

To: Bimla Rhinehart, Executive Director
California Transportation Commission

From: City of Hayward
Alameda County
City of San Leandro
Alameda County Transportation Authority
Alameda County Congestion Management Agency

Date: November 2, 2009

Subject: Submittal of the State Route (SR) 238 Hayward Bypass Local Alternative Transportation Improvement Program (LATIP) as Information to Support the California Transportation Commission Action on the Notice of Intention to Consider Rescinding Freeway Adoption 4-ALA-238 PM R95.4/R97.9 Resolution NIU 09-01 at the December 2009 Meeting

Submitted for transmittal to the California Transportation Commission is the attached SR 238 Hayward Bypass Local Alternative Transportation Improvement Program (LATIP). The LATIP is being submitted by the City of Hayward, Alameda County, the City of San Leandro, the Alameda County Transportation Authority (ACTA), and the Alameda County Congestion Management Agency (CMA), all of whom have adopted resolutions in support of the SR 238 Hayward Bypass LATIP, and has been developed in conjunction with Caltrans District 4. The submittal contains the following:

- Executive Summary: the SR 238 Hayward Bypass LATIP and summary of the provisions in Assembly Bill 1386
- Attachment A: Documents supporting the SR 238 Hayward Bypass LATIP including resolutions from the City of Hayward City Council, the Alameda County Board of Supervisors, the City of San Leandro City Council, ACTA Board of Directors, and ACCMA Board of Directors; letter of support from MTC staff; and signed Project Initiation Document cover page from the California Department of Transportation, District 4 (forthcoming).

The submittal is made in conjunction with Caltrans' submittal of the Notice of Intention to Consider Rescinding Freeway Adoption 4-ALA-238 PM R95.4/R97.9 Resolution NIU 09-01., which is scheduled to be before the Commission in December 2009. The SR 238 LATIP submittal does not need approval until February 2010 and is being submitted as an Information Item for the December 2009 Commission meeting.

The SR 238 Hayward Bypass LATIP is a prioritized list of highway projects on the same highway system (i.e., I-238, I-880, and I-580) that would have benefited from the Hayward Bypass and that can be constructed in the next 5 to 10 years. This prioritized list forms the Local Area Transportation Improvement Program (LATIP) and needs local support and approval by California Transportation Commission before the Commission considers rescinding the freeway adoption in Alameda County. The information attached to this memo provides details about the SR 238 Hayward Bypass LATIP and Assembly Bill 1386, which authorizes the LATIP.

Please let me or Art Dao know if you have any questions. Art can be reached at 510/267-6104 and I can be reached at 510/350-2326.

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File: Central Alameda County Freeway Study

STATE ROUTE (SR) 238 HAYWARD BYPASS LOCAL ALTERNATIVE TRANSPORTION IMPROVEMENT PROGRAM (LATIP)

Introduction

The SR 238 Local Area Transportation Improvement Program (LATIP) is a prioritized list of highway projects on the same highway system (i.e., I-238, I-880, I-580) that would have benefited from the SR 238 Hayward Bypass project and that can be constructed in the next 5 to 10 years. This prioritized list needs local support and approval by California Transportation Commission at the February 2010 meeting at which time the Commission will consider rescinding the freeway adoption 4-ALA-238 PM R95.4/R97.9 Resolution NIU 09-01 in Alameda County. A complete analysis of the LATIP is documented in the *Final Project Initiation Document (PID) to Support the Central Alameda County Local Alternative Transportation Improvement Program (LATIP)* dated October 27, 2009.

Background

Senate Bill 509, signed into law in September 2004, and Assembly Bill 1462, signed into law in October 2005, collectively amended Government Code Section 14528.5 which provides for the use of revenues from the sale of excess property, originally purchased for improvements on State Route 238 Hayward Bypass ("Bypass") project, which project is no longer feasible, in order to fund a local alternative transportation improvement program, subject to approval by the Commission.

Assembly Bill 1386, signed into law in October 2009, amended Government Code Sections 14528.5 and 14528.6 to address administrative changes including but not limited to

- broadening the use of the revenues from the sale of excess properties to include any highway purpose,
- creating a Special Deposit Fund in which to deposit the revenues from excess property sales,
- ~~authorizing local agencies to advance projects with local funds and be repaid when revenues from excess property sales becomes available and requiring the Commission to adopt guidelines in this regard,~~
- enacting new provisions for a settlement agreement related to the disposition of excess properties, and
- authorizing the Commission to relinquish portions of SR 92, 185 and 238 in the City of Hayward.

Under this legislation, the Commission has

- the final authority regarding the content and approval of the SR 238 LATIP,
- the responsibility to allocate funds to approved LATIP projects and to maintain a separate account into which funds derived from the sale of the excess property will be deposited,
- the ability to advance a project from the approved LATIP prior to the availability of sufficient funds from the sale of excess property, and
- the responsibility to develop and adopt, in conjunction with the Department and local transportation officials, guidelines to implement the advancement and reimbursement of funds.

Current statute requires that the LATIP must be approved by the California Transportation Commission prior to July 2010; additionally, it must be approved prior to Caltrans selling the excess right-of-way purchased for the original SR 238 Hayward Bypass project or the funds will revert to the State Highway Account and will not be exclusively available for LATIP projects in Alameda County.

The SR 238 LATIP is shown in Figures 1 and 2 and Table 1. The LATIP was developed and approved by the Central Alameda County Freeway Study Policy Advisory Committee consisting of representatives from the Cities of San Leandro and Hayward, Alameda County, the ACCMA, ACTA and Caltrans. Local agency resolutions of support for the LATIP are required to demonstrate to the CTC that local consensus has been reached on the priority of alternative projects. These resolutions along with a letter of support from MTC are found in Attachment 1.

Caltrans consensus and support is documented separately through the approval of the *Final Project Initiation Document (PID) to Support the Central Alameda County Local Alternative Transportation Improvement Program (LATIP)* dated October 27, 2009. The PID, which contains more detailed information about the SR 238 Hayward Bypass projects, can be found at www.accma.ca.gov. A signed cover page is found in Attachment 1 (forthcoming).

The SR 238 Hayward Bypass LATIP

The SR 238 Hayward Bypass LATIP consists of 19 projects estimated to cost approximately \$570 million in 2007 dollars. Figure 1 shows the location of the LATIP projects. A brief description of the projects and the total funding needed are presented in Table 1 and described below. Figure 2 shows the LATIP Projects in priority order.

Description of SR 238 Hayward Bypass LATIP Projects (not in priority order)

Projects A and B: Washington Avenue/I-880/I-238 Interchange Improvements - The I-880/Washington Avenue Interchange Project includes widening the southbound I-880 off ramp, reconfiguring and widening the loop on ramp from westbound Washington Avenue to I-880 southbound, adding an on ramp from westbound Washington Avenue to I-880 northbound, adding an on ramp from eastbound Washington Avenue to I-880 southbound, expanding the Washington/Beatrice intersection, and adding traffic signal modification and coordination. This project would also widen the Washington Avenue bridge over I-880 to provide a six-lane cross-section, with sidewalk and 17-foot wide curb lanes to facilitate Routine Accommodation of pedestrians and bicyclists. The wide curb lane would accommodate both vehicle and bike traffic. It also includes the I-238 Northbound Connector Project, which will widen the connector from northbound I-238 to I-880 northbound from one to two lanes and make improvements to the off ramp from I-880 northbound to Washington Avenue. Right-of-way acquisition will be required to accommodate the northbound and southbound on ramps from Washington to I-880.

Project C: Extend Northbound I-880 High Occupancy Vehicle (HOV) Lanes - The intent of this project is to extend the existing northbound HOV lane on I-880 from north of Hacienda Avenue to the northern limit of the study area. (The southbound HOV project was defined by ACCMA to

support an application for Corridor Mobility Investment Account (CMIA) funding. It will extend to Marina Boulevard and involve freeway widening and lane reconfiguration within the existing right-of-way as well as interchange bridge reconstruction at Davis Street and Marina Boulevard. The southbound HOV project has been funded and is therefore assumed in the Baseline condition).

The project will address Caltrans's comments regarding minimum HOV lane width (11 feet), HOV shoulder width (8 feet), and shoulder lane width (12 feet). The layout *north of Washington Avenue* would involve freeway widening and lane reconfiguration generally within the existing right-of-way. Extending the northbound HOV on the segment *south of Washington Avenue* would present the following engineering challenges: 1) the I-238 widening project will add auxiliary lanes south of the I-238/I-880 interchange and effectively "use up" available right-of-way, and 2) there is limited cross-section width on the segment between the I-238/I-880 connector ramps to accommodate HOV lanes. The layout indicates the conceptual implications in this segment, including structure widening and minimum required right-of-way acquisition. It was estimated that 25 residential properties would be acquired for the south portion of the HOV project. (Note: The "existing" cross-section shown in the "south" segment assumes the I-238 Widening Project is complete.) Therefore, two cost-estimating worksheets were prepared; one for the segment north of Washington Avenue and one for the segment to the south.

Project D: I-880 Auxiliary Lanes, Paseo Grande to Winton Avenue - This project would add auxiliary lanes in both the northbound and southbound directions between Winton Avenue and West A Street by widening the freeway and reconfiguring the lane layout. A northbound auxiliary lane would be added between West A Street and Paseo Grande to effectively extend the auxiliary lane to the south limit of the northbound auxiliary lane portion of the I-238 widening project.

Project E: I-880/Industrial Parkway West Interchange - This project was defined based on the Route 84 Realignment Project, and would reconstruct the interchange into a modified partial cloverleaf layout.¹ It would add a two-lane northbound off-ramp just north of Alameda Creek, intersecting Industrial Parkway West opposite the existing northbound on-ramp and add an eastbound to northbound loop on ramp to replace the current left turn connection for that movement. This project would also widen the southbound off ramp, which would flare out to three lanes (two left turn lanes plus one right turn lane) at Industrial Parkway and would include signalization modifications at the foot-of-ramp intersection. This new ramp would involve retaining walls and a bridge to clear the north-south tributary drainage creek and signalization at the foot-of-ramp intersection. In addition, this project would provide an HOV bypass lane on the southbound loop on ramp, replace the existing bridge structure over I-880 and provide for the Routine Accommodation of pedestrians and bicyclists. Right-of-way acquisition would be required to accommodate the northbound on and off-ramps. An eastbound Industrial Parkway to southbound I-880 diagonal on-ramp should be included if shown to be necessary to traffic operations.

¹ A partial cloverleaf typically combines loop on ramps with a standard diamond ramp configuration. For Project E, a southbound diamond on ramp would not be provided due to an existing use west of I-880 and the alignment of Industrial Parkway to the west of I-880.

Project F: I-880 Auxiliary Lanes, Whipple Road to Industrial Parkway West - This project would add auxiliary lanes by widening the freeway and reconfiguring the lane layout to provide the minimum lane widths identified by Caltrans. This assumes the existing I-880 bridge over Alameda Creek would be widened to accommodate the new cross-section.

Project G: I-880/Whipple Road Interchange - This project would expand the on ramp from Whipple Road to I-880 northbound to provide two lanes, including one HOV bypass lane (which could possibly be shared to allow trucks to bypass the ramp meter). Construction of this project would require expanding the existing bridge over the Union Pacific Railroad (UPRR) and some right-of-way acquisition.

Project H: On-Ramp Modifications to Channel and Merge Traffic (various locations to be determined) -

This project was ultimately eliminated because the combination of Baseline Improvements (listed in previous memoranda) and Candidate Improvements (listed above) update virtually all on-ramps in the Corridor.

Project I and J. Central Alameda County Integrated Corridor Management Program (including Area-Wide Adaptive Ramp Metering) - The Central Alameda County Integrated Corridor Management (ICM) Program objective is to enhance the current Transportation Management System. It consists of a program of improvements using State of the Practice solutions to improve corridor mobility by creating a uniform, stable, balanced traffic flow throughout the corridor. The program is composed of a freeway category including area-wide ramp metering, an arterial category including the arterial network and integration of existing transit signal priority, surveillance including closed-circuit television cameras (CCTV), detectors and signs, and information dissemination elements including integration of 511, signs and highway advisory radio, and a goods movement category composed of diversion messages on dynamic message signs (DMS).

To attain a balanced, responsive and equitable ICM Program, all of the following major components of the system are required:

- **Area-Wide Adaptive Ramp Metering System** – An area-wide adaptive ramp metering system dynamically adjusts the metering rates based on freeway, ramp, and arterial conditions to create a balanced flow that does not penalize the arterials or the freeway. It includes queue detection and queue protection system to increase the metering rate in the event of adverse queuing onto local roadway. For Central Freeway Corridors this is composed of TOS hardware and Caltrans developed software with some modification. Ramp meters will operate using firmware that is consistent with that used in the I-80 ICM.
- **Arterial Management System** – The arterial network is important to serve local traffic and to connect with transit and freeway travel. The alternatives for arterial improvements will enable the arterials to emphasize local traffic, while not sacrificing freeway connectors. The emphasis includes arterials that are parallel to the freeway (primarily Hesperian Boulevard and E. 14th Street), as well as connector roadways

that will help provide access between the parallel arterial and the freeway. For Central Freeway Corridors, arterial hardware is presumed to be part of signal upgrades. A system-wide lump sum was added to the opinion of costing. No specific directives are being issued to any of the local jurisdictions. The cost to communicate over “Center to Center” (C2C) links is included. Transit Signal Priority (TSP), along the arterials and emergency vehicle detection for those cities that chose to deploy TSP, will be integrated with other traffic information for 511 dissemination and operations coordination. For Central Freeway Corridors, transit hardware is presumed to be part of signal upgrades. A system-wide lump sum was added to the opinion of costing. No specific directives are being issued to any of the local jurisdictions. The cost to communicate over C2C links is included.

- **Traffic Surveillance and Monitoring System** – Traffic surveillance comprises of incident detection, incident verification, and selection and implementation of response actions. The major objective is to minimize the time between occurrence of an incident and the completion of recovery from that incident. The cost for freeway service patrols is not included in this analysis. This system monitors the operations and performance of the roadway system to aid in improving the safety and quality of traffic flow. This information is used to provide adequate real-time traveler information. For Central Freeway Corridors this is composed of a CCTV once per mile, detector stations at half mile intervals, and system operators already in governmental service. The advanced traveler information system is already deployed to the level anticipated for this study, including Caltrans Traffic Operations System (TOS), Caltrans (Automated Traffic Management System (ATMS), I-880 Center to Center Communication, and other projects. The information may be provided through Changeable Message Signs (CMS), Highway Advisory Radio (HAR), Highway Advisory Telephone (HAT), and internet websites.
- **Commercial Vehicle Operations System** - The commercial vehicle operations system consists of provisions to regulate commercial vehicles on the freeways to ensure traffic efficiency and safety while achieving the region’s goods movement. Six permanent DMS sign installations may be used to regulate commercial vehicle traffic by lane, time of day, weight, etc. Existing software from the Port of Oakland will be modified for use in this application.

The corridor management elements are used to manage the efficiency of the transportation system along the Central Alameda County corridor, including providing enhanced incident detection, and providing enhanced incident detection, and providing public agencies and public with real time traffic conditions and construction alerts. The corridor management elements to be funded by the LATIP are within the same limits as the PID limits on I-880, I-580 and I-238.

Project K: I-880/Davis Street Interchange - This project was defined by the City of San Leandro during an ongoing Project Study Report (PSR) effort. It would involve reconstructing (lengthening and widening) the I-880 bridge (which is part of the CMIA-funded Southbound HOV Lane Project (Hegenberger Road to Marina Boulevard)), including Routine Accommodation for pedestrians and bicyclists, ramp reconstruction, and signalization

improvements. The cost estimating worksheet reflects cost data presented in the referenced PSR. The preliminary opinion of probable cost for this project for the LATIP excludes the cost of structure reconstruction improvements to be completed by the Southbound HOV Lane Project.

Project L: I-880/Marina Boulevard Interchange - This project was defined based on a sketch developed by the City of San Leandro. It would involve reconstructing (lengthening and widening) the I-880 bridge (which is part of the CMLA-funded Southbound HOV Lane Project (Hegenberger Road to Marina Boulevard)), including Routine Accommodation for pedestrians and bicyclists, and reconfigured ramps . The preliminary opinion of probable cost for this project for the LATIP excludes the cost of structure reconstruction improvements to be completed by the Southbound HOV Lane Project.

Project M: I-880/West A Street Interchange - This project was defined in concept by the City of Hayward and would involve widening A Street between the foot-of-ramp intersections. This requires reconstructing the I-880 overcrossing. It is proposed that one additional 12-foot freeway lane in each direction will be necessary to provide sufficient width to accommodate traffic during construction; this would also provide additional lane capacity for potential future freeway widening. Three construction stages were assumed. This project would also involve intersection and signalization modifications.

Project N; I-880/West Winton Avenue Interchange - This project was defined in concept by the City of Hayward and would involve reconstructing ramps to create a partial cloverleaf interchange with signalized foot-of-ramp intersections. It would also include reconfiguration of the eastbound West Winton to southbound I-880 on-ramp and a new connection to Southland Mall Drive opposite the I-880 southbound off-ramp intersection with West Winton Avenue. The cost estimating worksheets reflect additional landscaping, which would be required following the removal of the loop on ramps from West Winton Avenue to I-880.

Project O: Route 92/Industrial Boulevard Interchange - This project involves widening of the westbound to southbound loop off ramp and local street conform and striping improvements on Industrial Boulevard to accommodate the additional exiting lane from SR-92 westbound to Industrial Boulevard southbound.

Project P: I-580/Strobridge Off-Ramp Modification - This project was defined in concept by the City of Hayward during development of project options for the SR 238 Corridor Improvement Project. It would construct a new westbound off-ramp from I-580 to Castro Valley Boulevard. It would also include reconfiguration of Norbridge Avenue, which would intersect Strobridge at the location of the existing off-ramp junction. Local street and signalization improvements would be included.

Project Q: I-580/Redwood Road Interchange - This project was defined in detail by ACTIA as part of the I-580 Interchange Improvement Project in Castro Valley. Project Q involves expansion of the I-580/Redwood Road interchange to provide a new I-580 westbound off ramp and a new I-580 eastbound off ramp at Redwood Road. The project would also provide a new off ramp from I-580 eastbound to Grove Way and local road improvements. The cost estimate for this Project is consistent with estimates prepared for the I-580 Castro Valley Interchange Project

in January 2007. The total funded needed reflects an allocation for contingencies. The construction contract for this project has been awarded. This is now off the top Project No. 3.

Project R: I-880/Route 92 Reliever – Clawiter/Whitesell Interchange - This project was defined in a Project Study Report (PSR) and would involve construction of a new diamond interchange at SR-92 and Whitesell Street, which would be extended to the south of the freeway to form a “T” intersection with Clawiter Road, including Routine Accommodation for pedestrians and bicyclists. The project would also provide a new on ramp from southbound Clawiter Road to SR-92 westbound on a bridge over the SR-92 westbound off ramp to Whitesell Street. The project would connect to Phase I of the Measure B Reliever Route Project, which will construction extensions to Whitesell Street and West A Street. The cost estimate is consistent with the estimate prepared by Kimley-Horn and Associates, Inc. for the City of Hayward in February 2007.

Project S: Reduce Freeway Ramp Merge/Weave Conflicts (various locations to be determined) - Like Improvement H, this project was ultimately eliminated because the combination of Baseline Improvements (listed in previous memoranda) and Candidate Improvements (listed above) touch virtually all freeway segments in the corridor.

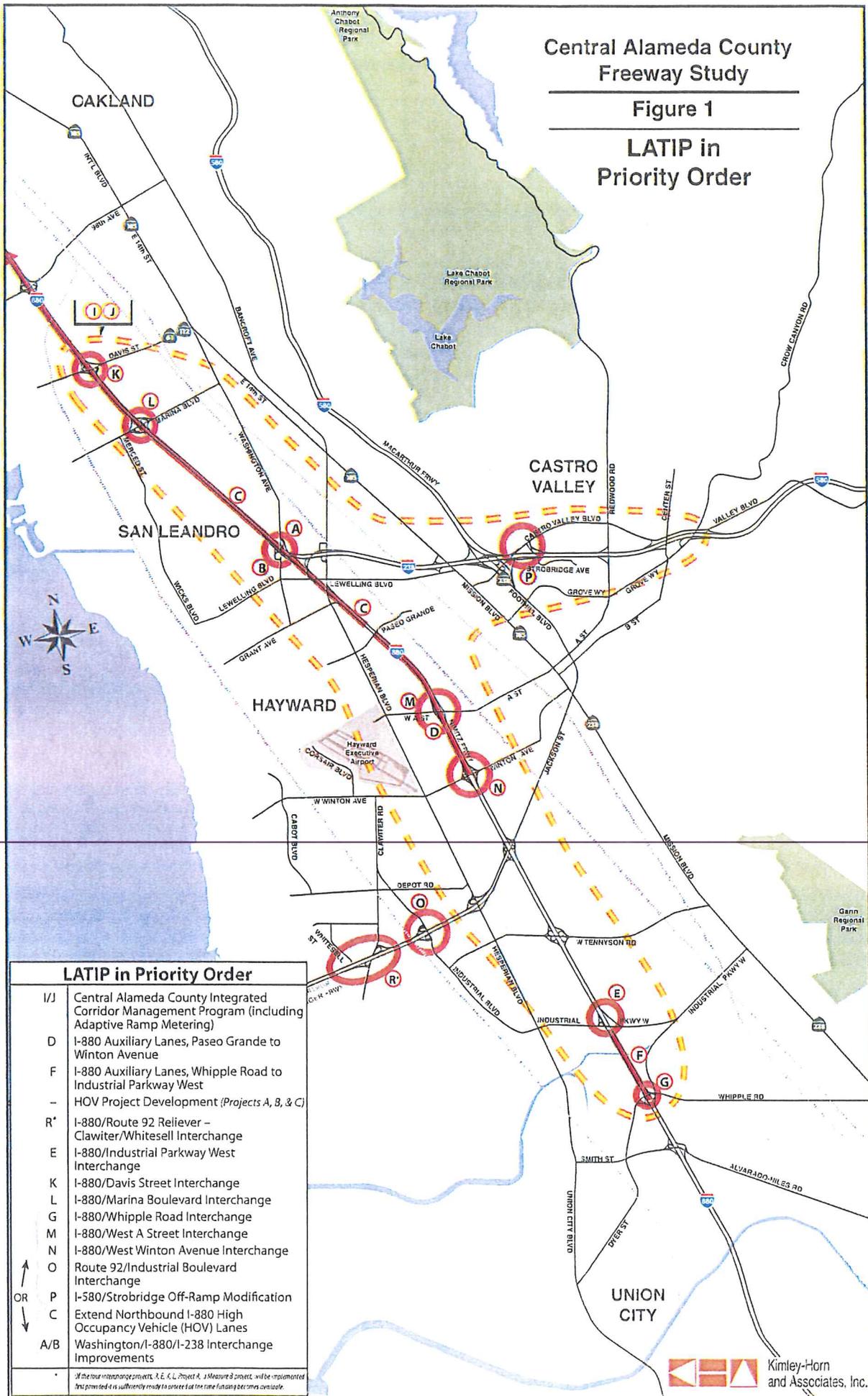
Project T: I-880 Managed Lanes - This improvement was removed from further consideration given no right-of-way exists to accommodate additional lanes that could be managed.

Project U: Sound Walls (various locations to be determined) - This project improvement essentially provides an allocation of funds to build sound walls in the corridor at locations that are not associated with a specific project. This is now off the top Project No. 4.

Central Alameda County Freeway Study

Figure 1

LATIP in Priority Order



LATIP in Priority Order

- I/J Central Alameda County Integrated Corridor Management Program (including Adaptive Ramp Metering)
- D I-880 Auxiliary Lanes, Paseo Grande to Winton Avenue
- F I-880 Auxiliary Lanes, Whipple Road to Industrial Parkway West
- HOV Project Development (Projects A, B, & C)
- R* I-880/Route 92 Reliever - Clawiter/Whitesell Interchange
- E I-880/Industrial Parkway West Interchange
- K I-880/Davis Street Interchange
- L I-880/Marina Boulevard Interchange
- G I-880/Whipple Road Interchange
- M I-880/West A Street Interchange
- N I-880/West Winton Avenue Interchange
- O Route 92/Industrial Boulevard Interchange
- P I-580/Strobridge Off-Ramp Modification
- C Extend Northbound I-880 High Occupancy Vehicle (HOV) Lanes
- A/B Washington/I-880/I-238 Interchange Improvements

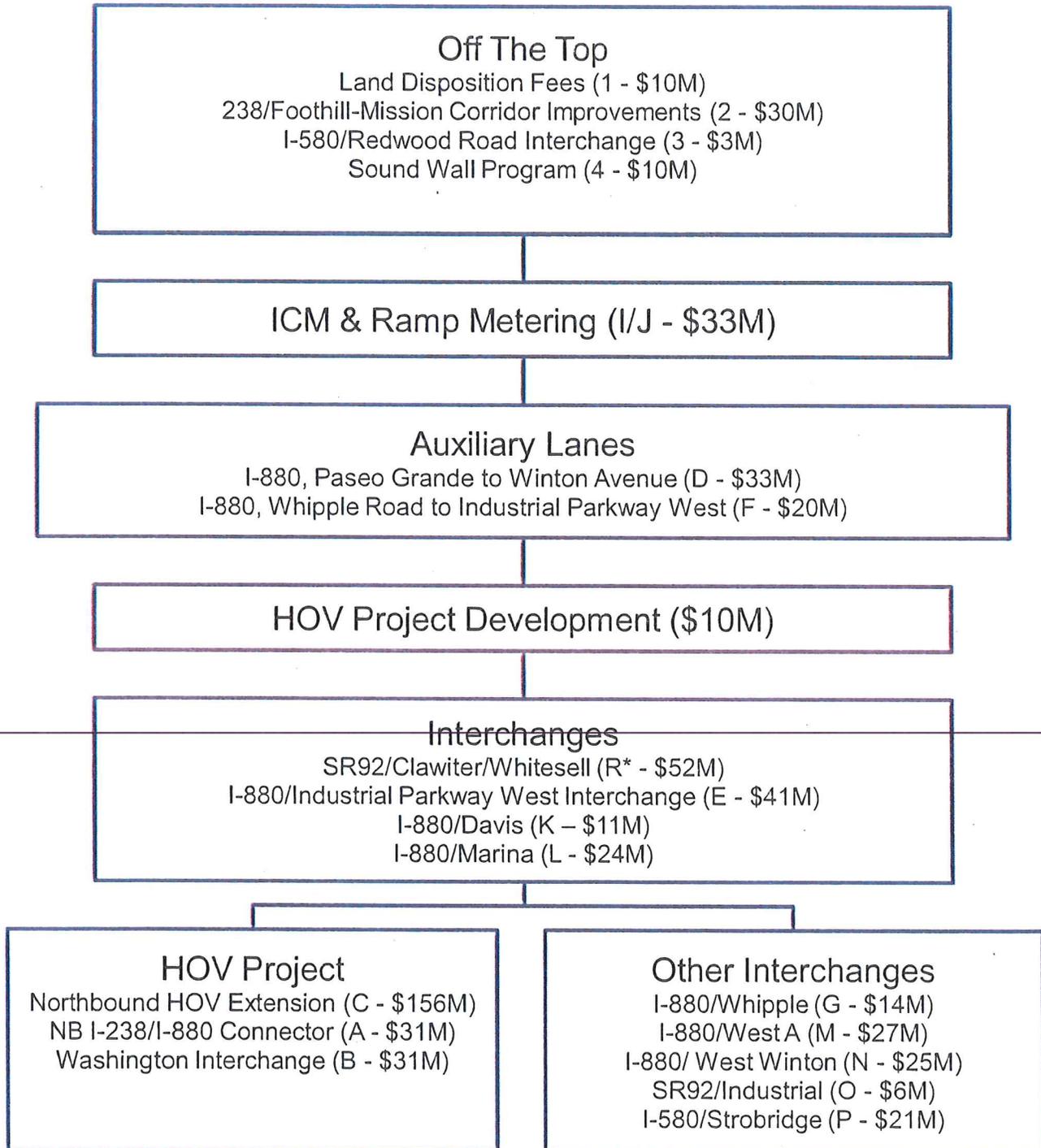


OR

A/B

* If the four interchange projects, I, E, C, L, Project A, J Measure B projects, will be implemented first provided it is sufficiently ready to surface for the time for any fees come available.

Figure 2
Proposed LATIP In Priority Order



* Project R, a Measure B project, will be implemented first provided it is sufficiently ready to proceed at the time funding becomes available.

Table 1

PROPOSED LATIP IN PRIORITY ORDER - Revised June 17, 2008 Central Alameda County Freeway Study							
ID	Facility	Location	Responsible Agency	Improvement Name	Location	Total Funding Needed (2007 dollars)	Notes
1	-		Caltrans	Land Disposition Fees	-	TBD	Actual amount unknown, \$10 million used in calculations
2	-	Hayward	Hayward	238/Foothill-Mission	-	\$30,000,000	Total funding needed reflects difference between project cost and committed funding. Also subject to pending legislative change.
3	I-580	Castro Valley	ACTA	I-580/Redwood Road Interchange	Redwood Rd.	\$3,000,000	Total funding needed is a contingencies allowance for potential unforeseen construction items.
4	I-880 I-238 I-580		TBD	Locations to be determined	Sound Walls	\$10,000,000	
I and J	I-880 I-238 I-580		Caltrans/ACCMA	ICM	Adaptive Ramp Metering	\$32,500,000	
D	I-880	Hayward	Caltrans/ACCMA	I-880 Auxiliary Lanes, Paseo Grande to Winton Avenue	Integrated Corridor Management (ICM) Program	\$32,500,000	
F	I-880	Hayward	Caltrans/ACCMA	I-880 Auxiliary Lanes, Whipple Road to Industrial Parkway West	West A Street interchange to Winton Interchange	\$19,500,000	
-	I-880	County and San Leandro	Caltrans/ACCMA	I/OV Project Development (Projects A, B, and C)	Whipple Road to Industrial Parkway West	\$10,000,000	Funds to Prepare PSR
R	Hwy 92	Hayward	Hayward	I-880/Route 92 Reliever - Clawiter/Whitesell Interchange	SR 92/Clawiter Interchange Area	\$52,000,000	Of the four interchange projects, R, E, K, and L, Project R, a Measure B project, will be implemented first provided it is sufficiently ready to proceed at the time funding becomes available.
E	I-880	Hayward	Hayward/ACCMA	I-880 /Industrial Parkway West Interchange	Industrial Parkway West Interchange	\$41,000,000	Total funding needed was reduced to reflect the construction cost for structure reconstruction to be borne by the southbound HOV Project (I-Bond).
K	I-880	San Leandro	San Leandro	I-880 /Davis Street Interchange	Davis St.	\$11,100,000	Total funding needed was reduced to reflect the construction cost for structure reconstruction to be borne by the southbound HOV Project (I-Bond).
L	I-880	San Leandro	San Leandro/ACCMA	I-880 /Marina Boulevard Interchange	Marina Blvd.	\$24,400,000	Total funding needed was reduced to reflect the construction cost for structure reconstruction to be borne by the southbound HOV Project (I-Bond).
G	I-880	Union City	TBD	I-880 /Whipple Road Interchange	Whipple Road	\$13,500,000	
M	I-880	Hayward	TBD	I-880/West A Street Interchange	W. A St.	\$27,000,000	
N	I-880	Hayward	TBD	I-880/West Winton Avenue Interchange	Winton Ave.	\$25,000,000	
O	SR 92	Hayward	TBD	Route 92/Industrial Boulevard Interchange	Industrial Blvd.	\$6,000,000	
P	I-580	County	TBD	I-580/Stobridge Off-Ramp Modification	I-580/Stobridge Avenue/Castro Valley Boulevard	\$21,000,000	
C	I-880	County and San Leandro	Caltrans/ACCMA	Extend Northbound I-880 High Occupancy Vehicle (HOV) Lanes	C.1 - North of Washington C.2 - South of Washington (Southern limit is north of Hacienda)	Total 155,500,000 C.1 64,000,000 C.2 91,500,000	Costs represent extension to north of Davis. An additional \$52,000,000 in 2007 dollars is required to go to Ilegatberger.
A and B	I-238 I-880	San Leandro San Leandro	Caltrans/ACCMA Caltrans/ACCMA	NB I-238 connector to NB I-880 Washington Interchange	I-238 Interchange Improvements (NB I-238 connector to NB I-880) Washington/I-880 Interchange	\$31,000,000 \$31,000,000	If Projects A and B are constructed concurrently, the total cost will be \$46,200,000. This figure was used in bottom line sum
TOTAL COST OF ALL PROJECTS:						\$570,200,000	

OR