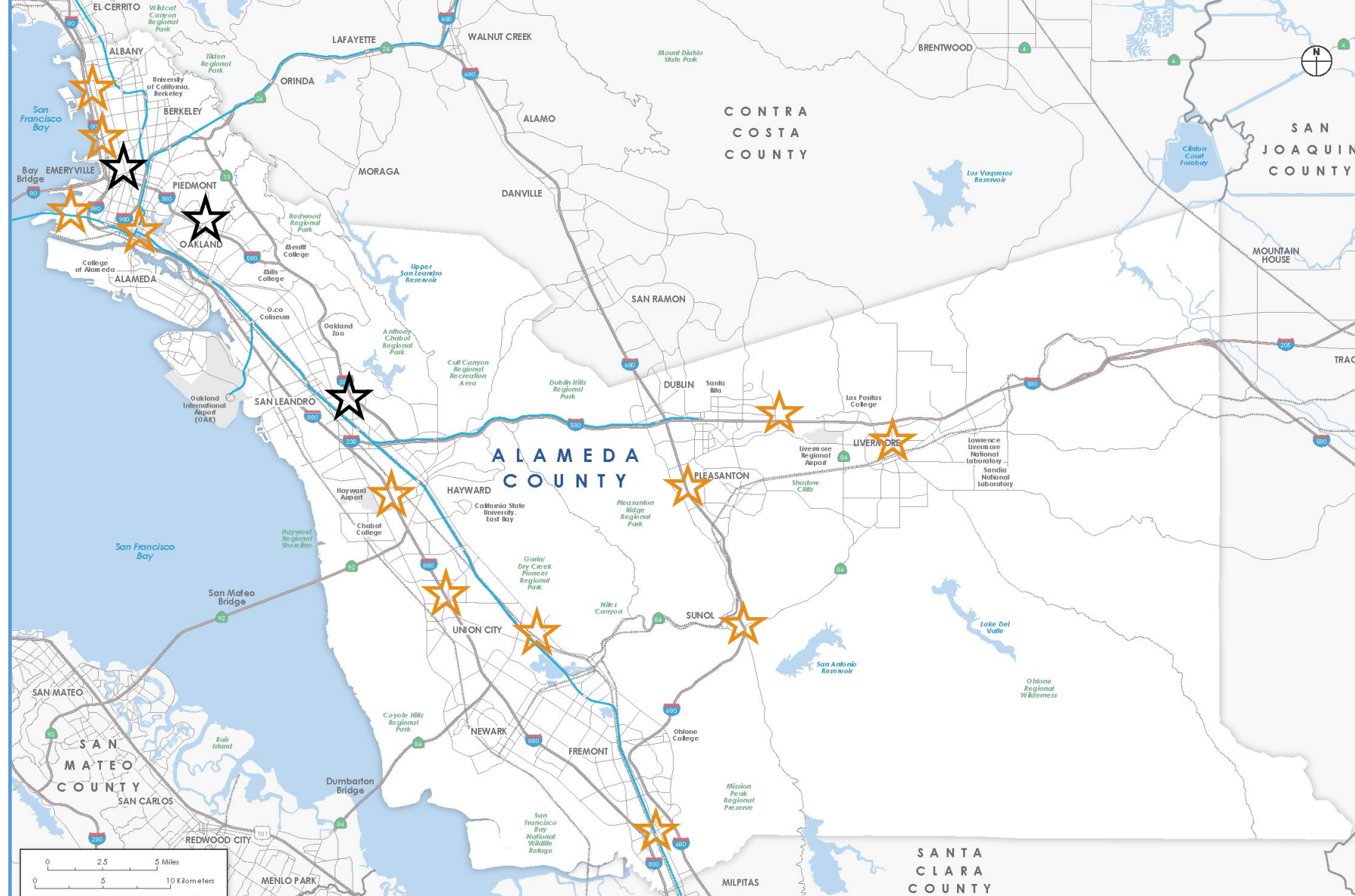




# Delivering Projects in Alameda County

Plan • Fund • Deliver



A presentation to the Rotary Club of Castro Valley  
Gary Huisingh, Deputy Executive Director of Projects  
April 21, 2020

# Who We Are

## ALAMEDA COUNTY

- One of 27 Self-Help Counties
- 7th largest county in the state with 1.64 million people
- Alameda CTC serves as both the transportation sales tax authority and Congestion Management Agency
  - Serves 14 cities; unincorporated County
  - 22-member Commission; 34 employees



# Alameda County Is a Central Hub for Goods Movement, Transit, Roads



99%

of containerized cargo from Northern California passes through the Port of Oakland

20%

of all public transit boardings in the Bay Area are in Alameda County



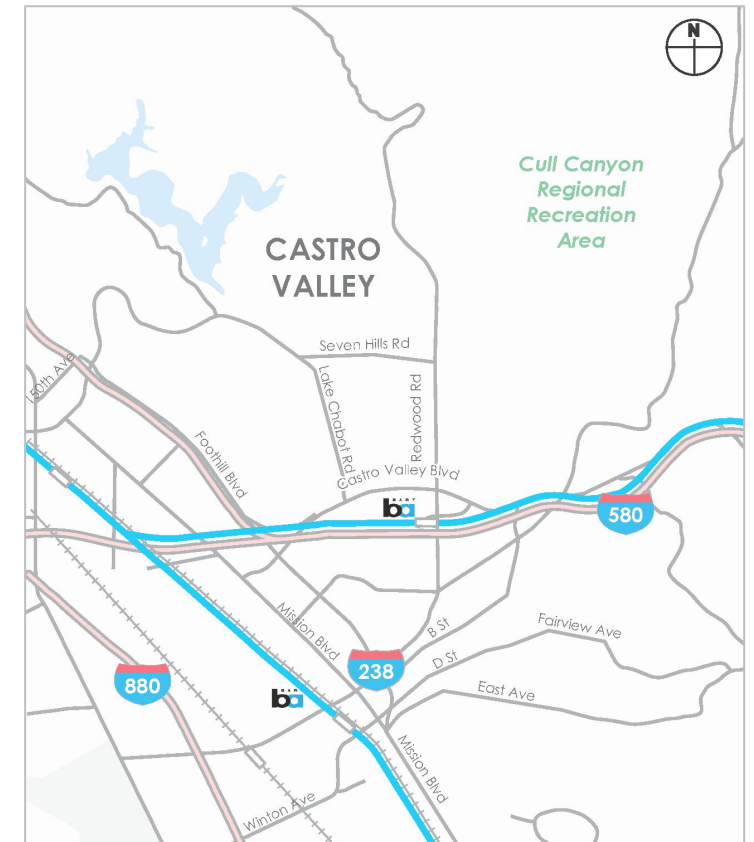
37%

of Bay Area workers travel to, from, or through Alameda County



# Castro Valley in Context

- Two major interstates and one auxiliary interstate traverse Castro Valley: I-580 and I-880, and I-238, respectively
- Robust public transit system: AC Transit and BART



# How Do We Stay Ahead of the Curve?

- Smart planning
- Partnerships
- Funding
- Delivery



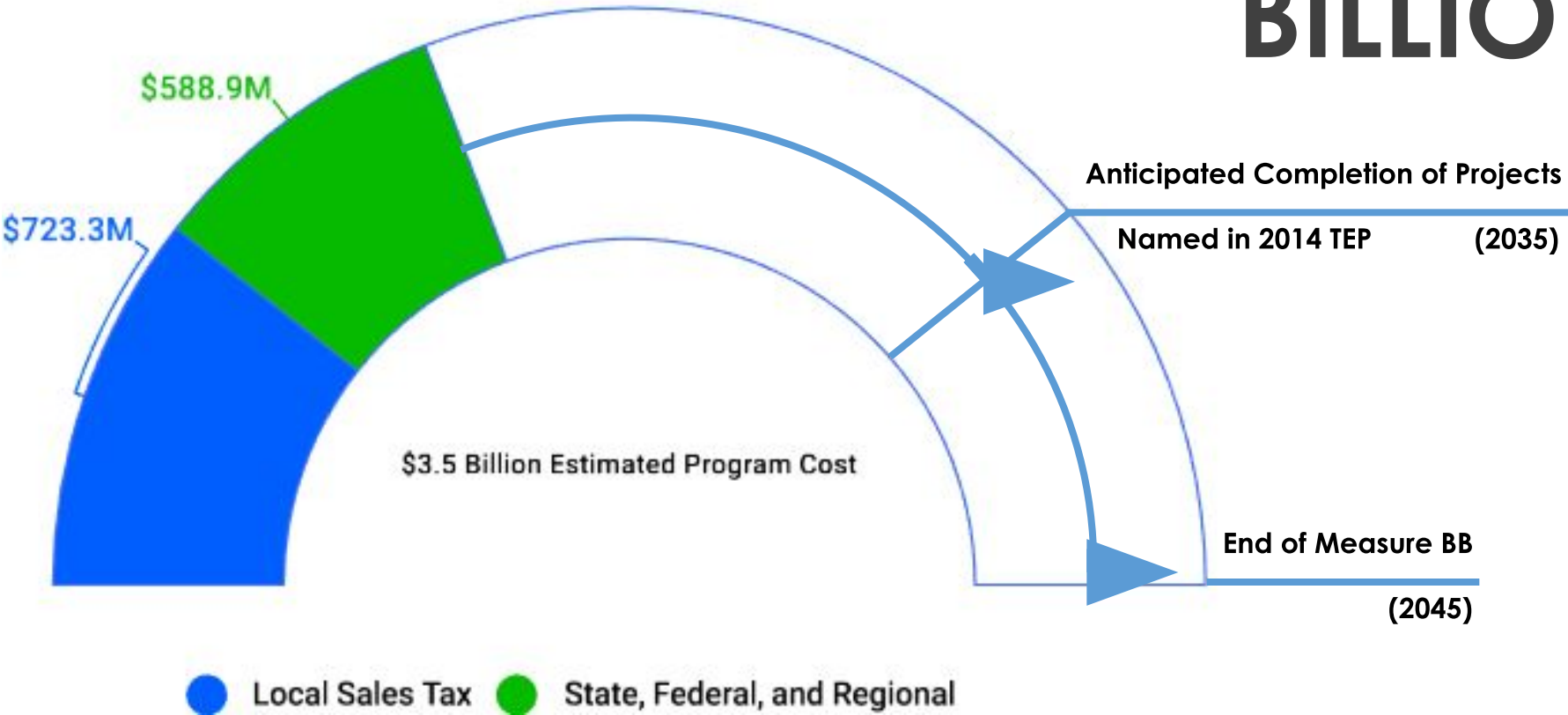
# Plan • Fund • Deliver



# Project Implementation

TOTAL COST TO DELIVER ESTIMATED AT

**\$3.5**  
**BILLION**



# Capital Projects Under or Near Construction



# Interstate 680 Sunol Express Lanes (Phase I)

Estimated  
Project Cost

**\$205.8**  
Million



Interstate 680 northbound.

**Note:** All maps and figures for illustrative purposes only.  
Estimated construction cost dollars reflect the mid-point of construction. Full funding is assumed.



## Project Description

- Widen the freeway to accommodate the HOV/express lane together with several auxiliary lanes for a smooth and safe transition between local streets and the freeway between interchanges.
- Add a new 9-mile HOV/express lane, providing congestion relief in the corridor.
- Upgrade the I-680 Southbound Express Lane access configuration from controlled access to a near continuous access configuration.
- Modify bridge crossings.
- Construct retaining walls to accommodate the widening.
- Repave the full project limits.
- Opens to traffic in December 2020

# GoPort Program

- Freight Intelligent Transportation System (FITS)
- 7th Street Grade Separation East (7SGSE)
- 7th Street Grade Separation West (7SGSW)



# Freight Intelligent Transportation System

## Project Benefits

- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Provides real-time traveler information to users
- Improves traffic and incident management within the Port, its terminals and access routes
- Reduces congestion, truck idling and related emissions

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

		Begin	End
PE/Environmental	\$2,500	Fall 2016	Summer 2018
Final Design	\$6,400	Fall 2018	Early 2019
Right-of-Way	-	Fall 2018	Early 2019
Construction	\$28,600	Fall 2019	Late 2021

## Funding Sources

Measure BB



Total Project Cost

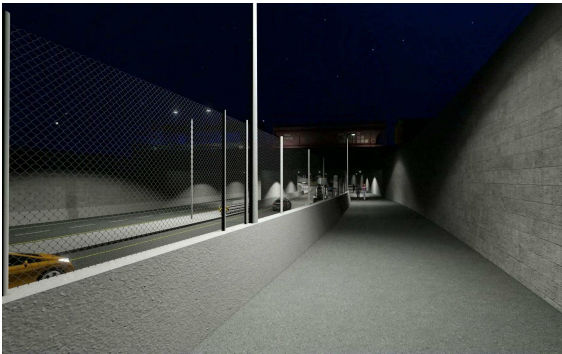
\$34.4 Million



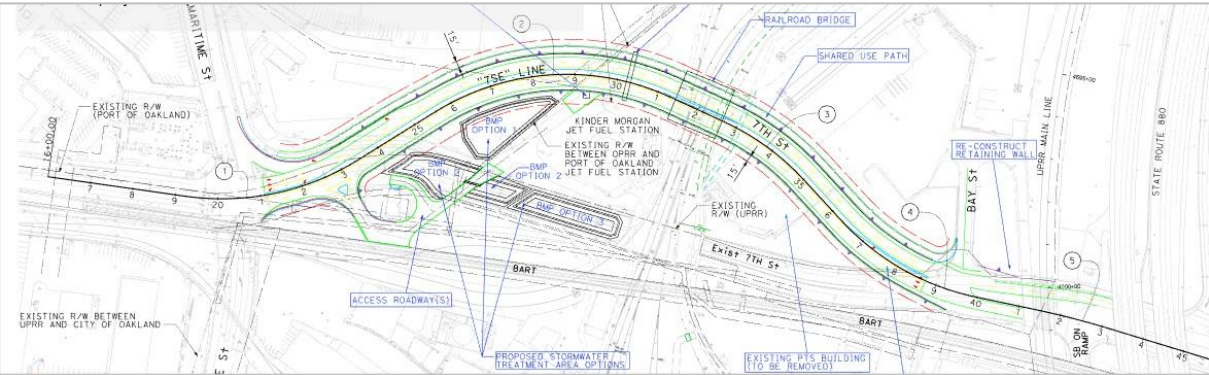
# 7th Street Grade Separation East (7SGSE)



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



Rendering of the future path and underpass on 7th Street.



Note: All maps are for illustrative purposes only.

## 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

Estimated  
Total Project  
Cost

\$317.0  
Million

COST (x\$1,000) AND SCHEDULE BY PHASE		Begin	End
•Improves Port operational efficiency			
Preliminary Engineering/Environmental	\$5,400	Fall 2016	Fall 2018
Final Design (PS&E)	\$21,600	Fall 2018	Early 2020
Right-of-Way	\$54,000	Fall 2018	Early 2020
Construction	\$236,000	Late 2020	Late 2023
Note: The project delivery schedule subsequent to PE-ENV is contingent upon funding availability.			

# I-80/Gilman Street Interchange Improvements



Note: All maps are for illustrative purposes only.

Estimated  
Total Project  
Cost

\$61.7  
Million

## Project Benefits

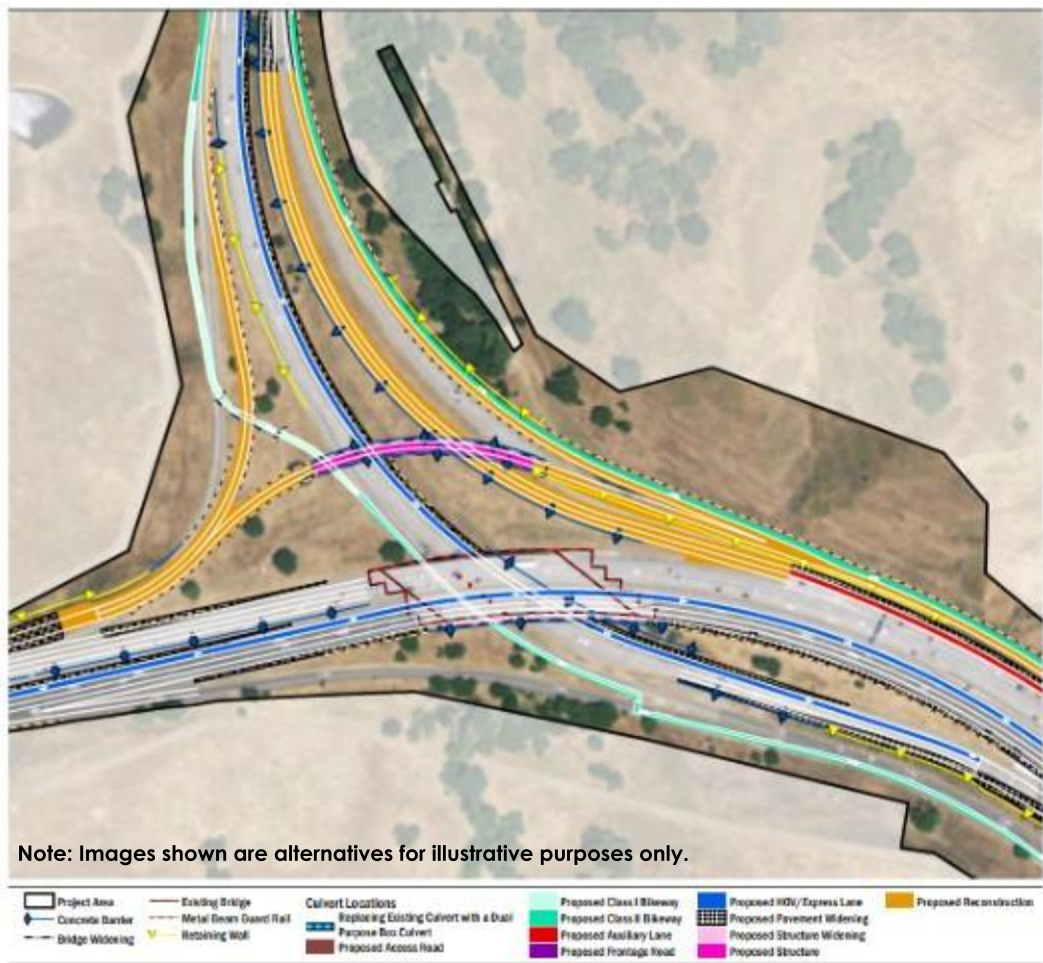
- Reduce congestion and improve mobility, traffic operations and safety at the interchange
- Provides safe access for pedestrians and bicyclists while connecting the gap in the San Francisco Bay Trail network

## 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	Fall 2014
Preliminary Engineering/Environmental	\$5,015	Fall 2015	Summer 2019
Final Design (PS&E)	\$5,043	Fall 2018	Summer 2020
Right-of-Way/Utility	\$5,491	Fall 2018	Winter 2020
Advertisement/Award	-	Spring 2020	Fall 2020
Construction	\$61,724	Early 2021	Summer 2023

# 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

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	Summer 2020
Right-of-Way (ROW)	\$20,500	Summer 2018	Summer 2020
Construction	\$200,594	Fall 2021	Fall 2023

# Major Corridors Under Development



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

## Phasing and Next Steps

### PHASE 1

Alameda and Contra Costa Counties: late 2019

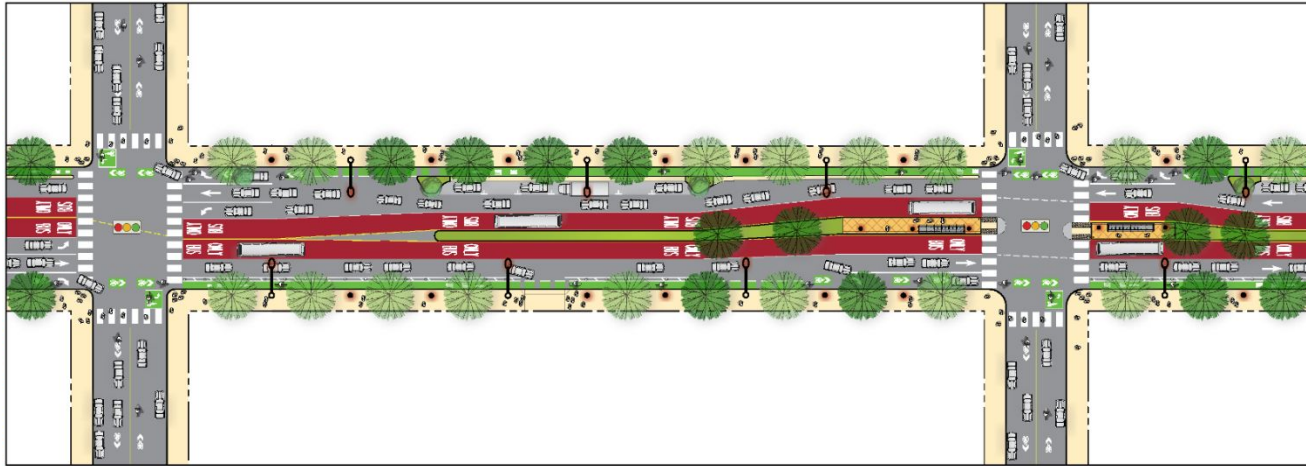
Focus: existing conditions, public engagement, conceptual designs and alternatives refinement

### PHASE 2

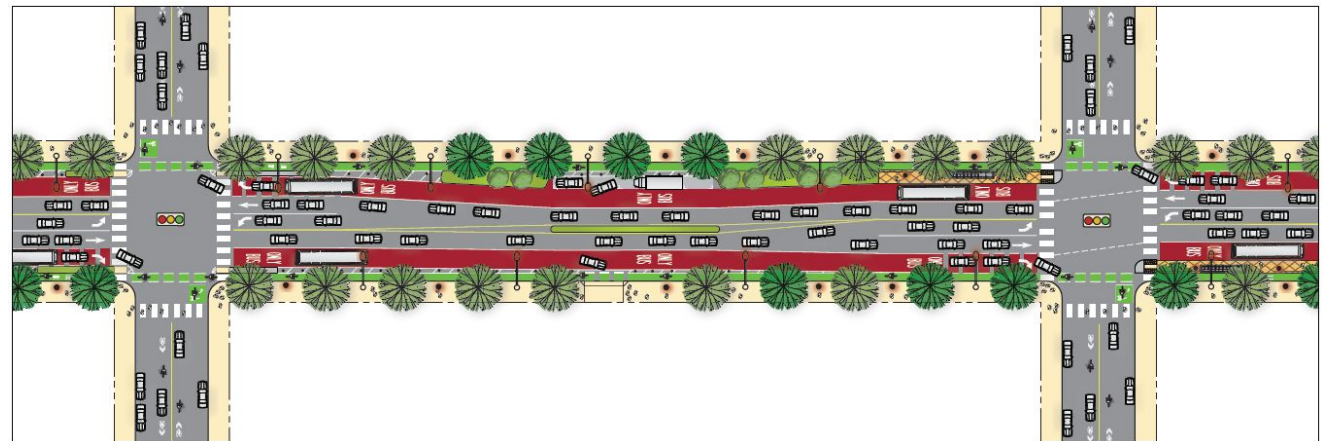
Alameda County: begin early 2020

Initiate Caltrans PID, refine designs for near-term and long-term concepts, determine environmental process, advance near-term pilot projects

# San Pablo Avenue Corridor Multimodal Improvements



◀ Concept A:  
Bus and Bike Lanes on San Pablo Avenue



▶ Concept A2:  
Side-Running Bus Lane and Bike Lane

Note: All maps are for illustrative purposes only.

# 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



Concepts and preliminary cost estimates for recommended improvements developed late 2019

DELIVERING PROJECTS IN ALAMEDA COUNTY

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



◀ **Center-Running Bus Only Lanes on San Pablo Avenue**  
(Courtesy of AC Transit)



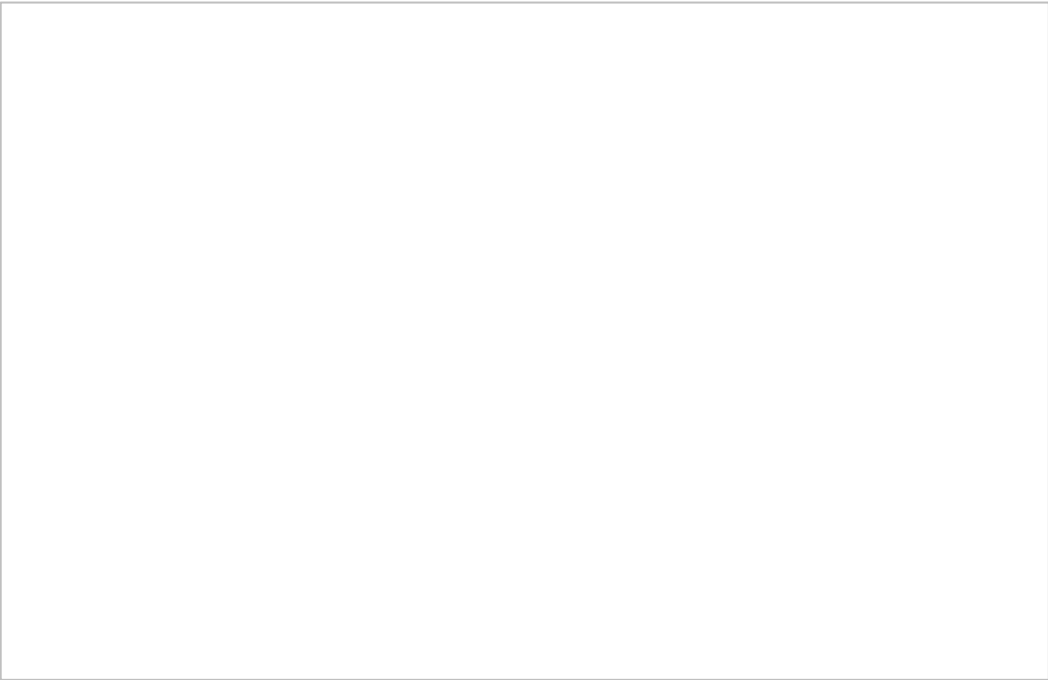
**Curb-Running Bus Only Lanes on San Pablo Avenue** ▶  
(Courtesy of NYMTA)

# East Bay Greenway

## Lake Merritt BART to South Hayward BART

Estimated  
Total Project  
Cost

\$189.5+  
Million



Note: All maps are for illustrative purposes only.

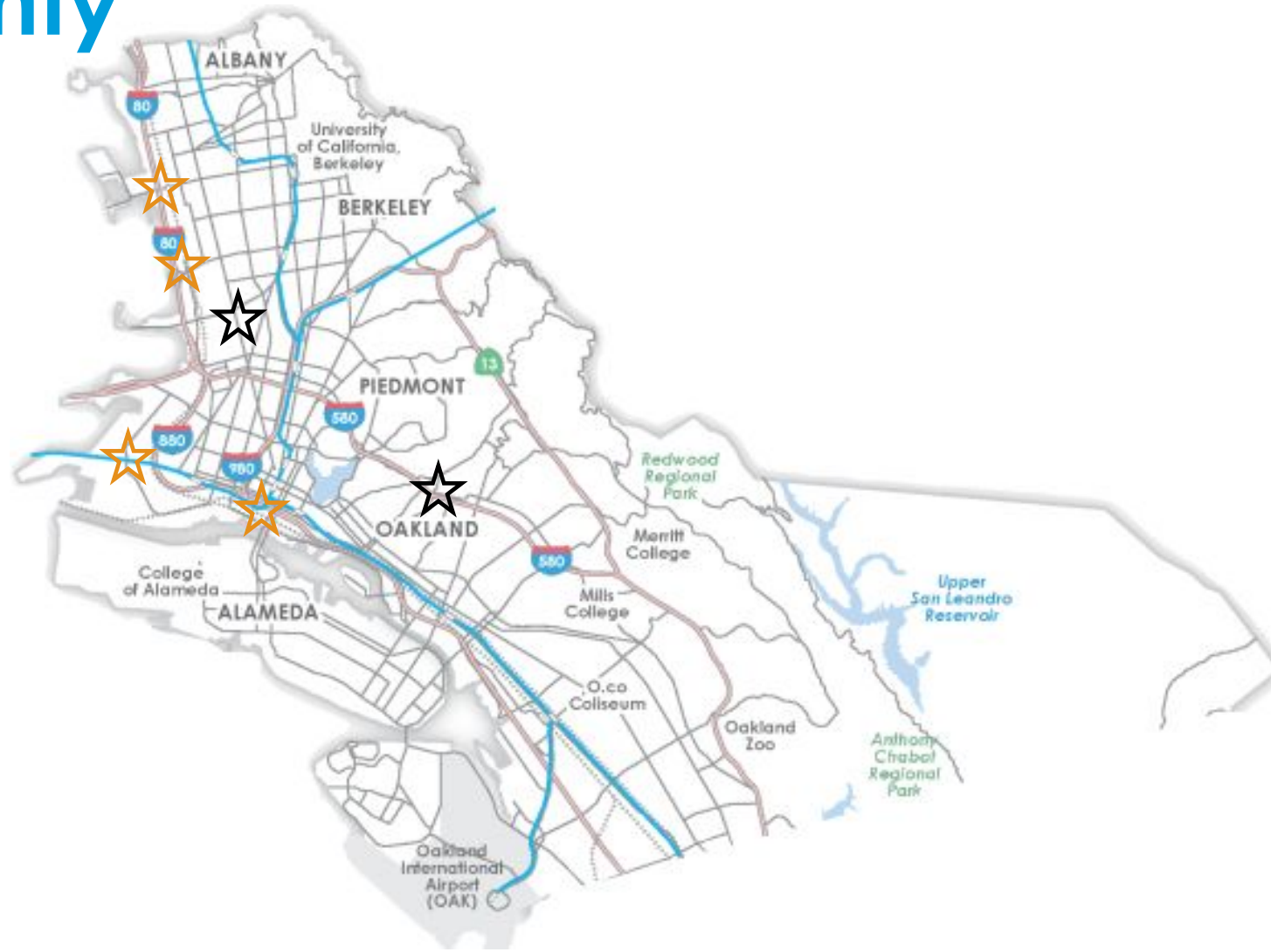
### Project Benefits

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

COST (\$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*	Early 2020	Spring 2021
Construction	\$161,000**	TBD	TBD

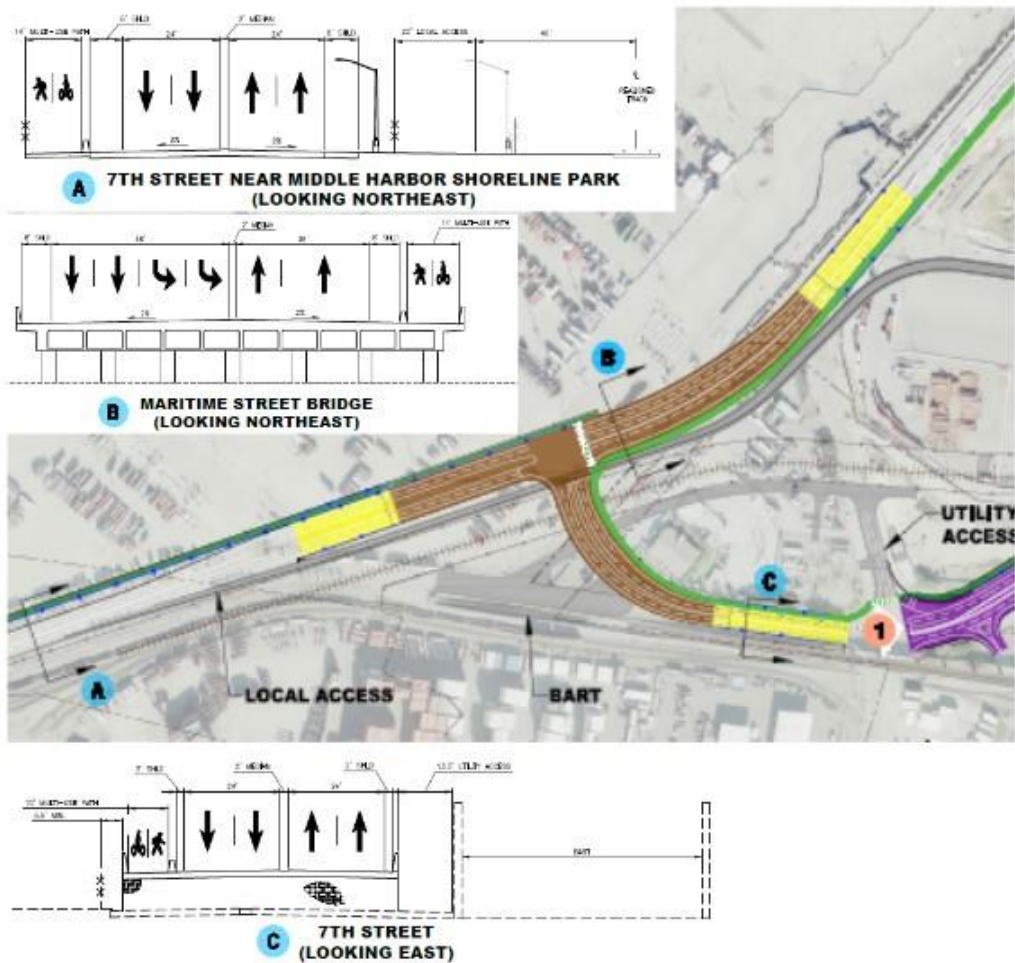
\* The cost for right-of-way is subject to future discussions with UPRR.  
\*\* Construction costs do not include right-of-way costs.

# North County



# 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

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

		Begin	End
Preliminary Engineering/Environmental	\$4,500	August 2016	March 2019
Final Design (PS&E)	\$16,000	February 2020	March 2022
Right-of-Way	30,500	February 2020	March 2022
Construction	\$260,000	Summer 2024	Late 2026

Estimated  
Total Project  
Cost

**\$311.0**  
Measure BB (additional sources to be determined)  
Million

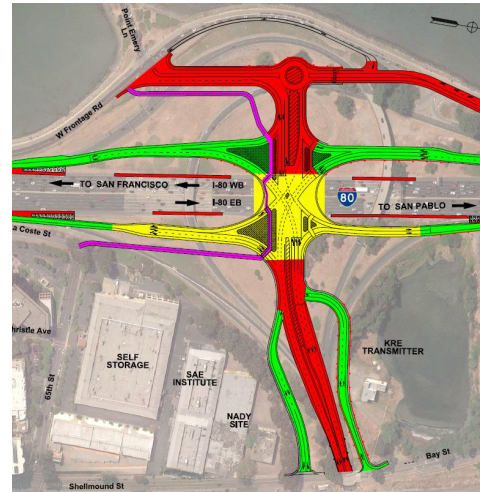
# I-80/Ashby Avenue (SR-13) Interchange Improvements

ENVIRONMENTAL

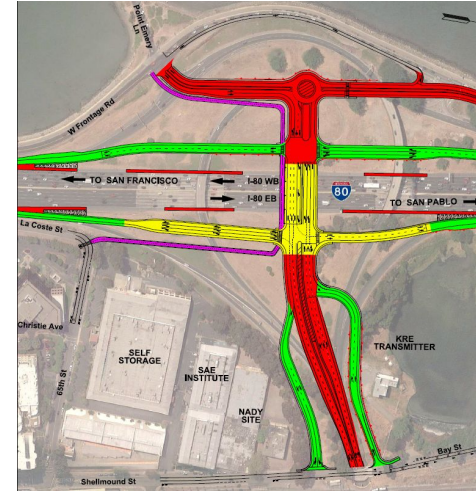
Estimated  
Total Project  
Cost

**\$98.94**  
Million

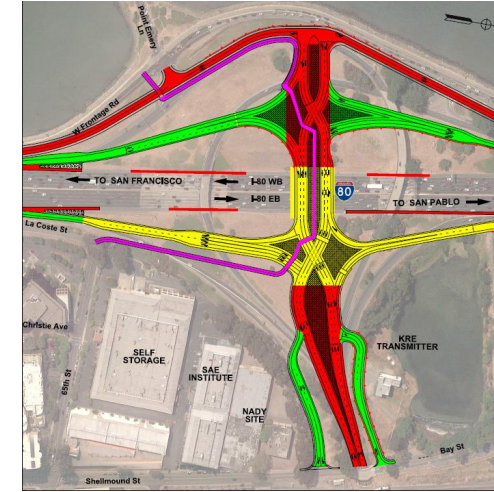
Alt 4: Single Point Diamond



Alt 5: Tight Diamond



Alt 6: Diverging Diamond



Note: All maps are for illustrative purposes only.

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

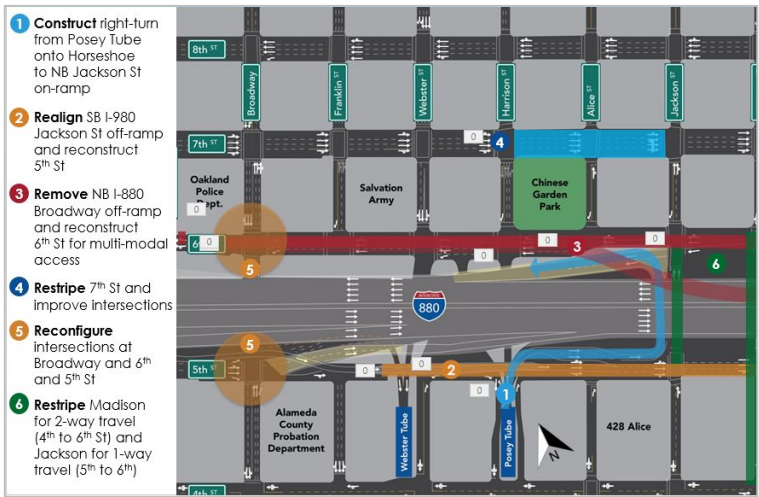
		Begin	End
Preliminary Engineering/Environmental	\$4,500	Fall 2017	Early 2021
Final Design (PS&E)	\$7,500	Summer 2020	Summer 2022
Right-of-Way/Utility	\$4,400	Late 2020	Summer 2022
Construction	\$82,54	Late 2022	Summer 2025

## Project Benefits

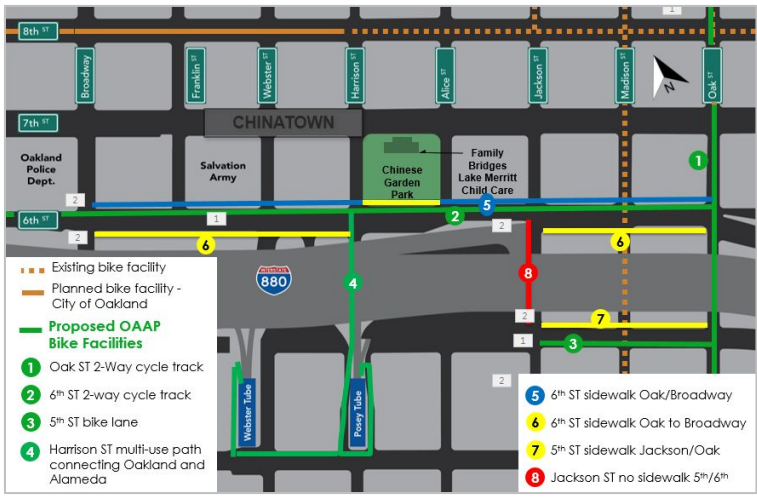
- Improves mobility and reduces congestion on Ashby Avenue at the I-80/ Powell Street interchange and Ashby Avenue/7th Street intersection
- Provides safe access for pedestrians and bicyclists connecting the San Francisco By Trail to City of Emeryville and Berkeley's Aquatic Park

# Oakland Alameda Access

## 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	Mid 2021
Final Design (PS&E)	\$9,000	Early 2021	Late 2022
Right-of-Way	\$3,000	Early 2021	Late 2022
Construction	\$88,200	Early 2023	Late 2026

Estimated  
Total Project  
Cost

\$113.3  
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 within 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)

# 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
  - ▢ Identify a set of near-term operational projects
  - ▢ Identify **mid-term capital projects**

## Next Steps

- Partner with the MTC and Caltrans to initiate project development for near-term improvements (Alternative 1-A)



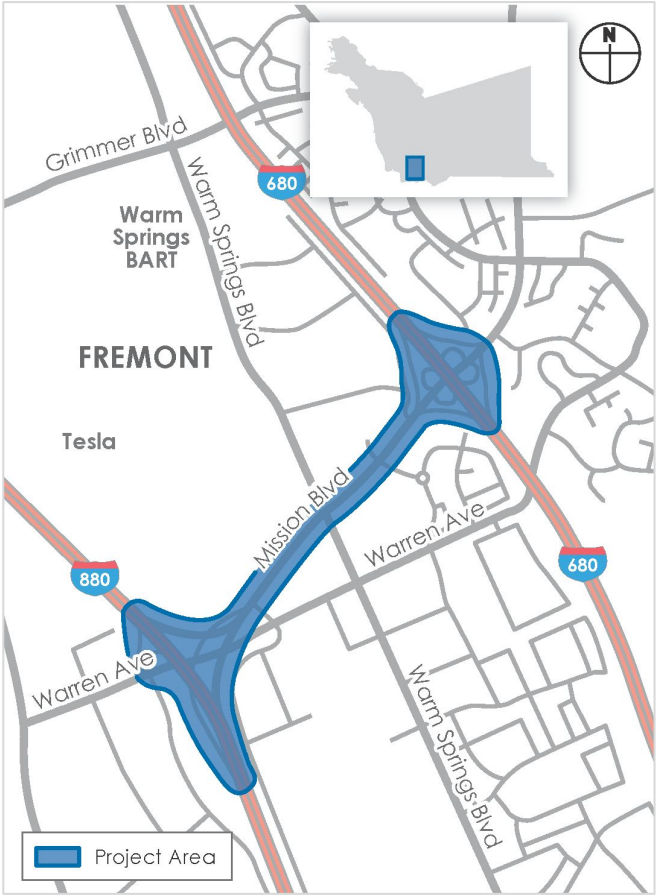
Note: All maps are for illustrative purposes only.

# South County



# State Route 262 (Mission Boulevard) Cross Connector

SCOPING



## Project Benefits

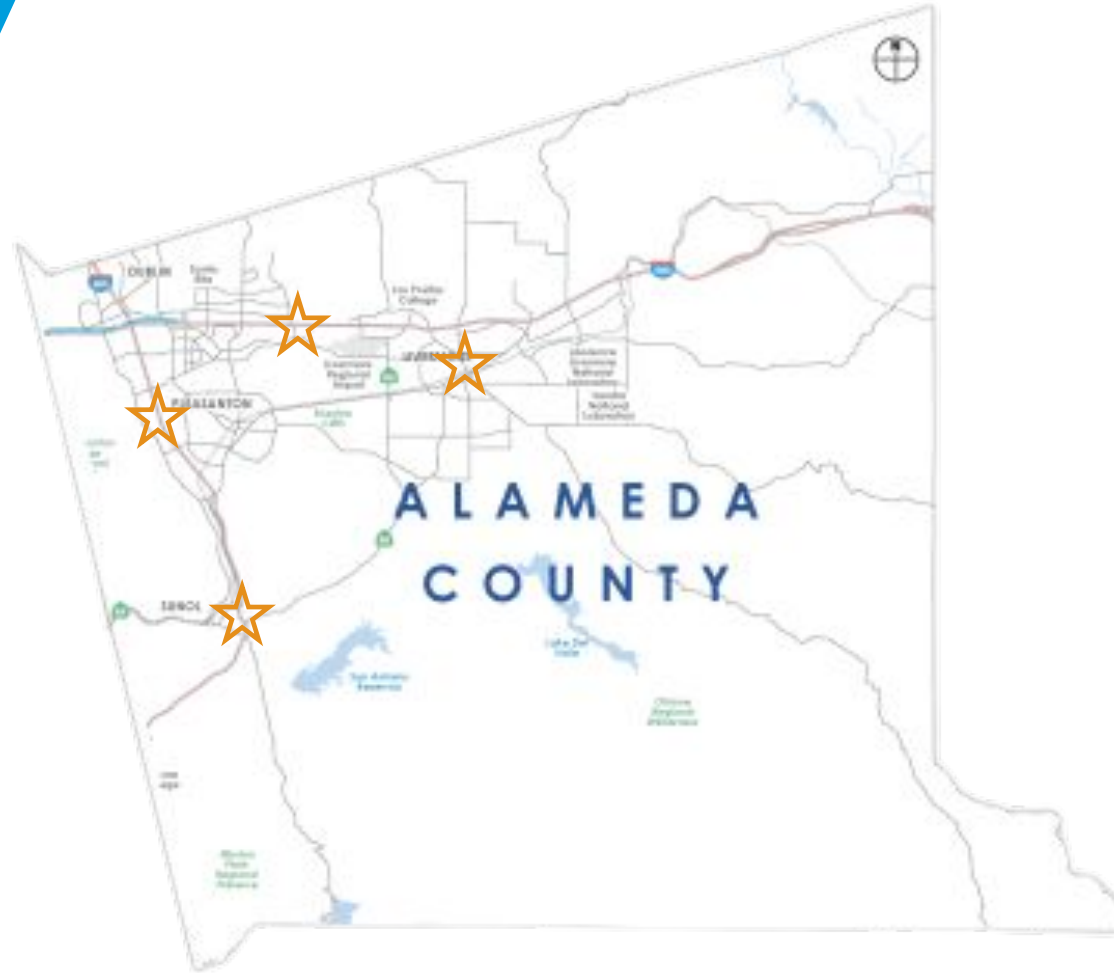
- Improves safety for all users
- Improves traffic operations for a major east/west connector between I-680 and I-880
- Enhances local and regional economic vitality

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	\$30,000	TBD	TBD
Construction	\$908,000	TBD	TBD

Estimated  
Total Project  
Cost

\$1.0  
Billion

# East County



# I-680 Express Lanes from SR-84 to Alcosta Boulevard (Gap Closure)

ENVIRONMENTAL

## 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**  
**\$259.5 Million**

PHASE 1 COST (x\$1,000) AND SCHEDULE*			Begin	End
Scoping <sup>1</sup>	\$1,000	Fall 2017	Fall 2018	
Preliminary Engineering/Environmental <sup>1</sup>	\$6,500	Fall 2018	Summer 2020	
Final Design (PS&E)	\$20,000	Early 2020	Fall 2021	
Right-of-Way	\$7,000	Early 2020	Fall 2021	
Construction <sup>1</sup>	\$225,000	Spring 2022	Late 2024	
<sup>1</sup> Includes Costs for Phase 2 – Northbound Express Lane				

## Funding Sources

Measure BB (additional sources to be determined)



Note: All maps are for illustrative purposes only.

# Dublin Boulevard Extension

ENVIRONMENTAL



## 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	Early 2020	Winter 2021
Right-of-Way	\$49,100	Early 2020	Winter 2021
Construction	\$106,604	Spring 2022	Fall 2024

Note: All maps are for illustrative purposes only.



DELIVERING PROJECTS IN ALAMEDA COUNTY

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

# Rail Safety Enhancement Program (Countywide)

PLANNING

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)

**Estimated  
Total Project  
Cost**

**\$70.5  
Million**

## Schedule

### CURRENT PHASE

Begin environmental clearance and preliminary design in summer 2020

### PHASE CONSTRUCTION ANTICIPATED

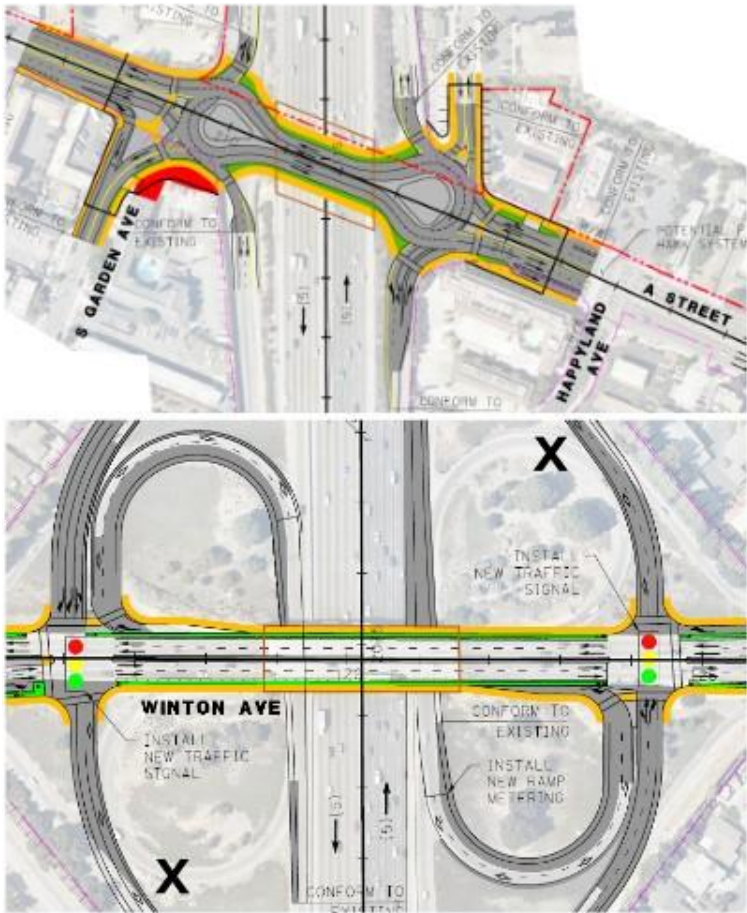
Phase 1 estimated to begin construction in 2022

# Central County



# I-880 Interchange Improvements

## (Winton Avenue/A Street)



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

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	\$8,000	Summer 2022	Late 2024
Construction	\$90,000	2025	2027

Estimated  
Total Project  
Cost

\$114.3  
Million

I-880 Interchange Improvements

(Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)



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

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)	\$15,250	Fall 2020	Fall 2022
Right-of-Way	\$20,000	Fall 2020	Fall 2022
Construction*	\$178,500	2023	2026

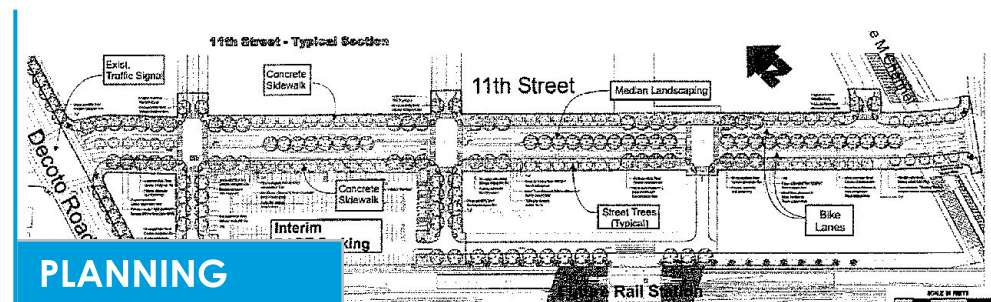
\* Construction estimate is projected to the mid-year of construction, 2025.

Estimated  
Total Project  
Cost

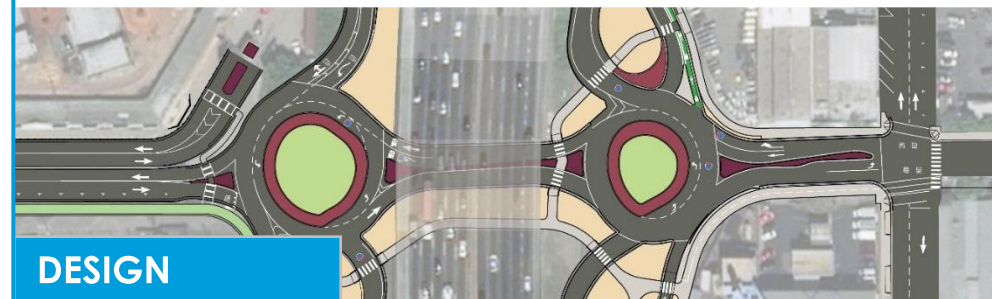
\$220.0  
Million

# Commitment to Local Businesses

- **Over \$837.5 million in contracts** for County businesses since 2000
- **Disadvantaged Business Enterprise Program (DBE)**
  - Small minority- and women-owned firms
- **Local Business Contract Equity Program (LBCE)**
  - Encourages business to locate and remain in the County
  - Construction – 60% LBE; 20% SBLE
  - Professional Services – 70% LBE; 30% SBLE



PLANNING



DESIGN



CONSTRUCTION

# Funding in Alameda County

- Sales tax funding facilitates local delivery
- Local sales tax investments include improvements and maintenance to:
  - ▢ Roadway reconstruction
  - ▢ Ongoing pavement rehabilitation
  - ▢ Construction of bicycle/pedestrian paths
  - ▢ Senior and disabled transportation
  - ▢ Transit operations



# Fiscal Year 2018-19 Direct Local Distributions

## CENTRAL ALAMEDA COUNTY AND THE UNINCORPORATED AREAS

	(\$ x millions)			
Annual Direct Local Distributions (DLDs) in Central County	Measure B	Measure BB	Vehicle Registration Fee	Total Annual DLDs FY 2018-19
City of Hayward	\$4.4	\$3.8	\$0.9	\$9.1
City of San Leandro	\$2.3	\$2.1	\$0.5	\$4.9
County of Alameda	\$1.7	\$2.1	\$0.8	\$4.6
<b>TOTAL</b>	<b>\$8.4</b>	<b>\$8.0</b>	<b>\$2.2</b>	<b>\$18.6</b>

# Projected DLDs FY 2019-20 Through 2045

## CENTRAL ALAMEDA COUNTY AND THE UNINCORPORATED AREAS

(\$ x millions)				
Projected DLDs Through 2045 in Central County	Measure B	Measure BB	Vehicle Registration Fee	Total Annual DLDs FY 2019-20 thru FY 2044-45
City of Hayward	\$11.0	\$160.0	\$15.0	\$186.0
City of San Leandro	\$6.0	\$84.0	\$8.0	\$98.0
County of Alameda	\$5.0	\$96.0	\$14.0	\$115.0
<b>TOTAL</b>	<b>\$22.0</b>	<b>\$340.0</b>	<b>\$37.0</b>	<b>\$399.0</b>

# Total DLDs FY 2018-19 Through FY 2044-45

CENTRAL ALAMEDA COUNTY AND THE UNINCORPORATED AREAS

	(\$ x millions)
Total Central County DLDs FY 2018-19 through FY 2044-45	Measure B
City of Hayward	\$195.1
City of San Leandro	\$102.9
County of Alameda	\$119.6
<b>TOTAL</b>	<b>\$417.6</b>

Total DLDs

\$417.6  
Million

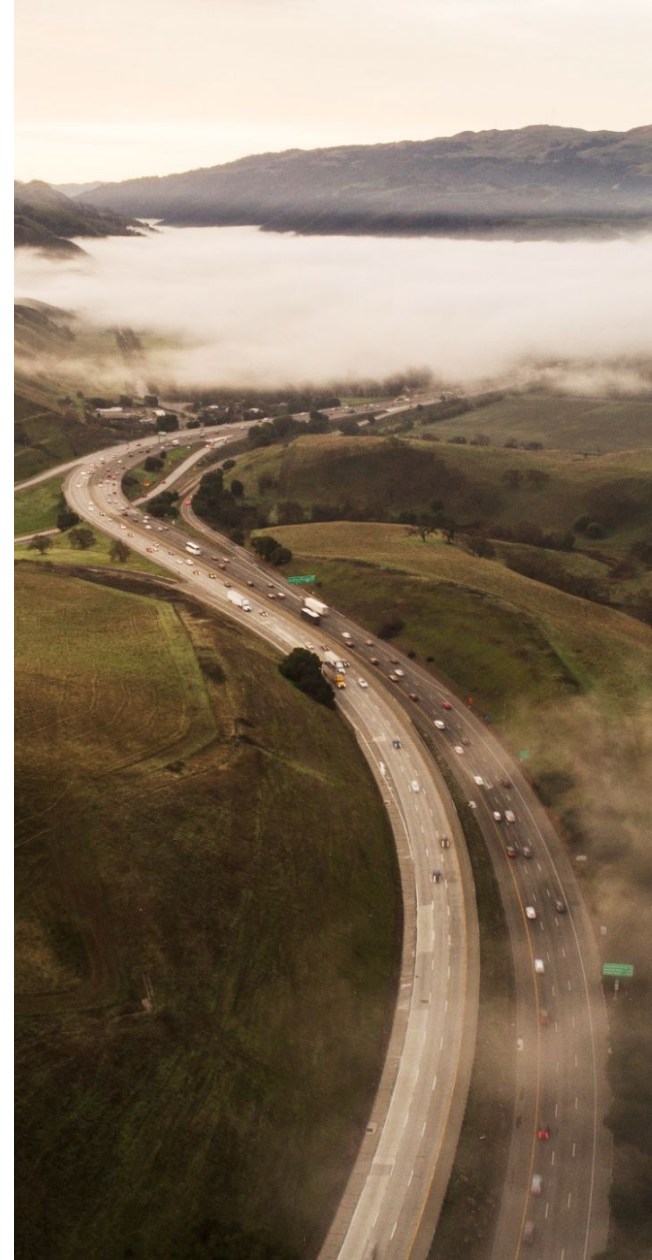
# Current Capital Investments and Discretionary Projects

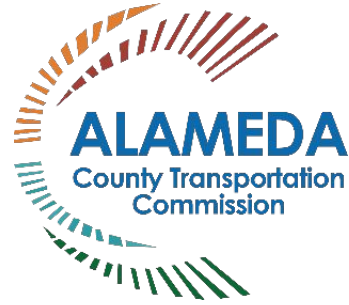
## CENTRAL ALAMEDA COUNTY AND THE UNINCORPORATED AREAS

		(\$ x millions)
Project Sponsor	Project Title	Award Amount
Alameda County	East 14th Street Corridor Improvement, Phase II (San Leandro Area)	\$7.6
Alameda County	Hesperian Boulevard Corridor Improvement (A Street – Interstate 880)	\$7.0
Alameda County	Meekland Avenue Corridor Improvement, Phase II (Cherryland/Ashland Area)	\$9.3
BART	Bay Fair Connection	\$5.5
City of Hayward	Mission Boulevard Corridor Improvement, Phases 2 and 3 (Complete Streets)	\$21.5
City of San Leandro	Citywide Street Rehabilitation	\$30.0
City of San Leandro	LINKS Shuttle Operations	\$1.0
TOTAL		\$81.9

# Delivery Outlook

- Senate Bill 1: **\$5.4 billion annually** to repair state and local roads, public transit and active transportation programs
- Regional Measure 3: **\$4.45 billion** funded by bridge tolls to build major roadway and public transit improvements; **\$1.08 billion** for Alameda County
- Federal funding opportunities
- “Faster Bay Area”





# Thank You

Alameda County Transportation Commission • 1111 Broadway, Suite 800  
Oakland, CA 94607 • 510.208.7400