

**CITY OF ALBANY
CITY COUNCIL AGENDA
STAFF REPORT**

Agenda Date: 10/10/05
Prepared Date: 09/13/05
Reviewed by: _____

SUBJECT: ACTA Amendment No. 1 to the 1986 Expenditure Plan

REPORT BY: A. Cherry Chaicharn, Transportation Planner

STAFF RECOMMENDATION

That the City Council adopt the attached resolution authorizing Alameda County's approval of Amendment No. 1 to the 1986 Alameda County Transportation Expenditure Plan. The Amendment includes the following elements:

1. Deletion of references to the Route 238 Hayward Bypass Project on Foothill Boulevard and Mission Boulevard from Industrial Parkway to I-580;
2. Addition of Hayward's proposed Route 238/Mission – Foothill – Jackson Corridor Improvement Project;
3. Addition of the I-580/Redwood Road Interchange Project in Castro Valley;
4. Addition of the Central Alameda County Freeway System Operational Analysis;
5. Addition of the Castro Valley Local Traffic Improvement Project; and
6. Addition of Implementing Guidelines for the proposed additional projects.

The intent of this Expenditure Plan Amendment is, to the extent possible, to mitigate the loss of a regional transportation route in the Central County with a program of replacement projects in Central County that provide for congestion relief in the same corridor.

BACKGROUND

In 1986, Alameda County voters authorized a half-cent transportation sales tax to finance improvements to the County's overburdened transportation infrastructure, known as Measure B. The Alameda County Transportation Expenditure Plan (Expenditure Plan), dated August 1986, guides the use of those funds. The collection of this tax for the 1986 Measure B program expired on March 31, 2002.

Specifically, the 1986 Expenditure Plan included Measure B funds for the construction of a 5.3-mile segment of Route 238 for a new expressway 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 Hayward Bypass Project has been controversial since Caltrans commenced the

project design in the mid-1960's. In 1997, a lawsuit was filed against the project by the Hayward Area Planning Association (HAPA) and the Citizens for Alternative Transportation Solutions (CATS) stating that the Route 238 Hayward Bypass being developed by Caltrans was

not the project in the Expenditure Plan approved by voters. This suit resulted in a ruling in 2002 that Measure B funds could not be used in the delivery of the Route 238 Hayward Bypass Project as developed by Caltrans without amending the Expenditure Plan, effectively eliminating the only major funding source for the project.

Since 2002, ACTA, the City of Hayward and the County worked on the development of an alternative project to the Hayward Bypass Project that could meet the purpose of the original project and be eligible for Measure B funding. On March 1, 2005, the Hayward City Council approved the Route 238 Corridor Improvement Project to be submitted to ACTA as the substitute project for the Route 238 Bypass Project in the Expenditure Plan.

DISCUSSION

Expenditure Plan Amendment:

In April 2005, the Authority Board approved the following projects and their associated Measure B funding for inclusion in the proposed Amendment No. 1 as a replacement for the Route 238 Hayward Bypass Project in the Expenditure Plan:

- Route 238/Mission – Foothill - Jackson Corridor Improvement Project in Hayward to be programmed with \$80 million in Measure B funds;
- I-580/Redwood Road Interchange Project in Castro Valley to be programmed with \$15 million in Measure B funds;
- Central Alameda County Freeway System Operational Analysis to be programmed with \$5 million in Measure B funds; and
- Castro Valley Local Traffic Improvement Project to be programmed with \$5 million in Measure B funds.

Implementing guidelines for the above projects were also approved by the Board for inclusion in the amendment. In May 2005, the ACTA Board approved the specific language for the proposed Amendment No. 1 to the 1986 Expenditure Plan, as shown in the Attachment of this report.

The intent of this Expenditure Plan Amendment is, to the extent possible, to mitigate the loss of a regional transportation route in the Central County with a program of replacement projects in Central County that provide for congestion relief in the same corridor.

Expenditure Plan Amendment Process and Proposed Time Frame

The steps of the Expenditure Plan Amendment Process and the proposed time frame associated with each of the steps are noted below.

Step No.	Action	Start	Finish
1	ACTA Board approves initiation of Proposed Plan Amendment	04/28/05	04/28/05
2	ACTA Board approves Proposed Plan Amendment language	05/26/05	05/26/05
3	Plan Amendment forward to MTC, ACCMA and Caltrans	06/01/05	06/01/05
4	ACTA Holds Public Hearing on Plan Amendment and adopts any revisions	07/28/05	07/28/05
5	MTC reviews and approves the Plan Amendment	08/01/05	09/28/05
6	ACTA presents the Plan Amendment to the County Board of Supervisors and the City Councils (14) for approval	08/09/05	01/24/06
7	Amended Plan documented and distributed	01/24/06	01/31/06

The ACTA Board held the Public Hearing on the proposed Amendment No. 1 to the Expenditure Plan at its Board Meeting on July 28, 2005, and adopted the final amendment language at the Board meeting immediately following the Public Hearing. ACTA transmitted a report on the Public Hearing to the MTC. Amendment No. 1 to the Expenditure Plan was approved by the Commission on September 28, 2005.

It is ACTA’s intent to complete the Expenditure Plan Amendment Process by January 2006.

FISCAL IMPACT:

There is no fiscal impact to the City.

Attachment

City Council Resolution No. 05-51