

**\$203.5-417.5
Million ***

Estimated
Available

**\$6.5
Million**

Funding
Need

**\$197-411
Million**

* The cost for right-of-way could range from \$14 million to \$228 million and is subject to future discussions with UPRR.

Potential Funding Source

- ✓ MBB
- ✓ SB1

Design – Summer 2019

Port of Oakland: 7th Street Grade Separations and Arterial Improvements

Study Area Map



Note: All maps and figures for illustrative purposes only.

Program Description

This program consists of four components:

- **7th Street Grade Separation (West Segment):** Replace the existing triangle area (Maritime Street, 7th Street, and Navy Road) with an elevated intersection at 7th Street and Maritime Street to improve the access and minimize conflicts between rail, vehicles, pedestrians and bicyclists.
- **7th Street Grade Separation (East Segment):** Reconstruct existing railroad underpass between I-880 and Maritime Street to increase clearance for trucks and improve shared pedestrian/ bicycle pathway.
- **Freight Intelligent Transportation Systems (FITS) and Technology Master Plan:** Apply ITS, signal systems along W. Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road, and other technologies to cost-effectively manage truck arrivals and improve incident response.
- **Port Utility Relocation (PUR):** Relocate and upgrade utilities in support of the Oakland Army Base Master Plan development and the roadway improvement along 7th Street and Maritime Street.

Total
Program
Cost

\$515
Million

Estimated
Available

\$72
Million

Funding
Need

\$443
Million

Freight ITS (FITS)

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Apply ITS field systems along W. Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road on the National and State Freight Network Systems, and other technologies to cost - effectively manage truck arrivals and improve incident response.

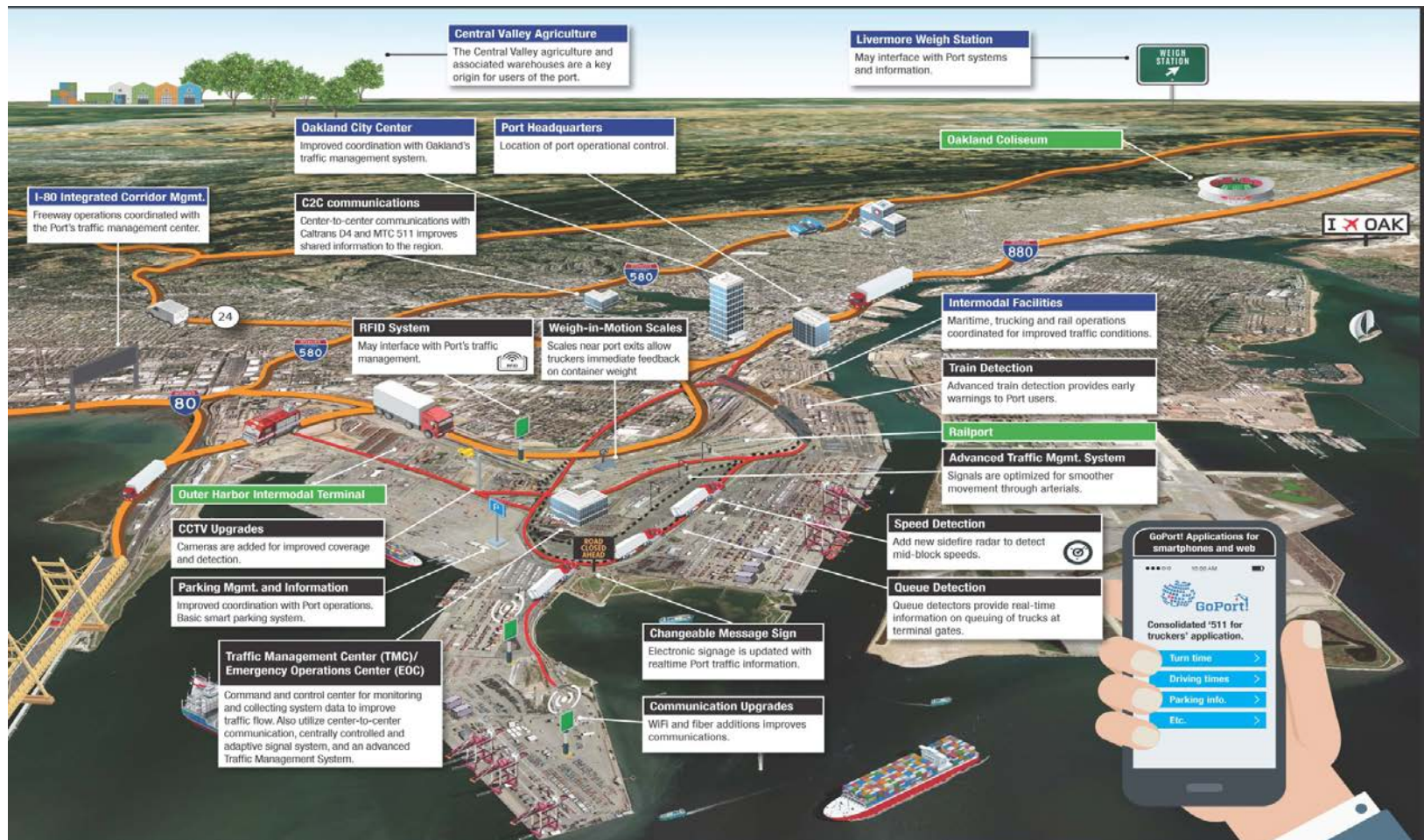


- ❖ Six groups of 15 inter-related technology elements – centered on the joint traffic management center (TMC) / emergency operations center (EOC) – to improve goods movement within the Port complex and for regional freight travel to and from the Port



GoPort Mobile App

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Project Description

To ensure safety and connectivity between downtown Alameda and Oakland, Chinatown and the Jack London District, the Oakland-Alameda Access project proposes to:

- Enhance or replace access to and from the freeways in the area of the existing Broadway and Jackson street interchanges
- Relieve regional access, traffic congestion and highway operations on mainline I-880 and address multimodal access.

SCHEDULE and COST ESTIMATE BY PHASE¹

	Begin	End	Cost Estimate (\$ X1,000)
Preliminary Engineering/ Environmental	Winter 2017	Spring 2020	\$3,000
Final Design	Spring 2020	Spring 2021	\$6,000
Right-of-Way	Spring 2020	Winter 2021	\$14,000
Construction	Winter 2021	Spring 2024	\$57,000

¹ Project cost estimate is preliminary and will be updated as part of the preferred alternative selection process.

Total Project Cost

\$83 Million

Estimated Available

\$48 Million

Funding Need

\$35 Million

Potential Funding Source

- ✓ MBB
- ✓ SB1

Design – Spring 2020

Alameda CTC Sponsored Construction Outlook

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Project	Anticipated Advertise	Estimated Cost	Agency Contact
Freight Intelligent Transportation System	2019 - 2020	\$3 M - \$15 M	Trinity Nguyen
East Bay Greenway (Lake Merritt BART to South Hayward BART)	2020 - 2023	\$20 M - \$150 M	Trinity Nguyen/ Minyoung Kim
7 th Street Grade Separation – East	2020	\$200 M +	Trinity Nguyen/ Bashar Dayoub
SR-84 Widening from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements	2020	\$150 M +	Trinity Nguyen
Dublin Boulevard-North Canyon Parkway Extension	2021	\$50 M +	Trinity Nguyen/ Jhay Delos Reyes
San Pablo Avenue Corridor	2021 - 2024	\$25 M - \$100 M	Trinity Nguyen
Oakland-Alameda Access	2021	\$50 M +	Trinity Nguyen

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Questions / Answers

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Thank you.

For more information visit <http://www.alamedactc.org/>