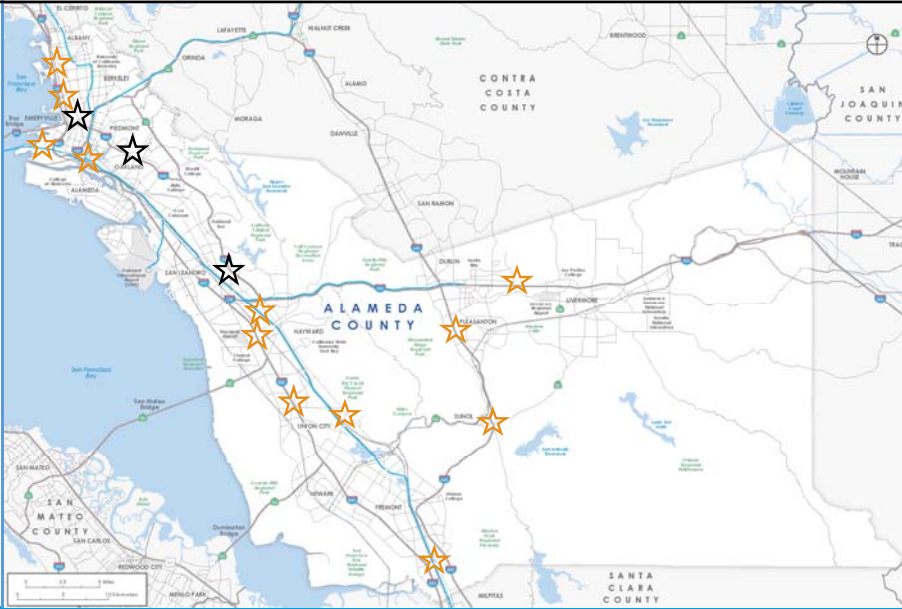
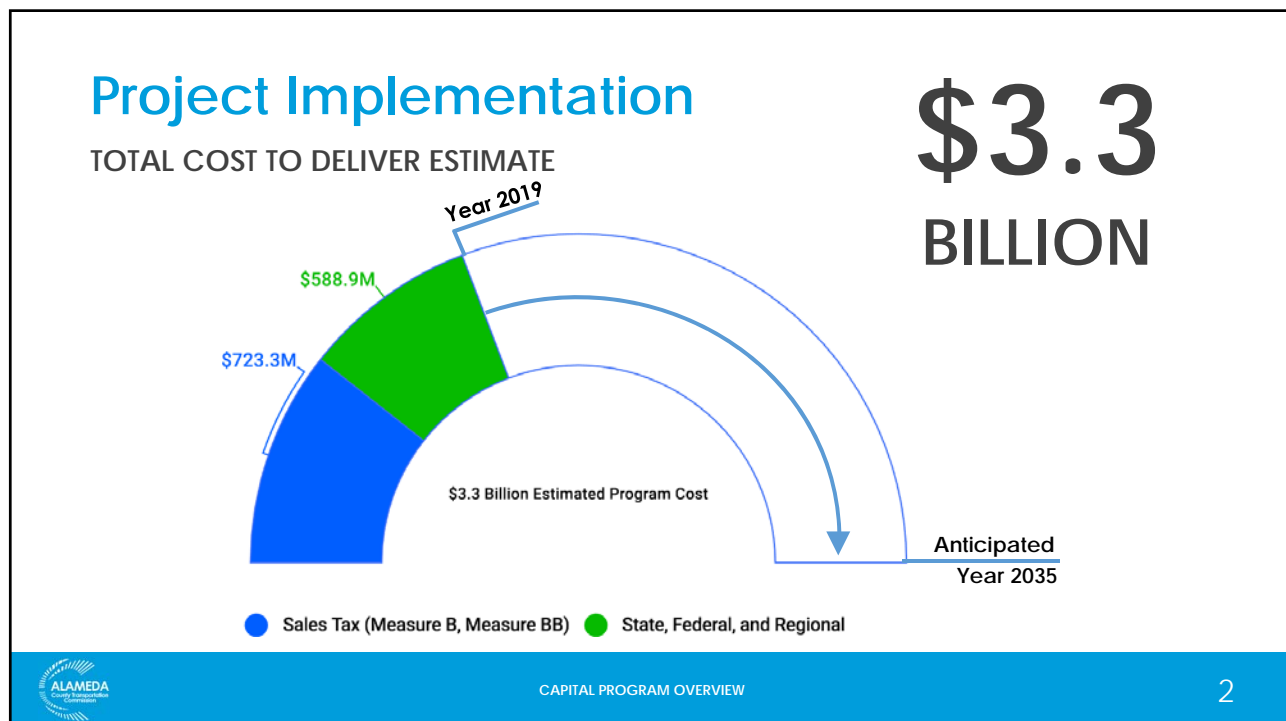


ALAMEDA COUNTY
TRANSPORTATION COMMISSION

Capital Program Update



A presentation to the Alameda CTC Program and Projects Committee
 Gary Huisingsh, Alameda CTC Deputy Executive Director of Projects
 October 14, 2019



I-80/Ashby Avenue (SR-13) Interchange Improvements

Environmental

Estimated
Total Project
Cost

\$52.0
Million



Note: All maps are for illustrative purposes only.

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

		Begin	End
Preliminary Engineering/Environmental	\$4,000	Fall 2015	Late 2020
Final Design (PS&E)	\$5,500	Late 2020	Fall 2022
Right-of-Way/Utility	-	Late 2020	Fall 2022
Construction ¹	\$42,500	Late 2022	Summer 2025

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

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 By Trail to City of Emeryville and Berkeley's Aquatic Park

Funding Sources

Measure BB (additional sources to be determined)

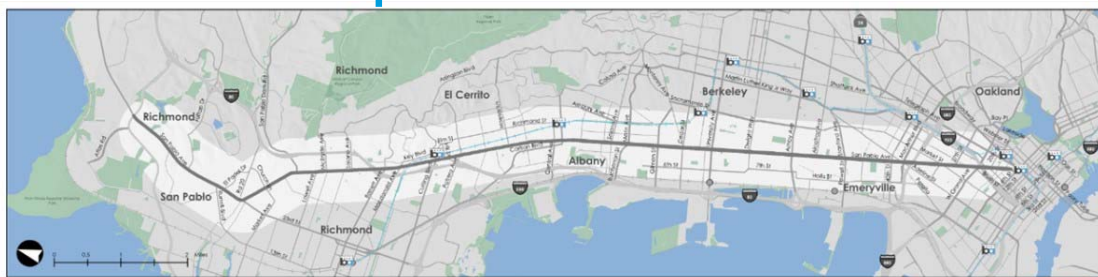


CAPITAL PROGRAM OVERVIEW

5

San Pablo Avenue Corridor Multimodal Improvements

Planning



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

Note: All maps are for illustrative purposes only.

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



CAPITAL PROGRAM OVERVIEW

6

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 (7SGSE)
- 7th Street Grade Separation West (7SGSW)

Program Benefits

- Congestion relief
- Improved efficiency and sustainability
- Economic stimulation

Estimated
Total Program
Cost

\$622.0
Million

Program Construction Schedule

- FITS construction beginning late 2019, estimated completion 2022
- 7SGSE construction beginning late 2020, estimated completion 2023
- 7SGSW construction to be determined

Funding Sources

Measure BB, Federal (ATCMTD, PSGP), and State (SB 1-LPP, SB 1-TCEP)



Note: All maps are for illustrative purposes only.



7SGSE



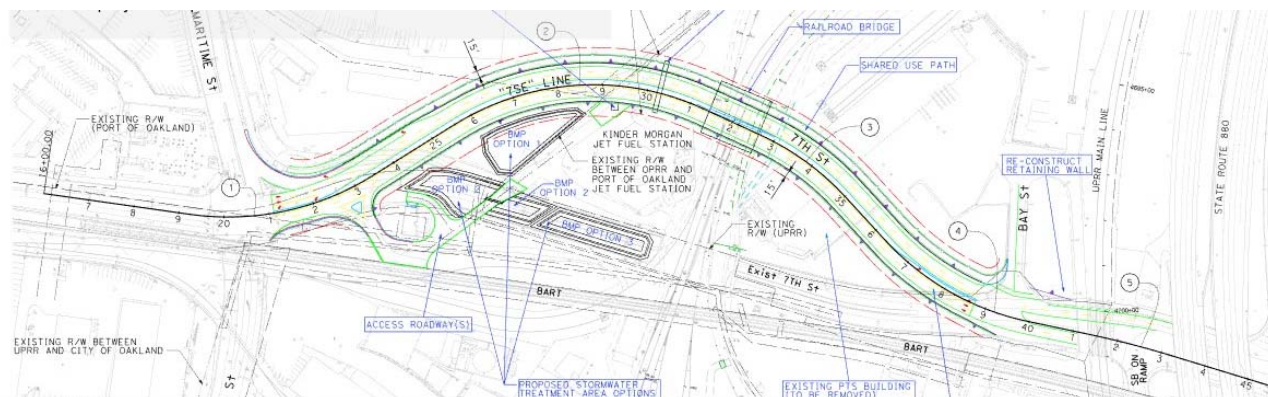
7SGSW



CAPITAL PROGRAM OVERVIEW

7

7th Street Grade Separation East (7SGSE)



Note: All maps are for illustrative purposes only.



CAPITAL PROGRAM OVERVIEW

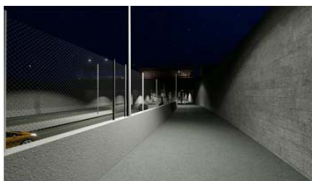
8

7th Street Grade Separation East (7SGSE)

Final Design



Existing multi-use path and damage to the 7th Street underpass.



Estimated
Total Project
Cost

\$325.0
Million

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

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

		Begin	End
Preliminary Engineering/Environmental	\$5,400	Fall 2016	Fall 2018
Final Design (PS&E)	\$21,600	Fall 2018	Early 2020
Right-of-Way	-	Fall 2018	Early 2020
Construction ¹	\$298,000	Late 2020	Late 2023

¹ Right-of-Way cost included in construction cost.

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

Funding Sources

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

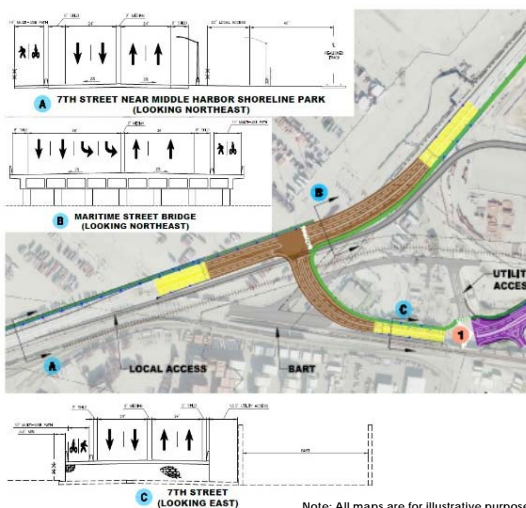


CAPITAL PROGRAM OVERVIEW

9

7th Street Grade Separation West (7SGSW)

Final Design



Note: All maps are for illustrative purposes only.

Project Benefits

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

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

		Begin	End
Preliminary Engineering/Environmental	\$5,000	Fall 2016	Fall 2018
Final Design (PS&E)	\$15,600	Spring 2019	TBD
Right-of-way	-	TBD	TBD
Construction ¹	\$242,000	TBD	TBD

¹ Right-of-Way cost included in construction cost.

Funding Sources

Measure BB (additional sources to be determined)

Estimated
Total Project
Cost

\$262.6
Million



CAPITAL PROGRAM OVERVIEW

10

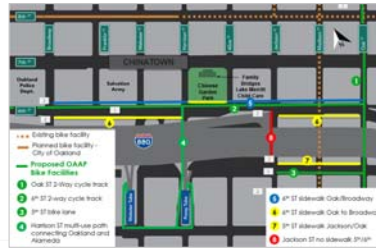
Oakland Alameda Access

Environmental

Roadway Improvements - Oakland



Bike/Ped Improvements - Oakland



COST (x\$1,000) AND SCHEDULE BY PHASE		Begin	End
Scoping	\$2,172	Late 2014	Fall 2017
Preliminary Engineering/Environmental	\$10,929	Fall 2017	Summer 2021
Final Design (PS&E)	\$9,000	Late 2021	Summer 2023
Right-of-way	-	Late 2021	Summer 2023
Construction ¹	\$92,400	Late 2023	Late 2026

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

Estimated
Total Project
Cost

\$114.5
Million

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 with in the project area
- Reduces conflicts between commute, truck, and neighborhood traffic
- Reduces freeway "cut-through" traffic on local roadways

Funding Sources

Measure BB, Measure B (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

11

I-580 Design Alternatives Assessment

Planning

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 SR24 to I-80 Bay Bridge Toll Plaza

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

Legend:
Alternative 1C
Alternative 1A
I-580 Study Corridor
City/Place Boundary
Interstate
Principal Arterial

Note: All maps are for illustrative purposes only.



CAPITAL PROGRAM OVERVIEW

12

Central County

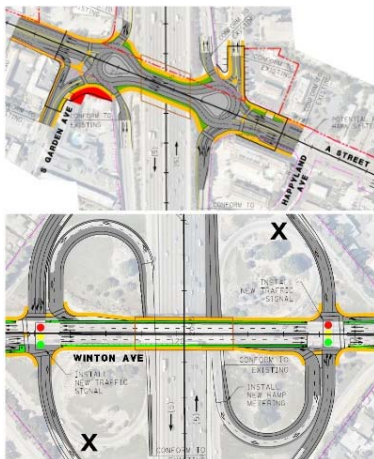


CAPITAL PROGRAM OVERVIEW

13

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

ENVIRONMENTAL



Note: Images shown are alternatives for illustrative purposes only.

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

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

		Begin	End
Planning/Scoping	\$1,808	Fall 2018	Fall 2019
Preliminary Engineering/Environmental	\$3,500	Fall 2019	Summer 2021
Final Design (PS&E)	\$11,000	Summer 2022	Late 2024
Right-of-Way	-	Summer 2022	Late 2024
Construction ¹	\$98,000	Summer 2025	Fall 2027

¹ Right-of-Way cost included in construction cost

Funding Sources

Measure BB (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

14

East Bay Greenway Lake Merritt BART to South Hayward BART

Right-of-Way

Estimated
Total Project
Cost **\$189.5+
Million**



Note: All maps are for illustrative purposes only.

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 bicyclist and pedestrian
- Supports and promotes active transportation, multimodal transportation, and reduces emissions

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

		Begin	End
Preliminary Engineering/Environmental	\$6,501	Fall 2015	Fall 2018
Final Design (PS&E)	\$22,000	2021	2023
Right-of-Way	TBD*	Fall 2019	Summer 2021
Construction	\$161,000**	TBD	TBD

* 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)



CAPITAL PROGRAM OVERVIEW

15

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

ENVIRONMENTAL



Note: Images shown are alternatives for illustrative purposes only.

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 (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Scoping	\$1,000	Fall 2017	Summer 2018
Preliminary Engineering/Environmental	\$5,250	Summer 2018	Summer 2020
Final Design (PS&E)	\$12,000	Fall 2020	Late 2022
Right-of-Way	-	Fall 2020	Fall 2022
Construction*	\$155,750	Summer 2023	Late 2025

* Right-of-Way costs included in Construction cost
* Construction estimate is projected to the mid-year of construction, 2025.

Estimated
Total Project
Cost

**\$174.0
Million**

Funding Sources

Measure BB (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

16

East 14th Street/Mission and Fremont Boulevard Multimodal Corridor Improvements

Planning

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

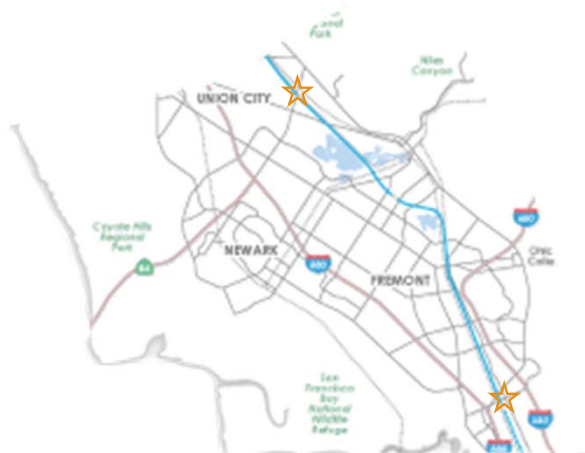
- Public outreach/feedback on long-term improvements: late 2019
- Identify near-term/mid-term safety and operational improvements: late 2019
- Develop concepts and preliminary cost estimates for recommended improvements: late 2019
- Report back to the Commission: early 2020



CAPITAL PROGRAM OVERVIEW

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South County



CAPITAL PROGRAM OVERVIEW

18

Rail Safety Enhancement Program

CONCEPTUAL PLANS



Nursery Avenue, Fremont CA



Cesar Chavez Middle School, Hayward CA



Virginia Street, Berkeley CA



Junction Avenue, Livermore CA

Project Benefits

- 56 at-grade rail crossings across Alameda County
- Improves safety for all users at railroad 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



CAPITAL PROGRAM OVERVIEW

19

State Route 262 (Mission Boulevard) Cross Connector

SCOPING



Note: All maps are for illustrative purposes only.

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

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

		Begin	End
Planning/Scoping	\$2,000	Spring 2018	Late 2020
Preliminary Engineering/Environmental	\$20,000	TBD	TBD
Final Design	\$40,000	TBD	TBD
Right-of-Way	-	TBD	TBD
Construction ¹	\$850,000	TBD	TBD

¹Right-of-way costs included in Construction cost

Estimated
Total Project
Cost

\$912.0
Million

Funding Sources

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

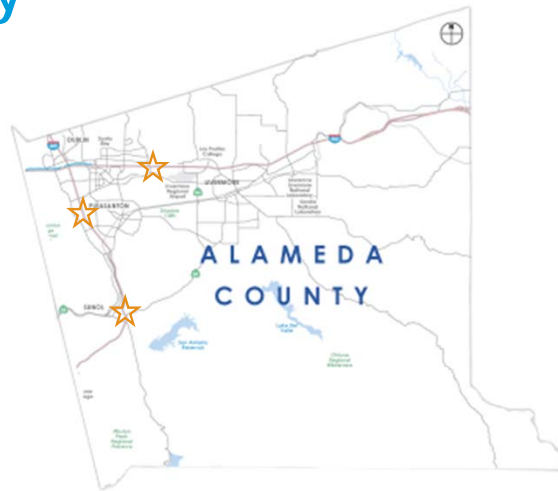
Note: estimated construction cost is based on direct connector alternative (in 2018 dollars)



CAPITAL PROGRAM OVERVIEW

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East County

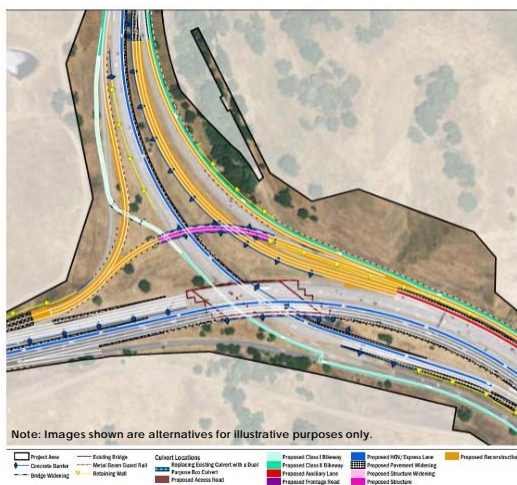


CAPITAL PROGRAM OVERVIEW

21

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

Final Design



Project Benefits

- Improves regional and inter-regional connectivity
- Relieves congestion
- Improves safety

Estimated
Total Project
Cost

\$234.1
Million

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

		Begin	End
Environmental	\$5,756	Spring 2015	Summer 2018
CEQA Clearance	-	Spring 2015	Summer 2018
NEPA Clearance	-	Spring 2015	Summer 2018
Final Design	\$18,784	Summer 2018	Summer 2020
Right-of-Way	-	Summer 2018	Summer 2020
Construction ¹	\$209,560	Early 2021	Fall 2023

¹Right-of-way costs included in Construction cost

Funding Sources

Measure BB, Measure B, Regional (RM 3, RIP), Local (ITVC)



CAPITAL PROGRAM OVERVIEW

22

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

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

		Begin	End
Scoping ¹	\$1,000	Fall 2016	Winter 2019
Preliminary Engineering/Environmental ¹	\$6,500	Fall 2016	Early 2020
Final Design (PS&E)	\$22,500	Early 2020	Fall 2021
Right-of-Way	-	Early 2020	Fall 2021
Construction ²	\$252,000	Early 2022	Fall 2024

¹Includes costs for Phase 2 – Northbound Express Lane

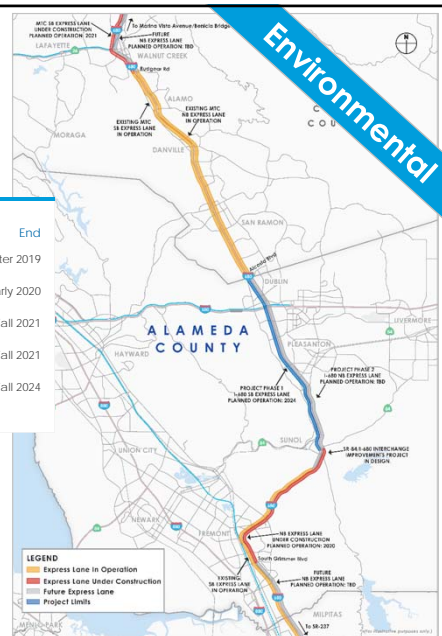
²Includes Right-of-Way costs

Funding Sources

Measure BB (additional sources to be determined)

Estimated
Total Project
Cost (Phase 1)

\$282.0
Million



CAPITAL PROGRAM OVERVIEW

23

Dublin Boulevard Extension



Note: All maps are for illustrative purposes only.

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)

Estimated
Total Project
Cost

\$166.1
Million

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

		Begin	End
Scoping	\$650	Fall 2016	Winter 2019
Preliminary Engineering/Environmental	\$2,793	Fall 2016	Spring 2020
Final Design (PS&E)	\$6,957	Summer 2020	Winter 2021
Right-of-Way	-	Summer 2020	Winter 2021
Construction ¹	\$155,700	Spring 2022	Fall 2024

¹Includes Right-of-way costs



CAPITAL PROGRAM OVERVIEW

24

Projects in Construction

Project	Anticipated End of Construction	Final Project Cost (in millions)
GoPort: FITS*	Late 2022	\$34.4
I-680 Sunol Express Lanes (Phase 1)	Fall 2020	\$205.8**

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)

* Begin construction late 2019

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



CAPITAL PROGRAM OVERVIEW

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Thank You

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