Project Implementation

TOTAL COST TO DELIVER ESTIMATE

Anticipated Year 2035

$3.3 Billion Estimated Program Cost

- $723.3M
- $588.9M

Sales Tax (Measure B, Measure BB)  State, Federal, and Regional

$3.3 Billion

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Capital Program Update

A presentation to the Alameda CTC Program and Projects Committee
Gary Huisenga, Alameda CTC Deputy Executive Director of Projects
October 14, 2019
## I-80 Gilman Interchange Improvements

**Estimated Total Project Cost:** $61.7 Million

### Project Benefits
- Reduce congestion and improve mobility, traffic operations and safety at the interchange
- Provides safe access for pedestrians and bicyclists while connecting the gap in the San Francisco Bay Trail network

### Funding Sources
- Measure BB, Federal, State (ATP and STIP) and Other (local, Regional, and EBMUD)

<table>
<thead>
<tr>
<th>COST (x$1,000) AND SCHEDULE BY PHASE</th>
<th>Begin</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning/Scoping</td>
<td>$794</td>
<td>Spring 2012</td>
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<tr>
<td>Preliminary Engineering/Environmental</td>
<td>$5,015</td>
<td>Fall 2015</td>
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<td>Final Design (PS&amp;E)</td>
<td>$5,043</td>
<td>Fall 2018</td>
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<td>Right-of-Way/Utility</td>
<td>-</td>
<td>Fall 2018</td>
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<td>Advertisement Award</td>
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<td>Winter 2020</td>
</tr>
<tr>
<td>Construction</td>
<td>$50,870</td>
<td>Fall 2020</td>
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</tbody>
</table>

1. Right-of-Way cost included in construction cost
2. Schedule subject to funding availability

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**Note:** All maps are for illustrative purposes only.
I-80/Ashby Avenue (SR-13) Interchange Improvements

Estimated Total Project Cost
$52.0 Million

<table>
<thead>
<tr>
<th>COST (x$1,000) AND SCHEDULE BY PHASE</th>
<th>Begin</th>
<th>End</th>
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</thead>
<tbody>
<tr>
<td>Preliminary Engineering/Environmental</td>
<td>Fall 2015</td>
<td>Late 2020</td>
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<tr>
<td>Final Design (PS&amp;E)</td>
<td>Late 2020</td>
<td>Fall 2022</td>
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<tr>
<td>Right-of-Way/Utility</td>
<td>Late 2020</td>
<td>Fall 2022</td>
</tr>
<tr>
<td>Construction</td>
<td>Late 2022</td>
<td>Summer 2025</td>
</tr>
</tbody>
</table>

Project Benefits
• Improves mobility and reduces congestion on Ashby Avenue at the I-80 Powell Street interchange and Ashby Avenue/7th Street intersection
• Provides safe access for pedestrians and bicyclists connecting the San Francisco Bay Trail to City of Emeryville and Berkeley’s Aquatic Park

Funding Sources
Measure BB (additional sources to be determined)

San Pablo Avenue Corridor Multimodal Improvements

Goals
• Effectively and efficiently accommodate anticipated growth
• Improve comfort and quality of trips for all users
• Enhance safety for all travel modes
• Support economic development and adopted land use policies
• Promote equitable transportation and design solutions

Phasing and Next Steps
PHASE 1
Alameda and Contra Costa Counties: late 2019
Focus: existing conditions, public engagement, conceptual designs and alternatives refinement

PHASE 2
Alameda County: begin early 2020
Initiate Caltrans PID, refine designs for near-term and long-term concepts, determine environmental process, advance near-term pilot projects
GoPort Program

Program of projects to improve truck and rail access to the Port of Oakland, one of the busiest container ports in the nation:

- Freight Intelligent Transportation System (FITS)
- 7th Street Grade Separation East (7SG SE)
- 7th Street Grade Separation West (7SG SW)

**Estimated Total Program Cost**

$622.0 Million

**Program Benefits**

- Congestion relief
- Improved efficiency and sustainability
- Economic stimulation

**Program Construction Schedule**

- FITS construction beginning late 2019, estimated completion 2022
- 7SG SE construction beginning late 2020, estimated completion 2023
- 7SG SW construction to be determined

**Funding Sources**

Measure BB, Federal (ATC MTD, PSG P), and State (SB 1-LPP, SB 1-TC EP)

Note: All maps are for illustrative purposes only.
7th Street Grade Separation East (7SGSE)

**Project Benefits**
- Provides bicycle and pedestrian connectivity to the San Francisco Bay Trail
- Reduces congestion, truck idling, and greenhouse gas emissions
- Improves mobility, traffic operations, and safety at the intersection
- Improves Port operational efficiency

**Estimated Total Project Cost**

$325.0 Million

**COST (x$1,000) AND SCHEDULE BY PHASE**

<table>
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<tr>
<th>Phase</th>
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<tr>
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<td>Right-of-Way</td>
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<td>TBD</td>
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<tr>
<td>Construction1</td>
<td>Late 2020</td>
<td>Late 2023</td>
</tr>
</tbody>
</table>

Note: The project delivery schedule subsequent to PE-ENV is contingent upon funding availability.

**Funding Sources**

Measure BB, State (SB1-LPP, SB1-TCEP)

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7th Street Grade Separation West (7SGSW)

**Project Benefits**
- Improves mobility, traffic operations and safety at the intersection
- Reduces congestion, truck idling and greenhouse gas emissions
- Improves Port efficiency

**Estimated Total Project Cost**

$262.6 Million

**COST (x$1,000) AND SCHEDULE BY PHASE**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Begin</th>
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</tr>
</thead>
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<tr>
<td>Preliminary Engineering/Environmental</td>
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<tr>
<td>Final Design (PS&amp;E)</td>
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<tr>
<td>Right-of-Way</td>
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</tr>
<tr>
<td>Construction1</td>
<td>$242,000</td>
<td>TBD</td>
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</tbody>
</table>

Note: The project delivery schedule subsequent to PE-ENV is contingent upon funding availability.

**Funding Sources**

Measure BB (additional sources to be determined)
Oakland Alameda Access

**Roadway Improvements - Oakland**

**Bike/Ped Improvements - Oakland**

**Project Benefits**
- Improves mobility and reduces traffic for travelers between I-880, I-980, Downtown Oakland, and Alameda
- Improves connectivity and safety for bicyclists and pedestrians within the project area
- Reduces conflicts between commute, truck, and neighborhood traffic
- Reduces freeway "cut-through" traffic on local roadways

**Estimated Total Project Cost**
$114.5 Million

**COST (x$1,000) AND SCHEDULE BY PHASE**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Begin</th>
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</tr>
</thead>
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<td>Final Design (PS&amp;E)</td>
<td>Late 2021</td>
<td>Summer 2023</td>
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<tr>
<td>Right-of-way</td>
<td>-</td>
<td>Late 2021</td>
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<tr>
<td>Construction</td>
<td>$92,400</td>
<td>Late 2023</td>
</tr>
</tbody>
</table>

Note: All maps are for illustrative purposes only.

**I-580 Design Alternatives Assessment**

**Goals**
- Improve local and regional multimodal mobility for people
- Focus:
  - Increasing person throughput
  - Improving travel time reliability
  - Offering travel time savings to support bus/ high-occupancy vehicles

**Next Steps**
- Partner with the MTC and Caltrans to initiate project development for near-term improvements (Alternative 1-A)
- Continue I-580 Design Alternatives Assessments and other corridor studies to further develop the Corridor Strategy

**Alternative 1A**
Westbound HOV extension from SR26 to I-80 Bay Bridge Toll Plaza

**Alternative 1C**
Conversion of general purpose lane to Express Lane

Note: All maps are for illustrative purposes only.
Central County

I-880 Interchange Improvements
(Winton Avenue/A Street)

Project Benefits
- Relieves freeway and interchange congestion
- Enhances pedestrian and bicyclist safety
- Improves truck turning movements
- Improves interchange operations

Estimated Total Project Cost
$114.3 Million

<table>
<thead>
<tr>
<th>COST ($x1,000) AND SCHEDULE BY PHASE</th>
<th>Begin</th>
<th>End</th>
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</thead>
<tbody>
<tr>
<td>Planning/Scoping</td>
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<td>Fall 2019</td>
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<tr>
<td>Preliminary Engineering/Environmental</td>
<td>Fall 2019</td>
<td>Summer 2021</td>
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<td>Final Design (PS&amp;E)</td>
<td>Summer 2022</td>
<td>Late 2024</td>
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<tr>
<td>Right-of-Way</td>
<td>Summer 2022</td>
<td>Late 2024</td>
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<tr>
<td>Construction</td>
<td>Summer 2025</td>
<td>Fall 2027</td>
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</tbody>
</table>

*Right-of-Way cost included in construction cost

Funding Sources
Measure BB (additional sources to be determined)

Note: Images shown are alternatives for illustrative purposes only.
East Bay Greenway
Lake Merritt BART to South Hayward BART

Project Benefits
- Improves bicycle and pedestrian network connectivity in communities along the BART alignment from Lake Merritt to South Hayward
- Improves regional access to schools and downtown areas
- Improves safety for bicyclists and pedestrians
- Supports and promotes active transportation, multimodal transportation, and reduces emissions

COST ($x1,000) AND SCHEDULE BY PHASE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Begin</th>
<th>End</th>
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</thead>
<tbody>
<tr>
<td>Preliminary Engineering/Environmental</td>
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<td>Summer 2021</td>
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<td>Construction</td>
<td>$161,000**</td>
<td>TBD</td>
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</table>

* The cost for right-of-way is subject to future discussions with UPRR.
** Construction costs do not include right-of-way costs.

Funding Sources
Measure BB, Measure B, Federal (additional sources to be determined)

I-880 Interchange Improvements
(Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)

Project Benefits
- Relieves freeway and interchange congestion
- Improves local business access along Whipple Road
- Improves bicyclist and pedestrian access across the interchange
- Improves transit access to and from the I-880 freeway

COST ($x1,000) AND SCHEDULE BY PHASE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Begin</th>
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<tbody>
<tr>
<td>Scoping</td>
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<td>Final Design (PS&amp;E)</td>
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<td>Right-of-Way</td>
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<td>Fall 2022</td>
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<tr>
<td>Construction</td>
<td>$155,750</td>
<td>Summer 2023</td>
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* Right-of-Way costs included in Construction cost
** Construction estimate is projected to the mid-year of construction, 2025.

Funding Sources
Measure BB (additional sources to be determined)
**East 14th Street/Mission and Fremont Boulevard Multimodal Corridor Improvements**

**Goals**
- Support planned long-term growth and economic development
- Increase share of non-auto trips
- Improve connectivity between transportation modes and services
- Improve safety for all users

**Next Steps**
- Public outreach/feedback on long-term improvements: late 2019
- Identify near-term/mid-term safety and operational improvements: late 2019
- Develop concepts and preliminary cost estimates for recommended improvements: late 2019
- Report back to the Commission: early 2020

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**South County**

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**Rail Safety Enhancement Program**

**Project Benefits**
- 56 at-grade rail crossings across Alameda County
- Improves safety for all users at all at-grade crossings and relieves trespassing issues in communities
- Supports on-going regional rail plan for freight and commuter rail implementation

**Funding Sources**
- Measure BB (additional sources to be determined with potential for SB 1-TCEP)

**Estimated Total Project Cost**
$70.5 Million

**Schedule**
- **CURRENT PHASE**
  - Conceptual Plan Development: Summer 2020
- **PHASE CONSTRUCTION ANTICIPATED**
  - Phase 1 estimated to begin construction: Early 2022

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**State Route 262 (Mission Boulevard) Cross Connector**

**Project Benefits**
- Improves safety for all users
- Improves traffic operations for a major east/west connector between I-680 and I-880
- Enhances local and regional economic vitality
- Reduces traffic congestion

**Funding Sources**
- Measure BB, Regional (RM 3) (additional sources to be determined)

**Estimated Total Project Cost**
$912.0 Million

**Note:** All maps are for illustrative purposes only.
**East County**

**SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680**

**Project Benefits**
- Improves regional and interregional connectivity
- Relieves congestion
- Improves safety

**Estimated Total Project Cost**
$234.1 Million

**COST (x$1,000) AND SCHEDULE BY PHASE**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Begin</th>
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<tbody>
<tr>
<td>Environmental</td>
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<td>CEQA Clearance</td>
<td>-</td>
<td>Spring 2015</td>
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<tr>
<td>NEPA Clearance</td>
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<td>Final Design</td>
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<td>Right-of-Way</td>
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<tr>
<td>Construction</td>
<td>$209,560</td>
<td>Early 2021</td>
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</tbody>
</table>

*Note: Images shown are alternatives for illustrative purposes only.*

**Funding Sources**
- Measure B
- Regional (RM 3, RIP)
- Local (TVTC)
## I-680 Express Lanes from SR-84 to Alcosta Boulevard (Gap Closure)

### Project Benefits
- Closes the gap on a 48-mile continuous express lane from Martinez to Fremont
- Relieves congestion on one of MTC’s top 10 most-congested corridors

### Project Phasing
**PHASE 1**
- Southbound Express Lane

**PHASE 2**
- Northbound Express Lane

Phased project to align with Caltrans SHOPP project and limit construction impacts

### Estimated Total Project Cost (Phase 1)

<table>
<thead>
<tr>
<th>Estimated Total Project Cost (Phase 1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$282.0 Million</td>
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</tbody>
</table>

### Project Benefits
- Closes the gap on a 48-mile continuous express lane from Martinez to Fremont
- Relieves congestion on one of MTC’s top 10 most-congested corridors
- Closes the gap on a 48-mile continuous express lane from Martinez to Fremont
- Relieves congestion on one of MTC’s top 10 most-congested corridors

### Project Phasing
**PHASE 1**
- Southbound Express Lane

**PHASE 2**
- Northbound Express Lane

Phased project to align with Caltrans SHOPP project and limit construction impacts

### Funding Sources
- Measure BB (additional sources to be determined)
- Measure BB (additional sources to be determined)

### PHASE 1 COST (x$1,000) AND SCHEDULE

<table>
<thead>
<tr>
<th>Cost (x$1,000)</th>
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</thead>
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<tr>
<td>Scoping</td>
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<td>Preliminary Engineering/Environmental</td>
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<td>Fall 2016 - Early 2020</td>
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<td>Final Design (PS&amp;E)</td>
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<td>Early 2020 - Fall 2021</td>
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<td>Right-of-Way</td>
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<td>Early 2020 - Fall 2021</td>
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<tr>
<td>Construction</td>
<td>$252,000</td>
<td>Early 2022 - Fall 2024</td>
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</table>

1. Includes costs for Phase 2 – Northbound Express Lane
2. Includes costs for Phase 2 – Northbound Express Lane

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## Dublin Boulevard Extension

### Estimated Total Project Cost

<table>
<thead>
<tr>
<th>Estimated Total Project Cost</th>
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</thead>
<tbody>
<tr>
<td>$166.1 Million</td>
</tr>
</tbody>
</table>

### Project Benefits
- Increases bicycle and pedestrian access and circulation
- Interconnect five Priority Development Areas in Dublin and Livermore
- Connects major Tri-Valley destinations
- Improves mobility, access, connectivity, safety and efficiency of the multimodal transportation system for all users, including goods movement

### Funding Sources
- Measure BB, Federal, Local (additional sources to be determined)
- Measure BB, Federal, Local (additional sources to be determined)

### COSTS (x$1,000) AND SCHEDULE BY PHASE

<table>
<thead>
<tr>
<th>Cost (x$1,000)</th>
<th>Begin</th>
<th>End</th>
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<tr>
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<td>$86,997</td>
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<td>Right-of-Way</td>
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<td>Summer 2020 - Winter 2021</td>
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<tr>
<td>Construction</td>
<td>$155,700</td>
<td>Spring 2022 - Fall 2024</td>
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</table>

- Includes Right-of-Way costs
- Includes Right-of-Way costs
## Projects in Construction

<table>
<thead>
<tr>
<th>Project</th>
<th>Anticipated End of Construction</th>
<th>Final Project Cost (in millions)</th>
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</thead>
<tbody>
<tr>
<td>GoPort: FITS*</td>
<td>Late 2022</td>
<td>$34.4</td>
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<tr>
<td>I-680 Sunol Express Lanes (Phase 1)</td>
<td>Fall 2020</td>
<td>$205.8**</td>
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</tbody>
</table>

* Begin construction late 2019

** Includes scoping, environmental costs for Phase 2; future Phase 2 costs are estimated at $130.0 million

### Projects moving to construction soon
- GoPort 7SGSE (2020)
- I-80/Gilman Interchange Improvements (2020)
- SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680 (2021)

Thank You