

North County



I-80 Gilman Interchange Improvements



Note: All maps are for illustrative purposes only.

Estimated
Total Project
Cost

\$78
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

| | | PHASE 1 | | PHASE 2 | |
|---------------------------------------|----------|-------------|-------------|-------------|-------------|
| | | Begin | End | Begin | End |
| Planning/Scoping | \$794 | Spring 2012 | Fall 2014 | Spring 2012 | Fall 2014 |
| Preliminary Engineering/Environmental | \$4,819 | Fall 2015 | Summer 2019 | Fall 2015 | Summer 2019 |
| Final Design (PS&E) | \$7,950 | Fall 2018 | Fall 2020 | Fall 2018 | Spring 2021 |
| Right-of-Way/Utility | \$2,950 | Fall 2018 | Fall 2020 | Fall 2018 | Spring 2021 |
| Construction | \$59,091 | Spring 2021 | 2023 | Fall 2021 | 2023 |

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

Environmental

Estimated
Total Project
Cost

\$157.0
Million



Note: All maps are for illustrative purposes only.

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

| | | Begin | End |
|---------------------------------------|-----------|------------|-----------|
| Preliminary Engineering/Environmental | \$4,500 | Fall 2017 | Late 2021 |
| Final Design (PS&E) | \$10,500 | Late 2021 | Fall 2023 |
| Right-of-Way/Utility | \$4,400 | Late 2021 | Fall 2023 |
| Construction ¹ | \$137,600 | Early 2024 | Fall 2026 |

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

Environmental



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.

Schedule by Phase

| | Begin | End |
|---------------------------------------|-------------|-------------|
| Feasibility Study | Summer 2017 | Summer 2020 |
| Scoping | Summer 2020 | Fall 2021 |
| Preliminary Engineering/Environmental | Summer 2021 | Fall 2022 |
| Final Design (PS&E) | Fall 2021 | Fall 2023 |
| Construction | Fall 2022 | Spring 2024 |

Note: Long-term project will follow near-term project; exact schedule to be determined pending near-term project outcomes. Schedule subject to funding availability.



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

Program Construction Schedule

- FITS construction beginning late 2019, estimated completion 2022
- 7SGSE construction beginning early 2023, estimated completion late 2025
- 7SGSW construction to be determined

Funding Sources

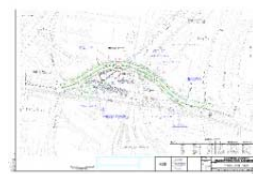
Measure BB, Federal (ATCMTD, PSGP), and State (SB 1-LPP, SB 1-TCEP)

Estimated
Total Program
Cost

\$720.5M



Note: All maps are for illustrative purposes only.



7SGSE



7SGSW



CAPITAL PROGRAM OVERVIEW

7

7th Street Grade Separation East (7SGSE)

Final Design



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



Estimated
Total Project
Cost

\$372.0
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) | \$15,240 | Fall 2018 | Spring 2022 |
| Right-of-Way | \$85,450 | Fall 2018 | Spring 2022 |
| Construction | \$265,910 | Early 2023 | Late 2025 |

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

Funding Sources

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

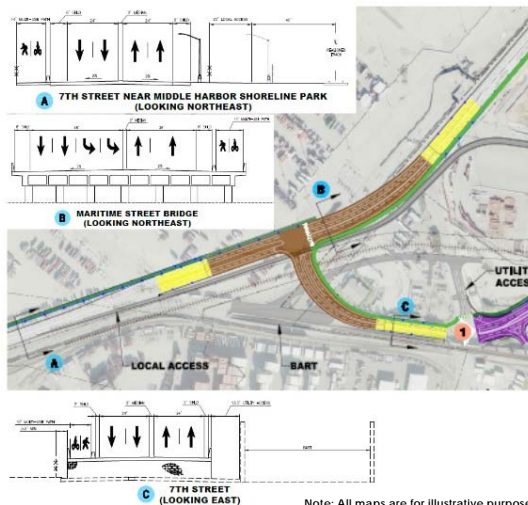


CAPITAL PROGRAM OVERVIEW

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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 | \$4,500 | Fall 2016 | Fall 2019 |
| Final Design (PS&E) | \$16,000 | Spring 2019 | TBD |
| Right-of-Way | \$30,500 | TBD | TBD |
| Construction | \$260,000 | TBD | TBD |

Funding Sources

Measure BB (additional sources to be determined)

Estimated
Total Project
Cost

\$311.0
Million



CAPITAL PROGRAM OVERVIEW

9

Oakland Alameda Access

Environmental

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 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)

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

| | | Begin | End |
|---------------------------------------|-----------|-------------|-------------|
| Scoping | \$2,172 | Late 2014 | Fall 2017 |
| Preliminary Engineering/Environmental | \$11,762 | Fall 2017 | Fall 2021 |
| Final Design (PS&E) | \$10,000 | Early 2022 | Spring 2024 |
| Right-of-way | \$5,966 | Early 2022 | Spring 2024 |
| Construction | \$100,000 | Summer 2024 | Late 2027 |

Schedule subject to funding availability

Estimated
Total Project
Cost

\$129.9M



CAPITAL PROGRAM OVERVIEW

10

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



CAPITAL PROGRAM OVERVIEW

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Central County

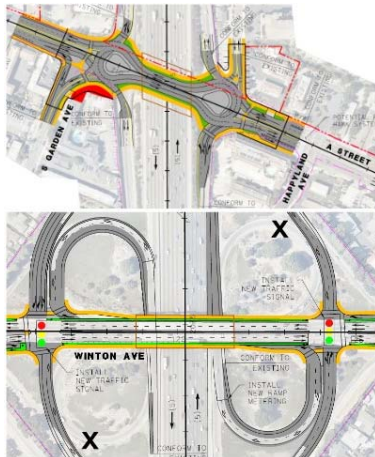


CAPITAL PROGRAM OVERVIEW

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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 | Spring 2022 |
| Final Design (PS&E) | \$11,000 | Fall 2022 | Spring 2025 |
| Right-of-Way | \$8,000 | Fall 2022 | Spring 2025 |
| Construction | \$90,000 | 2025 | 2028 |

Funding Sources

Measure BB (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

13

East Bay Greenway Lake Merritt BART to South Hayward BART

Right-of-Way

Estimated
Total Project
Cost

\$224.0+
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 | \$3,000 | Fall 2015 | Fall 2018 |
| Final Design (PS&E) | \$30,000 | Late 2021 | 2023 |
| Right-of-Way | TBD* | Early 2020 | Spring 2021 |
| Construction | \$191,070 | 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 |
|---------------------------------------|-----------|-------------|-------------|
| Planning/Scoping | \$1,000 | Fall 2017 | Summer 2018 |
| Preliminary Engineering/Environmental | \$5,250 | Summer 2018 | Summer 2021 |
| Final Design (PS&E) | \$15,250 | Fall 2021 | Spring 2024 |
| Right-of-Way | \$20,000 | Fall 2021 | Spring 2024 |
| Construction | \$178,500 | 2024 | 2027 |

* Construction estimate is projected to the mid-year of construction, 2025.

Estimated
Total Project
Cost

\$220.0
Million

Funding Sources

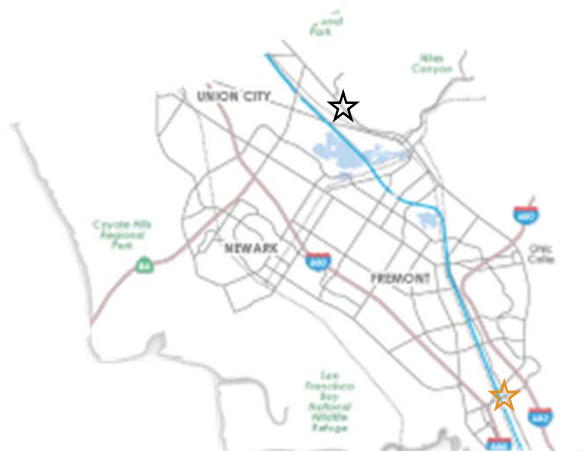
Measure BB (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

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South County



CAPITAL PROGRAM OVERVIEW

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

Scoping

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

- Advance near- and mid-term safety and operational improvements: 2021/2022
 - Bicycle and pedestrian safety improvements
 - Transit reliability improvements
- Support housing and economic development along the corridor
- Reported back to the Commission: April 2021

SCHEDULE BY PHASE

| | Begin | End |
|---------------------------------------|-------------|-------------|
| Feasibility Study | Summer 2017 | Summer 2019 |
| Scoping | Fall 2017 | Fall 2019 |
| Preliminary Engineering/Environmental | Fall 2019 | Fall 2021 |
| Final Design (PS&E) | Fall 2021 | Fall 2023 |
| Construction | Early 2024 | Early 2026 |

Note: Long-term project will follow near-term project; exact schedule to be determined pending near-term project outcomes. Schedule subject to funding availability.



Note: All maps are for illustrative purposes only.



CAPITAL PROGRAM OVERVIEW

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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

Estimated Total Project Cost

\$1.4 Billion

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

| | | | Begin | End | Begin | End |
|---|-----------|---------------|-------------|---------------|-------|-----------|
| Planning/Scoping | | \$3,500 | Spring 2018 | - | - | Fall 2021 |
| Preliminary Engineering/Environmental Final Design Right-of-Way Construction | Phase 1 | Future Phases | Phase 1 | Future Phases | TBD | TBD |
| | \$10,000 | \$5,500 | Fall 2021 | Spring 2025 | TBD | TBD |
| | \$25,000 | \$40,000 | TBD | TBD | TBD | TBD |
| | \$100,000 | \$500 | TBD | TBD | TBD | TBD |
| | \$302,000 | \$930,000 | TBD | TBD | TBD | TBD |

Funding Sources

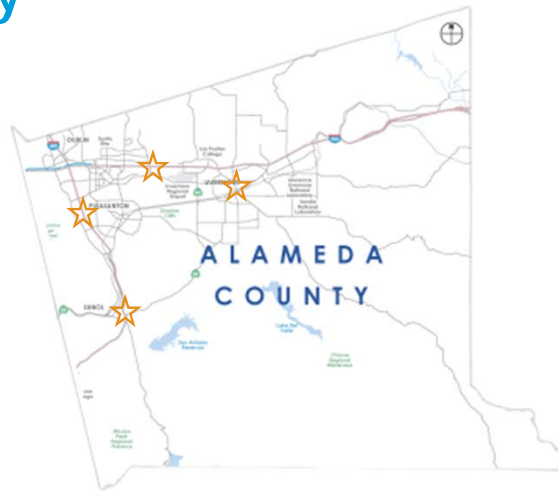
- Measure BB, Regional (RM 3) (additional sources to be determined)
- Note: estimated construction cost is based on direct connector alternative. (in 2018 dollars)



CAPITAL PROGRAM OVERVIEW

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East County

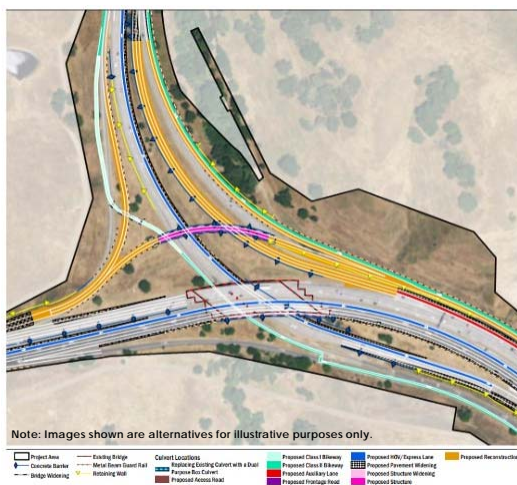


CAPITAL PROGRAM OVERVIEW

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

Construction



Project Benefits

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

Estimated
Total Project
Cost

\$244.1
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 | \$17,250 | Summer 2018 | Fall 2020 |
| Right-of-Way | \$20,500 | Summer 2018 | Fall 2020 |
| Construction | \$200,594 | Spring 2021 | 2023 |

Funding Sources

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



CAPITAL PROGRAM OVERVIEW

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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 SHOPP project and limit construction impacts

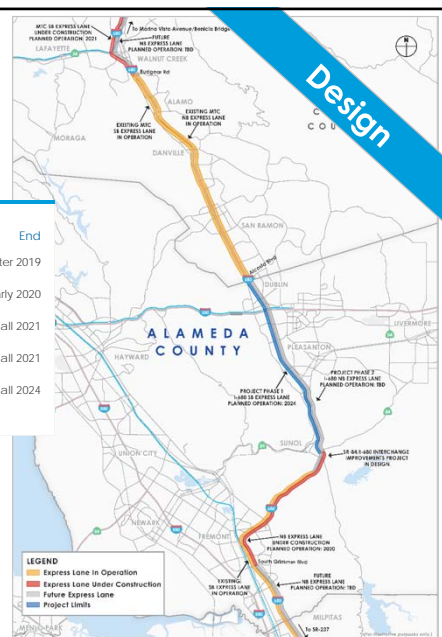
Estimated Total Project Cost (Phase 1) **\$259.0 Million**

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

| | | Begin | End |
|--|-----------|------------|-------------|
| Scoping | \$1,000 | Fall 2016 | Winter 2019 |
| Preliminary Engineering/Environmental ¹ | \$6,500 | Fall 2016 | Early 2020 |
| Final Design (PS&E) | \$20,000 | Early 2020 | Fall 2021 |
| Right-of-Way | \$7,000 | Early 2020 | Fall 2021 |
| Construction ² | \$225,000 | Early 2022 | Fall 2024 |

Funding Sources

Measure BB (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

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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

\$160.4 Million

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

| | | | |
|---------------------------------------|-----------|-----------|-------------|
| Scoping | \$650 | Fall 2016 | Winter 2019 |
| Preliminary Engineering/Environmental | \$1,215 | Fall 2016 | Early 2021 |
| Final Design (PS&E) | \$8,288 | 2021 | Late 2023* |
| Right-of-Way | \$46,198 | TBD | TBD |
| Construction | \$104,042 | TBD | TBD |

* If Right-of-Way and Construction phases are fully funded.



CAPITAL PROGRAM OVERVIEW

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Rail Safety Enhancement Program – Phase 1

(County Wide)

27 at-grade rail crossings and 2 trespassing across Alameda County in:

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



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 RAISE/RM3 funds)

Estimated Total
Project Cost
(Phase A)

\$75.0
Million

SCHEDULE BY PHASE: RSEP-A/PHASE 1

| | Begin | End |
|---------------|-------------|-------------|
| Environmental | Fall 2020 | Early 2022 |
| Design | Summer 2021 | Summer 2023 |
| Right-of-Way | Early 2022 | Summer 2022 |
| Construction | Late 2023 | Late 2026 |

Note: Project schedule subsequent to the preliminary engineering/environmental phase is contingent on funding availability for future phases.



CAPITAL PROGRAM OVERVIEW

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Projects in Construction (Now and Within Next Five Years)

| Project Name | Ad | Est. Construction Contract | Project Name | Ad | Est. Construction Contract |
|--|---|------------------------------|---|------------|----------------------------|
| I-80 Gilman Interchange Improvements: Phases 1 & 2 | Awarded - Ph. 1: Early 2021 Ph. 2: Late 2021 | \$22 Million \$20 Million | Dublin Boulevard – North Canyon Parkway Extension | Late 2023 | \$92 Million |
| SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements | Awarded Late 2020 | \$133 Million | I-80 Ashby Avenue Interchange Improvements | Late 2023 | \$90 Million |
| I-680 Southbound Express Lane from SR-84 to Alcosta Boulevard | Late 2021 | \$150 Million | Oakland Alameda Access Project | Late 2023 | \$85 Million |
| 7th Street Grade Separation East | Late 2022 | \$198 Million | San Pablo Avenue Multimodal Improvements – Pilot Infrastructure Project | 2022 | \$20 Million |
| 7th Street Grade Separation West | Late 2024 | \$240 Million | I-880 Interchanges (Whipple Road and Industrial Parkway West) | Early 2024 | \$135 Million |
| Rail Safety Enhancement Program: Phase 1 | Early 2023 | \$52 Million | | | |



CAPITAL PROGRAM OVERVIEW

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Thank You

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