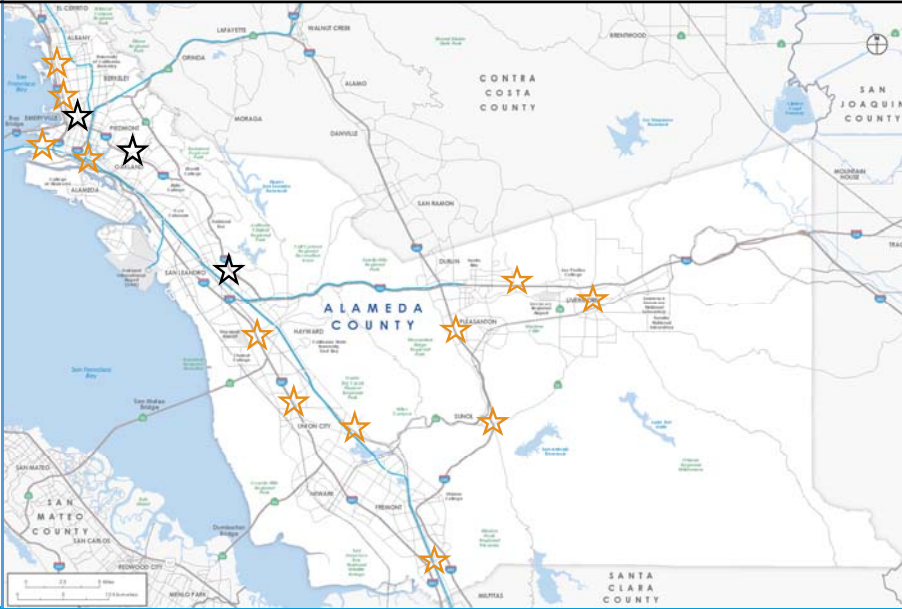


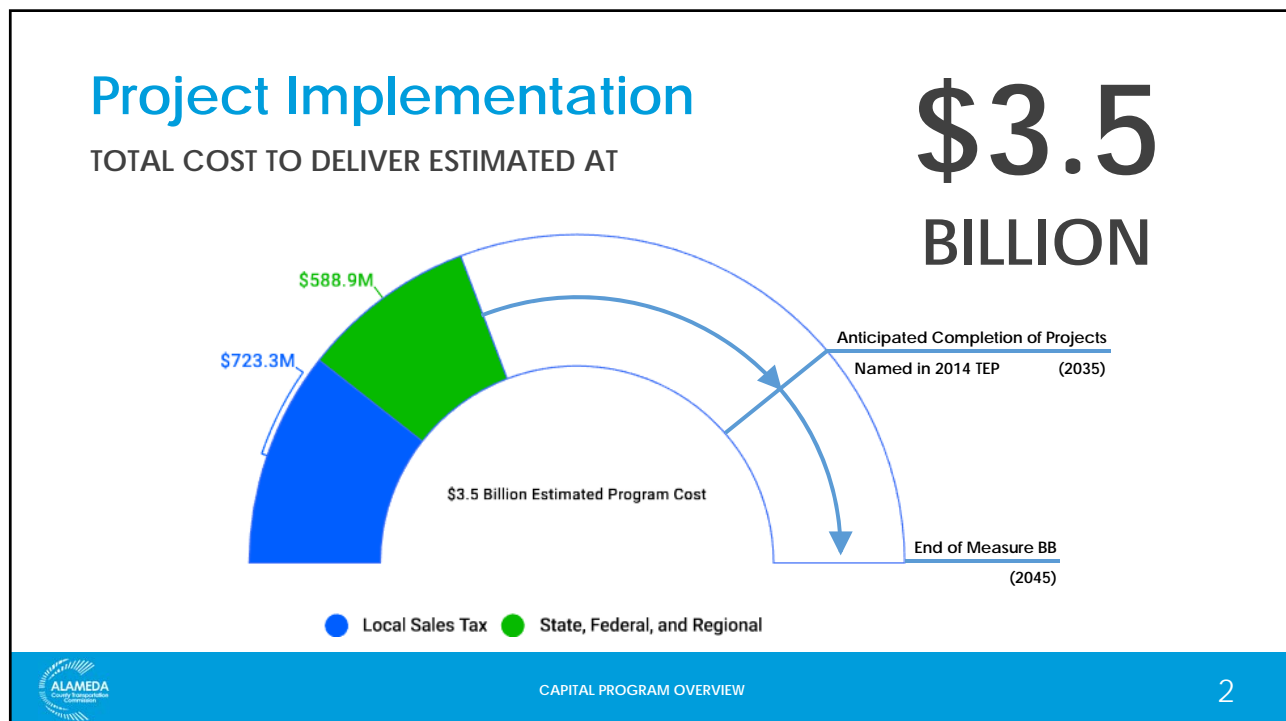
ALAMEDA COUNTY  
TRANSPORTATION COMMISSION

## Capital Program Update

Plan → Fund → Deliver



A presentation to the Alameda CTC Program and Projects Committee  
 Gary Huisingsh, Alameda CTC Deputy Executive Director of Projects  
 October 24, 2019



# North County



## I-80 Gilman Interchange Improvements

**Final Design**



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

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)

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

		Begin	End
Planning/Scoping	\$794	Spring 2012	October 2014
Preliminary Engineering/Environmental	\$5,015	Fall 2015	Summer 2019
Final Design (PS&E)	\$5,043	Fall 2018	Summer 2020
Right-of-Way/Utility	-	Fall 2018	Winter 2020
Advertisement/Award	-	Spring 2020	Fall 2020
Construction <sup>1</sup>	\$50,870	Fall 2020	Summer 2023

<sup>1</sup> Right-of-Way cost included in construction cost.  
Schedule subject to funding availability

# 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 <sup>1</sup>	\$42,500	Late 2022	Summer 2025

<sup>1</sup> 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

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# 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

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# 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

**\$614.0**  
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)



7SGSE



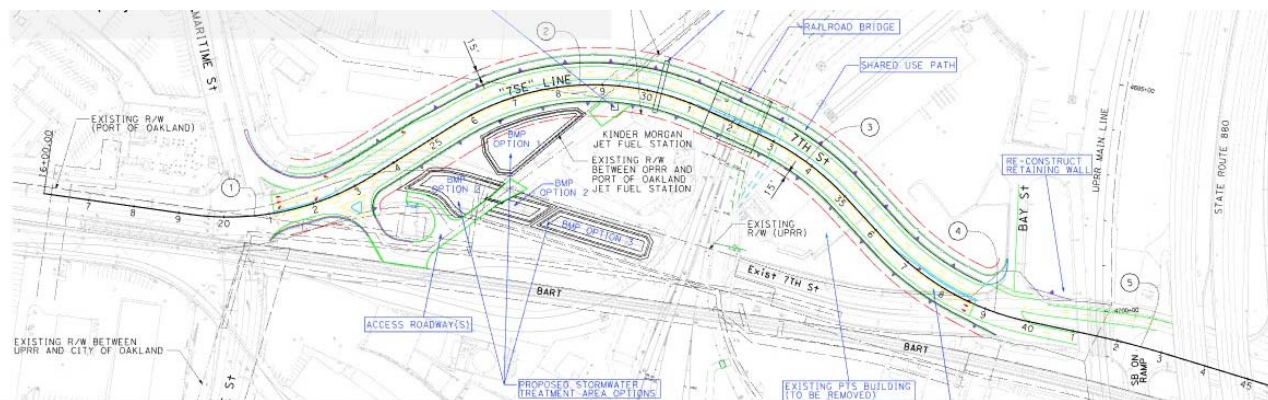
7SGSW



CAPITAL PROGRAM OVERVIEW

7

# 7th Street Grade Separation East (7SGSE)



Note: All maps are for illustrative purposes only.



CAPITAL PROGRAM OVERVIEW

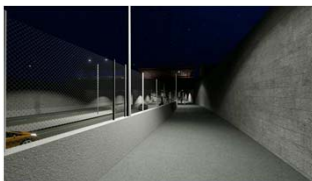
8

# 7th Street Grade Separation East (7SGSE)

Final Design



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



Estimated  
Total Project  
Cost

**\$317.0**  
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 <sup>1</sup>	\$290,000	Late 2020	Late 2023

<sup>1</sup> 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)

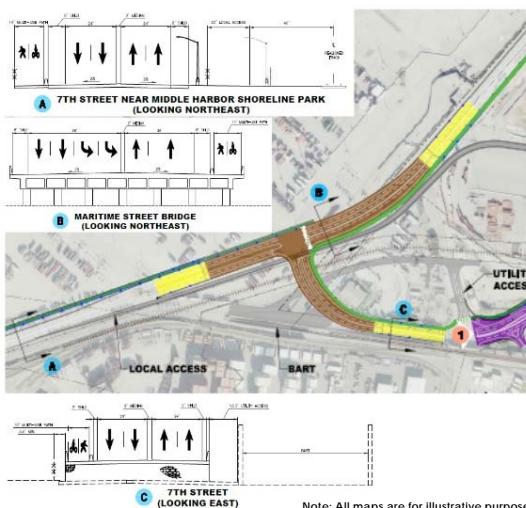


CAPITAL PROGRAM OVERVIEW

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# 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 <sup>1</sup>	\$242,000	TBD	TBD

<sup>1</sup> 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

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# 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 <sup>1</sup>	\$92,400	Late 2023	Late 2026

<sup>1</sup> 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

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# 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



Note: All maps are for illustrative purposes only.



CAPITAL PROGRAM OVERVIEW

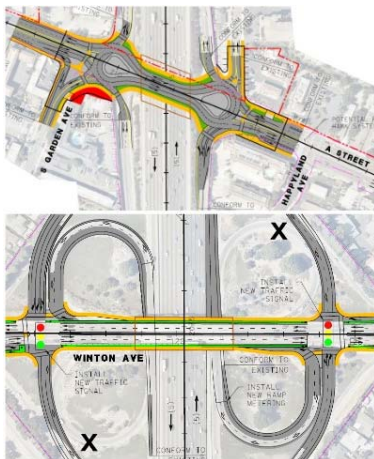
12

# Central County



## 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 <sup>1</sup>	\$98,000	Summer 2025	Fall 2027

<sup>1</sup> Right-of-Way cost included in construction cost

### Funding Sources

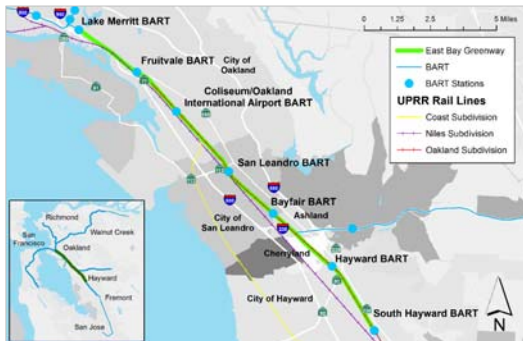
Measure BB (additional sources to be determined)



# 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

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# 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.

## Funding Sources

Measure BB (additional sources to be determined)

Estimated  
Total Project  
Cost

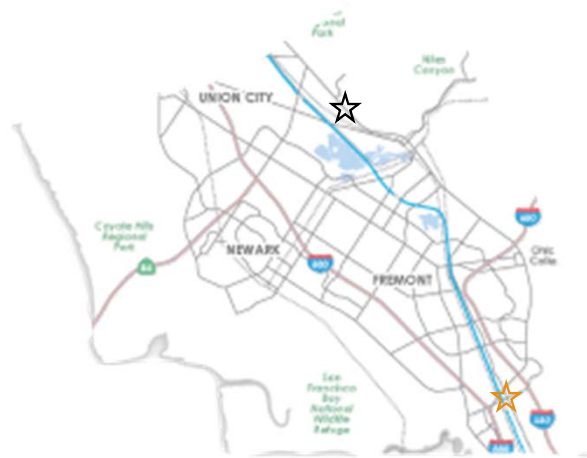
**\$174.0  
Million**



CAPITAL PROGRAM OVERVIEW

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# South County



## East 14<sup>th</sup> 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



# 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 <sup>1</sup>	\$850,000	TBD	TBD

<sup>1</sup>Right-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)

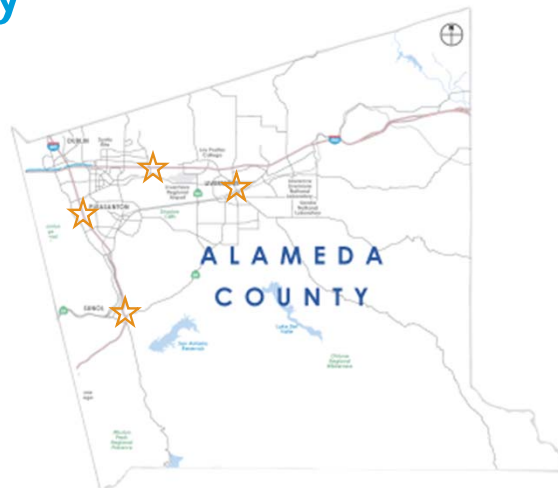
Note: estimated construction cost is based on direct connector alternative (in 2018 dollars)



CAPITAL PROGRAM OVERVIEW

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# East County

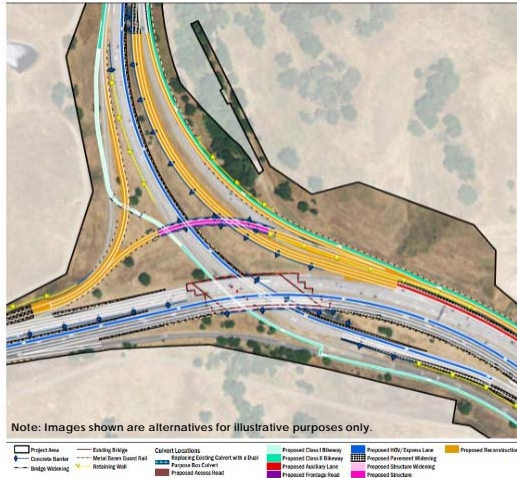


CAPITAL PROGRAM OVERVIEW

20

# 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 <sup>1</sup>	\$209,560	Early 2021	Fall 2023

<sup>1</sup>Right-of-way costs included in Construction cost

## Funding Sources

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



CAPITAL PROGRAM OVERVIEW

21

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

<sup>1</sup>Includes costs for Phase 2 – Northbound Express Lane

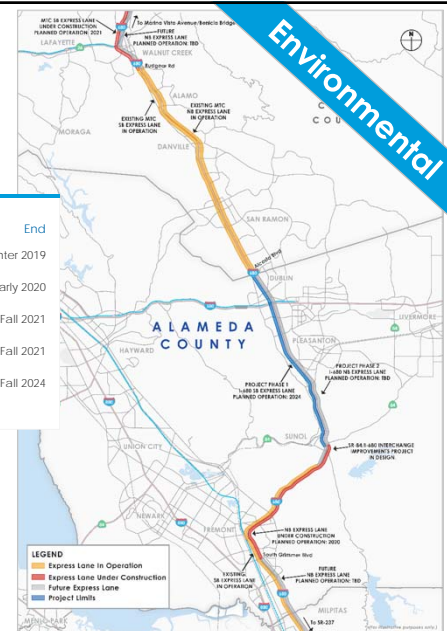
<sup>2</sup>Includes Right-of-Way costs

## Funding Sources

Measure BB (additional sources to be determined)

Estimated  
Total Project  
Cost (Phase 1)

**\$282.0**  
Million



CAPITAL PROGRAM OVERVIEW

22

# Dublin Boulevard Extension

Environmental



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

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 <sup>1</sup>	\$155,700	Spring 2022	Fall 2024

<sup>1</sup>Includes Right-of-way costs

## Funding Sources

Measure BB, Federal, Local (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

23

# Rail Safety Enhancement Program (County Wide)

CONCEPTUAL PLANS

56 at-grade rail crossings across Alameda County in:

- Berkeley
- Alameda County
- Oakland
- Union City
- San Leandro
- Fremont
- Hayward
- Livermore



## Project Benefits

- 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

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## 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



# Thank You