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Attachment C  
Resolution No. 1666, Revised  
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**Amendment # 2 to the Alameda County Transportation Expenditure Plan**  
Dated July 24, 2006

## **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 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 \$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)*

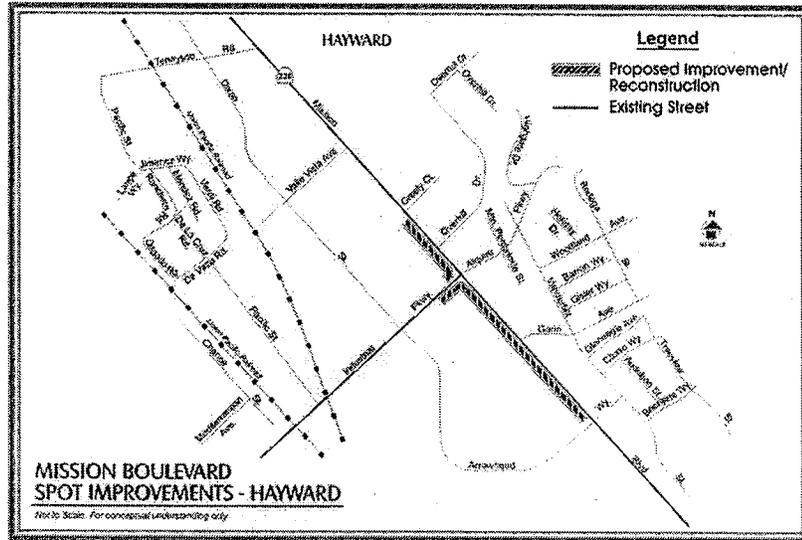
**Note (2)** *Cost break out is as follows:*

<i>A) Rte. 238 through Union City</i>	
<i>Widening existing Mission Blvd. to 6 lanes</i>	<i>15M</i>
<i>B) Rte 84 4 lane freeway</i>	<i>55M</i>
<i>C) Engineering/Design</i>	<i>7M</i>
<i>Total</i>	<i>77M</i>

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:**

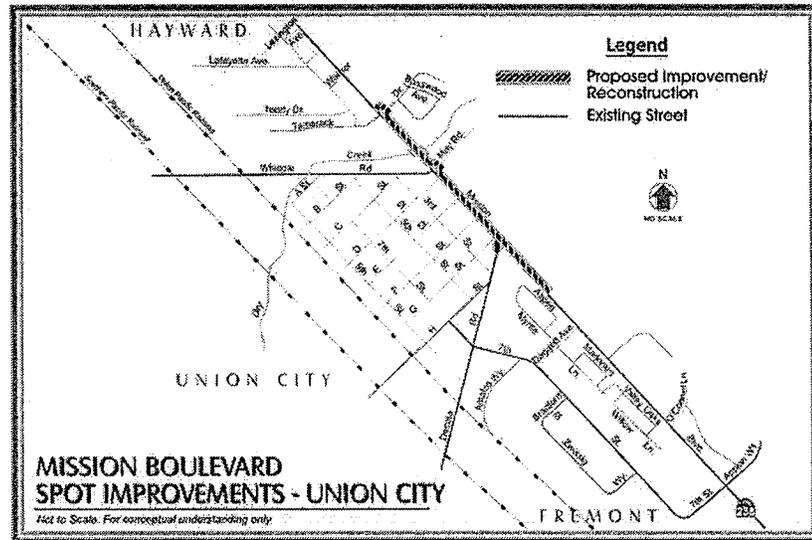


*The Hayward Segment of the Route 238 (Mission Boulevard) Improvements includes widening Route 238 (Mission Boulevard) and Industrial Parkway along the approaches to the intersection between the two roads and other intersection improvements.*

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:**

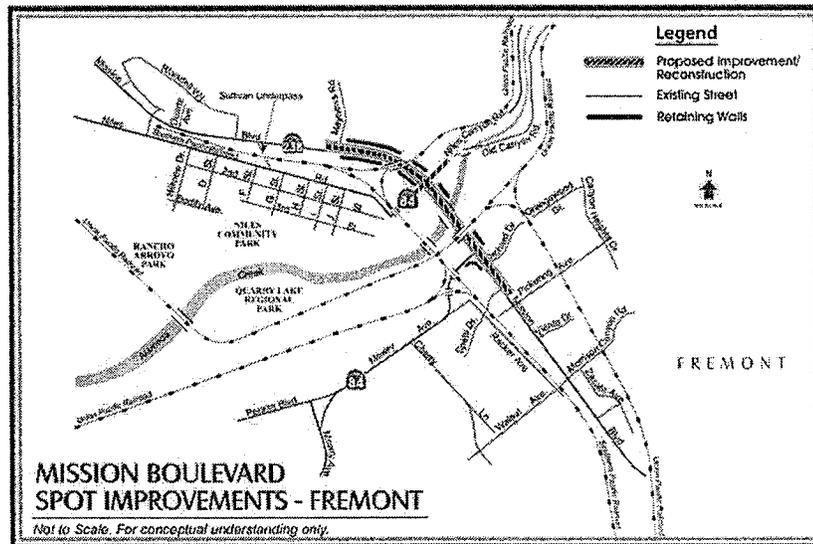


The Union City Segment of the Route 238 (Mission Boulevard) Improvements includes widening Route 238 (Mission Boulevard) from north of Whipple Road to south of Decoto Road and improving the intersections at Mission Boulevard/Whipple Road and Mission Boulevard/Decoto Road.

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

**Project:** Route 238 (Mission Boulevard) Improvements Project – Fremont Segment  
**Cost:** \$47.0 million ACTA Measure B Sales tax contribution: \$45.0 million  
**Sponsor:** Alameda County Transportation Authority and the City of Fremont

**Description:**

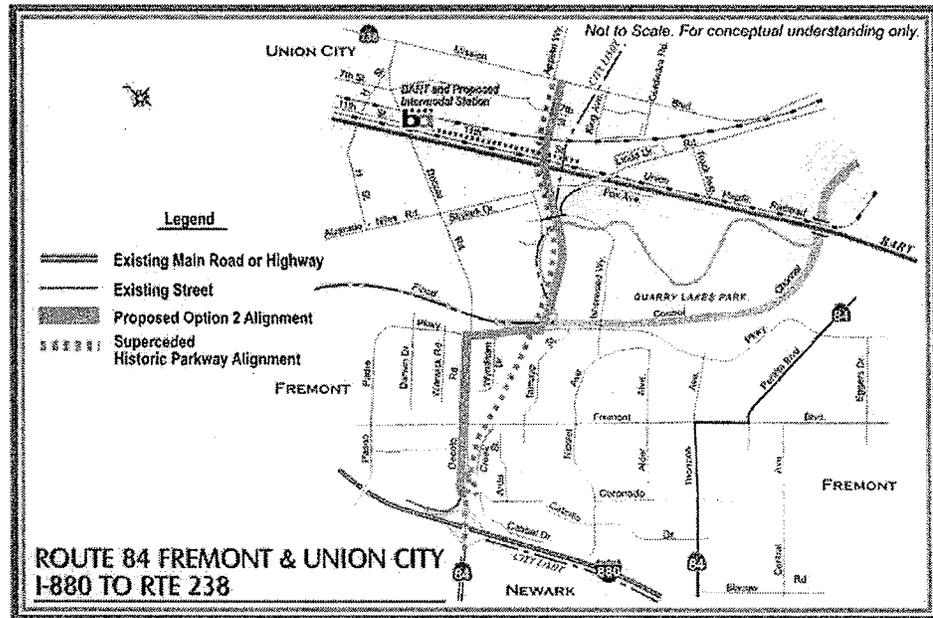


The Fremont Segment of the Route 238 (Mission Boulevard) Improvements includes widening Route 238 (Mission Boulevard) from north of Henderson Court to south of Orchard Drive, replacing two railroad crossings and the crossing over Alameda Creek, and replacing a drainage pump station. The project also 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:** I-880 to Route 238 East-West Connector  
**Cost:** \$107.0 million ACTA Measure B Sales tax contribution: \$88.0 million  
**Sponsor:** 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.
  - 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.
  - 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.