

**July 2008****Monthly Status Report on  
Alameda County Transportation Authority (ACTA)  
Measure B Programs and Capital Projects**

The Final 2008/2009 Strategic Plan was approved by the Board at their May 2008 meeting and is posted on the Authority website at [www.actia2022.com](http://www.actia2022.com), then Reports and then Strategic Plans.

**Status of ACTA Capital Projects***Project Closeouts*

With the exception of two large capital projects, the I-880/Mission Boulevard (Route 262) Interchange and the I-880/Route 92 Interchange reconstruction projects, all Measure B projects in the I-880 corridor are essentially complete and in operation.

The following are completed ACTA capital projects which are involved in the closeout process:

MB 145	I-880/Mowry Avenue Interchange
MB 160	I-880/Thornton Avenue Interchange
MB 180	I-880/98 <sup>th</sup> Avenue Interchange
MB 310	I-580/I-680 Southbound to Eastbound Direct Connector
MB 320	I-580/I-680 Widen Freeway – Tassajara Creek to Santa Rita Road

If the ACTA projects are not listed above or discussed below, they have been closed out.

The Authority staff and the Project Controls Team continue to work with Caltrans and Project Sponsors to closeout these projects. Closeout activities include preparing and reconciling the final accounting of project costs with Project Sponsors and preparing and filing the final project closeout records.

*I-880/Route 92 Interchange in Hayward*

Caltrans advertised the construction contract for bid on January 8, 2007. The construction contract was awarded on August 28, 2007 to the FCI/Granite Joint Venture and the construction contract was approved in September 2007. Construction began in October 2007, and is approximately 23% complete.

At this time, the tentative project schedule is as follows:

Environmental Clearance	July 2004
Begin Design	October 2001
Complete Design	July 2006
Complete Right-of-Way Acquisition	March 2007
Construction Start	October 2007
Construction Complete	Summer 2011

*I-880/Mission Boulevard (Route 262) Interchange Reconstruction and Freeway Widening to the County Line*

Phase 1 of the project will be implemented in two separate contracts. Phase 1A of the project includes the widening of I-880 to complete the High Occupancy Vehicle (HOV) lanes in Alameda County to the Santa

Clara County line and connection to the HOV lanes that extend to Route 237. Phase 1A also includes reconstructing the existing I-880/Mission Boulevard Interchange to provide for direct freeway-to-freeway connections and direct local access across I-880 at Warren Avenue. Caltrans awarded the construction contract for Phase 1A on December 17, 2004 and the project is about approximately 82% complete. For further information, please visit the Caltrans website at [www.dot.ca.gov/dist4/projects.htm](http://www.dot.ca.gov/dist4/projects.htm).

Phase 1B is the Mission Boulevard Widening and Phase 2 will construct a railroad grade separation at Warren Avenue. UPRR considers Phases 1B and 2 to be linked for railroad operational purposes. Consequently, Phase 1B and Phase 2 of the project are being integrated with the BART to San Jose project, led by SCVTA. Staff has worked with the project partners to identify full funding for the integrated projects. Final design of the integrated project began in July 2007.

The current project schedule for Phase 1A is:

Complete Environmental (Phases 1A and 1B together)	January 2002
Complete Design	June 2003
Complete Right-of-Way Acquisition	August 2004
Advertise Construction Contract	August 2004
Award	December 2004
Construction Start	April 2005
Substantial Construction Complete	Fall 2008
Construction Contract Complete	Spring 2009

The Southbound I-880 to Eastbound SR 262 Connection will open in Summer 2008. The Phase 1A Milestones that have been completed are:

- Warren Avenue Overcrossing is under construction
- Westbound SR 262 to Southbound I-880 opened in June 2007
- Westbound SR 262 to Northbound I-880 opened in June 2007.
- Additional HOV lane Southbound on I-880 opened in August 2007
- Northbound Auxiliary lane between the west to north I-880 Connection and Fremont Boulevard/New Kato Road Overcrossing opened in November 2007

The Phase 1B and Phase 2 project schedules are integrated due to the railroad element. The current project schedule for the integrated Phase 1B/2 project is:

	<u>Phase 1B/2</u>
Complete Environmental	January 2002 / March 2000
Begin Design	March 2006
Complete Design	Summer 2008
Complete Right-of-Way Acquisition/Utility Relocation	Late 2008
Advertise Construction Contract	Fall 2009
Construction Start	2009
Construction Complete	2012

### ***Route 238/Foothill-Mission Corridor Improvement Project***

The City of Hayward is the project sponsor for the Route 238/Mission-Foothill Corridor Improvement Project. The Hayward City Council certified the Final EIR and approved the reduced project for implementation at their November 2007 meeting. The Hayward City Council approved the consultant

contract for design and right-of-way acquisition at their May 2008 meeting. Design and right-of-way engineering/acquisition is underway.

The Hayward City Council authorized the City Manager to negotiate and execute all agreements with Caltrans for the relinquishment of SR 238 (Foothill Boulevard and Mission Boulevard south of Jackson Street to Industrial Parkway), SR 185 (Mission Boulevard north of Jackson Street to the City limit) and SR 92 (Jackson Street from Watkins Street to Mission Boulevard) at their June 17, 2008 meeting.

The current project schedule is:

Complete Environmental	November 2007
Begin Design	April 2008
Complete Design	Late 2009
Begin Right-of-Way Acquisition	April 2008
Complete Right-of-Way Acquisition	Late 2009
Advertise Construction Contract	Early 2010
Construction Start	Spring 2010
Construction Contract Complete	Late 2011

### *Central Alameda County Freeway System Operational Analysis*

In June 2006, the ACTA Board approved Amendment No. 1 to the Project Funding Agreement with ACCMA to perform the freeway system operational analysis along I-238, I-580 and I-880 in central Alameda County. Amendment No. 2, approved by the Board in February 2007, upgraded the Operational Analysis to a Programmatic Project Study Report (PSR) and hence the study was renamed the Central County Freeway Study (CCFS). ACCMA is leading the effort in developing the Local Alternative Transportation Improvement Program (LATIP). A Relocation Assistance Program (RAP) is also being developed to support the LATIP. The LATIP will be funded by the proceeds from the sale of the State-owned right-of-way associated with the State Route 238 Hayward Bypass. Before the State-owned right-of-way can be sold, the Route 238 Hayward Bypass must be rescinded.

The Policy Advisory Committee (PAC) approved the prioritized LATIP at its June 20, 2008 meeting. The prioritized LATIP has the following as the first use of the funds: land disposition fees, the Route 238/Foothill-Mission Corridor Improvement Project (dependent upon a change in legislation), the I-580/Redwood Road Interchange and unfunded soundwall projects in the freeway corridors. The next call on the funds are, in the order of priority, the Integrated Corridor Mobility (ICM)/Adaptive Ramp Metering, Auxiliary Lanes from Paseo Grande to Winton Avenue and from Whipple Road to Industrial Parkway West, and the project development for the Northbound I-880 High Occupancy Vehicle Lane. Interchanges improvements at State Route 92/Clawiter Road – Whitesell Street, I-880/Industrial Parkway West, I-880/Davis Street and I-880/Marina Boulevard with the provision that since SR 92/Clawiter Road-Whitesell Drive will be implemented first provided it is sufficiently ready to proceed at the time the funding becomes available since it is a Measure B project and is given priority per the LATIP statutes. The prioritized LATIP will require local agency and Authority consideration for resolutions of support once the Route 238 Hayward Bypass housing issues are resolved. It is presently anticipated that the prioritized LATIP and the associated RAP will be brought before the CTC for consideration in Summer 2009, along with the rescission of the Route 238 Hayward Bypass and a right-of-way disposal strategy. After that, State-owned right-of-way can be sold, providing funds for the project development and the eventual implementation of the prioritized LATIP.

### *Castro Valley Local Traffic Circulation Improvement Project*

Alameda County Public Works Agency is the sponsor of this project, which will include a program of projects to provide 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. On May 9, 2006, the Alameda County Board of Supervisors endorsed a list of potential projects in the Baywood area for use of Measure B funds. ACTA and Alameda County staff are working together to prepare a funding agreement for the scoping phase for the program of projects.

***East – West Connector Project in North Fremont and Union City***

A Draft Environmental Impact Report (DEIR) is being prepared by a consultant team retained by the Authority. The DEIR is expected to be released for public comments by the end of 2008 and a public meeting will be held at that time. Environmental approval is scheduled for Summer 2009. In addition to the preliminary engineering and environmental studies that are underway, the Authority is focusing on interagency coordination with the necessary resource agencies, railroad, BART, and utility companies. The proposed project includes multiple creek crossings, multiple railroad grade separations (two UPRR and one BART), and encroachment on wetlands. The interagency coordination and permitting concerns are significant and present challenges to expeditious project delivery. The presence of an underlying aquifer that provides water to the Alameda County Water District (ACWD) presents unique challenges and constraints due to its location beneath the proposed underpasses under the UPRR and BART.

Authority staff provided project status briefings to both the Union City and Fremont City Councils in July. Revised cost estimates and an updated schedule were provided.