



ALAMEDA COUNTY TRANSPORTATION COMMISSION

# Tri-Valley Transportation Infrastructure Investments



A presentation to the Livermore Valley Chamber of Commerce  
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August 7, 2019

# Who We Are

- One of 24 Self-Help Counties
- 7th largest county in the state with 1.6 million people
- Home to the number one export port in the nation
- Alameda CTC serves as both the transportation sales tax authority and Congestion Management Agency
  - Serves 14 cities; 6 unincorporated areas
  - 22-member Commission; 35 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

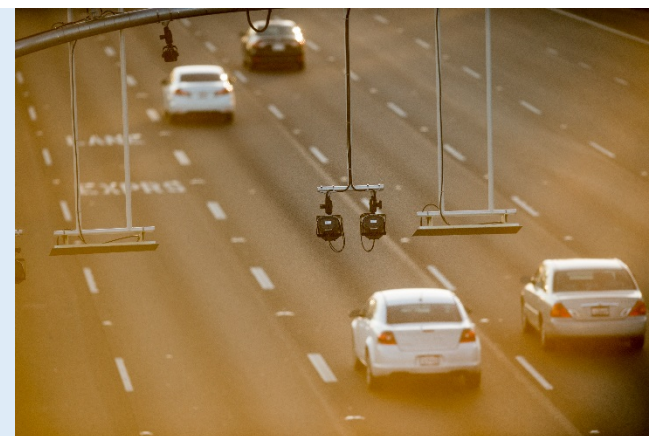
20%

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



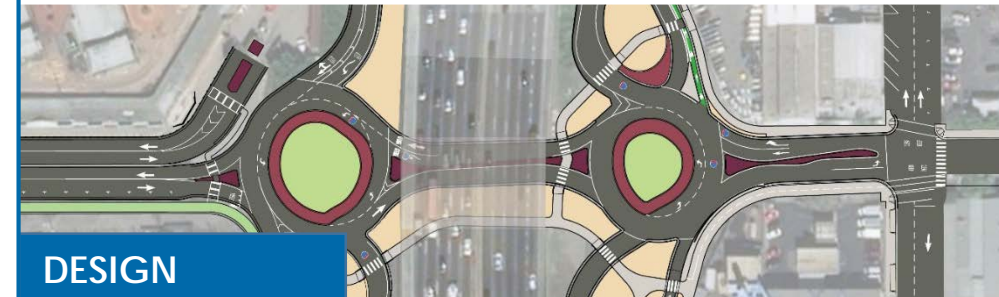
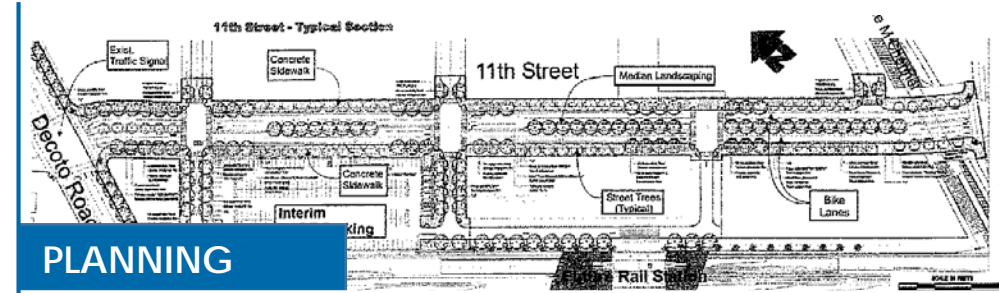
37%

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



# 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





# 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



# Direct Local Distributions

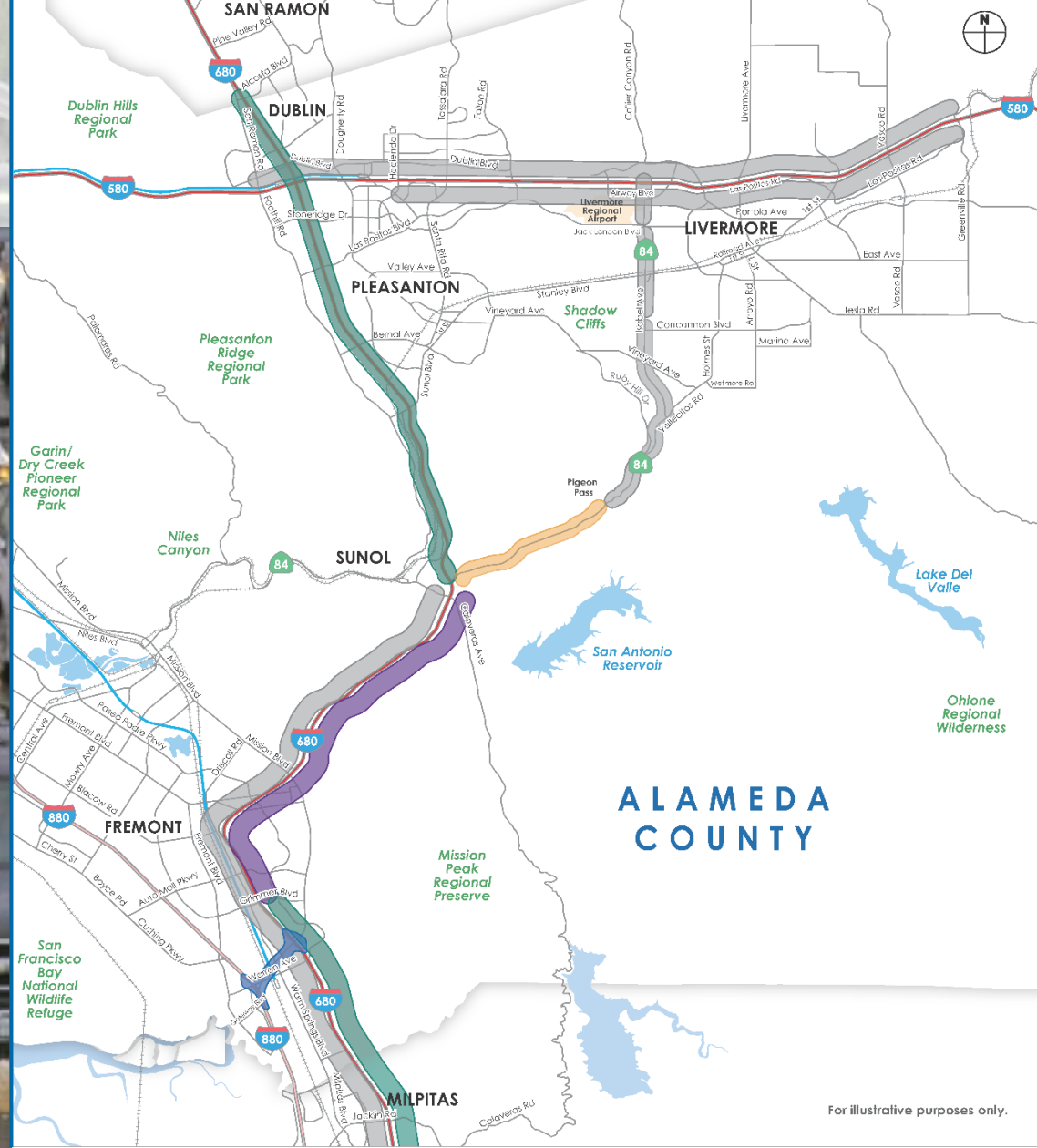
## Measure B, Measure BB and Vehicle Registration Fee

FY 2019-20  
Anticipated Revenue

Dublin		
Local Streets and Roads	\$	1,392,261.25
Bicycle and Pedestrian	\$	392,601.85
Subtotal	\$	1,784,863.10
Livermore		
Local Streets and Roads	\$	2,579,271.97
Bicycle and Pedestrian	\$	253,480.03
Subtotal	\$	2,832,752.00
Pleasanton		
Local Streets and Roads	\$	2,006,597.33
Bicycle and Pedestrian	\$	489,358.41
Subtotal	\$	2,495,955.74
Alameda County Public Works		
Local Streets and Roads	\$	6,428,775.31
Bicycle and Pedestrian	\$	909,117.96
Subtotal	\$	7,337,893.27
TOTAL	\$	14,451,464.11

Note: FY2019-20 revenues are Alameda CTC's projected revenues as of August 2019

# Tri-Valley Investments



For illustrative purposes only.



# We've Delivered in Alameda County



- Since 2000, Alameda CTC has **leveraged \$2.6 billion in external funds** with our **local \$1.5 billion** to invest **over \$4.1 billion** along the highway corridors in the County to improve mobility and connectivity

Over  
**\$1.3 Billion**  
in the Tri-Valley





# We Are Delivering in the Tri-Valley

**\$435.0 Million**

I-680 Express Lanes from SR-84 to  
Alcosta Boulevard

PRELIM. ENGINEERING-ENVIRONMENTAL

**\$176.0 Million**

SR-84 Expressway Widening From  
South of Ruby Hill Drive to I-680  
and SR-84/I-680  
Interchange Improvements  
DESIGN

**\$825.0 Million**

SR-262  
(Mission Boulevard) Connector  
SCOPING

**\$106.6 Million**

Dublin Boulevard – North Canyons  
Parkway Extension

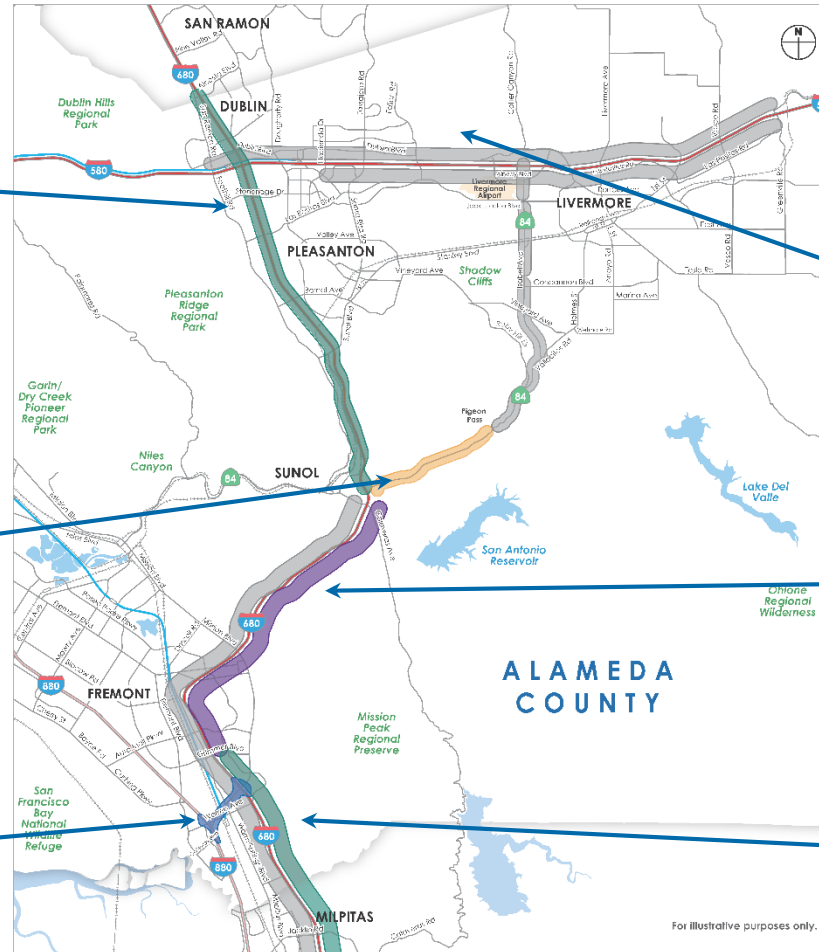
PRELIM. ENGINEERING-ENVIRONMENTAL

**\$175.8 Million**

I-680 Sunol Express Lanes (Phase I)  
CONSTRUCTION

**\$115.0 Million**

I-680 Sunol Express Lanes (Phase II)  
PRELIM. ENGINEERING-ENVIRONMENTAL



Note: Dollars shown reflect the mid-point of construction. Full funding is assumed.

# Express Lanes (EL)

## I-680 Southbound Express Lanes

- Opened to traffic September 2010  
(<http://alamedactc.org/680Express>)
- ~3,700 daily toll-paying trips
- Gross toll revenue \$2.9 M in FY 2017-18
- ~25% of all EL users are toll-paying
- ~40% of toll-paying EL users travel the full length of the EL
- Average speed in the EL ranges from 55-75 mph during the morning commute hours

## I-580 Express Lanes

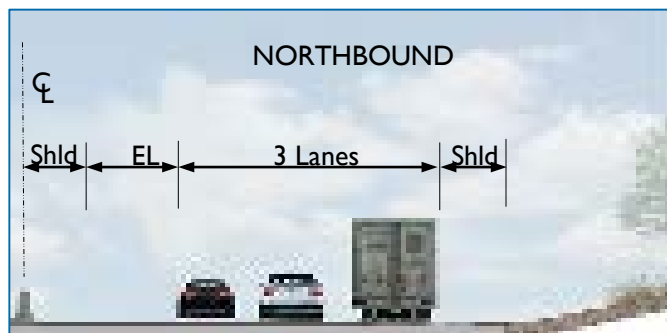
- Opened to traffic February 2016  
(<http://alamedactc.org/580Express>)
- On average, 34,000 daily express lane trips
- Gross toll revenue \$12.3 M in FY 2017-18
- ~5% of corridor's solo drivers choose ELs
- 45% of EL occupied by HOV eligible users (including carpool and clean air vehicles)
- ~25% of all EL users travel the full length of the express lane
- ELs' speed differential from 5-25 mph compared to general purpose lanes



# I-680 Express Lanes from SR-84 to Alcosta Boulevard

Environmental

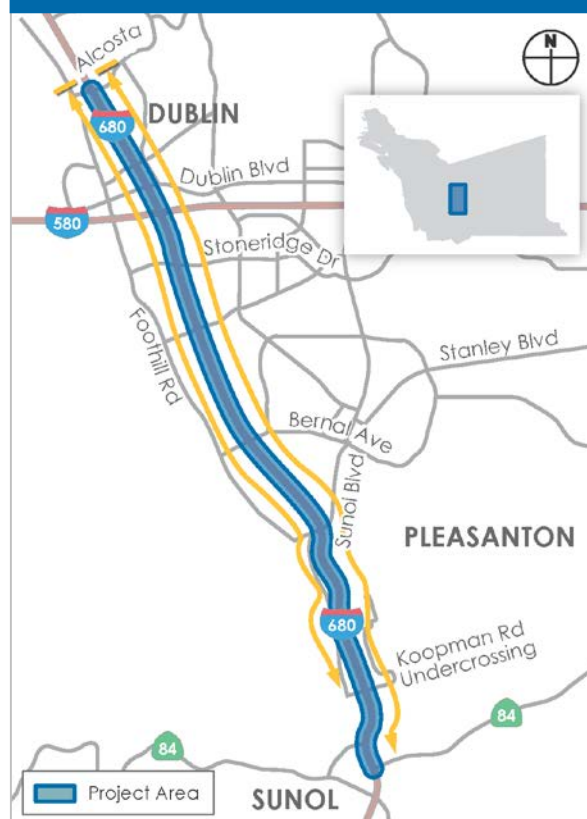
I-680 northbound proposed cross-section with express lane implementation



Estimated  
Construction Cost:  
**\$480.0 M**

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

## Environmental Document FALL 2020



## Project Description

The project proposes construction of a 10-mile segment of express lanes along I-680 to complete the Express Lane Network through Alameda County. The project proposes to:

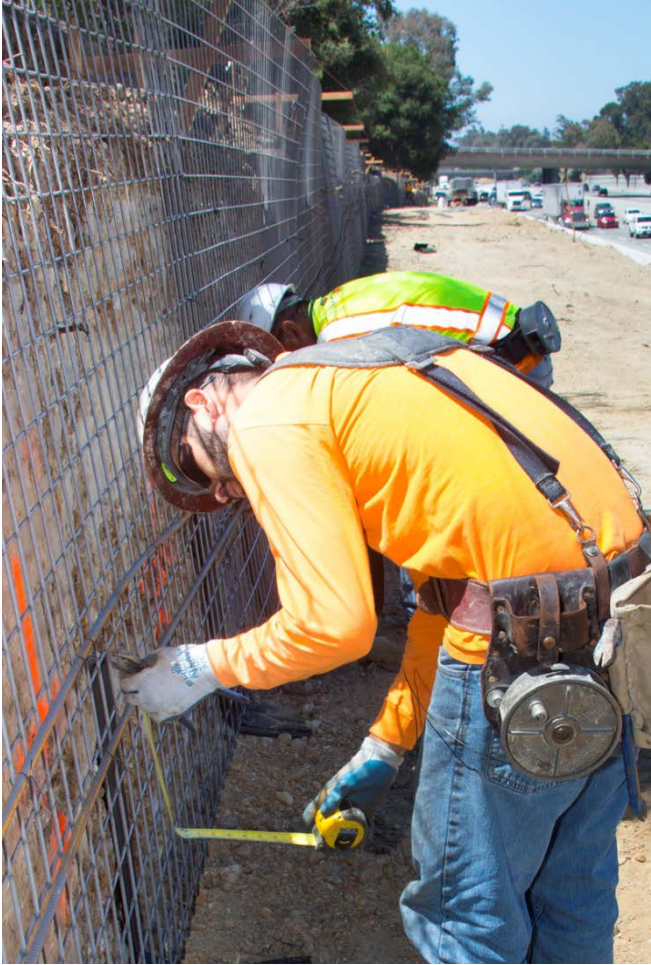
- Construct southbound HOV/express lanes from Alcosta Boulevard to Koopman Road
- Construction northbound HOV/express lanes from SR-84 to Alcosta Boulevard

### SCHEDULE BY PHASE

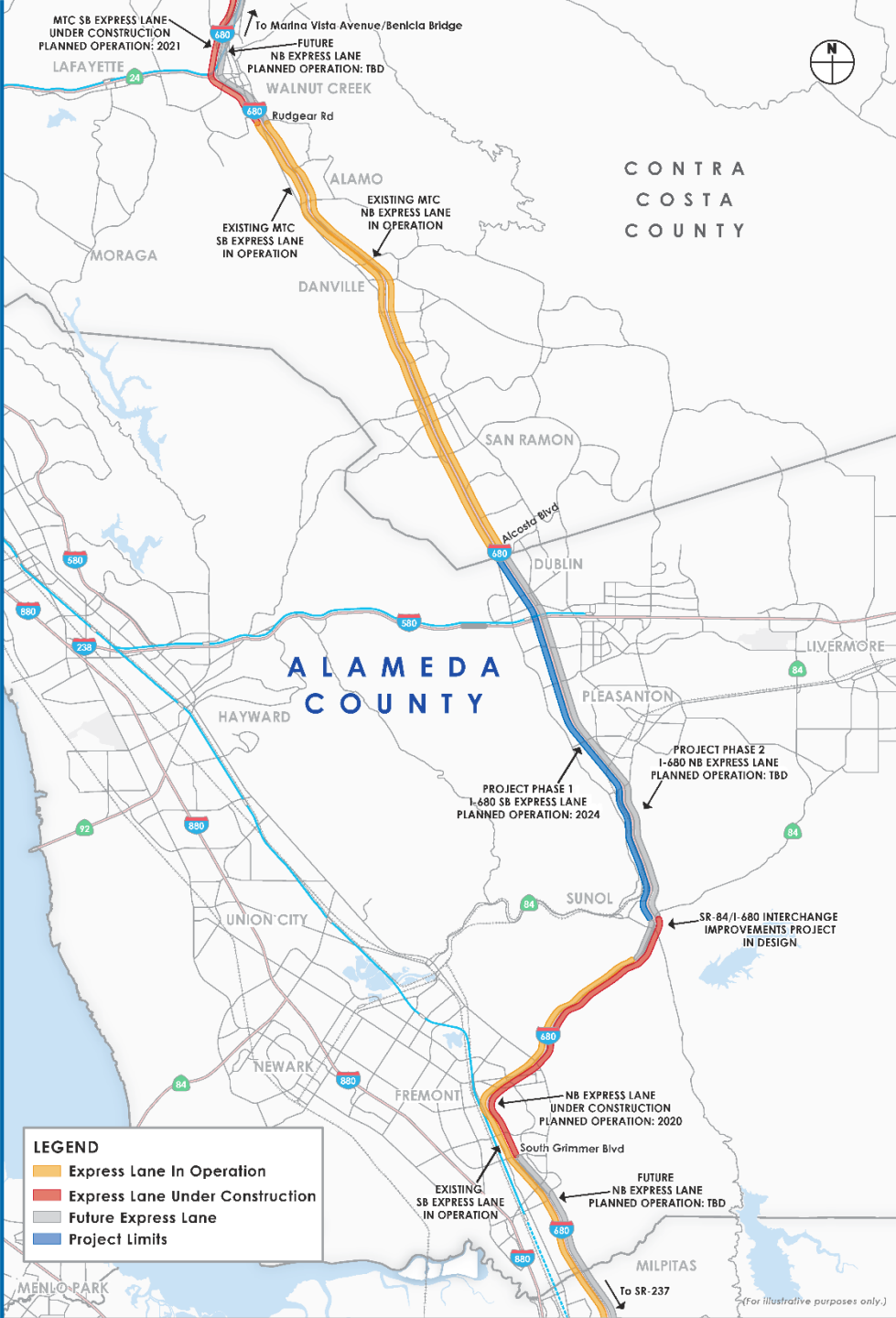
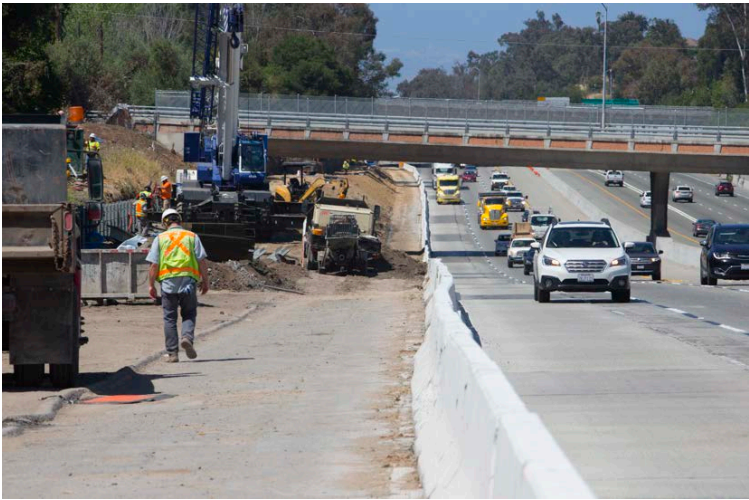
	Begin	End
Scoping (PSR-PDS)	Fall 2017	Summer 2018
Preliminary Engineering/ Environmental	Fall 2018	Fall 2020
Final Design	Summer 2020	Fall 2022
Right-of-Way	Summer 2020	Fall 2022
Construction	Spring 2023	Fall 2026

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

# I-680 Express Lanes Closing the Gap



Photos courtesy of the California Department of Transportation.





# SR-262 (Mission Boulevard) Cross Connector

Scoping



## Project Description

SR-262 is a vital and heavily traveled east-west corridor located in the City of Fremont. This project aims to reduce congestion and improve traffic flow for the local and regional transportation network in the vicinity of SR-262/ Mission Boulevard.

Alternative solutions will be developed to encourage mode shift from single-occupancy vehicles to increase vehicle occupancy and person throughput, improving east-west regional connectivity traveling between I-680 and I-880 in Southern Alameda County.

SCHEDULE BY PHASE		
	Begin	End
Scoping	Spring 2018	Summer 2020
Preliminary Engineering/Environmental	TBD	TBD
Final Design	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD
Note: Schedule subsequent to the scoping phase subject to change based on availability of funding and selection of a preferred alternative.		

Estimated  
Construction  
Cost:  
**\$825.0 M**

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

# Dublin Boulevard – North Canyons Parkway Ext.



Estimated Construction Cost

**\$106.6** Million

## Project Description

- The new extended street is planned to have four to six travel lanes, bike lanes, sidewalks, curb and gutter, traffic signals/roundabouts, a raised median, bus stops, and all street utilities.
- This project will consider the provision of dedicated transit lanes in addition to the mixed flow travel lanes for higher level of transit service
- Enhanced multimodal connectivity to various land uses and connectivity to five Priority Development Areas (PDAs) will be included as part of this effort.

### SCHEDULE and COST ESTIMATE BY PHASE

	Begin	End
Scoping	Fall 2016	Winter 2019
Preliminary Engineering/Environmental	Fall 2016	Winter 2019
Final Design (PS&E)	Early 2020	Winter 2021
Right-of-Way/Utility Relocation	Early 2020	Winter 2021
Construction	Spring 2022	Fall 2024

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



Together, the cities of Dublin and Livermore are responsible for funding over \$76.6 million of this project.

## Potential Funding Sources

- ✓ SB 1
- ✓ Tri-Valley Transportation Council

Note: Schedule subsequent to the scoping phase subject to change based on availability of funding, and selected alternative.



# Interstate 680 Sunol Express Lanes (Phase I)

Construction

Estimated  
Construction  
Cost

**\$175.8**  
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

In March 2018, Alameda CTC began constructing a high-occupancy vehicle (HOV)/express lane on northbound I-680 from SR-262/Auto Mall Parkway in Fremont to north of SR-84 in Alameda County. Work will:

- 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.

# Interstate 680 Sunol Express Lanes (Phase II)

Environmental

Estimated  
Construction  
Cost

**\$115.0**  
Million



Interstate 680 northbound.



## Project Description

The project proposes to implement improvements as follows:

- Construct HOV/high occupancy toll lanes in the northbound direction on I-680 from south of SR-237 to south of Auto Mall Parkway, within Santa Clara and Alameda counties.
- Construct ~6.75 miles of HOV/express lane along the I-680 corridor through widening, along with other necessary improvements, including structure widening/modification and retaining walls

Phase II work is contingent upon coordination with the Santa Clara Valley Transportation Authority's implementation of the northbound express lane from the county line to State Route 237.

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



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

Design

## Project Description

The project proposes to conform State Route 84 (SR-84) to expressway standards between south of Ruby Hill Drive and the Interstate 680 (I-680) interchange in southern Alameda County by:

- Widening SR-84 to accommodate one additional lane in each direction.
- Implementing additional improvements to reduce weaving/merging conflicts and help address the additional traffic demand between I-680 and SR-84.

Additional improvements to SR-84/I-680 include:

- Modifying ramps.
- Extending the existing southbound I-680 High Occupancy Vehicle/Express Lane northward by ~2 miles. Currently, the southbound express lanes extend from SR-84 south of Pleasanton to SR-237 in Milpitas.

Construction  
EARLY 2021

Estimated  
Construction  
Cost

**\$234.1**  
Million



I-680/SR-84 interchange.



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

# Alameda CTC-Funded Local Projects

	Direct Local Distribution	Project Status
<b>Livermore Projects</b>		
Downtown Street Lighting Enhancement (PN 201841)	\$ 180,000	Underway
Arroyo Road Path (PN 201723)	\$ 110,000	Underway
Street Lighting 2017-18 (PN 201839)	\$ 50,000	Planned
Iron Horse Trail Isabel – Murrieta (PN 201724)	\$ 200,000	Underway
Annual Crosswalk Safety Improvements 2017-18 (PN 201806)	\$ 135,000	Planned
Multi Use Trails Repairs (PN 201820)	\$ 300,000	Planned
Annual Crosswalk Safety Improvements 2019-20 (PN 202006)	\$ 160,000	Planned
Annual Sidewalk Repair (PN 201702)	\$ 230,000	Underway
Iron Horse Trail Gap Closure Isabel-Murrieta Project (PN 201724)	\$ 290,000	Underway
2018 Street Resurfacing (PN 201801)	\$ 1,830,000	Underway
2019 Street Resurfacing (PN 201901)	\$ 1,275,000	Underway
Downtown Street Lighting Enhancement (PN 201841)	\$ 180,000	Underway
West Jack London Widening (PN 201528)	\$ 115,000	Underway
Robertson Park Road Rehabilitation (PN 201032)	\$ 150,000	Underway
Arterial Street Rehabilitation (PN 201846)	\$ 165,000	Planned

PN: project number

**TOTAL \$ 5,370,000**



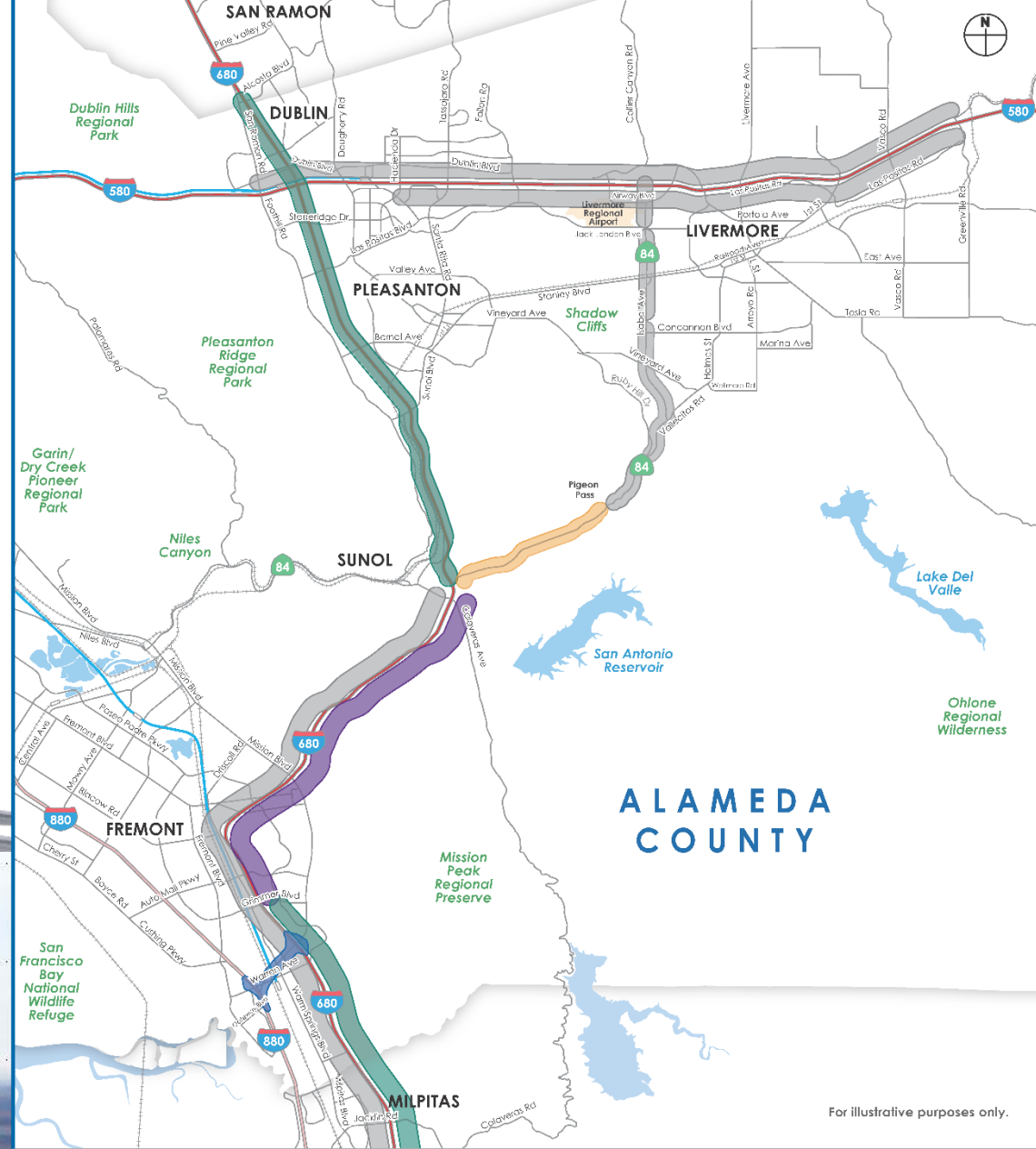
# Additional Tri-Valley Priorities

- I-580/I-680 Interchange
- Tri-Valley Transit Improvements
- Tri-Valley Bicycle and Pedestrian Facilities
- Valley Link



Aerial view of the I-580/I-680 interchange.

# Valley Link

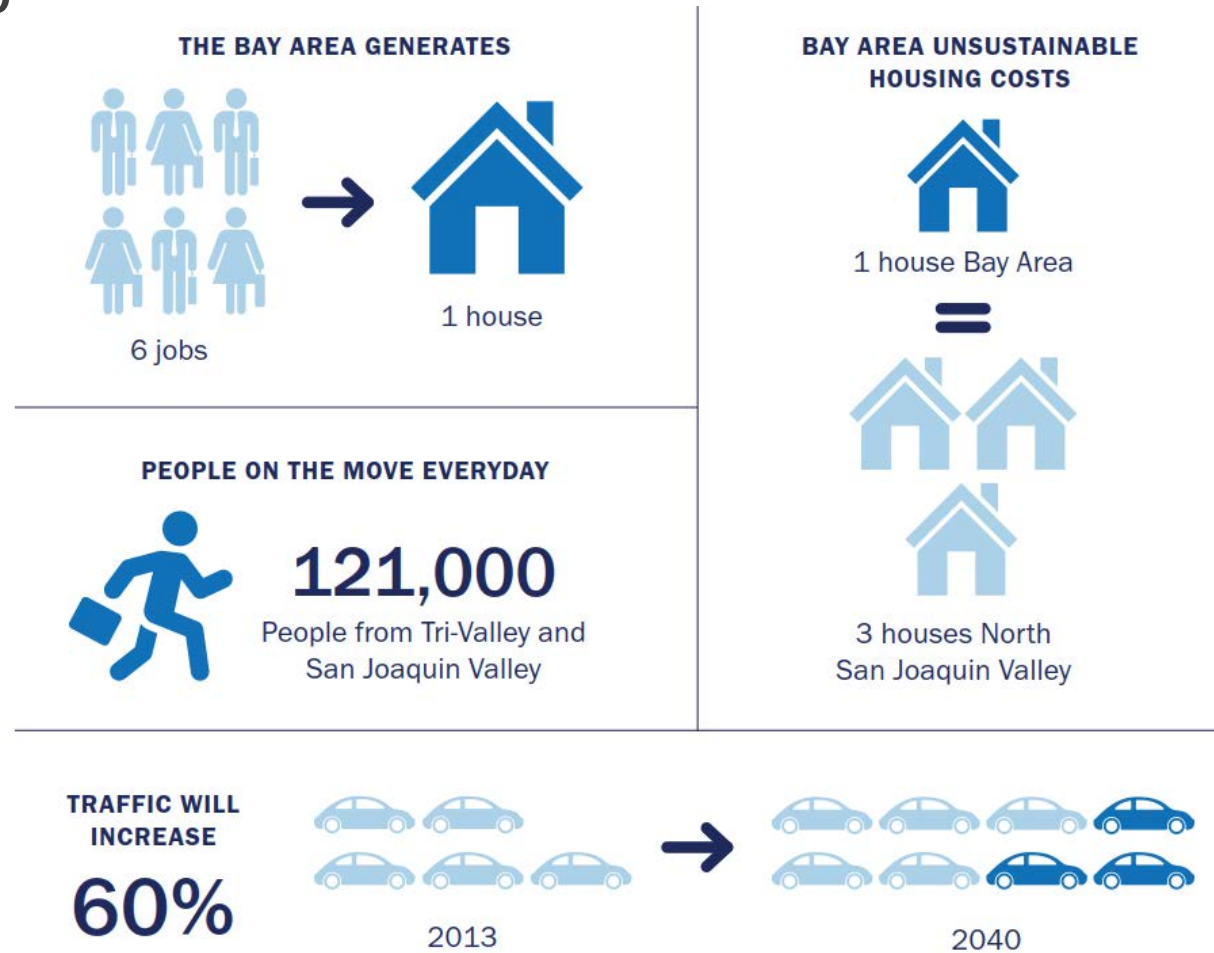


For illustrative purposes only.

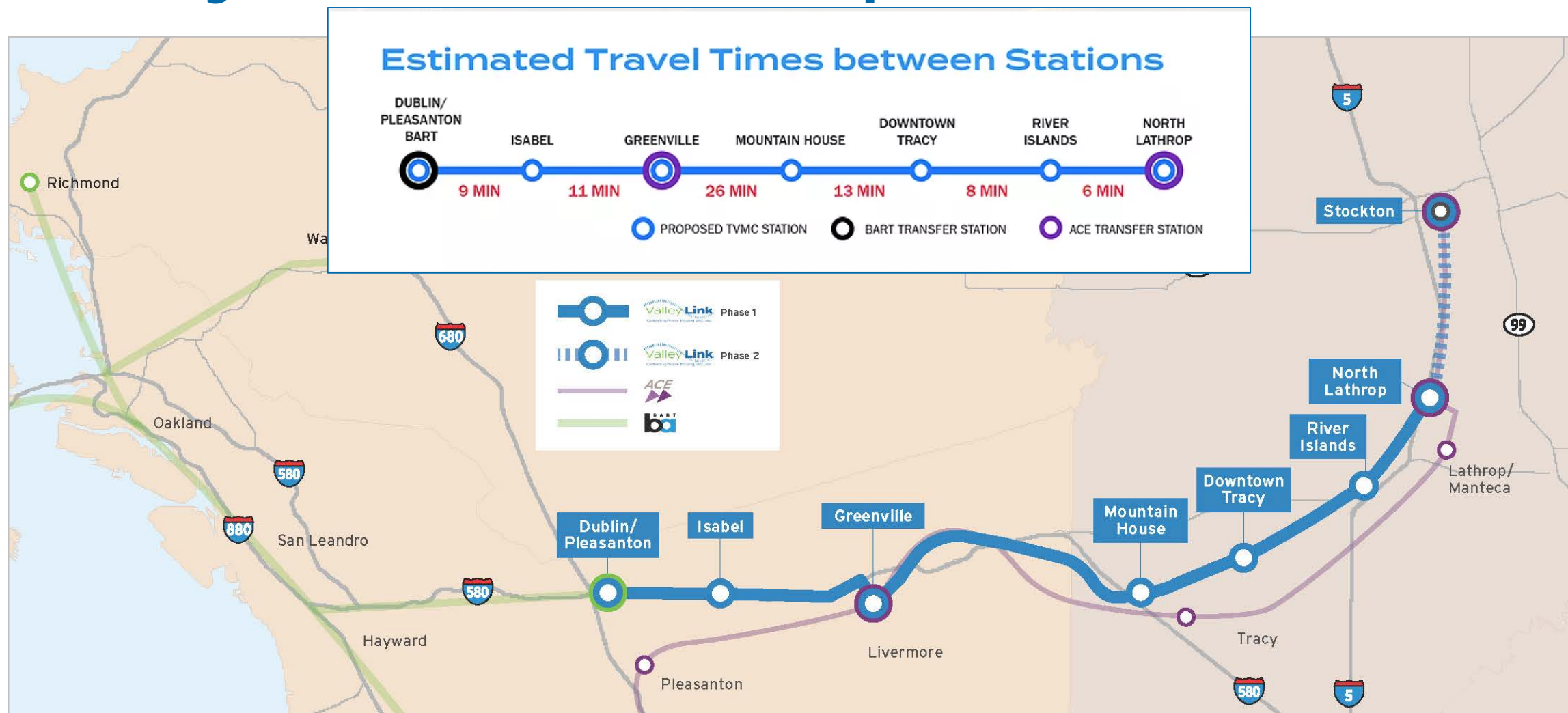


# Increase in Commuter Trips

2013 through 2040



# Valley Link Corridor Snapshot





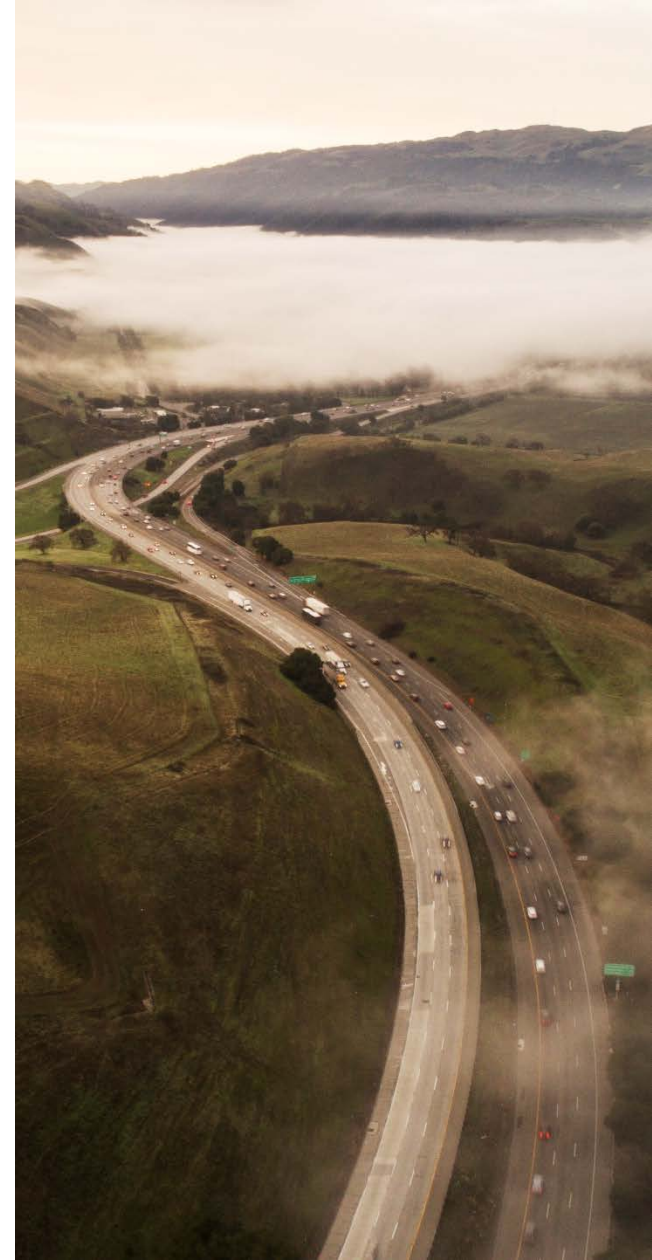
# Three Valley Link Segments



Dublin/Pleasanton to Greenville	Greenville to Mountain House	Mountain House to North Lathrop
Will be created by widening I-580 to create an at-grade alignment within the highway median.	Will run along existing Southern Pacific Railroad corridor owned by Alameda County.	Will run on the existing Union Pacific Railroad corridor.
11.5 Miles	12.5 Miles	17.5 Miles

# 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”

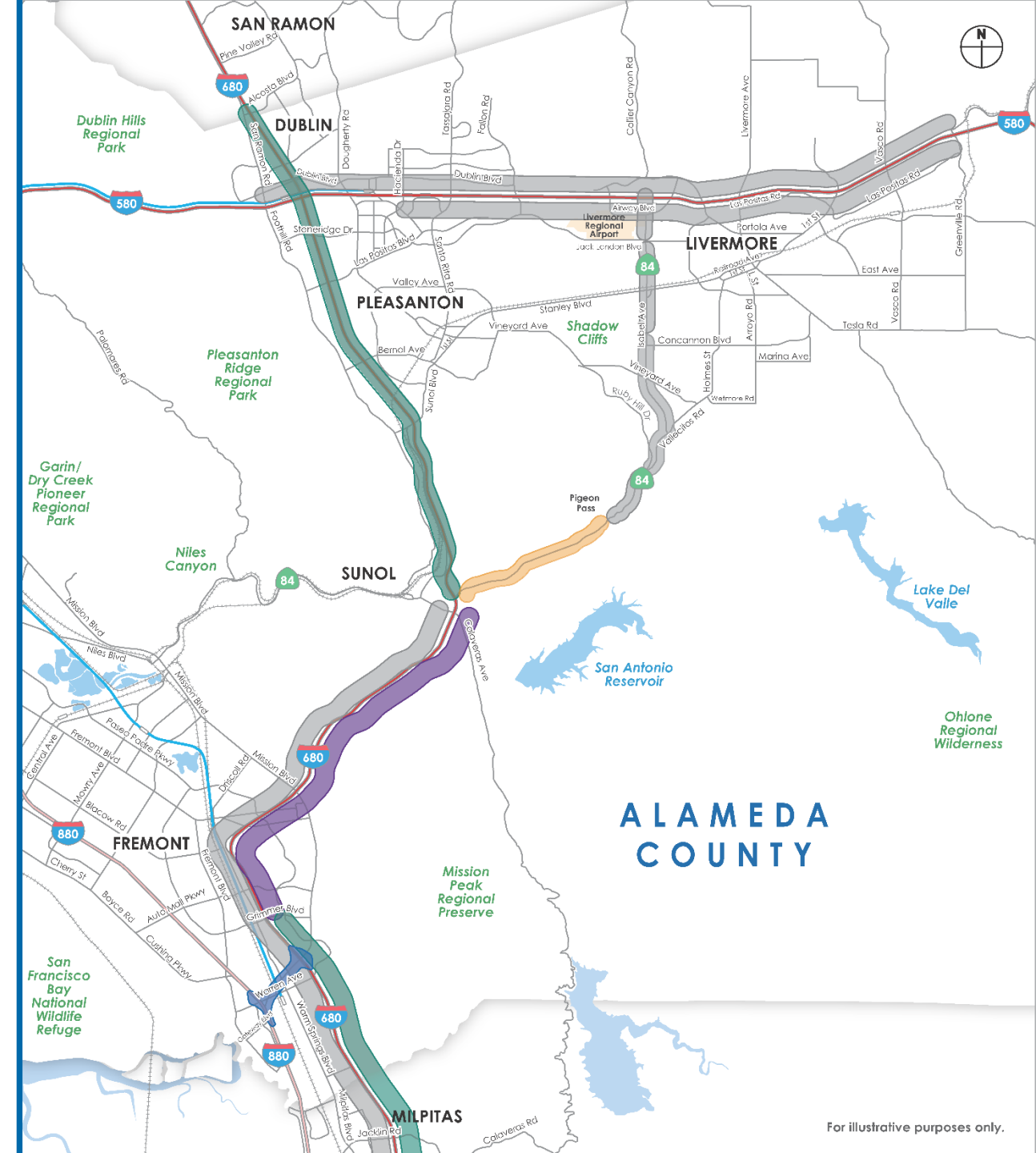




# Thank You

For more information, visit  
[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

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