

AUGUST 1986

Prepared by: ALAMEDA COUNTYWIDE TRANSPORTATION COMMITTEE

ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN

Prepared by: Alameda Countywide Transportation Committee

Supervisor Robert G. Knox, Chairman

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COUNTY OF ALAMEDA 399 Elmhurst Street . Hayward, CA 94544-1395 (415) 881-6443

EXECUTIVE SUMMARY

On August 5, 1986, the Alameda County Board of Supervisors unanimously voted to place a \$990 million transportation expenditure plan on the November ballot. The measure increasing the county sales tax from 6 1/2% to 7% for 15 years was made possible by Senate Bill 878 (Boatwright). The bill, which became law in June, allows any of the 9 Bay Area MTC counties to ask voters to levy a sales tax of up to 1% to pay for transportation projects. The bill requires that the projects be identified before the measure is voted on.

For more than a year the Alameda Countywide Transportation Committee worked to identify candidate projects, determine costs, estimate revenues, and shape an expenditure plan which would be benefitial to all areas of Alameda County. After a series of public hearings in April and May, the expenditure plan was sent to the 14 cities in the County for approval. Ten cities passed the plan, two opposed it, and two took no action. In August, the Board of Supervisors placed the measure on the ballot.

Assuming the measure gets the required 50% majority vote in November, a new Administering Authority will be set up to collect and disperse the funds. The Authority will be charged with overseeing contracts, coordinating with Caltrans and other project sponsors, and arranging financing. The composition of the Authority will be as follows:

5 Members of the Board of Supervisors

2 Representatives appointed by the Mayors Conference from the cities of Hayward, Fremont, Newark, Union City, Pleasanton, Livermore and Dublin.

1 Representative appointed by the Mayors Conference from the cities of San Leandro, Oakland, Alameda, Albany, Berkeley, Emeryville, and Piedmont.

1 representative designated by the Mayor of Oakland.

(Each representative must be an elected official. Authority will be funded by the sales tax revenues, not to exceed 1% of the total generated.)

(continued)

The final project list includes highway projects, transit funding, and money to local entities to help address backlogged transportation needs. Below is a summary of the project list. The "match" figure is money which must be raised by local sources (ie cities, assessment districts, developers, grants, etc.) to complete the project. With the exception of the Livermore Route 84 project, no project will be built unless the matching funds are acquired.

Nimitz freeway completion	\$220	million
• Route 238 - Hayward	=	million matched
Airport Roadway		million matched
• Route 13/24 interchange	\$11	million
• I-580/680 interchange	•	million matched
• Route 84 Livermore	-	million matched
• Rail extension to Dublin Canyon	\$50 \$395	million matched million
matched	to warm	Springs

Local entities, A.C. Transit, and Paratransit will all receive an annual percentage of the sales tax revenue generated as follows:

• A.C. Transit	<pre>11.617% annually estimated total of \$115 million</pre>
, ● Paratransit	1.515% annually estimated total of \$15 million
• Local entities	17.87-18.9% annually estimated total of \$183 million

• San Leandro local improvements \$13.5 million

Sub total (annual allocations) Sub total (projects)	\$327.5 million \$659 million
Total Administration	\$985.5 million \$4.5 million
TOTAL	\$990 million

The Committee expects to raise roughly \$56 million a year, beginning in 1987. Using a growth estimate of 2.3% annually, (provided by MTC) the expected revenue generation over the 15 year period is \$990 million.

ALAMEDA COUNTY TRANSPORTATION

EXPENDITURE PLAN

In July, the Alameda Countywide Transportation Committee has found that a retail transactions and use tax ordinance would be necessary to support this Transportation Expenditure Plan and to fund the attached priority list of essential transportation projects. In August, the Board of Supervisors voted to place the measure on the November ballot.

The plan contains the following recommendations:

- That a 1/2¢ sales tax be placed on the ballot to last for a period of 15 years to finance needed transportation projects in Alameda County.
- 2) That the voters authorize that a new County Transportation Authority be formed to administer the funds. The make-up of the authority shall be as follows:
 - 5 members of the Board of Supervisors
 - 2 representatives appointed by the Mayors Conference from the cities of Hayward, Fremont, Newark, Union City, Pleasanton, Livermore, and Dublin
 - 1 representative appointed by the Mayors Conference from the cities of San Leandro, Oakland, Alameda, Albany, Berkeley, Emeryville, & Piedmont
 - 1 representative designated by the Mayor of Oakland

All representatives shall be elected officials.

- 3) That all projects will carry a Number 1 priority within the expenditure plan.
- 4) That the new County Transportation Authority be authorized to bond for the purposes of building transportation projects. The bond shall be for the amount of the project only and will be paid with the proceeds of the retail transactions and use tax. The authority may not bond for the annual increments given to local entities, A.C. Transit, or Paratransit.
- 5) Because there are no inter-county projects contained in this plan, the support of adjacent counties as outlined in Section 131051 (i) of the Government Code was not considered necessary and was not sought.

The projects proposed for accomplishment with the 1/2¢ sales tax are listed in the following Essential Transportation Projects List.

Alameda County Transportation Expenditure Plan

Project:

Nimitz Freeway

Cost

\$220 million

Sales tax contribution: \$220 million

Sponsor:

Cal trans

Description:

This project will widen the Nimitz Freeway, Route 880, to eight lanes from Alvarado-Niles Road to Route 262 and to ten lanes from Route 262 to the Santa Clara County line, add auxillary lanes and upgrade interchanges. The project will also include the modification of the interchanges at Hegenberger Road, 98th Avenue, and Route 92 in Hayward. (1)

Project:

Route 238 and Route 84

Cost

\$154 million

Sales tax contribution: \$134 million

Sponsor:

Caltrans

Description:

Route 238 will be built as a six lane freeway/expressway along Foothill and Mission Boulevard to Industrial Parkway. From there to Route 84 near Decoto Road, existing Mission Blvd. will be widened to six lanes to existing Route 84. Route 84 will then be built along a previously adopted alignment where rights of way have been acquired to intersect with 880.

Note: Although the new route 84 will likely intersect Route 238 somewhere north of Peralta Avenue, the six lane conventional road is intended to extend to Peralta Avenue. The remaining \$20 million to complete the Route will come from other sources; i.e., local assessment districts, thus providing leveraging for sales tax funds. The project is contingent upon receipt of the \$20 million. If it is not forthcoming, the project will not be built. (2)

Project:

Airport Roadway

Cost:

\$77 million Sales tax contribution: \$60 million

Sponsor:

Port of Oakland

Description:

This six lane roadway would be built from Harbor Bay/Maitland in Alameda to Airport Drive and intersect with 880 at the 98th Avenue interchange.

Note: The \$17 million dollar difference is expected to be made up by local sources such as assessment districts in order to leverage sales tax money. This project is contingent upon receipt of the \$17 million. If it is not forthcoming, the project will not be built.

project:

Route 13/Route 24 interchange

Cost

Sales tax contribution: \$11 million \$11 million

Sponsor:

Caltrans

Description:

The current Route 13/24 interchange does not have full freeway to

freeway connections. This project would build the missing connections.

project:

I 580-680 interchange modification

Cost

Sales tax contribution: \$44 million \$54 million

Sponsor:

Caltrans

Description:

This interchange modification would provide for a freeway to freeway connection from southbound 680 to eastbound 580. The ramp connecting westbound 580 to northbound 680 will be improved as well. The remaining \$10 million will come from local assessment districts in order to leverage sales tax funds. The project will be contingent upon receipt of the \$10 million. It it is not forthcoming, the project will not be

built. (3)

Project:

Route 84

Cost

Sales tax contribution: \$20 million \$45 million

Sponsor:

City of Livermore, Caltrans

pescription:

Route 84 currently runs along Vallecitos Road from Scotts Corner to Route 580 in Livermore. This project would build a new alignment roadway - initially two lames - along Isabel Avenue to Route 580. Depending on the amount of private contributions, the road will eventually be a six lane expressway.

Project:

Dublin Canyon Rail Extension/Warm Springs BART Extension Sales tax contribution: \$170 million \$565 million

Cost Sponsor:

BART/LAVTA (4)

Description:

This project includes two parts: the Dublin Canyon Rail extension and the Warm Springs BART extension. Dublin Canyon will consist of a rail line from the Bayfair BART station along the I-580 corridor. Whether this line will be light or heavy rail will depend on the outcome of a locally produced Alternatives Analysis addressing this corridor.

The Warm Springs BART extension is planned to extend from the Fremont BART station to Warm Springs.

Dublin Canyon is expected to cost \$220 million in a heavy rail configuraton, and Warms Springs \$345 million. A total of \$170 million is to be allocated from sales tax revenues for the Dublin Canyon portion of this project. No sales tax revenue will be allocated to the Warm Springs extension until the Dublin Canyon extension is fully funded and ready for implementation. (5)

Project:

AC Transit \$115 million

Cost : Sponsor:

AC Transit

Description:

Annually, 11.617% of the total tax revenue generated will be allocated for operations and maintenance. This percentage will allow AC to realize both inflation and real economic growth. Any real growth beyond the 2.3% predicted will also be shared with AC to a cap of \$20 million.

This money will be subject to performance criteria established along the lines of the current MTC requirements. (6) (13)

Project:

Paratransit Funding

Cost : Sponsor:

\$15 million Alameda County

Description:

This 1.515% annual supplement to paratransit services will be administered by Alameda County. The allocation will be adjusted in accordance with inflation. Alameda County will work with MTC in determining the distribution of funds. (7) (13)

Project:

Local Streets and Roads

Cost : Sponsor:

\$183 million Cities & County

Description:

Annually, 17.78% - 18.9% of the total revenue generated by the sales tax will be allocated to the fourteen cities and the County for the improvement of local transportation including streets and roads. The distribution of the funds will be based on utilization of the Mayors Conference Formula for gas tax and the following: (8, 9, 10 & 13)

A. Years 1-5

- 1) 10.3% of the annual revenue will be allocated to all the Cities and the County.
- 2) 7.48% of the annual revenue will be allocated to the North County cities only. (11)

B. Years 6-15

- 1) 10.3% of the annual revenue will be allocated to all the Cities and the County.
- 8.6% of the annual revenues will be allocated to the North County Cities until the North Cities have reached a ceiling of \$159 million. When that point is reached, the allocation will return to its original 7.48%.

Project:

Marina Boulevard/Fairway Drive Circulation Improvements

Cost :

\$13.5 million

Sponsor:

City of San Leandro

pescription:

This project includes 1) the widening of Marina Boulevard between I 880 and San Leandro Boulevard (\$8 million), 2) constructing an overcrossing across I 880 to connect Fairway Drive with Aladdin Avenue (\$5 million), and 3) extending Teagarden Street between Monague Avenue and Aladdin Avenue (\$0.5 million).

\$ 985,500,000 Total 4,500,000 + administration (12)

\$ 990,000,000 Total

\$ 990,000,000 Revenue Generation*

Revenue Projections

The Committee's projections are based on \$56 million annual sales tax revenue (1986 dollars) plus 2.3% real growth. All costs are in 1986 dollars. (Figures provided by MTC and the State Board of Equalization.)

FUND DISTRIBUTION TO CITIES FOR LOCAL STREET REPAIR

ANNUAL REVENUE: \$6.800,000 (10.3% of \$900 militons/16 years or \$102 militons/16 years)
Korth 1-6 yrs = \$4.933,333 (7.47% of \$990 militons/16 years or \$74 militons/16 years)
North 6-15 = \$6.668,667 (8.6% of \$990 militous/16 years or \$86 militons/16 years)

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July 18, 1986

FOOTNOTES

- (1) A series of locally funded interchange modifications are programmed for the Fremont area. If the widening of the Nimitz necessitates additional work on these interchanges, the work will be paid for with sales tax revenues.
- (2) Cost break-out is as follows:

A)	Rte. 238 Hayward Bypass - 6 lane freeway/expressway (includes sale of excess right of way)	\$ 70M
B)	Rte. 238 through Union City widening existing Mission Blvd. to 6 lanes	15M
c)	Rte 84 - 4 lane freeway	55M
D)	Engineering/Design	14M
		\$154M

- (3) The remaining connections of this interchange will be built when and if needed from traditional funding sources.
- (4) BART would be solely responsible for any portion of the project utilizing BART technology. Implementation of other alternative modes would be through mutual agreement of joint sponsors; i.e., BART and LAYTA.
- (5) BART's Financial Plan has tentatively indicated a commitment of \$40 million to this corridor, \$20 million of which has been identified.
- (6) It is the goal of the Committee that this money assist AC Transit in the implementation of their Comprehensive Plan.
- (7) The Paratransit allocation will be primarily an operations subsidy with discretion to provide maintenance or capital money as needed.
- (8) These funds will be available to jurisdictions for street and road maintenance as well as other transportation projects. This is meant to include transit projects. One particular project has been raised for consideration:
 - (A) The LAVTA Bus Terminal Facility. This facility is expected to cost approximately \$4 million to complete. The only sales tax money usable on this project would be that allocated to the cities & county for local projects.

- (9) Section 4 of Proposition 13 requires that substantial new tax revenues not replace property taxes cut back because of Proposition 13. Since under the Expenditure Plan substantial revenues will flow to local governments and jurisdictions, the County's Special Counsel has advised that the Expenditure Plan include language similar to that included in Section 142257 (b) of Senate Bill 878 regarding Fresno County. To that end, prior to the authority allocating funds, each local government shall certify to the authority that the funds will not be substituted for property tax funds which are currently utilized to fund existing local transportation programs. If the local government is unable to segregate property tax revenues from other general fund revenues which cannot be so distinguished, substitution of funds from the authority for general funds is also prohibited.
- (10) The Mayors Conference Formula for gas tax divides the money based 50% on population and 50% on road miles.
- (11) North Cities include Albany, Alameda, Oakland, Piedmont, Berkeley, Emeryville and San Leandro. South Cities include Hayward, Newark, Union City, Fremont, Livermore, Pleasanton and Dublin.
- (12) SB 878 allows for this amount to be up to 1% of the total revenue generated. The Authority may chose to use the full amount.
- (13) The full percentage allocation of the total funds received from sales tax revenues will be distributed to each agency annually.



COUNTY OF ALAMEDA 399 Elmhurst Street . Hayward, CA 94544-1395 (415) 881-6443

INDIVIDUAL PROJECT FUNDING SHORTFALLS

PROJECT	COST	(FUNDS AVA STIP FUNDS (all \$ in milli	1/2% FUNDS	LOCAL*
Nimi tz	\$270 (2)	\$50	\$220	, \$ 0
238/84	\$154	\$ 0	\$134	\$ 20
13/24	\$ 11	\$ 0	\$ 11	\$ 0
Cross Airport	\$ 77	\$ 0	\$ 60	\$ 17
580/680	\$ 54	\$ 0	\$ 44	\$ 10
Rte. 84	\$ 46.8 (2)	\$1.8	\$ 20	\$ 25
Dublin Canyon/ Warm Springs Extension	\$566 (2)	\$1	\$170	\$395**
A.C. Transit	(1)	(1)	\$115	(1)
Paratransit	(1)	(1)	\$ 15	(1)
Local Allocations	(1)	(1)	\$183	(1)
Marina Blvd./ Fairway Drive Circulation Improvements	\$ 13.5	\$ 0	\$ 13.5	\$ 0

^{*}Local match money will come from local sources, not State or Federal money, except in the case of BART.

^{**}Some of this money will come from BART, other money will come from Federal sources

Not applicable (1)

Costs include STIP money programmed for 1986-1991. Other projects have no STIP (2) money allocated.

LONG RANGE TRANSPORTATION FUNDING SHORTFALL ESTIMATES

MTC has provided the Transportation Committee with funding estimates for the next 15 years. They are divided into transit and highway categories. The first column indicates large scale, complete projects Alameda County feels might be necessary over the next 15 years. The second column indicates the amount of funding programmed to be spent by the State for the next 5 year period. The figures at the bottom of each category show the estimated shortfall.

These calculations show that even with somewhat liberal estimates of funding, there will be substantial shortfalls over the next 15 years, especially in the highway category.

Highway projects	Cost (in millions)	Current Sources.of Funds
Nimitz Freeway	\$385	\$50
Route 238	\$280	\$ 0*
Route 61	\$150	\$ 0*
13/24 Interchange	\$ 11	\$ 0
Route 84	\$160	\$1.8
Route 80	\$ 65	\$26
Route 262	\$ 29	\$ 0
Route 680	\$ 52	\$40
Route 580/680		•
Interchange	\$250	<u>s 0</u>
TOTAL	\$1.382 billion	\$117.8 million

Additionally possible from State (over 15 years)

\$257.2

(\$ in hundred thousands)

Total cost \$1.382 -Total Revenue \$ 375

Shortfall \$1.007 billion

^{*}Some money allocated for non-capacity improvements such as drainage.

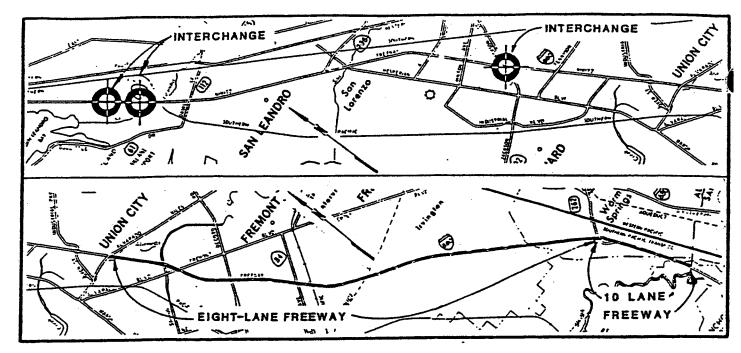
Transit projects	Cost (in millions)	Allocated funds
BART Extensions:	•	
Warm Springs Dublin Pleasanton Livermore	\$345 \$220 \$ 80 \$200	\$1* \$0 \$0 \$0
Oakland Airport Connector Line	\$ 95	<u>\$0</u>
TOTAL	\$940	\$1
Possible from F	ederal funding	\$1-200

Total cost \$940
Total revenue \$1-200
Shortfall \$739-939 million

*Funding allocated for Alternatives analysis study.

Local Projects

Alameda County is estimated to have \$120M in backlogged maintenance needs. An allocation of 17.78% - 18.9% of the annual sales tax revenues will begin to addres the more serious problems; however, a shortfall will still exist.



*** ROUTE 880 (NIMITZ) WIDENING ***

PROJECT SCOPE AND ESTIMATE OF COST

24.

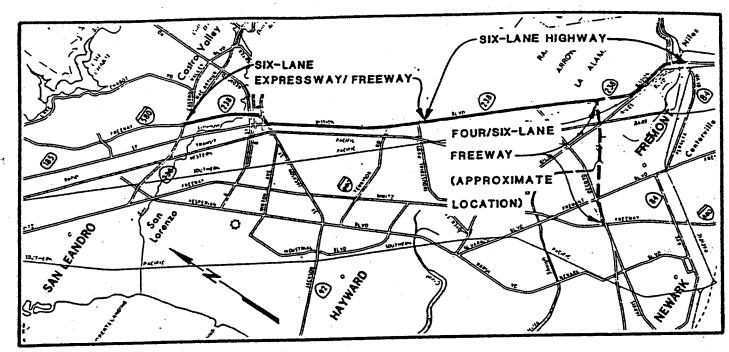
Project estimated cost and description - This \$220 million dollar project will widen Route 880 to eight-lanes from Alvarado Niles Road to Route 262 and to 10 lanes from Route 262 to the Santa Clara County line, add auxiliary lanes and upgrade interchanges and overcrossings to meet interstate standards. The proposed work will also involve the modification of the interchanges at Hegenberger Road and 98th Avenue in Oakland, and at Route 92 in Hayward.

Project justification - The Fremont/Hayward area is heavily industrialized with large amounts of truck traffic. The heaviest use is by commute traffic. The burgeoning employment opportunities in Santa Clara County are creating a heavy demand on the freeway system. When demand is at its greatest, the interchanges along this segment are heavily congested and numerous accidents occur. Ramp traffic frequently backs up onto the freeway. This project would allow for smoother traffic flow and reduce grid lock conditions on the local arterials leading the freeway.

Additional funding - Funding is currently programmed for the following projects:

- o Widen Route 880 to six-lanes from Alameda County line in the north to Route 262.
- o Modifications to interchange of Route 880 and Route 262 (interim).
- o Modification of Durham Road, Paseo Padre, Fremont Blvd. and Dixon Landing Road overcrossings.
- o Widen Route 880 to eight-lanes from Davis Street to Alvarado-Niles Road.
- o Modification of Decoto Road Interchange.

rev. 7/15



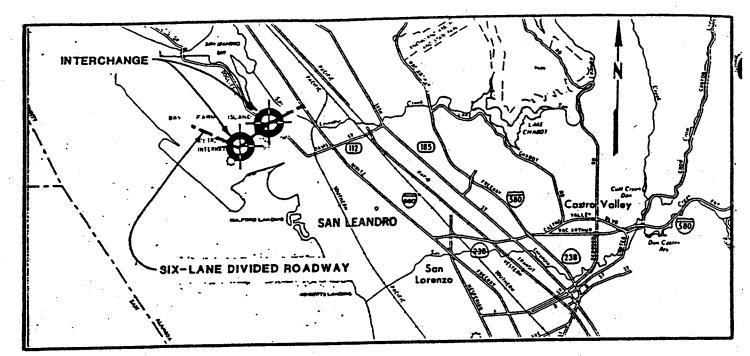
LOCATION MAP

*** CONSTRUCTION OF ROUTE 238 AND ROUTE 84 ***

PROJECT SCOPE AND ESTIMATE OF COST

Project estimated cost and description — This \$154 million dollar project (Sales tax contribution of \$134 million dollars) will construct that portion of Route 238 from Route 580 along Mission Boulevard to Route 84 near Decoto Road and then down along Route 84 to the interchange with Route 880 (Nimitz Freeway). The work will consist of constructing a six—lane freeway/expressway from Route 580 to Industrial Boulevard in Hayward, the widening of existing Mission Blvd. to six lanes to existing Route 84, and finally constructing an initial four, ultimate six—lane freeway through to Route 880. The new alignment of Route 84 is generally along the previously adopted alignment where rights—of—way have been acquired.

Project justification - The southern part of Alameda County is served by only one north-south freeway corridor, Route 880. This area is expected to be one of the fastest growing areas of the county and will need an alternative to this existing corridor in the future. Route 238/84 will immediately provide relief to congested Foothill Boulevard and Mission Boulevard and is likely to relieve some traffic loads on Route 880. Additionally, Route 238 can be built in a short time frame.



*** AIRPORT ROADWAY PROJECT ***

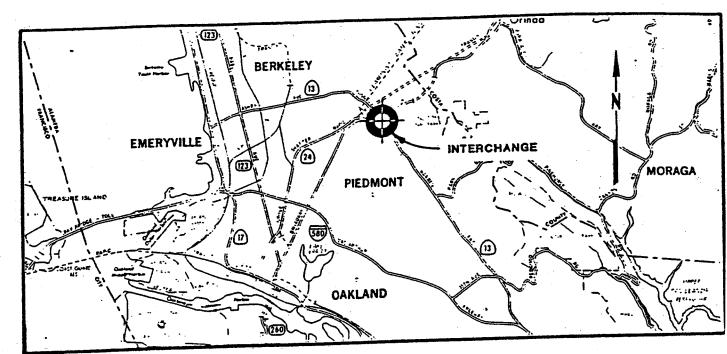
PROJECT SCOPE AND ESTIMATE OF COST

Project cost and description - This \$77 million dollar project (Sales tax contribution of \$60 million dollars) would build a new six-lane divided roadway from Bay Farm Island through the Oakland International Airport to the Nimitz Freeway (Route 880). Additionally, a taxiway undercrossing will be built. The roadway would begin at the intersection of Harbor Bay/Maitland in Alameda and extend southerly parallel to the north airport runway where it would then proceed easterly along Airport Drive and 98th Avenue to the Route 880/98th Avenue interchange.

Project justification - The project would provide traffic benefits for air passengers, commuters, and businesses at Oakland International Airport, and industrial areas east of the Airport. This roadway will meet the projected growth in East Bay air passenger and air cargo demand for access to Oakland Airport. The roadway will provide an excellent alternative regional expressway for traffic to the airport and industrial areas from the Nimitz Freeway. This traffic diversion would improve the levels of service for local intersections and arterials.

Project note - There will be an interchange modification at 98th avenue and Route 880 as part of the Route 880 improvements.

Additional funding - The right of way for this project will be provided in part by the Port of Oakland.

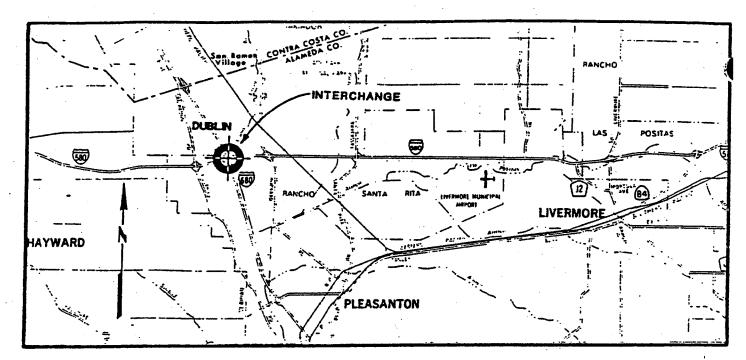


*** ROUTE 13 AND ROUTE 24 INTERCHANGE ***
(Warren Freeway and Grove Shafter Freeway)

PROJECT SCOPE AND ESTIMATE OF COST

<u>Project cost and description</u> - This \$11 million dollar project will provide the missing ramps for freeway to freeway travel at the existing interchange.

Project justification - Currently, traffic at this intersection must use city streets to go from Highway 13 to 24 and vice versa. Additional time for each trip is approximately five minutes. This project will reduce both congestion on city streets and the traffic accident rate.

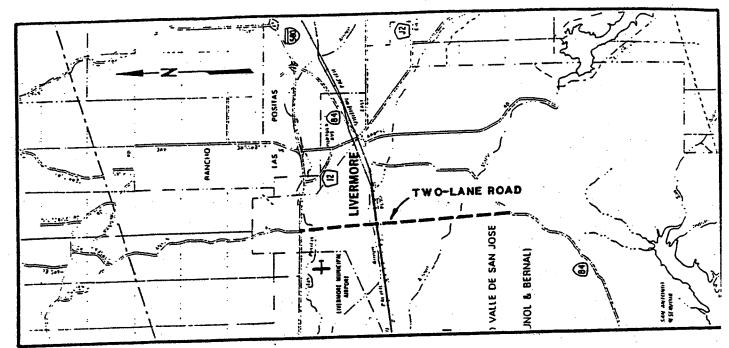


*** ROUTE 580 AND ROUTE 680 INTERCHANGE ***

PROJECT SCOPE AND ESTIMATE OF COST

<u>Project cost and description</u> - This \$54 million dollar project (Sales tax contribution of \$44 million dollars) will provide a portion of a full directional interchange to replace the existing cloverleaf loops with one freeway-to-freeway direct connection in the southbound to eastbound direction (portions). The westbound to northbound ramp will also be improved.

Project justification - Commercial and residential growth in the cities of Pleasanton, Dublin, Livermore, and San Ramon has been increasing rapidly. This recent growth is creating a cumulative impact which will cause a breakdown of the Route 580/680 Interchange before the freeways themselves reach capacity. Congestion during weekends caused by recreational traffic is as bad as the weekday commuter congestion. The interchange modification will allow a freer flow of vehicles through this interchange.



*** ROUTE 84 EXPRESSWAY ***

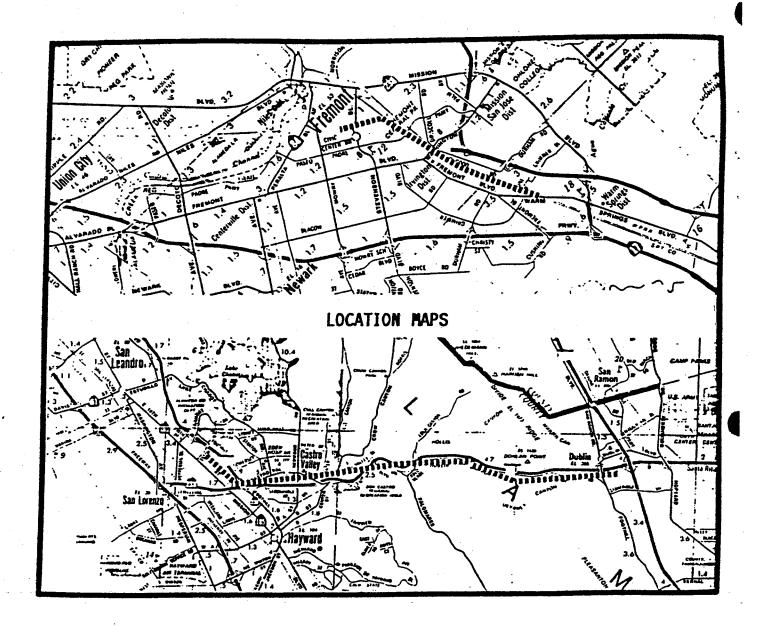
PROJECT SCOPE AND ESTIMATE OF COST

Project cost and description - This \$45 million dollar project (Sales tax contribution of \$20 million dollars) proposes to construct a two lane road from Vallecitos Road to 580 at Collier Canyon Road. Right of way required to make this alignment into a six-lane expressway will be acquired at this time.

Project justification - Route 84 has been projected to be at capacity in the near future. The major problems are this route's present alignment and intersections along the existing alignment. This proposed work would provide an alignment for Route 84 which would allow a safer corridor for anticipated traffic loads as well as allow future growth in capacity along this alignment.

Additional Funding - Additional funding may be available for up to a six-lane expressway from Route 580 south to at least Stanley Boulevard in addition to the two lane road proposed in this project. Additional funding will be from other than the State.

ALAMEDA COUNTY BART EXTENSION PROJECT

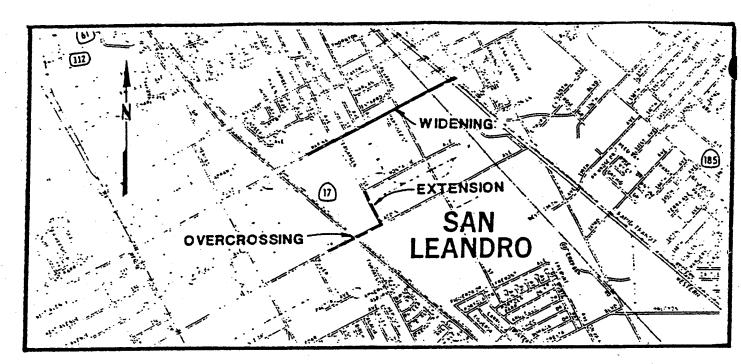


<u>parts:</u> a rail transit extension from BART's Bay Fair Station to Dublin, with an additional station in Castro Valley; and another extension from BART's Fremont Station to Warm Springs, with an additional station in Irvington.

The proposed sales tax will provide \$170,000,000 toward this project. No new sales tax revenue will be allocated to the Warm Springs extension

until the Dublin Canyon portion of the project is fully funded and ready for implementation.

Project justification - Several transportation studies have shown a tremendous need for transit between the more developed bayside cities of Alameda County and the rapidly growing cities in the Tri-Valley area and the South Bay. The geography and development patterns of these two corridors limits the degree to which freeways can be widened. It will be necessary to construct rail transit lines in these corridors to augment the freeway systems. Their early construction will add much to provide efficient and needed transportation.



*** MARINA BOULEYARD/FAIRWAY DRIVE CIRCULATION IMPROVEMENTS ***

PROJECT SCOPE AND ESTIMATE OF COST

Project estimated cost and description - This \$13.5 million dollar project includes three elements: 1) the widening of Marina Boulevard between I-880 and San Leandro Boulevard (\$8 million), 2) constructing an overcrossing across I-880 to connect Fairway Drive with Aladdin Avenue (\$5 million), and 3) extending Teagarden Street between Montague Avenue and Aladdin Avenue (\$.5 million).

Project justification - Marina Boulevard is presently a narrow 4-lane arterial street carrying 23,000 vehicles per day, including a high percentage of trucks. The widened street is proposed to be 5 lanes (3 eastbound, 2 westbound, plus bike lames and a median turn lame) and will provide the capacity needed for the future projected traffic volume of 33,000 vehicles. The Fairway Drive overcrossing is proposed to be a 2-lane facility projected to carry a future daily traffic volume of 11,000 vehicles. This facility will provide an alternative to Marina Boulevard, where congestion is increasing rapidly. The Teagarden extension provides the critical connection between Marina Boulevard and Fairway Drive on the east side of I-880. It will be a 2-lane industrial roadway and is projected to carry 6,000 vehicles per day. The combined effect of these three improvements will be improved circulation between industrial areas in San Leandro and relief for the conjestion on Marina Boulevard and at the Marina Boulevard/I-880 interchange. The project will provide improved access to I-880, improved traffic operations at the Marina Boulevard/I-880 interchange, and improved local circulation.

THE BOARD OF SUPERVISORS OF THE COUNTY OF ALAMEDA, STATE OF CALIFORNIA

On motion of Supervisor	Campbell	Seconded by Su	pervisor Kno	X
and approved by the following vote, Ayes: Supervisors	Campbell, Cooper,	•	•	
Noes: Supervisors	None			
Excused mandosente Supervisord	George - 1		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, <u>, , , , , , , , , , , , , , , , , , </u>
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THE FOLLOWING RESOLUTION	WAS ADOPTED:	APRIL 1, 198	86 N	JUMBER R-86-278

EXPENDITURE PLAN - TRANSPORTATION PROJECTS (SB 878)

WHEREAS, in anticipation of the passage of Senate Bill No. 878, this Board of Supervisors is in receipt of the recommendations of the Countywide Transportation Advisory Committee of Alameda County for a process and time schedule for development of an expenditure plan for a 1/2¢ sales tax for transportation projects;

NOW, THEREFORE, BE IT RESOLVED that this Board of Supervisors does hereby approve the attached Expenditure Plan Development Process together with the proposed time schedule.

EXPENDITURE PLAN DEVELOPMENT PROCESS

Initially, the Finance Sub-Committee will request candidate projects from ACTAC (Alameda County Technical Advisory Committee), BART, and AC Transit. These projects should be turned in, in writing, with the following information:

- -a description of the project
- -an estimate of the final cost in today's dollars
- -a description of who will receive the benefits of the project ie. local residents, commuters; and roughly how many people will be served
 - -a brief description of the need for the project
- -a brief description of the short and long term effectiveness of the candidate project as a means for solving transportation problems.

The Finance Sub-Committee will then begin a series of meetings, calendared in the attached document, to discuss the candidate projects and receive testimony from the project sponsors, other interested bodies, and the general public.

A final evaluation of the projects will be made by the sub-committee based on the criteria listed below:

- o need for the project
- o short and long term effectiveness in either
 - a) mitigating congestion
 - b) increasing capacity
 - c) helping to complete backlogged needs
- o cost effectiveness
- o ability of the project to be designed and built within a specified time frame, and cost estimate.
- o politically acceptable

rollowing the evaluation, a recommended list of projects for the expenditure plan will be made. The expenditure plan itself must consist of all of the following:

A list of the projects in priority order and their sponsoring agencies.

An estimate of the cost of each of the projects.

An estimate of the current sources of funding available to complete the projects.

An estimate of the difference between the current funds available and the estimated cost of the projects.

A recommendation as to whether a tax should be adopted to fund the projects and the length of the tax.

A recommendation as to who should administer the tax.

If the recommendation is to form a new county authority, a suggested list of the membership of the committee must also be made.

Once adopted, the full ACTC will review the plan and send it on according to the attached calendar.

SCHEDULE FOR NOVEMBER, 1986 BALLOT ATTEMPT

Alameda Countywide Transportation Advisory Committee (ACTC) to develop expenditure plan	ee
March 19 Finance Committee approves process	
March 25 Board of Supervisors asks ACTC to develop expenditure plan	•
March 25 ACTC approves process approved by Pinance Committee and formalizes expenditure plan developme	ent
April 1 Board of Supervisors approves process.	
April 9 ACTC Transportation Finance Sub-Committee accepts candidate projects from ACTAC, BART, and AC Transit Evaluates projects according to criteria specified. Accepts public testimony. (Committee must be augmented with a CALTRANS and an MTC representative.)	
April 9 Mayors Conference approves process	
April 16 Sub-Committee forward draft of expenditure plan projects to ACTC.	
April 24 ACTC holds hearings, approves draft expenditure pla	n
April 24- May 8 Public Hearings	
May 12 TO MTC	
June 15- June 30 Cities begin to review plan	
June 30 Final MTC approval	
July 15 Cities review, approve, and forward on to County by this date	
July 29 County Counsel Analysis	
August 8 Board approves placing on the ballot	
November 4 Election	

I CERTIFY THAT THE FOREGOING IS A
RECT COPY OF A RESOLUTION ADOPT
THE BOARD OF SUPERVISORS ALA

COUNTY, CALIFORNIA APR APR - 1

ATTEST: WILLIAM MEHRWEIN, CLERK

26

MAYORS' CONFERENCE RESOLUTION

WHEREAS, Transportation is continually cited by Bay Area residents as a primary concern; and

WHEREAS, State and Federal funding levels for streets, roads, highways and transit continue to decrease; and

WHEREAS, the Legislature is currently considering legislation (SB 878) which would allow counties to develop an expenditure plan listing crucial transportation projects and ask voters to impose a sales tax of up to 1/2¢ to pay for those projects; and

WHEREAS, time is extremely short to complete the required legislative process by August ballot deadline;

THEREFORE, BE IT RESOLVED that the Alameda County Conference of Mayors, while not at this time endorsing a transportation sales tax ballot proposal, does respectfully ask the Alameda County-wide Transportation Advisory Committee to develop a "process" whereby local representative bodies may review and approve an expenditure plan prior to the Board of Supervisors putting the matter before the voters. This "process" will include how candidate projects will be evaluated for consideration in the expenditure plan, who will approve the expenditure plan and what the schedule will be; and

BE IT FURTHER RESOLVED that this "draft process" will come back to the Conference of Mayors for approval at its next regularly scheduled meeting.

> Wesley Me Cluve 3/12/86 EXECUTIVE SOCRETARY

ALAMEDA COUNTY MAYORS' CONFERENCE MINUTES (ALBANY, (GOLDEN GATE FIELDS)

April 9, 1986

MEMBERS PRESENT:

Alameda	Mayor Anne Diament	Livermore	(C.M. Lee Horner)		
Albany	Mayor Henry Kruse	Newark	Vice Mayor Alan Nagy		
Berkeley	-	Oakland	Mayor Lionel Wilson		
Dublin	Mayor Peter Snyder	Piedmont	Mayor Helen Herbert		
Emeryville	-	Pleasanton	- ⁻ ;		
Fremont	Mayor Gus Morrison	San Leandro	Mayor Val Gill		
Hayward	Mayor Alex Guiliani	Union City	Mayor Tom Kitayama		

Also present: County supervisors Charlie Santana and John George, Councilmembers, city managers and press representatives (39 in attendance).

It was moved and seconded that the minutes as mailed for the meeting of March 12, 1986 be approved as mailed. Adopted.

Revan Tranter, Executive Director, Association of Bay Area Governments spoke on the programs and services provided for local government in the Bay Area, noting that in addition to regional planning and approval of grants, ABAG is providing cost-saving services to cities and counties in the Bay Area.

It was moved and seconded that the allowable change for monthly dinners be raised from \$20.00 to \$25.00. Adopted.

Introduced were special guests - Mr. Martyn Evans, visiting parliment member from south Australia (guest of the city of Fremont) and Stephanie Cartwright, Chair, Castro Valley Municipal Advisory Council.

Mayor Peter Snyder, Chair of the Conference Nominating Committee noted that next meeting would involve electing officers of the Conference and acting on two appointment vacancies - a second alternate to the ABAG Executive Committee and a representative to the East Bay Regional Park District Advisory Committee.

Mayor Kitayama and Wes Coolidge spoke on and asked for support of the "Festival at the Lake".

Mayor Morrison and Mary Kittleson spoke on a proposed process for review of possible gas tax expenditures, noting that a public opinion poll was under way. It was moved and seconded that the process be approved. Adopted.

Supervisor John George and Charles Lawerance passed around a fact sheet and spoke on the needs of the homeless in Alameda County, suggesting a county-wide task force on the problem.

Supervisor Charlie Santana asked the Mayors to urge their city

Councils to oppose the telephone company's plan to sell names and addresses from their books.

Mayor Giuliani invited the Mayors to join a parade - protest against "Deep Pockets" liability to occur April 16, at 9:30 at Mission and Jackson in Hayward.

Respectfully submitted,

Wesley McClure Executive Secretary

REEL ' IMAGE		RICH	HARD J. MOORE,	County Counsel
		Ву	*****************	Deputy
THE BOARD OF SUPERY	VISORS OF THE CO	UNTY OF ALAMEDA,	STATE OF CALL	FORNIA ;
On motion of Supervisor	Knox	Seconded by Supervisor Perata		
and approved by the following vote, Ayes: Supervisors	Campbell Capre	, Knox, Perata and (
Noes: Supervisors	None			
Excused or Absent: Supervisors	None		***************************************	
THE FOLLOWING RESOLUTION		August 5, 1986	NUMBER	R-86-638
				\$,

WHEREAS, Alameda County and its constituent cities and transit districts have many unmet transportation needs: and

WHEREAS, there is a shortage of funds to address even some of the priority transportation needs within the counties; and

WHEREAS, Senate Bill 878, now chaptered as law, provides a means whereby the Bay Area counties may impose a transactions and use tax for transportation purposes subject to certain conditions; and

WHEREAS, the Alameda County-wide Transportation Committee has developed an Alameda County Transportation Expenditure Plan which identifies needed transportation projects, meets the conditions of Senate Bill 878, and recommends imposition of a 1/2 of 1% transactions and use tax for a period of fifteen (15) years;

NOW THEREFORE, BE IT RESOLVED that this Board do, and it does hereby, adopt Alameda County Transportation Expenditure Plan which recommends that the Board of Supervisors:

1) Approve the California Constitution Article XIIIB spending limit:

2) Create an Alameda County Transportation Authority;

3) Authorize the Authority to levy for no more than fifteen (15) years a retail sales/use tax of one-half of one percent to rehabilitate the Nimitz Freeway, aid mass transit and realize the other traffic and transportation projects/purposes set forth in the Alameda County Transportation Expenditure Plan; and

4) Authorize the Authority to issue limited tax bonds from these revenues.

R-86-638 8-5-86 FILE #2451 AGENDA #S-2

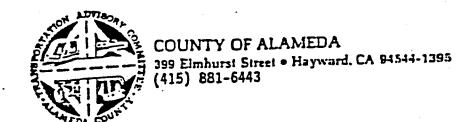
DERTIFY IN . THE FOREGOING IS A CU ACT COPY OF A RESOLUTION ADOPTED E HE BOARD OF SUPERVISORS ALAMED.

AUG -5 1986 COUNTY, CALIFORNIA

<u>SEP - 4 1986</u>

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Alameda Countywide Transportation Committee Membership List

Supervisor Robert G. Knox, Chairman

Karin Lucas, Alameda
Ed McManus, Albany
Veronika Fukson, Berkeley
Linda Jefferies, Dublin
Wally Kolb, Emeryville (non-voting)
Gary Mello, Fremont
Alex Guiliani, Hayward
Ayn Weiskamp, Livermore
Alan Nagy, Newark
Marge Gibson, Oakland
Helen Huebert, Piedmont
Karin Mohr, Pleasanton
Dave Karp, San Leandro
Manuel "Shorty" Garcia, Union City

BOARD APPOINTMENTS
Joyce Owen, Callahan Pentz
James Araujo, Hayward Chamber of Commerce
Richard Musson, Peterson Tractor Company
Esther Jorgenson, San Lorenzo Homeowners Association
Judith Briggs-Marsh, Harbor Bay Business Park
Billy Wilkes, Bay Area Cab Company
Peter Smith, Assemblyman Harris
Roy Nakadegawa, A.C. Transit
Margaret Pryor, BART

OTHER
Bill Downing, Oakland Chamber of Commerce
Dave Wendel, Oakland Chamber of Commerce
Dale Reed, San Leandro Chamber of Commerce
Jim Lamona, Union City Chamber of Commerce

Leroy Nunes, Teamsters Union
Bill Dorrestyn, Operating Engineers
John Glover, Port of Oakland
Bob Canter, Clorox Corporation
Cliff Sherwood, SP Development
Don Forman, Sierra Club
Shappell Hayes

ADDITIONAL MEMBERS FOR EXPENDITURE PLAN MATTERS ONLY

George Gray, CALTRANS Vic Sood, Livermore Amador Valley Transit Authority

Staff to Transportation Committee: Mary Kittleson

Proposed Expenditure Plan Amendment (Amendment No. 1) to Replace the Route 238 Bypass Project with the Hayward Route 238/Mission-Foothill-Jackson Corridor Improvement Project

INTRODUCTION AND BACKGROUND

In 1986, Alameda County voters authorized a half-cent transportation sales tax to finance improvements to the County's overburdened transportation infrastructure. This tax expired in 2002. A detailed Expenditure Plan guides the use of those funds. The 1986 Expenditure Plan authorized the expenditure of local transportation funds to extend BART to Dublin/Pleasanton, open 22 miles of carpool lanes on I-880, and maintain and expand bus service throughout the county. In addition, the 1986 Plan funds special transportation services for seniors and people with disabilities. The Plan also provided congestion relief throughout Alameda County by adding lanes to I-880 overpasses, improving the I-580/I-680 interchange in Dublin and Pleasanton which included widening sections of I-580, reconstructing the Route 13/Highway 24 interchange, extending Route 84 in Livermore to remove highway traffic from the downtown area, improving access to the Oakland International Airport, and upgrading surface streets and arterial roadways. Most of the 10 major projects authorized by the 1986 Expenditure Plan have been completed or are under construction, and those that are still in the design and environmental review stage are scheduled to begin construction in the next few years.

Specifically, the 1986 Expenditure Plan included Measure B funds for the construction of a 5.3-mile segment of Route 238 on a new expressway alignment to bypass downtown Hayward, between Industrial Parkway and I-580 in Hayward. This project was commonly referred to as the Route 238 Hayward Bypass Project. In the Expenditure Plan, Caltrans was named as the project sponsor. The Bypass Project has been embroiled in controversies since Caltrans commenced the project design in the mid-1960's. By the early 1970's, Caltrans had acquired two-thirds of the needed right of way for the project, which triggered a lawsuit by the Sierra Club and the Legal Aid Society of Alameda County representing La Raza Unida of Southern Alameda County. The suit resulted in an injunction, which is still in effect. However, the Court established a mechanism for the removal of the injunction through a Consent Decree that was approved in 1990.

Through the three decades between the 1970's and 1990's, the development of the Bypass Project was also impeded by a series of changes in the environmental statutes and regulations, as well as regional and local transportation plan updates. In 1997, a second lawsuit was filed against the project by the Hayward Area Planning Association (HAPA) and the Citizens for Alternative Transportation Solutions (CATS). This suit resulted, in 2002, in the final ruling that Measure B funds could not be used in the delivery of the Hayward Bypass Project, effectively depleting the only major funding source for the project.

Between 2002 and to date, ACTA and the City of Hayward have been working on the development of an alternative project to the Hayward Bypass Project that could meet the purpose of the original project, and one that could be eligible for Measure B funding. In April of 2005, the ACTA Board voted to approve and include the City of Hayward's proposed Route 238/

Mission-Foothill-Jackson Corridor Improvement Project in the 1986 Measure B Expenditure Plan, replacing the Hayward Route 238 Bypass Project.

The Proposed Replacement Route 238/Mission-Foothill-Jackson Corridor Improvement Project includes the following major features:

- Generally on Mission Boulevard between Industrial Parkway and Jackson Street and on Foothill Boulevard between A Street and Mattox Road, conversion of the parking lane to a through traffic lane during peak periods only;
- Foothill Boulevard would become one-way northbound from the Mission/Foothill/Jackson grade separation to A Street;
- A Street would become one-way westbound from Foothill Boulevard to Mission Boulevard;
- Mission Boulevard would become one-way southbound from A Street to the Mission/Foothill/Jackson grade separation;
- B Street would revert to two-way traffic between Foothill Boulevard and Second Street;
- Grade separations would be at the Mission/Foothill/Jackson intersection and at Jackson/Watkins intersection;
- Substantial intersection improvements at the Mission/Carlos Bee intersection; and
- Other improvements as proposed by the City of Hayward.

PROPOSED AMENDMENT NO. 1 TO THE 1986 EXPENDITURE PLAN

Thus, pursuant to the enabling legislation of Measure B, under Public Utility Code Sections 131304 and 131050, which allows for the Authority to add, delete a project, or to make changes of major significance, it is proposed that an amendment to the 1986 Expenditure Plan be approved to reflect the following:

1. Delete references to the Route 238 Project currently in the project description in the Expenditure Plan's Essential Transportation Project List as follows:

Project:

Route 238 and Route 84

Cost:

\$154 <u>\$77</u> million

Sales tax contribution: \$134 \\$67 million

Sponsor:

Caltrans

Description:

Route 238 (Mission Boulevard) will be built as a six lane freeway/expressway along Foothill and Mission Boulevard to Industrial Parkway. From there roadway from Industrial Parkway to Route 84 near Decoto Road., existing Mission Blvd. will be widened to six lanes to existing Route 84. Route 84 will then be built along a previously adopted alignment where rights of way have been acquired to intersect with 880.

Note: Although the new Route 84 will likely intersect Route 238 somewhere north of Peralta Avenue, the six lane conventional road is intended to extend to Peralta Avenue. The remaining \$20 \$10 million to complete the Route will come from other sources; i.e., local assessment districts, thus providing leveraging for the sales tax funds. The project is contingent upon receipt of the \$20 \$10 million. If it is not forthcoming, the project will not be built. (2)

Note (2)

Cost break-out is as follows:

A) Rte. 238 Hayward Bypass 6 lane freeway/expressway (includes sale of excess right of way	70M	
B) A) Rte. 238 through Union City Widening existing Mission Blvd. to 6 lanes	15M	
C) B) Rte 84 – 4 lane freeway	55M	
D) C) Engineering/Design	14 7M	
Total	154 <u>77M</u>	

Add the City of Hayward's Proposed Route 238/Mission-Foothill-Jackson Corridor Improvement Project as follows:

Project:

Route 238/Mission-Foothill-Jackson Corridor Improvement Project In

Hayward

Cost:

\$91.5 million

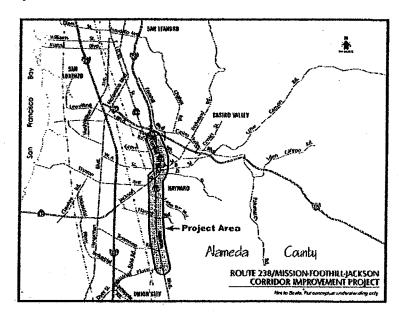
ACTA Measure B Sales tax contribution: \$80.0 million

(inclusive of \$1.5 million for project scoping)

Sponsor:

City of Hayward

Description:



Route 238/Mission-Foothill-Jackson Corridor Improvements in Hayward will include capacity and operational as well as pedestrian and bicycle improvements on Foothill and Mission Boulevards between Mattox Road and Industrial Parkway. Between Mattox Road and A Street, Foothill Boulevard will generally accommodate three northbound and three southbound lanes plus the conversion of the existing parking lane to a through traffic lane in each direction during peak periods only. Between A Street and Jackson Street, the project will convert some existing streets to a new one-way street system as follows: A Street will become a one-way street with five westbound lanes, joining Mission Boulevard as a one-way street with five southbound lanes, and meeting a grade separation at the intersection at Foothill/Mission/Jackson. From the grade separation, Foothill Boulevard will be reconfigured to a oneway street with six northbound lanes to A Street. Between the grade separation and Industrial Parkway, Mission Boulevard will accommodate two lanes northbound and southbound, plus a conversion of the existing parking lane to a through traffic lane in each direction during peak periods. Several intersections along Foothill and Mission Boulevards will also be improved, including, but not limited to, the Carlos Bee Boulevard/Mission Boulevard intersection. The final scope of the project, including systems of one-way and/or two-way street configurations, and specific designs of streets and alignments that would meet the purpose and need of the project, will be determined by the environmental clearance process.

Cost and funding break-out and proposed schedule are as follows:

Tentative Cost Breakdown (Subject to Change):		Cost (\$ x 1 million)
Scoping		1,5
Environmental/Preliminary Engineering		1.5
Design		8.0
Right-of-Way Support and Capital		12.5
Construction Support and Capital		<u>68.0</u>
Funding:	Total	91.5
\$80.0 million – ACTA Measure B		

Tentative Schedule:

\$11.5 million - City of Hayward \$91.5 million - Total

	<u>Begin</u>	<u>End</u>
Scoping	Spring 2003	Spring 2005
Environmental/	Summer 2005	Winter 2006
Preliminary Engineering		
Design	Summer 2006	Spring 2008
Right-of-Way Support and Capital	Summer 2006	Winter 2008
Construction Support and Capital	Fall 2008	Summer 2011

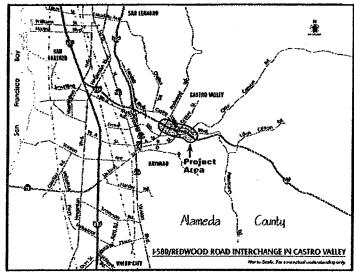
3. Add the I-580/Redwood Road Interchange Project in Castro Valley as supplemental improvements to the Hayward Route 238/Mission-Foothill-Jackson Corridor Improvement Project as follows:

Project:
Cost:

Sponsor:

Alameda County Transportation Improvement Authority (ACTIA)

Description:



The project is comprised of the following elements (subject to definition in the environmental document):

- Construct a new westbound off-ramp from I-580 to Redwood Road;
- Construct a new eastbound on-ramp from Redwood Road to I-580;
- Replace the existing eastbound I-580 off-ramp to Center Street with a new off-ramp to Grove Way; and
- Remove the existing westbound on-ramp from Castro Valley Boulevard to I-580.

Cost break-out and proposed schedule are as follows:

Tentative Cost Breakdown:		Cost
r		(\$ x 1 million)
Scoping		0.7
Environmental/Preliminary Engineering		0.7
Design		2.1
Right-of-Way Support and Capital		8.5
Construction Support and Capital		<u>17.0</u>
	Total	<i>29.0</i>

Funding:

\$15.0 million - ACTA Measure B \$11.3 million - ACTIA Measure B \$2.7 million - Local \$29.0 million - Total

Tentative Schedule:

	<u>Begin</u>	<u>End</u>
Scoping	Spring 2003	Summer 2004
Environmental/Preliminary Engineering	Summer 2004	Fall 2006
Design	Summer 2005	Spring 2007
Right-of-Way Support and Capital	Summer 2005	Spring 2007
Construction Support and Capital	Spring 2007	Fall 2009

4. Add the Central Alameda County Freeway System Operational Analysis as follows:

Project/Study:

Central Alameda County Freeway System Operational Analysis

Cost:

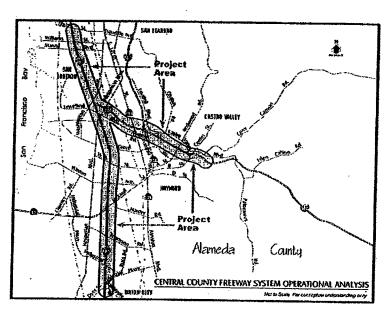
\$5 million ACTA Measure B Sales tax contribution: \$5 million

Sponsor:

Alameda County Transportation Improvement Authority (ACTIA) and Alameda County Congestion Management Agency (ACCMA), in consultation and coordination with the California Department of

Transportation.

Description:



The transportation planning study will document the long and short range plan for State highway improvements in the I-880, I-580 and I-238 Corridors, in Central Alameda County. The study shall include planning level traffic operations analysis, traffic congestion and operational problem/deficiency identification, benefit-cost analysis, project implementation strategy, and technical report. The Central County area includes the Cities of Hayward, San Leandro and unincorporated areas of Alameda County. The suggested limits for the corridors to be studied are: I-880 from Whipple Road to Davis Street; I-580 from Crow Canyon to I-238; and I-238 from I-580 to I-880. Specific projects to be considered in this planning study will include, but will not be limited to, those in the Alameda Countywide Transportation Plan and the ACTIA Measure B Expenditure Plan, as well as those that already have approved Project Study Reports. Other roadway improvements may be added as appropriate.

The purpose and objective of the study is the development of a technical report that addresses the long-range plan and the sequencing of improvements that will be required to achieve the most practical traffic relief in the I-880, I-580 and I-238 Corridors. The technical report will summarize the various project scopes, schedules and costs; funding availability; recommended project sequencing; and an implementation strategy that will provide the improvements that are most cost effective and

consistent with the transportation needs in the area. The technical report could be also used for preparation of programming documents (Caltrans Project Study Report) for possible State funding from the State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and/or proceeds from the sales of excess right-of-way pursuant to the SB 509 Statute.

Cost break-out and proposed schedule are as follows:

Cost: Costs for the technical studies and subsequent Project Study Reports will be identified at the initiation of this project.

Funding:

- \$5 million ACTA Measure B.
- No other funding source identified at this time. However, there is potential funding from sale of state owned right-of-way associated with Route 238 Bypass Project pursuant to the SB 509 Statute.

Tentative Schedule:

- Technical studies identifying a list of potential projects 6 months after Expenditure Plan Amendment approval.
- Project Study Reports for selected projects 5 years after Expenditure Plan Amendment approval.

Rev: July 28, 2005

5. Add the Castro Valley Local Traffic Circulation Improvement Project as follows:

Project/Study:

Castro Valley Local Area Traffic Circulation Improvement Project

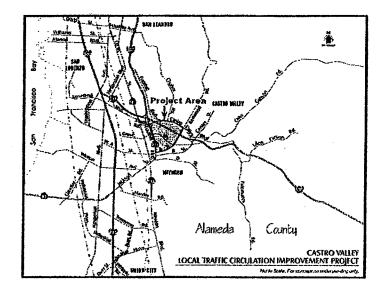
Cost:

\$5 million ACTA Measure B Sales tax contribution: \$5 million

Sponsor:

Alameda County Public Works Agency

Description:



Perform a Study in order to identify and prioritize transportation projects, and implement projects that advance safe and efficient multi-modal transportation objectives.

Background:

The Route 238 Bypass and the accompanying ramps from I-580 to the Route 238 Bypass would have provided congestion relief and reduced regional bypass and cut through traffic on numerous arterial, collector and local roads in the Baywood area of Unincorporated Alameda County. The proposed Hayward Route 238 Corridor Improvement Project does not provide these same benefits. The Baywood area of Unincorporated Alameda County is bounded by Castro Valley Boulevard, A Street and Foothill Boulevard.

Description:

The Alameda County Public Works Agency (ACPWA) will develop a list of projects for the potential use of these ACTA funds that will provide congestion relief and potentially increased capacity, and may address the regional bypass and cut through traffic that the Baywood area is presently experiencing. These projects will be evaluated against a set of criteria developed by ACPWA which may include, but are not limited to, congestion reduction, capacity enhancement, regional bypass and cut through traffic alleviation, cost-benefit, community acceptance, political acceptance, project readiness and confidence in project implementation. ACPWA will

develop a list of projects to be pursued with the Measure B funds and present them to the Board of Supervisors for their review and, if appropriate, approval. Project information will be shared with the City of Hayward on an ongoing basis for review and comment.

All phases of project development (preliminary engineering, environmental, design, right-of-way engineering and acquisition, and construction capital and support) are eligible for use of these funds.

It should be noted that the list of projects developed by the ACPWA may not be included presently in any County transportation programming document. However, the need for these projects has been known by ACPWA staff and voiced by the Baywood area constituency for some time.

Cost break-out and proposed schedule are as follows:

Cost: Cost for the various project development phases to be developed with the list of projects by ACPWA.

Funding: \$5 million

Tentative Schedule: Completion of List of Projects, Evaluation of Projects and Approval of List of Project by the Board of Supervisors – 6 months after Expenditure Plan Amendment approval.

Implementation of List of Projects with Measure B Funds – 5 years after Expenditure Plan Amendment approval.

6. Add Implementing Guidelines as follows:

- a. The goal of the Amendment to the Expenditure Plan is to complete the projects described in the Amendment in a timely manner. All added projects will be given five years from the date of the final approval of this Expenditure Plan Amendment to obtain environmental clearance, approval from all agencies having jurisdiction over the proposed improvements, support from the community, and full commitment of funds from all sources required to develop and construct the project. Projects that cannot meet this requirement may appeal to the Authority for extension(s) of one year duration.
- b. Should an added project become infeasible or unfundable in whole or part, due to circumstances unforeseen at the time of the Amendment, funding may be applied to other projects in the original Expenditure Plan by the Authority.
- c. Under no circumstance may Measure B funds in the Amendment be applied to any purpose other than direct transportation improvements in Alameda County. The funds may not be used for any projects or studies other than those specified in the Amendment and the original Expenditure Plan, without an additional specific amendment to the Expenditure Plan.
- d. Project costs in excess of the amount of Measure B funding identified in the Amendment will be the responsibility of the Project Sponsor. Measure B funding for the added projects and studies are capped at the amounts identified in the Amendment.

Expenditure Plan Amendment (Amendment No. 2)

to Replace the Route 238 and Route 84 Project

with the

Route 238 (Mission Boulevard) Spot Improvements Project – Hayward Segment, the Route 238 (Mission Boulevard) Spot Improvements Project – Union City Segment, the Route 238 (Mission Boulevard) Spot Improvements Project – Fremont Segment,

and

the Option 2 East-West Connector Project between I-880 and Mission Boulevard (Route 238) in Fremont and Union City

INTRODUCTION AND BACKGROUND

In 1986, Alameda County voters authorized a half-cent transportation sales tax to finance improvements to the County's overburdened transportation infrastructure. This tax expired in 2002. A detailed Expenditure Plan guides the use of those funds. The 1986 Expenditure Plan authorized the expenditure of local transportation funds to extend BART to Dublin/Pleasanton, open 22 miles of carpool lanes on I-880, and maintain and expand bus service throughout the county. In addition, the 1986 Plan funds special transportation services for seniors and people with disabilities. The Plan also provided congestion relief throughout Alameda County by adding lanes to I-880 overpasses, improving the I-580/I-680 interchange in Dublin and Pleasanton which included widening sections of I-580, reconstructing the Route 13/Highway 24 interchange, extending Route 84 in Livermore to remove highway traffic from the downtown area, improving access to the Oakland International Airport, and upgrading surface streets and arterial roadways. Most of the 10 major projects authorized by the 1986 Expenditure Plan have been completed or are under construction, and those that are still in the design and environmental review stage are scheduled to begin construction in the next few years.

Specifically, the 1986 Expenditure Plan included Measure B funds for the widening of Route 238 (Mission Boulevard) between Industrial Parkway and existing Route 84, and the construction of a new Route 84 along a previously adopted alignment where rights of way had been acquired to intersect with I-880. The alternative that followed that previously-adopted alignment became known as the Historic Parkway. In the Expenditure Plan, Caltrans was named as the project sponsor. The Route 238 widening from Industrial Parkway to the south and the new Route 84 were intended to complement another project included in the 1986 Expenditure Plan to improve the existing Route 238 on a new expressway alignment to bypass downtown Hayward, from Industrial Parkway north to I-580 in Hayward. This project was commonly referred to as the Route 238 Hayward Bypass Project. After decades of controversy while the Bypass project was being developed, Amendment No. 1 to the 1986 Expenditure Plan replaced the Hayward Bypass Project with alternative improvements.

Since the passage of Measure B, the widening of Route 238 (Mission Boulevard) between Industrial Parkway and existing Route 84 has been partially implemented in three segments: one

in Hayward, another in Union City and the third in Fremont. The resultant widening is not continuous along Route 238 (Mission Boulevard), but provides congestion relief through widening along certain stretches and at key intersections.

Like the Hayward Bypass Project, the Route 84 Historic Parkway Project has been on the books for decades and embroiled in controversy during its lengthy history. Caltrans first identified the need for the project back in 1958. Rights of way were acquired and/or zoned for the Historic Parkway during the 1960's and 70's and the approval of the Expenditure Plan in 1986 made funding available to develop the project. Six alternatives were analyzed as part of the environmental studies and the Historic Parkway was identified as the preferred alternative. A Final Environmental Impact Report/Study (EIR/S) was completed and approved by Caltrans in 2002. The Federal Highway Administration would not certify the EIR/S due to continuing local opposition, thereby effectively suspending the Historic Parkway Project until consensus could be reached.

Since 2002, the Alameda County Transportation Authority has worked with the Cities of Union City and Fremont and Caltrans to establish consensus on an alternative set of improvements to act as an east-west connection between I-880 and Route 238 to replace the Historic Parkway. In May of 2006, the Alameda County Transportation Authority Board voted to approve and include the alternative set of improvements in the 1986 Measure B Expenditure Plan, replacing the Route 84 Historic Parkway Project.

The proposed replacement for the Route 84 Historic Parkway Project is the I-880 to Route 238 East-West Connector Project, which includes the following major features:

- A combination of new roadways along preserved rights of way and improvements to existing roadways and intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard);
- New roadways designed in accordance with local roadway standards of the corresponding municipality;
- Widening along existing roadways consistent with the corresponding municipality's adopted plans;
- A minimum of two through lanes in each direction on new roadways; and
- Mitigation for impacts identified and approved in the environmental studies phase.

PROPOSED AMENDMENT NO. 2 TO THE 1986 EXPENDITURE PLAN

Thus, pursuant to the enabling legislation of Measure B, under Public Utility Code Sections 131304 and 131050, which allows for the Authority to add, delete a project, or to make changes of major significance, Amendment No. 2 to the 1986 Alameda County Transportation Expenditure Plan has been approved to reflect the following:

1. Delete the Route 238 and Route 84 Project currently included in the Expenditure Plan's Essential Transportation Project List as shown below:

Project:	Route 238 and Route 84
Cost:	\$77 million Sales tax contribution: \$67 million
Sponsor:	Caltrans
Description	Route 238 (Mission Boulevard) will be built as a six lane roadway from
÷ .	Industrial Parkway to Route 84 near Decoto Road. Route 84 will then be but
	along a previously adopted alignment where rights of way have been acquire to intersect with 880.
	Note: Although the new Route 84 will likely intersect Route 238 somewhere north of Peralta Avenue, the six lane conventional road is intended to extend to Peralta Avenue. The remaining \$10 million to complete the Route will come from other sources; i.e., local assessment districts, thus providing leveraging for the sales tax funds. The project is contingent upon receipt of the \$10 million. If it is not forthcoming, the project will not be built. (2)
Note (2)	Cost break out is as follows:
	A) Rtc. 238 through Union City
	B)-Rte 84 4 lane freeway 55M
	C) Engineering/Design 7M
	7714

2. Add the Route 238 (Mission Boulevard) Improvements Project – Hayward Segment as follows:

Project:

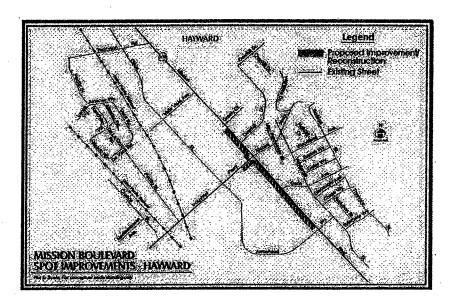
Route 238 (Mission Boulevard) Improvements Project – Hayward Segment

Cost:

\$ 6.7 million ACTA Measure B Sales tax contribution: \$6.4 million

Sponsor: Alameda County Transportation Authority and the City of Hayward

Description



The Hayward Segment of the Route 238 (Mission Boulevard) Improvements includes widening Route 238 (Mission Boulevard) and Industrial Parkway along the approaches to the intersection between the two roads and other intersection improvements.

3. Add the Route 238 (Mission Boulevard) Improvements Project – Union City Segment as follows:

Project:

Route 238 (Mission Boulevard) Improvements Project - Union City Segment

Cost:

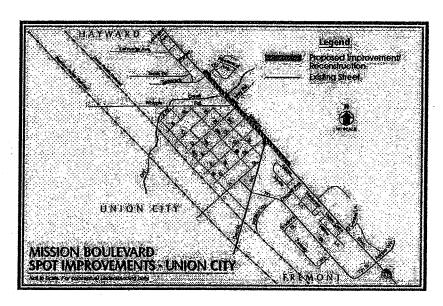
\$8.5 million

ACTA Measure B Sales tax contribution: \$7.0 million

Sponsor:

Alameda County Transportation Authority and the City of Union City

Description:



The Union City Segment of the Route 238 (Mission Boulevard) Improvements includes widening Route 238 (Mission Boulevard) from north of Whipple Road to south of Decoto Road and improving the intersections at Mission Boulevard/Whipple Road and Mission Boulevard/Decoto Road.

4. Add the Route 238 (Mission Boulevard) Improvements Project – Fremont Segment as follows:

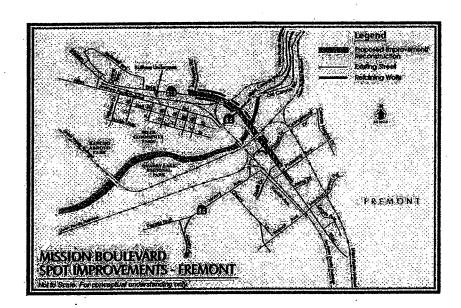
Project:

Route 238 (Mission Boulevard) Improvements Project – Fremont Segment \$47.0 million ACTA Measure B Sales tax contribution: \$45.0 million

Cost:
Sponsor:

Alameda County Transportation Authority and the City of Fremont

Description:



The Fremont Segment of the Route 238 (Mission Boulevard) Improvements includes widening Route 238 (Mission Boulevard) from north of Henderson Court to south of Orchard Drive, replacing two railroad crossings and the crossing over Alameda Creek, and replacing a drainage pump station. The project also includes intersection improvements at Mission Boulevard and Route 84 (i.e. Niles Canyon Road to the east and Mowry Avenue to the west) and Orchard Drive.

5. Add the Option 2 East-West Connector Project as follows:

Project:

Sponsor:

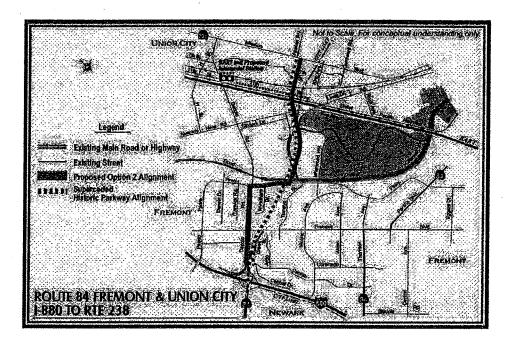
I-880 to Route 238 East-West Connector

Cost:

\$107.0 million ACTA Measure B Sales tax contribution: \$88.0 million

Alameda County Transportation Authority, Union City and Fremont

Description:



Construct an improved east-west connection between I-880 and Route 238 (Mission) comprised of a combination of new roadways along preserved rights of way and improvements to existing roadways and intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard).

- 6. **Modify Implementing Guidelines** (as adopted pursuant to Amendment No. 1) to provide the following:
 - a. The goal of the Amendments to the Expenditure Plan is to complete the projects described in the each Amendment in a timely manner. All added projects will be given five years from the date of the final approval of this the applicable Expenditure Plan Amendment to obtain environmental clearance, approval from all agencies having jurisdiction over the proposed improvements, support from the community, and full commitment of funds from all sources required to develop and construct the project. Projects that cannot meet this requirement may appeal to the Authority for extension(s) of one year duration.
 - b. Should an added a project added by an Amendment become infeasible or unfundable in whole or part, due to circumstances unforeseen at the time of the Amendment, funding may be applied to other projects in the original Expenditure Plan by the Authority.
 - c. Should one or any combination of the projects added by an Amendment be implemented in a manner that fulfills the purpose of the project and requires less than the amount of Measure B funding identified in the Amendment, any remaining Measure B funds may be applied to other projects in the Expenditure Plan by the Authority.
 - e d. Under no circumstance may Measure B funds in the an Amendment be applied to any purpose other than direct transportation improvements in Alameda County. The funds may not be used for any projects or studies other than those specified in the Amendment and the original Expenditure Plan (as amended), without an additional specific amendment to the Expenditure Plan.
 - d e-Project costs in excess of the amount of Measure B funding identified in the an Amendment will be the responsibility of the Project Sponsor. Measure B funding for the added projects are capped at the amounts identified in the Amendment, unless authorized by the Authority Board and subject to future annual Strategic Plan Updates.