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

Project Implementation
TOTAL COST TO DELIVER ESTIMATED AT $3.5 BILLION

$3.5 Billion Estimated Program Cost

End of Measure BB (2045)

- Local Sales
- State, Federal, and Regional

Anticipated Completion of Projects Named in 2014 TEP (2035)

$723.3M
$588.9M

Plan ➔ Fund ➔ Deliver
I-80 Gilman Interchange Improvements

**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>
</tr>
</thead>
<tbody>
<tr>
<td>Task</td>
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<tr>
<td>Planning/Scoping</td>
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<tr>
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<td>Final Design (PS&amp;E)</td>
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<td>Construction</td>
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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 (in $1,000) AND SCHEDULE BY PHASE</th>
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<tbody>
<tr>
<td>Preliminary Engineering/Environmental</td>
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<td>Late 2020</td>
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<tr>
<td>Construction</td>
<td></td>
<td>Fall 2022</td>
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</table>

Note: All maps are for illustrative purposes only.

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

Note: All maps are for illustrative purposes only.
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)

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
- 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-UPP, SB 1-TCEP)

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

**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

<table>
<thead>
<tr>
<th>Phase</th>
<th>Begin</th>
<th>End</th>
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<tr>
<td>Preliminary Engineering/Environmental</td>
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<td>Right-of-Way</td>
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<td>-</td>
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<tr>
<td>Construction</td>
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<td>Late 2023</td>
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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

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

<table>
<thead>
<tr>
<th>Phase</th>
<th>Begin</th>
<th>End</th>
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<tr>
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Note: Right-of-Way cost included in construction cost.

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

**Estimated Total Project Cost**

$262.6 Million

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Note: All maps are for illustrative purposes only.
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

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<th>Phase</th>
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<td>Construction</td>
<td>$92,400</td>
<td>Late 2023 Late 2026</td>
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</table>

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

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 to be implemented by MTC

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

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<thead>
<tr>
<th>COST (x$1,000) AND SCHEDULE BY PHASE</th>
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<th>End</th>
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<tr>
<td>Planning/Scoping</td>
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<td>Late 2024</td>
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<td>Construction</td>
<td>Summer 2025</td>
<td>Fall 2027</td>
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Note: Images shown are alternatives for illustrative purposes only.

Funding Sources
Measure BB (additional sources to be determined)
**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 (x$1,000) AND SCHEDULE BY PHASE**

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<thead>
<tr>
<th>Phase</th>
<th>Begin</th>
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<tr>
<td>Preliminary Engineering/Environmental</td>
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<td>$161,000**</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.

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

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

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

<table>
<thead>
<tr>
<th>Phase</th>
<th>Begin</th>
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* Right-of-Way costs included in Construction cost  
** Construction estimate is projected to the mid-year of construction, 2023.

**Estimated Total Project Cost**
$174.0 Million

**Funding Sources**
Measure BB (additional sources to be determined)
**South County**

**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

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

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

COST ($1,000) AND SCHEDULE BY PHASE

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<thead>
<tr>
<th>Phase</th>
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<tr>
<td>Construction</td>
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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 inter-regional connectivity
- Relieves congestion
- Improves safety

**Estimated Total Project Cost**
$234.1 Million

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

**Funding Sources**
Measure BB, Measure B, Regional (RM 3, RIP), Local (TVTC)

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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 SH OPR project and limit construction impacts

**Estimated Total Project Cost (Phase 1)**
$282.0 Million

**PHASE 1 COST ($x1,000) AND SCHEDULE**

<table>
<thead>
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<td>Construction2</td>
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1Includes costs for Phase 2 – Northbound Express Lane
2Includes Right-of-Way costs

**Funding Sources**
Measure BB (additional sources to be determined)
Dublin Boulevard Extension

**Project Benefits**
- Increases bicycle and pedestrian access and circulation
- Interconnects 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 ($x1,000) AND SCHEDULE BY PHASE**

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<tr>
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<td>Fall 2024</td>
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Rail Safety Enhancement Program (County Wide)

**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
# Projects in Construction

<table>
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<tr>
<th>Project</th>
<th>Anticipated End of Construction</th>
<th>Final Project Cost (in millions)</th>
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<td>GoPort: FITS*</td>
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<tr>
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<td>$205.8**</td>
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*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 7SG SE (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)