



Economic Development Alliance for Business

# 1999 TRANSPORTATION FORUM REPORT

June 15, 1999

Prepared by:



# EDAB 1999 TRANSPORTATION FORUM TASK FORCE FOR ALAMEDA COUNTY

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EDAB thanks the Alameda County Transportation Authority (ACTA) for their financial contribution towards the consultant contract with Nelson\Nygaard. ACTA's assistance allowed EDAB to further outreach and solicit the transportation priorities of businesses throughout Alameda County, in order to represent the voice of Business in transportation investments in Alameda County.

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# 1999 BUSINESS TRANSPORTATION FORUM REPORT FOR ALAMEDA COUNTY

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## PURPOSE

The purpose of the Economic Development Alliance for Business Transportation Forum is to develop a transportation vision and action plan clearly stating the interests of the business community of Alameda County. This report will function as the basis for input to transportation decisions in Alameda County and the Bay Region, including the future Reauthorization of Measure "B". The Transportation Forum effort can also function as the foundation for the business community to develop a strong and on-going voice in the myriad of transportation decisions made through-out the Bay Region.

The Business Transportation Forum entails two basic parts. First, the Chair of EDAB appointed a Task Force including people who represent different business sectors and different geographical locations within the County. EDAB solicited nominations for participation on the Task Force from cities, chambers of commerce, business associations and other economic development organizations. A list of Task Force members is shown on the inside of the Report cover. Second, EDAB held seven focus groups throughout the County to provide businesses with a broader opportunity to be involved with the development of the Report. Cities and Chambers of Commerce helped the focus group process by inviting business to these focus groups and by hosting the meetings. The participants and a summary of their interests are provided in Appendix "B." The results of the focus groups were provided to the Task Force as input to the Report.

This Report represents the recommendations of the Business Transportation Task Force and will be transmitted to EDAB, the Congestion Management Agency (CMA), the Alameda County Transportation Authority (ACTA) and other interested parties. ACTA and EDAB are the financial partners funding the preparation of the Report. In addition to specific capital improvement recommendations, the Task Force is recommending that there be an on-going business involvement in the transportation arena.

## VISION AND PRINCIPLES

### Transportation System Vision

Promotion of a dynamic transportation system that achieves mobility for Alameda County ensuring economic competitiveness and prosperity.

### Transportation System Principles

- C A Vibrant Local and Regional Economy:** A working transportation network is essential to a vibrant economy in Alameda County and the Bay Region.

- C **Efficient Use of Existing Investments:** Existing infrastructure must be used more efficiently in order to gain greater utility from the investments already in place.
- C **Strategic Investments:** We must make strategic investments in selected system improvements in all modes where those investments, both capital and operating, will return the greatest dividends to overall regional mobility.
- C **Improve Quality of Life:** Transportation improvements must contribute to the highest possible quality working and living environment in the region.
- C **Connectivity:** Improving multimodal connectivity will contribute to more efficient use of existing infrastructure and increase the effectiveness of new investments.

These principles encompass a variety of values including, but not limited to: safety, incident management and congestion relief.

This vision and principles will be used to guide the short and long term efforts of the Forum in advocating for business' interests relative to the transportation system.

## THE TRANSPORTATION SYSTEM

Alameda County is at the heart of the regional transportation network. The Port of Oakland is the region's seaport for the receipt and distribution of goods arriving or departing by ship. It is estimated that one-fifth of the containers moved through the Port of Oakland arrive or depart by rail with the remaining four-fifths moved by trucks. In addition, the Oakland International Airport is a major hub for freight movements, particularly express package delivery services. Over 8% of the total vehicle miles traveled in Alameda County are attributed to truck travel. This compares with an average of 5.6% in other Bay Area Counties.

Primary access to and from the region for people, goods and services is provided via the extensive freeway and highway system that transects the County including:

- C I-80 providing east/west access to San Francisco to the west and the rest of the United States to the east;
- C I-880 providing access to and from Santa Clara County and points further south;
- C I-580 providing east/west access to the interior of California;
- C I-680 providing access within the region between Solano and Contra Costa Counties through Alameda County and into Santa Clara County;
- C I-980 connecting Highway 24 to the freeway network near the Port;
- C State Highway 24 linking Downtown Oakland to I-680;
- C State Highway 92, crossing the San Francisco Bay and linking Alameda County to San Mateo County;
- C State Highway 84, crossing the San Francisco Bay and linking central Alameda County to San Mateo County to the west and eastern Alameda County; and
- C State Highways 13, 238 and 61 creating intra-county linkages.

Figure 1 shows these roadways. A significant arterial roadway system supports these primary linkages. The health of this network is critical to the health of the economy of Alameda County and the Bay Region.

In addition to the roadway, seaport and airport facilities, Alameda County has a well developed transit infrastructure and is served by a variety of transit modes. Intercity rail service is provided between Sacramento and San Jose by the Capitals; Amtrak rail services connect from Oakland, Emeryville and Richmond to numerous California locations and the remainder of the United States; additionally, the Altamont Express services provide a commuter rail connection from Stockton and eastern Alameda County to San Jose. BART provides intercounty connections within the Bay Region.

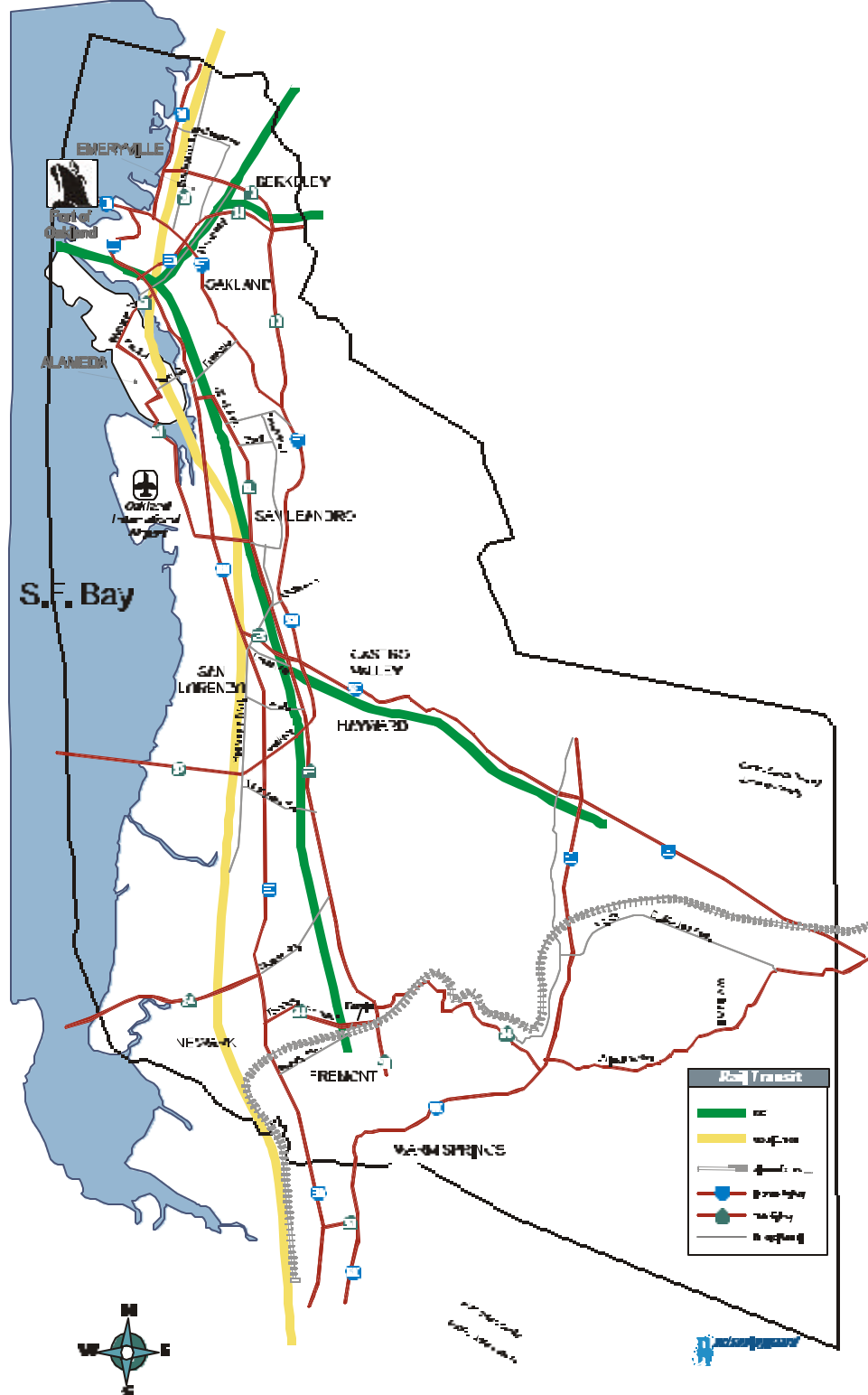
AC Transit provides express, intercity and local bus service throughout western Alameda and western Contra Costa Counties including transbay bus service connecting San Francisco. Ferry service connects Oakland's Jack London Square to Alameda and San Francisco. Livermore-Amador Valley Transit operates fixed route and demand responsive transit services in eastern Alameda County. Livermore-Amador Valley Transit also operates several subscription bus service routes between Contra Costa County and Santa Clara County. Union City Transit provides local transit service within Union City. Overall these services are experiencing decreases in operating funds, while being pressured to provide more service.

Significant improvements have been made to the transportation network in Alameda County over the past ten to fifteen years. Through the Regional Transportation Plan and other mechanisms including a sales tax initiative, disaster funds, State and Federal funding was accessed to complete BART extensions to Pittsburg/Bay Point and to Dublin Pleasanton, the Cypress Freeway was replaced and relocated, and significant improvements to I-80 and the Bay Bridge approach structures were completed.

Frequently used acronyms include:

<b>ACTA</b>	Alameda County Transportation Authority
<b>ACCMA</b>	Alameda County Congestion Management Agency <i>(Aka CMA - Congestion Management Agency)</i>
<b>BART</b>	Bay Area Rapid Transit District
<b>EDAB</b>	Economic Development Alliance for Business
<b>LAVTA</b>	Livermore Amador Valley Transit Authority
<b>MTC</b>	Metropolitan Transportation Commission
<b>RTP</b>	Regional Transportation Plan

FIGURE 1  
ALAMEDA COUNTY TRANSPORTATION NETWORK



In 1986 Measure "B", a ½ cent sales tax, provided significant funding for Alameda County capital construction projects including the BART Dublin/Pleasanton Extension, and the I-880 (Nimitz) widening and overpass improvements. Measure "B" also provided program funds to support local streets and roads maintenance and expansion, paratransit services, and AC Transit operations.

## PRESSURES ON THE TRANSPORTATION SYSTEM

The key transportation problem in Alameda County is how to get residents around the County. Sixty-seven percent of County residents work in the County, 13% in Santa Clara County and 9% in San Francisco County. San Francisco County is no longer the key work location for Alameda County residents.

### Current Congestion

Due to the addition of carpool lanes, congestion on I-80 and I-880 has decreased since 1996. However, despite investment in transportation infrastructure, Alameda County overall is experiencing worsening congestion conditions. The 1998 Alameda County Congestion Management Agency long range plan - Transportation Vision 2018 and Beyond -- noted that in 1997 that the level of service for arterials and freeways in the County dropped, with higher percentages of roads with LOS E and F – during the evening peak hour in 1997, 34 percent of freeway mileage and 10 percent of arterial mileage in Alameda County operated at LOS E or F compared to 22 percent and 8 percent respectively in 1993 (LOS D and above is generally considered acceptable).

The 1998 Highway Congestion Monitoring Report prepared by Caltrans District 4 identified the 10 most congested corridors in the Bay Area. Five of those corridors are within, or directly access, Alameda County (Figure 2). The number one congestion spot in Alameda County and the Bay Region is the southbound I-680 in the morning from Sunol through Fremont. While improvements have reduced congestion, I-80 remains the number two congestion spot in both Alameda County and the Region. The San Mateo Bridge eastbound in the afternoon is the number 3 congestion spot in Alameda County and the Region.

The Caltrans report found that in 1998 congestion in Alameda County cost the region 41,800 hours per day in lost worker productivity due to congestion. The "cost" of this congestion, accounting for both lost worker time and fuel costs, is estimated at \$466,000 per day and approximately \$1.2 billion annually<sup>1</sup>. Regionally the total "cost" of congestion is 112,000 hours per day and approximately \$3.2 billion annually.

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<sup>1</sup>The average daily "cost" of congestion is developed using a combination of travel time and excess fuel costs. Travel time costs are based on \$.15 per minute, and fuel cost is based on an estimate of 1.719 gallons used for each vehicle-hour at approximately \$1.25 per gallon.

**FIGURE 2**  
**1998 MOST CONGESTED ROADWAY RANKINGS**

1998 Regional Ranking	Route	Limits of Congestion	Direction	Peak Hours	Delay (Hrs/day)
1	I-680	Sunol Road to South of 262	Southbound	a.m.	7,240
2	I-80	Appian Way to Alameda/ San Francisco County Line	Westbound	a.m.	5,840
3	State Highway 92	Foster City to I-880	Eastbound	p.m.	3,730
5	I-880	Auto Mall Parkway to Dixon Landing Road	Southbound	a.m.	3,030
6	State Highway 84	Newark Blvd. to Dumbarton Bridge Toll Plaza	Westbound	a.m.	2,920

Source: *1998 Highway Congestion Monitoring Report, Caltrans District 4, December 1998.*

The top 10 congestion locations in Alameda County include:

1. Southbound I-680, Sunol Road in Pleasanton to South of Route 262 in Fremont (AM)
2. Westbound I-80, Route 4 in Contra Costa County to Bay Bridge (AM)
3. Eastbound Rt. 92, San Mateo Bridge to Route 880 (AM)
4. Southbound I-880, Auto Mall Parkway to Santa Clara County line (AM)
5. Westbound Route 84, approaches to Dumbarton Bridge Toll Plaza (AM)
6. Northbound I-880, Alvarado to Hesperian (PM)
7. Northbound I-880, South of West Grand Avenue to Bay Bridge Toll Plaza (AM)
8. Eastbound I-580, Foothill to El Charro Road (PM)
9. Eastbound Route 24, Broadway to Caldecott Tunnel (PM)
10. Westbound Route 92, I-880 to Industrial Blvd. and at Toll Plaza (AM)

Of these ten locations, seven are in the south and east portions of the County.

## Future Growth

Increased congestion can be a sign of a growing economy. In 1994, I-680 was #28 on the list of congested roadways -- in 1998 it was #1. This rapid change is due almost wholly to the rapid job-related expansion occurring in Santa Clara County. Congestion also is a challenge to sustaining economic growth. Businesses that are unable to get workers and goods to their facilities in a timely manner will potentially find other locations that do not have those same constraints. While it may not be possible to decrease overall levels of congestion in a growing economy, the roadway network must be managed to minimize congestion impacts on the economy. Significant transportation challenges face Alameda County and the Bay Region over the next 20 years.

The Association of Bay Area Governments (ABAG) has projected the population of the nine Bay Area counties to grow by 950,000 people between 2000 and 2020.<sup>2</sup> Jobs are projected to grow during the same period by 938,000. The number of jobs available in many of these Counties will exceed the number of employed residents in Alameda County. As a result, workers will need to be brought in from other areas to fill the need. Reviewing this growth by county provides valuable insight into the effect this projected growth will have on the transportation corridors in Alameda County. Figure 3 shows that Alameda, Santa Clara, and San Francisco Counties will have significant deficits in the number of employed residents compared to jobs in each county. Growth in the Santa Clara County labor deficit will be more than twice that of San Francisco. In addition, San Mateo County will experience continuous decreases in its current labor force surplus.<sup>3</sup> While not all of these deficits will be filled by employees traveling to work through Alameda County, many will. ABAG has projected labor force deficits by travel corridor. Those are shown in Figure 4. These numbers essentially represent travel in the corridor required to remedy the individual county labor force deficits.

The results of these growth trends will invariably be significant numbers of employees traveling from Solano, Eastern Contra Costa, Eastern Alameda and San Joaquin Counties to access jobs in these four Bay Area Counties.

**FIGURE 3**  
**DEFICITS IN LABOR GROWTH BY COUNTY**

County	2000 Deficit by County	2000 - 2020 Job Growth	2000-2020 Employed Resident Growth	Total 2020 Deficit by County
Alameda	1,100	200,000	181,000	21,000
Santa Clara	116,260	217,000	162,000	171,260
San Francisco	183,250	93,000	69,000	207,250
San Mateo	-21,560	68,000	60,000	-13,560

Source: Projections 98

<sup>2</sup>Projections 98, Association of Bay Area Governments.

<sup>3</sup>ABAG projections are regionally accepted growth numbers. They are generally straight line projections, and as such may not reflect the fluctuations associated with individual economic cycles. Year 2000 deficits may under-represent current labor force deficits.

**FIGURE 4**  
**2020 LABOR DEFICITS BY CORRIDOR**

Corridor	Labor Deficit
I-680	38,500
I-80 South/Route 24	22,700
Silicon Valley North (I-880)	49,500
Peninsula (101)	30,800

*Source: Projections 98*

In addition, the Port of Oakland is projecting significant increases in the numbers of cargo containers coming into and going out of the Port of Oakland. The Port's "Vision 2000 Maritime Development Program" calls for the development of 4 new maritime terminals, the Joint Intermodal Terminal (JIT) and significant access roadway improvements. The addition of these facilities will result in an increase in Port related transportation activity of over 150% by the year 2020. Figure 5 outlines projections for the Seaport and Airport activity increases.

**FIGURE 5**  
**PORT OF OAKLAND 2010 AND 2020 PROJECTIONS**

Activity <sup>4</sup>	Current	Projected 2010	Projected 2020
<b>Seaport</b>			
Annual Cargo (Revenue Tons)	25,607,789	41,567,355	63,631,948
Annual Truck Movements	3,212,000	5,110,000	8,176,000
Annual Rail Carloads	100,510	481,935	713,450
<b>Airport</b>			
Passengers	9,300,000	22,400,000	N/A
Air Freight (Tons)	700,000	2,100,000	N/A

*Source: The Port of Oakland.*

New challenges will arise as the Oakland Army Base and the Alameda Naval Air Station redevelop, and as new developments open up in the south and east County and as Silicon Valley expands. These shifts are often occurring rapidly in response to changes in the economy and/or real estate market and are often difficult to predict and plan for reliably.

<sup>4</sup>Port Activity figures represent both incoming and outgoing people and cargo. At the Seaport more goods are exported than imported.

## 2020 CONGESTION

The Alameda County Congestion Management Agency projects that congestion will grow dramatically by 2020, with more miles of congestion located in the southern and eastern parts of the County – the high growth areas. I-880 will be congested from Hayward through Fremont southbound in the morning and northbound in the afternoon. I-680 will be congested from Sunol through Fremont southbound in the morning and northbound in the afternoon. I-580 will be congested from Livermore through Castro Valley westbound in the morning and eastbound in the afternoon. The approaches to the Dumbarton, San Mateo and Bay Bridges will continue to be congested. In northern Alameda County, Route 13 is projected to experience congestion in 2020. The AM and PM year 2020 peak period congestion locations are shown in Figure 6.

## FIGURE 6

### 2020 AM AND PM PEAK PERIOD CONGESTION LOCATIONS

#### AM Peak Congestion Locations

- C I-80 westbound Buchanan to University
- C I-80 westbound I-80/580 interchange to Toll Plaza
- C Webster-Posey Tubes (both directions) Atlantic Avenue to I-880
- C I-880 northbound 42<sup>nd</sup> Street to Lakeside Drive
- C I-880 southbound Grant to A Street
- C I-880 southbound Industrial Parkway to County line\*
- C SR 92 westbound Toll Plaza to County line
- C SR 84 westbound Toll Plaza to County line
- C SR 24 westbound Caldecott Tunnel to SR 24/I-580 Interchange\*
- C SR 24 eastbound SR 13 to Caldecott Tunnel
- C SR 13 northbound Thornhill Drive to SR 24
- C SR 13 southbound Broadway Terrace to I-580\*
- C I-580 westbound Fruitvale Avenue to Harrison/Oakland Avenue\*
- C I-580 westbound County line to Crow Canyon Road
- C I-680 southbound Sunol to County line

#### PM Peak Congestion Locations

- C I-80 northbound County line to I-580/I-80 Interchange
- C I-80 northbound Ashby to County line
- C Webster-Posey Tubes (*both directions*) Atlantic Avenue to I-880
- C I-880 southbound E. 14<sup>th</sup> to Davis Street\*
- C I-880 southbound Industrial Parkway to Whipple
- C I-880 northbound County line to Industrial Parkway\*
- C SR 84 eastbound County line to Paseo Padre
- C SR 92 eastbound County line to I-880
- C SR 24 northbound Broadway to Caldecott Tunnel
- C SR 13 southbound SR 24 to I-580\*
- C SR 13 northbound I-580 to SR 24\*
- C I-580 eastbound I-580/I-80 interchange to High Street\*
- C I-580 eastbound SR 13 to Foothill Road\*
- C I-580 eastbound Hacienda to County line
- C I-680 northbound County line to Sunol
- C I-680 northbound I-580/I-680 Interchange to County line

\* Conditions are unstable with predominantly service level "F" mixed with service level "E."  
 Source: Alameda County Congestion Management Agency (ACCMA).

## PROBLEM SUMMARY

The following summarizes key present realities and list of challenges from the perspective of business that reflect the condition of the transportation network in Alameda County in 1999.

### Present Realities

- C Growth in Alameda County and the Bay Region will place additional burdens on the transportation network over and above those that are presently recognized.
- C Addressing Alameda County's transportation needs is critical to the entire Bay Region. Alameda County is the regional hub for both passenger and freight transportation.
- C The current transportation system is inadequate to meet the current and projected need, degrading Alameda County's economic vitality, environmental quality, health and overall standard of living.
- C Congestion impacts Alameda County's ability to compete in the business sector.

### Specific Challenges

- C Congestion within Alameda County costs business, workers and residents billions of dollars annually in lost productivity and wasted resources.
- C Long home-base work commutes from suburban residential locations to job sites contribute significantly to peak period congestion.
- C Long and unreliable employee commute trips affect business productivity and efficiency. Congested travel for personal trips impacts overall personal and business efficiency.
- C Protracted and unreliable commutes makes it difficult to attract and retain employees resulting in a loss of regional competitiveness in attracting and retaining business.
- C Air pollution from congestion is damaging the environment and jeopardizing the regional air quality attainment status potentially resulting in more costly and burdensome regulation for business.
- C Freight movement is jeopardized in Alameda County and through out the Bay Area by increasing congestion impacting businesses in the Region that rely on "just in time" manufacturing techniques and other close inventory methods.
- C Delayed and unreliable goods movement impacts the region's business competitiveness.

## ADDRESSING THE PROBLEM

Between March 22<sup>nd</sup> and 31<sup>st</sup>, 1999 EDAB held seven focus groups throughout Alameda County to obtain input from Alameda County's Business community regarding the transportation system. Each group was asked to list the business related key issues or concerns they had relative to the transportation network. After listing the concerns each group was then asked to brainstorm a list of potential solutions or ways to address the issues and concerns. Each participant was then asked to mark the three to five potential solutions that they preferred. Detailed summaries of each Focus Group and a summary of their preferred solutions are included in Appendix B.

These ideas for solutions were then brought forward to the full Task Force. Each Task Force member was then ask to indicate their five preferred solutions. The summary of Task Force preferred solutions follows:

- Ⓒ Increase the roadway capacity on I-880, I-680, 238, 92, 580, 580 to 880, 680 to 880 and the 238 bypass.
- Ⓒ Develop a fully integrated multi-modal system.
- Ⓒ Build BART to Milpitas and then to San Jose.
- Ⓒ Improve use of emerging technologies including the Internet and Intelligent Transportation Systems (ITS).
- Ⓒ Improve land use coordination – resulting in better options for people to live where they work.
- Ⓒ Increase employer tax incentives to assist employees in using transit and carpooling.
- Ⓒ Expand the Fasstrak Toll system.

## THE ACTION PROGRAM

The Action Plan is based upon the Task Force's vision and principles. The intent of the Action Plan is to bring the voice of business into the transportation planning arena to a greater degree.

### Transportation System Vision

Promotion of a dynamic transportation system that achieves mobility for Alameda County ensuring economic competitiveness and prosperity.

### Transportation System Principles

- Ⓒ **A Vibrant Local and Regional Economy:** A working transportation network is essential to a vibrant economy in Alameda County and the Bay Region.

- C **Efficient Use of Existing Investments:** Existing infrastructure must be used more efficiently in order to gain greater utility from the investments already in place.
- C **Strategic Investments:** We must make strategic investments in selected system improvements in all modes where those investments, both capital and operating, will return the greatest dividends to overall regional mobility.
- C **Improve Quality of Life.** Transportation improvements must contribute to the highest possible quality working and living environment in the region.
- C **Connectivity.** Improving multimodal connectivity will contribute to more efficient use of existing infrastructure and increase the effectiveness of new investments.

This Action Plan will be transmitted to EDAB, who will determine the level of on-going action proposed with Work Program Element #1. Priorities shown in Work Program Element #2 will be transmitted to the Congestion Management Agency (CMA) and the Alameda County Transportation Authority (ACTA).

## Work Program Element #1

There is currently no established on going, county wide forum for business to develop and advocate their transportation interests and work collaboratively with other sectors of the community. EDAB could take a leadership role, working with Chambers of Commerce and business to create and provide this forum. The first element addresses the expressed need by business to become a more significant player in transportation system decision making in Alameda County and the Bay Region.

Business leaders have also expressed a need to work collectively with other sectors of the County to develop best practices and work to address congestion problems in ways other than the expansion of capital improvements. This forum could also provide a basis for focused action. This increased involvement will give the business community a greater voice in the decision-making processes, increasing the potential that future investments will better meet the needs of business.

Key elements of such a program would include:

- C **Participation in Planning:** Business leaders want an ongoing voice and higher profile of participation in the development of key transportation plans and programs including:
  - Alameda County Expenditure Plan
  - Countywide Transportation Plan
  - Regional Transportation Plan

In addition, the Task Force wants EDAB to maintain on-going monitoring of critical state and regional projects including high speed rail, the Bay Area Council Ferry Initiative and the Dumbarton Rail Project.

In this regard the EDAB should develop a strategy with business leaders to build on-going partnerships with the agencies developing those plans and programs to ensure that the voice of business is clearly heard. This is an essential program element in ensuring that the capital projects preferred by the Task Force get appropriate consideration. San Francisco Planning and Urban Research (SPUR) works largely on this model and has been successful in influencing transportation and other policies in San Francisco.

- C **Improved Land Use Coordination:** By design, there is no centralized land use control agency in either Alameda County or the Bay Region. In Alameda County each City controls its own land use, as does the County for unincorporated lands. The same is true throughout the Bay Region. The primary concern by business is the mismatch between the location of job creation and the location of new housing units and the resultant transportation demands. Business leaders would like the opportunity to work with cities, surrounding counties and other sectors of Alameda County to increase the number of dwelling units within reasonable distance from jobs, enhancing the quality of life.
- C **Best Practices:** Business leaders want to work with other sectors to implement “best practices” to help decrease congestion. These may include Intelligent Transportation System technology and improved Port Operations strategies to support planned increases in Port Activities.
- C **Legislative Coordination:** Business leaders propose a continuous program for monitoring legislative changes that have the potential to impact business and developing new legislation in conjunction with legislators and their staffs. For example, the Task Force supported increasing employer tax incentives to assist employees in using transit and carpooling and supporting continued flexibility in the 40-hour work week legislation.
- C **Advocacy:** Business leaders could advocate for issues such as a campaign for the reauthorization of Measure “B”, increased use of emerging technologies in transportation or other similar issues that may arise over time. The voice of business can influence both transportation policy and capital project implementation.

The Task Force ranked these programs relative to their importance to be addressed. The priority rankings are shown. A 1 indicates a high priority for active EDAB involvement, whereas a 3 indicates an interest in having EDAB involved, but in a more peripheral way or less immediately.

**FIGURE 7**  
**ACTION PLAN WORK PROGRAM PRIORITIES**

Priority	Work Element
	<b>Participation in Planning</b>
1	Alameda County Expenditure Plan
1	Local Transportation Planning Efforts C County-wide Transportation Plan C Regional Transportation Plan
2	Monitor Other Regional Projects
	<b>Improved Land Use Coordination</b>
2	Transit Oriented Development
	<b>Best Practices</b>
1	Strategies to Support Planned Increases in Port Activities
2	Modified Port Operations
3	Intelligent Transportation Technology
	<b>Legislative Coordination</b>
1	Bond Proposals for Infrastructure
2	Incentives for Transit and Carpooling
3	Change in 40-hour Work Week
	<b>Advocacy</b>
1	Reauthorization of Measure "B"
1	SCA3 (Two-thirds Majority)
2	Statewide Transit Funding
2	Regional Gas Tax
3	Emerging Technologies

## Work Program Element #2

The second element addresses the strong interest the Task Force has expressed in pursuing capital expansion of the roadway and transit network. Based on the data included with regard to current and future trends a listing of preferred projects has been developed. Detailed descriptions of all of the projects are in Appendix C. Figure 8 includes the specific projects that are supported by the Task Force guidance to:

- Ⓒ Increase roadway capacity on I-880, I-680, 238, 92, 580, 580 to 880, 680 to 880 and the 238 bypass.
- Ⓒ Develop a fully integrated multi-modal system,
- Ⓒ Improve the use of emerging technologies, and
- Ⓒ Build BART to Milpitas and then to San Jose.

The Task Force considered many rail options, and determined that the preferred option was high capacity, high frequency service connecting Alameda County residents to jobs in Santa Clara County. Projects considered but not prioritized by the Task Force are listed in Appendix D.

In addition, in response to the principle encouraging effective use of the existing system, the Task Force encourages support for the on-going operation and maintenance of the transit system, local streets and roads, and transportation for seniors and the disabled. These expenditures function as companion support to the Capital Projects. Transit investments should be directed towards services with high productivity and those that focus on getting people to their jobs. Performance standards should accompany the expenditure of these funds.

## FIGURE 8

### WORK PROGRAM ELEMENT #2 – CAPITAL & OPERATIONS PRIORITIES

Priority	Project #	Project Name
<b>Capital Projects</b>		
<b>Roadway Improvements</b>		
1	1	HOV Lanes on I-680 Southbound; HOV Lanes on I-680 Northbound
1	2	I-238 Widening
1	3	HOV Lanes on I-580
1	4	Eastbay HOV System Connectivity
2	5	Route 238 Improvements – Four Lane Expressway (I-580 to Harder) and Intersections and through lanes. Future Improvements.
2	6	I-880/SR 92 Reliever Route
2	7	I-580 Auxiliary Lanes
2	8	Route 84 Expansion (I-580 to I-680) – Current Project and Future Projects
3	9	I-580 Interchange Improvements in Castro Valley
3	10	Route 84 Expansion (I-680 to I-880)
3	11	Caldecott Tunnel Fourth Bore
3	12	Widen Lewelling/East Lewelling
<b>Multi-modal Improvements</b>		
1	13	Rail Connection between Alameda/Santa Clara County (ultimately BART)
1	14	San Joaquin Commuter Rail (Altamont Commute Express)
1	15	Improved Bus-Rail Feeder Connections
2	16	Application of Intelligent Transportation Systems Technologies
2	17	BART Oakland Airport Connector
2	18	AC Transit Corridor Improvements – San Pablo Corridor and Telegraph/East 14 <sup>th</sup>
<b>Transportation – Operations and Maintenance Support</b>		
		Transit Support (Bus, Rail, Ferry)
		Local Streets and Roads
		Transportation for Seniors and the Disabled

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Appendix A  
Alameda County Congestion Locations

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# APPENDIX A

## ALAMEDA COUNTY AM/PM PEAK PERIOD – CONGESTION LOCATIONS

Highway	Direction	Daily/Hrs	Location
<b>AM PEAK PERIOD</b>			
24	E	770	Broadway to Caldecott Tunnel
24	W	610	Broadway to Route 580
84	S	2920	Newark Blvd to Dumbarton Bridge Toll Plaza
92	W	1540	Route 880 to Industrial Blvd & at Toll Plaza
238	N	150	Route 580 to Route 185
580	W	1200	Vasco to Route 84 & Livermore to El Charro
580	W	250	Redwood Rd to Route 238
580	W	290	MacArthur to Fruitvale
580	W	350	Route 24 to Route 80
680	S	7240	Sunol Rd to south of Route 262
880	N	1840	South of W. Grand Ave to Bay Bridge Toll Plaza
880	N	340	High St to Oak St
880	N	610	Alvarado to Route 92
880	S	960	Route 238 to Route 92
880	S	250	Whipple to Alvarado
880	S	420	Decoto/Rte 84 to Mowry
880	S	3030	Auto Mall Parkway to Dixon Parkway
<b>PM PEAK PERIOD</b>			
24	E	1590	Broadway to Caldecott Tunnel
80	E	840	At Route 580
80	E	1840	Route 580 to Gilman St
80	W	400	University to Route 580/880 interchange
80	W	490	At Bay Bridge Toll Plaza
84	N	90	At Route 880
238	N	150	At Route 580/238 interchange
238	S	310	Route 880 to Hesperian Blvd
580	E	210	Oakland Rd to Coolidge Ave
580	E	1700	Foothill to El Charro Rd
580	W	220	Strobridge to Route 238
680	N	480	At Scott Creek and at Durham
880	N	180	W. Grand Ave to Bay Bridget Toll Plaza
880	N	820	Route 262 to Auto Mall Parkway
880	N	590	At Stevenson & Thornton to Fremont
880	N	1220	Alvarado to Tennyson
880	N	720	Route 92 to Hesperian Blvd
880	S	420	Fremont to Decoto
880	S	300	Hegenberger Road to Hesperian Blvd

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Appendix B  
Focus Group Summaries

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**Improved Advocacy and Communication**

- C Implement a program to communicate transportation issues and solutions, and the importance of solving these issues to the economic health of the region and State.
- C The extension of BART to Milpitas should be recognized as a regional funding priority.
- C Improve communication/marketing of the multi-modal options and support programs available (e.g., Commuter Checks, tax incentives to employers).
- C Retention and expansion of work shift flexibility. The legislation now being considered to amend the 40-hour work week would severely hamper employers and employees ability to work flexible hours and thereby reduce congestion.
- C The Metropolitan Transportation Commission, State and Federal transportation agencies need to be oriented to the implementation of solutions based on a comprehensive transportation vision, as opposed to the present project by project orientation.

**Strive for an Efficient and Fully Integrated Multi-modal Transportation System**

- C A fully integrated multi-modal system is required (no single solution will address the need).
- C Transit Connectivity/Seamlessness
  - Improved seamless multi-modal network/Improved transit connectivity.
  - BART to Milpitas and then to San Jose.
  - BART to Livermore and potentially even to San Joaquin County.
  - Improved coordination between the transit agencies and the business communities, potentially utilizing the Chambers or other business organizations.
  - Bring into operation the universal ticket/Smart Card for transit.
  - DMV and insurance incentives for transit commuters.
  - Look at ultra-light rail technology.
  - BART and AC Transit should be one organization to provide coordinated and connected services.
- C Encourage Carpooling
  - I-680 HOV and associated operating improvements (e.g., auxiliary lane and ramp meters).
  - HOV enforcement.
  - Smart Park-n-Ride lots off freeways (e.g., direct "rest stop" type pull-off for buses.)

- Better availability of ride-matching for carpools.
  - DMV and insurance incentives for carpool commuters.
- C Employer based programs/incentives
- Employer supported shuttles from primary transit nodes to employment areas.
  - Increased employer subsidy of employee transit cost.
  - Employer tax incentives to assist employees in using transit and carpooling.
  - Increasing flexibility in shifts, schedules and delivery sequencing.

### **Create a Land Use/Transportation Nexus**

- C Improved land use coordination – resulting in better options for people to live where they work.

### **Improve Reliability and Efficiency of Existing Roadways**

- C Expand the Fasstrak Toll System and include financial incentives to use it.
- C Re-structure the Caltrans work rules to allow more nighttime and weekend work.
- C Increase flexibility in shifts, schedules and delivery sequencing.
- C Develop a direct connection to Alameda Point.

### **Increase Roadway Capacity**

- C Increase the roadway capacity on I-880, 238, 92, 580 to 880 and the 238 bypass.

### **Improve the Efficiency of Air and Sea Port Operations**

- C Work with the ILWU (Long Shoremans Union) and the shippers to change/expand the Port access hours.
- C Move forward quickly with the Port Joint Intermodal Terminal and associated improvements.

### **Better Trucking Facilities to Help Relieve Roadway Congestion**

- C Develop a truck depot along the I-880 corridor.
- C Along with the truck depot, have a system of coordinated delivery time scheduling
- C Develop various truck staging areas.

EDAB 1999 Transportation Forum	Businesses within Fremont, Newark and Union City.
Focus Group #1 Summary	March 22, 1999, 9-11 AM Irvington Community Center, Fremont Participants: 12 (List Attached)

### Bottlenecks/Identified Problem Areas:

- C Lack of recognition that congestion in Southern Alameda County is severe and congestion problems in southern Alameda County are of regional and statewide significance.
- C Significant congestion areas include:
  - I-880 through-out the day
  - I-680 Sunol Grade
  - SR 84 into Newark
  - Mission Blvd. and connections between I-880 and I-680
  - Auto Mall Parkway
- C Freeway congestion results in local arterials becoming undesignated "reliever routes" for the freeways -- Thornton/Cherry, Stevenson, Union City Blvd., Decoto Road, and Alvarado-Niles.
- C Congestion and commute lengths impact business's ability to acquire and retain workers.
- C Lack of transit alternatives, inadequate operating hours and transit not responding to congestion relief needs.
- C Lack of coordination/planning between the transit agencies and local businesses; and the transit agencies and governmental agencies in the County.
- C Inadequate transit coordination for seamless travel (i.e., AC buses do not meet the Altamont trains).
- C BART does not connect to Santa Clara County.
- C Inadequate planning to address future job and population growth in Alameda County and in adjacent Counties.
- C Federal and State legislation that hinders businesses ability to respond to problems (i.e., recently proposed changes in State overtime regulations).

### Preferred Solutions

- C A program to communicate the problem and it's importance to the region and the State must be developed and implemented.
- C The extension of BART to Milpitas should be recognized as a regional funding priority.
- C A fully integrated multi-modal system is required (no single solution will address the need).

- C Improved coordination between the transit agencies and the business communities, potentially utilizing the Chambers or other business organizations.

### Other Identified Solutions

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- C The multi-modal station at the Union City BART Station.
- C A parallel corridor to I-880.
- C Survey outreach to larger firms to identify commute patterns and needs.
- C Employer van shuttles.
- C Greater service frequencies on AC Transit routes.
- C Better marketing of available employee/employer transit benefit programs (i.e., Commuter Checks, tax benefit programs) and expansion of such programs.
- C Assistance to business in developing their own transportation programs.

### Other comments:

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- C The BART Airport Connector should not be built.
- C Ferries on the Bay should not be prioritized over other more effective modes.
- C Improved regional coordination of funding priorities.

# EDAB 1999 TRANSPORTATION FORUM — FOCUS GROUP # 1

## BUSINESSES WITHIN FREMONT, NEWARK AND UNION CITY

### LIST OF ATTENDEES

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Businesses within Pleasanton, Livermore  
and Dublin.

EDAB 1999 Transportation Forum

Focus Group #2 Summary

March 22, 1999, 2-4 PM City Tennis Club, Pleasanton Participants: 6 (List Attached)
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### **Bottlenecks/Identified Problem Areas:**

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- C Lack of understanding that the needs of Southern and Eastern Alameda County are different than Northern Alameda County.
- C I-580 west from I-680 will be the next Sunol Grade (e.g., the #1 congestion area).  
Other key congestion areas:
  - I-680 Sunol Grade
  - I-680 North to Walnut Creek
  - Altamont Pass
  - I-580 between 237 and 680
  - Street connecting I-680 and I-880
  - SR 84
  - SR 238
  - Downtown Pleasanton
- C Freeway congestion results in local arterials becoming undesignated "reliever routes" for the freeways – Stanley Blvd., Sunol Blvd., Santa Rita Road to Valley Road.
- C Congestion impacts the ability of business to get deliveries to and from their facilities in a timely and predictable way.
- C Housing and job imbalances.
- C Long, unreliable commutes impact employees quality of life, employee performance and employee retention.
- C Legislative actions that do not support employers efforts to provide alternative workshifts (i.e., recently proposed changes in State overtime regulations).
- C Lack of coordination between and among transit existing services, particularly Alameda and Santa Clara Counties.
- C Lack of BART connection between Alameda County and Santa Clara County.

### **Preferred Solutions:**

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- C Improved land use coordination – resulting in better options for people to live where they work.
- C BART to Livermore and potentially even to San Joaquin County.
- C I-680 HOV lanes.
- C Smart Park-n-Ride lots off freeways (e.g., direct "rest stop" type pull-off for buses.)

### Other Identified Solutions:

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- C Require compact development – constrain growth within the area.
- C Improve the ability to balance funding to needs.
- C Dublin BART parking increase.
- C Require transit, pedestrian, bike friendly design.
- C Partnerships between business and government to address problems.

### Other Comments:

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- C I-580 needs attention now – it is impacting the ability of businesses to survive.
- C Recognize “Best Practices” and expand them.
- C Develop an advocacy campaign for the needs of South County for both government and business.
- C Encourage/enforce multi-modal use of new capital facilities.

**EDAB 1999 TRANSPORTATION FORUM — FOCUS GROUP # 2  
BUSINESSES WITHIN PLEASANTON, LIVERMORE, AND DUBLIN  
LIST OF ATTENDEES**

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EDAB 1999 Transportation Forum  Focus Group #3 Summary	Businesses within Oakland, Berkeley, Emeryville and Alameda.
	March 24, 1999, 9-11 AM Oakland Chamber of Commerce Downtown Oakland Participants: 3 (List Attached)

### Bottlenecks/Identified Problem Areas:

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- C Key congestion areas:
  - I-880/238/I-580 connector
  - Hegenberger Road accessing the Oakland International Airport and associated freight facilities (impacts travelers, businesses and employees)
  - I-580/980/80 Interchange congestion
  - I-880, Auto Mall Parkway to Santa Clara County
- C I-580/980/80 merge conflicts.
- C Hwy 24 Caldecott tunnel.
- C Oakland land use policy conflicts (e.g., West Oakland industrial uses subject to residential noise standards in mixed use areas - impacts delivery times.).
- C Inadequate enforcement of HOV requirements and speed limits.

### Preferred Solutions:

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- C Get commuters out of their cars:
  - Improved seamless multimodal network.
  - HOV enforcement.
  - Employer supported shuttles from primary transit nodes to employment areas.
  - Increased employer subsidy of employee transit cost.
  - Improved communication/marketing of the multimodal options and support programs available (e.g., Commuter Checks, tax incentives to employers).

### Other Solutions:

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- C Allow smaller delivery trucks to use the HOV lanes.
- C Ramp metering/turn on ramp meters.
- C I-80 south to I-580 connector needs to be more than two lanes.
- C Improve I-880 to 238 connectors (both directions).
- C Allow trucks on I-580.
- C Develop the BART to Airport Connector.

### Other Comments:

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- C None

**EDAB 1999 TRANSPORTATION FORUM — FOCUS GROUP # 3  
 BUSINESSES WITHIN OAKLAND, BERKELEY, EMERYVILLE AND  
 ALAMEDA – LIST OF ATTENDEES**

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EDAB 1999 Transportation Forum	Transportation related Businesses within Oakland, Berkeley, Emeryville and Alameda.
Focus Group #4 Summary	March 24, 1999, 2-4 PM Oakland Chamber of Commerce Downtown Oakland Participants: 7 (List Attached)

### Bottlenecks/Identified Problem Areas:

- C Limited Bay crossing access.
- C Limited access to Alameda North Point/congestion at the Webster/Posey tubes.
- C I-880 pavement deterioration – Hegenberger interchange north.
- C Limited Port access – trucks not allowed on I-580.
- C Limited Port access times (e.g., 8 AM-4 PM).
- C Key congestion areas:
  - I-880
  - I-680 southbound
  - Highway 24 / Caldecott Tunnel
  - Bay Bridge maze
  - I-880 interchanges
  - I-880/238 interchange
  - Hegenberger Road accessing the Airport
- C Congestion due to poor scheduling of Caltrans maintenance and construction.
- C High incident/accident delays due to:
  - poor ramp configuration in many locations along I-880,
  - poor roadway maintenance,
  - HOV lane weaving, and
  - no education of drivers about sharing the road with trucks.
- C Poor HOV enforcement.
- C Poor road maintenance countywide.
- C Current problems will be worse/new problems will develop due to a lack of planning for the impacts of the base reuse projects and port expansion.
- C Inadequate access to transit.
- C Transit fare inequities (not distance based).
- C Inadequate funding for transit rehabilitation and maintenance.

**Preferred Solutions:**

---

- C Work with the ILWU (Long Shoremans Union) and the shippers to change/expand the Port access hours.
- C Re-structure the Caltrans work rules to allow more nighttime and weekend work.
- C Bring into operation the universal ticket/Smart Card for transit.
- C Expand the Fasstrak Toll System and include financial incentives to use it.
- C Move forward quickly with the Port Joint Intermodal Terminal and associated improvements.
- C Develop a direct connection to Alameda Point.
- C Look at ultra-light rail technology.

**Other Solutions:**

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- C Pass the ½ cent sales tax reauthorization.
- C Develop the BART to Airport Connector.
- C Implement greater congestion pricing.
- C Implement transit/pedestrian/bicycle friendly design.
- C Put public transit services up for competitive bid – public sector and private sector bid.
- C Dedicated funding source for transit capital rehabilitation and maintenance.
- C Index gasoline taxes to inflation – return the funds to the transportation network.
- C Develop “Hot Lanes” for trucks.
- C Improve transit connectivity and seamlessness.

**Other Comments:**

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- C Promote telecommuting.
- C Put supportive uses near each other to facilitate easier trip chaining (e.g., daycare, elementary and middle schools together or daycare near transit).

**EDAB 1999 TRANSPORTATION FORUM — FOCUS GROUP # 4**  
**TRANSPORTATION RELATED BUSINESSES**  
**WITHIN OAKLAND, BERKELEY, EMERYVILLE AND ALAMEDA**  
**LIST OF ATTENDEES**

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EDAB 1999 Transportation Forum  Focus Group #5 Summary	Manufacturing and shift-related businesses
	March 29, 1999, 9-11 AM Fremont Chamber of Commerce Fremont Participants: 6 (List Attached)

## Bottlenecks/Identified Problem Areas

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- C Significant congestion areas include:
  - I-880 from "A" Street to Oakland in the PM
  - I-880 from Auto Mall Parkway South
  - I-680
  - I-580
  - Cushing Blvd. and Fremont Road Intersection
  - Auto Mall Parkway and Mission Blvd. Between I-680 and I-880
- C Roadway congestion begins before 6:00 AM -- altering shift start times is of limited assistance.
- C Breakdowns and incidents cause delays and unreliability.
- C Dealing with congestions results in lower productivity for workers, including line workers and delivery drivers.
- C For just-in-time manufacturers the status quo is not adequate, conditions must improve.
- C Limited parking at some work locations.
- C Poor transit connectivity and inadequate high capacity transit connections between Alameda and Santa Clara Counties.
- C Transit is too expensive for low wage workers: and there are often language barriers for some workers.
- C Legislation challenging flexible work schedules.

## Preferred Solutions

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- C I-680 HOV and associated operating improvements (e.g., auxillary lane and ramp meters).
- C DMV and insurance incentives for carpool and transit commuters.
- C BART to Milpitas and then to San Jose.
- C Improved transit connectivity.
- C Employer tax incentives to assist employees in using transit and carpooling.
- C Better availability of ride-matching for carpools.
- C Increasing flexibility in shifts, schedules and delivery sequencing.

## Other Identified Solutions

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- C Evaluate future needs and provide for them.
- C Improved awareness of the programs available for employers and employees.
- C I-680 to I-880 connector.
- C Increased use of shared parking.
- C Employer initiated shuttles from transit and employer provided transit passes.
- C Smart Card shuttles, taxi vouchers for trips from transit nodes.
- C No trucks on Auto Mall Parkway.
- C No growth policies.
- C Educating people about their role in congestion.
- C Continuation and expansion of Altamont Commuter Express.

## Other comments

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- C HOV lanes encourage carpools/"hotlanes" do not.
- C "Hot lanes" are inaccessible for low income people.
- C Think regionally.
- C Look to the future - anticipate future needs.

**EDAB 1999 TRANSPORTATION FORUM — FOCUS GROUP # 5**  
**MANUFACTURING AND SHIFT-RELATED BUSINESSES**  
**LIST OF ATTENDEES**

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EDAB 1999 Transportation Forum  Focus Group #6 Summary	Non-manufacturing businesses
	March 29, 1999, 2-4 AM Pleasanton Public Library Pleasanton Participants: None

EDAB 1999 Transportation Forum  Focus Group #7 Summary	Businesses within Hayward, Castro Valley and San Leandro.
	March 31, 1999, 9-11 AM Hayward Chamber of Commerce Hayward Participants: 14

### **Bottlenecks/Identified Problem Areas:**

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- C Key congestion points/needed projects:
  - 238 Bypass
  - 880/238 congestion
  - 580/880 congestion inadequate ADA Paratransit service.
  - Hayward/San Leandro is a bottleneck that impacts the entire region.
  
- C Inadequate funding for transportation.
  
- C Inadequate roads to job centers.
  
- C Insufficient “quick” convenient Transit, inadequate late shift transit and shuttles between primary transit nodes and employers.
  
- C Planning efforts are funding driven rather than solution driven – there is a lack of “vision” in addressing the problems long term.
  
- C Land use policy is not coordinated
  - Inadequate planning to address future job and population growth in Alameda County and in adjacent Counties.
  - residents often desire land use policies that are not sustainable
  - the County does not adequately plan for impact at the Gateways
  - lack of policies providing for greater housing density within communities
  - traffic policies impede redevelopment.
  
- C Inadequate freight handling and centralized truck facilities including truck plazas.
  
- C Federal and State legislation that hinders businesses ability to respond to problems (i.e., recently proposed changes in State overtime regulations).

### **Preferred Solutions**

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- C Expansion of the roadway capacity including I-880, 238 (238 Bypass), 92, and 580 to 880.
  
- C Reorient State, Federal and local (MTC) planning efforts to look at regional transportation solutions rather than discrete funding sources and projects.
  
- C Centralized truck facilities in the I-80 and I-880 corridors.
  
- C Tax credits for employers and employees as an incentive to use transit and carpooling.
  
- C Improved coordination between the city, county and regional agencies relative to land use – particularly housing.

- Ⓒ BART and AC Transit should be one agency.
- Ⓒ Flex time regulations should be expanded to facilitate alternative shifts,

**Other Identified Solutions:**

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- Ⓒ BART should be extended to San Jose.

**Other comments:**

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None

# EDAB 1999 TRANSPORTATION FORUM — FOCUS GROUP #7

## LIST OF ATTENDEES

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Appendix C  
Project Descriptions

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PROJECT # 1

## HOV LANES ON I-680

### Project Description:

Adding HOV lanes in each direction on I-680 between SR 84 and Montague Expressway in Santa Clara County. Southbound, an interim project will widen inside shoulder to accommodate HOV lanes. The southbound Ultimate Project will widen freeway and overpasses to accommodate HOV lanes. Northbound HOV lanes are a future project.

### Status:

The environmental analysis for a southbound HOV lane between SR 84 and SR 237 is in process, to be completed in January 2000. Construction of the HOV lane is expected in October 2000 (interim project) and May 2003 (ultimate project). An MIS, which will study alternatives (including HOV lanes in both directions) in this segment of the I-680 Corridor, is being undertaken by MTC, to be completed by the end of 1999. No planning work has been done for the SR 84 to I-580 segment. Expenditure Plan – Yes. Countywide Plan – Yes.

### Problem Statement:

Travel times between Alameda County and Santa Clara County in the I-680 Corridor have deteriorated over the last decade and are projected to worsen by 2010. Much of the traffic congestion results from the number of lone drivers commuting to work in Santa Clara County from residential communities in Alameda and Contra Costa Counties.

### Risks/Rewards:

- Ⓒ HOV lanes would encourage lone drivers to carpool or vanpool, removing some vehicular traffic (SOVs) from I-680.
- Ⓒ HOV lanes would expedite vehicular travel between residential areas in Alameda County and employment opportunities in Santa Clara County.
- Ⓒ The ease of travel between Alameda and Santa Clara Counties may make commuting over long distances more attractive, which would contravene regional policy to promote job-housing balance within a given subregion.

### Estimated Cost:

Total escalated cost of \$95 million for the southbound HOV lane between SR 84 and SR 237, \$74.1 million (unescalated) million ultimate project included for a northbound HOV lane along the same segment. \$100 million for HOV lanes between SR 84 and I-580.

### Funding Source (SR 84 to SR 237):

- |  |  |
|--|--|
| 1998 STIP - Fully Funded (Southbound Only) | Ⓒ \$9.0 million (TEA 21)                                       |
| Ⓒ 1998 STIP – \$53 million                 | Ⓒ Northbound 1998 Expenditure Plan – \$25.8 million (unfunded) |
| Ⓒ Santa Clara CMA – \$23 million           |  |

### Funding Source (SR 84 to I-580):

Unfunded

PROJECT # **2** I-238 WIDENING

**Project Description:**

Widen I-238 from four lanes to six lanes between I-880 and I-580. Add auxiliary lanes on southbound I-880 between Hesperian and A Street and on northbound I-880 between Hacienda and Hesperian, reconstruct Clark avenue overcrossing and Hesperian undercrossing of I-238, and add truck bypass lanes between I-580 and I-238.

**Status:**

Expenditure Plan – Yes. Countywide Plan – Yes. Project Study Report completed for freeway widening component, but environmental documentation has not been initiated.

**Problem Statement:**

Congestion is expected to grow on I-238, which operates at reduced speed conditions during peak periods. Currently serves as the primary truck route from the San Joaquin Valley to the Bay Area. Delays on I-238 tend to divert through traffic to local streets.

**Risks/Rewards:**

- Ⓒ Improves performance and reliability of the regional road network, particularly for trucks, since I-238 serves as a critical link for movement of goods into and out of the Bay Area.
- Ⓒ Relieves traffic congestion, reducing the number of through trips using local streets.
- Ⓒ Right-of-way displacements and increased noise and vibration impacts as well as increased traffic volumes in this segment.

**Estimated Cost:**

Total cost estimated at \$237.5 million, of which \$103 million would be for freeway widening.

**Funding Sources (Phase 1):**

Not fully funded

Ⓒ 1998 Expenditure Plan - \$66 million (unfunded)

Ⓒ 1998 STIP - \$36.9 million

Ⓒ 1997 TSM Project - \$3.5 million

Ⓒ Remainder unfunded

PROJECT #

3

HOV LANES ON I-580

**Project Description:**

Adding HOV lanes in both directions along I-580 from I-680 to Altamont Pass.

**Status:**

The Project Study Report for this project will be completed by 2001. Expenditure Plan – No. Countywide Plan – No.

**Problem Statement:**

Travel times along I-580 in East County have deteriorated over the last decade and are projected to worsen by 2010. Much of the traffic congestion results from the number of SOVs (single-occupant vehicles) traveling to work in Alameda and Santa Clara Counties from residential communities in East Alameda County and San Joaquin County.

**Risks/Rewards:**

- C HOV lanes would encourage lone drivers to carpool or vanpool, removing some vehicular traffic from I-580.
- C HOV lanes would expedite vehicular travel between residential areas in East Alameda County and San Joaquin County and employment opportunities in Santa Clara County.
- C The ease of travel between Alameda and Santa Clara Counties may make commuting over long distances more attractive, which would contravene regional policy to promote job-housing balance within a given subregion.
- C Financing for this project may be constrained depending on the spending priorities for the TriValley Transportation Fee Program, a principal source of project funding.

**Estimated Cost:**

Preliminary estimate indicate a project cost of \$40 million. This figure will be updated in the Project Study Report.

**Funding Source:**

Not funded, but could be through the TriValley Transportation Plan - \$70 million available for transportation improvements.

**Project Description:**

This project would establish HOV connectors at the SR 238/I-880 and SR 92/I-880 interchanges; HOV lanes on I-880 north of Marina Boulevard in San Leandro and Oakland; and HOV lanes at the I-580/I-680 interchange.

**Status:**

The southbound I-680 to eastbound I-580 connector is currently under construction. No HOV lanes are being included in the construction project. The SR 92/I-880 connectors are being analyzed in a supplemental EIS to be completed in Spring 1999. This project is included in the current Measure B Authorization. Countywide Plan – Yes. Expenditure Plan – No.

**Problem Statement:**

Lack of HOV connections between existing HOV facilities requires HOV users to weave through general purpose lanes, creating potential accident hazards and increased travel times for HOVs.

**Risks/Rewards:**

- Ⓒ HOV lanes on I-880 north of Marina Boulevard would expedite HOV traffic flow north of Marina Boulevard. They would connect with existing HOV lanes south of Marina Boulevard and at the Bay Bridge Toll Plaza and on I-80. However, HOV lanes in this segment of I-880 would require additional right-of-way outside of the public right-of-way. This project is not identified in local or regional plans.
- Ⓒ HOV connector ramps at the SR 92/I-880 interchange would allow HOVs to access SR 92 to and from I-880 without traveling in the general purpose lanes.
- Ⓒ HOV connector ramps at the SR 238/I-880 would allow HOVs to access SR 238 to and from I-880 without traveling in the general purpose lanes. Right-of-way constraints may preclude implementation of this project.
- Ⓒ HOV bypass ramps at the I-580/I-680 interchange would provide HOV access to/from the HOV lanes on either freeway without using the general purpose lanes. However, HOV bypass ramps are not being included in the current reconstruction of this interchange because of the lack of finding to construct lanes for a bypass ramp.

**Estimated Cost (SR 92/I-880 Interchange Reconstruction):**

Total Interchange Cost is \$108 million, a small portion would be devoted to HOV connectors to the extent feasible. Other HOV is unfunded. In general, \$8 to \$12 million is required for an exclusive HOV ramp and \$30 million per mile is required for HOV lanes.

**Funding Sources (SR 92/I-880 Interchange):****U INTERCHANGE IS FULLY FUNDED**

Ⓒ Current Measure B - \$10 million

Ⓒ Other Sources - \$9 million

Ⓒ Regional Measure 1(toll bridges) - \$89 million

PROJECT # 5

## ROUTE 238 IMPROVEMENTS

### Project Description:

Planned improvements include a new four-lane expressway between I-580 and Industrial Boulevard and intersection and through lane improvements between Industrial Boulevard and Mowry Avenue. The future improvement project that would require a new environmental approval would be conversion of the new expressway to a four- or six-lane freeway.

### Status:

Environmental approval for expressway between I-580 and Industrial scheduled for Summer 1999. Intersection improvements are scheduled for construction in 2000.

### Problem Statement:

I-880 currently operates at Level of Service E or F. No parallel high capacity roadway exists to relieve the growing traffic volumes on I-880 in South County. Consequently, traffic delays are common on I-880, causing diversion of through trips to local streets.

### Risks/Rewards:

- C Relieves congestion on I-880 and existing Route 238, thereby reducing delays for freight and commute circulation in the Corridor. Annualized savings in delay related costs are estimated at \$11.8 million.
- C Could diminish the use of local streets by frustrated commuters.
- C Provides additional capacity in the corridor and on alternative routes.
- C Diverts a portion of vehicular traffic traveling between I-580 and I-880 on congested I-238.
- C Would offer a less congested inter-county roadway, thus supporting the commuters' desire to drive alone to work rather than taking alternate modes of transportation.
- C Right-of-way impacts as well as noise and vibration impacts would fall on adjacent businesses and residences. However, mitigation measures are provided.
- C Accident reduction and \$29.6 million savings over a 20 year period.

*Continued*

*Continued***Estimated Cost:**

\$146.3 million – Four-lane expressway from I-580 to Harder Rd.  
 \$97.5 million (escalated) – four lane expressway from Harder Rd. to Industrial Blvd.  
 \$33.8 million – Intersection and through lane improvements from Industrial Blvd. to Mowry Ave.

Cost estimates for future improvements are not available.

**Funding Sources:**

Current Improvements – 4-lane Expressway (I-580 to Harder Road) (Fully Funded)

- Existing Measure B – \$111.0 million
- State Funding (Sale of Excess ROW) – \$15.4 million
- Hayward Local Share – \$11.6 million
- State (In-Kind Service) – \$9.3 million

Current Improvements – Intersections and Through Lanes (Industrial to Mowry) (Fully Funded)

- Existing Measure B – \$27.3 million
- STIP – \$3.2 million
- Local Share – \$2.3 million
- State/Local Transportation Partnership Program – \$0.7 million

Current Improvements – I-580/238 Interchange (fully funded)

- 1998 STIP – \$9.2 million (\$16.7 million programmed)

Planned Improvements – Four-lane expressway (Harder to Industrial)

- 1998 RTP – \$97.5 million over 20 years.
- Planned Related Improvements WB 580 to SB 238 Connector
- 1998 STIP – \$7.5 million
- Draft 1998 RTP – \$9.8 million

Planned Improvements – Conversion of Expressway to Freeway (I-580 to I-680) (Unfunded)

**Project Description:**

This project would complete a key phase of the I-880/SR 92 Reliever Route Project by extending three discontinuous streets (Whitsell Street, Arden Road, and West A Street) and by upgrading the existing Clawiter/Whitsell/SR 92 interchange. The project would create a four-lane reliever route beginning at the I-880/A Street interchange, continuing southward to the I-880/Industrial Parkway interchange.

**Status:**

Expenditure Plan – Yes. Countywide Plan – Yes.

**Problem Statement:**

The existing roadways that serve this industrial area of Hayward are currently over capacity. An alternative to the congested thoroughfares does not exist, creating a bottleneck for the movement of trucks and autos into and out of the area.

**Risks/Rewards:**

- ☐ Provides increased access and improved circulation for the industrial area at Clawiter.
- ☐ Connects roadways that are presently discontinuous and would facilitate access to the industrial activities.
- ☐ Contributes to the City's economic development plans for this sector of the City.

**Estimated Cost:**

\$78 million

**Funding Sources:**

- ☐ \$25 million in local sources (Proposed Assessment District)
- ☐ 1998 Expenditure Plan
  - \$19.5 million Tier 1 (unfunded)
  - \$15.7 million Tier 2 (unfunded)
- ☐ Countywide Plan – \$1.2 million

**Project Description:**

Constructs auxiliary lanes and new shoulders on I-580 from Portola Avenue to west of Santa Rita Road in the Livermore/Pleasanton area.

**Status:**

Has not proceeded past idea stage.

**Problem Statement:**

Motorists trying to access interchange on-ramps and off-ramps in this segment of I-580 must weave through congested traffic lanes to reach the interchange ramps causing back-ups and creating risk for vehicular accidents.

**Risks/Rewards:**

- Ⓒ Significant reduction in traffic congestion in this area caused by high volume of traffic trying to weave between interchanges
- Ⓒ Reduces delays to motorists and truckers along this segment of I-580.

**Estimated Cost:**

\$18.4 million total cost (\$1997), construction cost of \$12.5 million

**Funding Sources:**

Not fully funded

- Ⓒ 1998 Expenditure Plan – \$10 million (Tier 1) unfunded
- \$8.4 million (Tier 2) unfunded

PROJECT # 8

## ROUTE 84 EXPANSION (I-580 TO I-680)

### Project Description:

This project would upgrade and expand segments of SR 84 between I-580 and I-680. Although the SR 84 improvements may occur incrementally, the full build-out project would be:

- C New interchange at Isabel Road/I-580
- C Realignment of SR 84 along extended Isabel Road to new interchange with I-580
- C Widening to six lanes between I-580 and East Vineyard Avenue/Vallecitos Road
- C Widening to four lanes between East Vineyard Avenue/Vallecitos Road and I-680

### Status:

Reconstruction of the Airway Boulevard/I-580 interchange and two-lane extension of Isabel Avenue between I-580 and Vineyard Avenue is the first improvement and already has an approved PSR, completed in 1995. The environmental documentation and preliminary engineering are in process with construction in multiple phases, commencing no earlier than 2002.

The ultimate SR 84 improvement scenario is in the Livermore General Plan and the Tri-Valley Transportation Plan. Countywide Plan – Yes (interchange and widening between I-580 and I-680). The Expenditure Plan calls for expansion to four lanes between I-580 and Vallecitos Road and safety improvements to the existing two-lane roadway through Pigeon Pass as interim improvements.

### Problem Statement:

Commute traffic, as well as truck movements, between Silicon Valley and the Livermore Valley, are substantially increasing on I-580 and I-680. Peak hour Level of Service on SR 84 is projected to be at stop-and-go conditions by 2010.

### Risks/Rewards:

- C Provide an alternate route to the congested I-580 and I-680 Corridors, thereby easing vehicular circulation between the Livermore Valley and Santa Clara County and, in particular, the I-580/I-680 interchange.
- C Widening roadway to four lanes would allow inclusion of SR 84 in the National Highway System.
- C Alternate routing may encourage greater use by SOVs, undermining efforts to encourage use of the Altamont Commute Express and other commute options in this Corridor.
- C Widening SR 84 may produce right-of-way and air and noise environmental impacts.
- C Widening SR 84 would funnel traffic onto I-680 in South County, an already congested segment of I-680.

*Continued*

PROJECT # **8**

ROUTE 84 EXPANSION (I-580 TO I-680)

*Continued*

**Estimated Cost:**

\$47.6 million for current, \$70 million for planned improvements, including \$30 million for Pigeon Pass safety improvements and \$40 million widening to four lanes. Up to \$55 million for new Isabel/580 interchange. Ultimate project – Undetermined cost to widen to six lanes (I-580 to Vallecitos) and to four lanes (Vallecitos to I-680).

**Funding Sources (Full Build-Out):**

Current Improvements (Fully funded)

**C** Existing Measure B – \$47.6 million

Additional Planned Improvement – Isabel Avenue/I-580 Interchange Construction (Not fully funded)

**C** 1998 Expenditure Plan – \$20 million (unfunded)

**C** Countywide Transportation Plan – \$35 million

Additional Planned Improvements – Roadway Widening and Pigeon Pass Safety Improvements (Not fully funded)

**C** 1998 Expenditure Plan – \$88 million (unfunded)

**C** TriValley Development Fee Program – \$30 million (projected)

**C** Additional yet-to-be-identified sources, such as developer funds, City of Livermore traffic impact fees, State funding

PROJECT

9

I-580 INTERCHANGE IMPROVEMENTS IN CASTRO VALLEY

**Project Description:**

Improves existing ramps and constructs new ramps along I-580 in Castro Valley, including construction of a westbound off-ramp on Castro Valley Boulevard west of Center Street, construction of an eastbound on-ramp from Redwood Road, and replacement of the existing eastbound off-ramp to Center Street with a new eastbound off-ramp to Grove Way with loop to Center Street.

**Status:**

Project Study Report Complete

**Problem Statement:**

Currently, motorists going to the Castro Valley central commercial/residential areas from westbound I-580 use the Castro Valley off-ramp east of Crow Canyon Road and travel westerly about one mile on Castro Valley Road compounding local street congestion. In addition, motorists from the central Castro Valley area trying to reach eastbound I-580 have to travel circuitously through numerous local intersections to get onto the Grove Way on-ramp to I-580.

**Risks/Rewards:**

- C Improves access to Castro Valley central business district by providing a direct route from I-580 to downtown Castro Valley and the new BART station.
- C Improves circulation along local streets that are being used by I-580 motorists who are trying to access central Castro Valley.
- C Relieves congestion at several key intersections by providing direct access to eastbound I-580 at Redwood Road.

**Estimated Cost:**

\$9.2 million

**Funding Sources:**

1998 Expenditure Plan - \$9.2 million (Tier 1) (unfunded)

PROJECT # **10**

**ROUTE 84 EXPANSION (I-680 TO I-880)**

**Project Description:**

The ultimate project would widen the existing SR 84 roadway from four to six lanes from I-680 to I-880 through Niles Canyon. Interim improvements, widening SR 84 between I-880 and Mission Boulevard, are programmed. The widening of this segment would primarily occur on vacant parcels acquired by Caltrans and ACTA.

**Status:**

For the segment between I-880 and Mission Boulevard, the Historic Parkway Alignment was chosen as the Preferred Alternative in October of 1997. The FEIS/FEIR is expected to be completed soon. Construction will begin in 2002. This project, which is a current Measure B project, is in the Countywide Plan and the Expenditure Plan. The full build-out through Niles Canyon to I-680 is not in the Countywide Plan nor in the Expenditure Plan.

**Problem Statement:**

Commute traffic and truck movements are increasing on I-880 and I-680 in southern and eastern Alameda County. As congestion increases, drivers are using alternate routes, such as SR 84, to travel between these two freeways. By 2010, peak hour Level of Service along SR 84 is projected to be at "F", or stop-and-go conditions.

**Risks/Rewards:**

- C The project would provide additional roadway capacity to accommodate the increasing volumes of traffic circulating between South County and East County.
- C The environmental process is nearly completed and a preferred alternative already selected.
- C Increased traffic through Niles Canyon, which is an environmentally sensitive area. Mitigation measures should include soil stabilization and landscaping.
- C The project would offer SOVs an alternate, less congested route, thereby supporting commute travel by automobile rather than funding competing transit projects.

**Estimated Cost:**

Interim Project -- \$76 million. Full build-out project cost for project through Niles Canyon has not been determined.

**Funding Sources (Interim Project):**

Fully funded

- C Current Measure B and local matching funds – \$76 million

Future Project – Not funded

PROJECT #

11

CALDECOTT TUNNEL FOURTH BORE

**Project Description:**

The project would examine alternatives, including constructing a fourth bore in the Caldecott Tunnel, to improve traffic flow along Highway 24 between I-580 and I-680.

**Status:**

During 1999, MTC will conduct an Major Investment Study for the SR 24 Corridor. Countywide Plan – No. Expenditure Plan – No.

**Problem Statement:**

Peak-direction and reverse-commute trips along SR 24 are rapidly increasing. The three Caldecott Tunnel bores do not provide sufficient capacity to accommodate the increased movement between Alameda and Contra Costa Counties along this Corridor.

**Risks/Rewards:**

- C A fourth bore would facilitate travel, particularly in the reverse-commute direction, along SR 24.
- C Current travel delays at the Tunnel would be reduced.
- C Fourth bore would not resolve increased vehicular traffic growth along SR 24, which would continue to cause congestion further up and down the roadway.
- C Alameda County representatives have other transportation priorities.
- C Costs of tunneling may have dropped dramatically with new technology.

**Estimated Cost:**

\$250 million for the Fourth Bore, although other alternatives, which include other capital and operating costs may be carried forward after the MIS is completed.

**Funding Sources:**

None identified

PROJECT

12

WIDEN LEWELLING/EAST LEWELLING FROM  
HESPERIAN TO PARADISE

### Project Description:

The project would widen Lewelling and East Lewelling Boulevards between Hesperian Boulevard and Meekland Avenue from two to four lanes in the first phase of the project. A subsequent phase would continue the widening to Paradise Boulevard. The widening would include a median island, a left-turn lane at each intersection, bicycle lanes, on-street parking, curbs, gutters and commercial sidewalks on both sides of the roadway.

### Status:

Expenditure Plan – Yes. Countywide Plan – No. Approved in local Business District Plan.

### Problem Statement:

Drivers on congested I-238 often seek alternative roadways to travel between I-880 and I-580. Lewelling Boulevard is utilized for this purpose but, as a two-lane roadway, does not have sufficient capacity to accommodate demand. As a result, local traffic is delayed and access to businesses along the street is impeded.

### Risks/Rewards:

- C Keeps regional trips off local streets
- C Reduces congestion and travel delays
- C Facilitates circulation to local businesses
- C Requires right-of-way but no displacements
- C Conforms with Area Plan

### Estimated Cost:

Total cost of \$16.6 million (Hesperian Boulevard to Paradise Boulevard); \$9.8 million for phase 1 (Hesperian Boulevard to Meekland Avenue)

### Funding Sources:

Not fully funded  
C 1998 Expenditure Plan Tier 1 (\$9.8 million) and Tier 2 (\$6.8 million) unfunded

PROJECT # 13

**RAIL CONNECTION BETWEEN ALAMEDA AND SANTA CLARA COUNTIES (*Ultimately BART*)**

**Project Description:**

A high capacity, high frequency, rail line connecting Alameda County residents to jobs in Santa Clara County.

**Status:**

Three long term rail alternatives are being considered. They include BART to Warm Springs, with light rail connecting to the Tasman light rail line; BART to Milpitas connecting to the Tasman light rail line; and BART to San Jose. One short-term (interim) alternative to develop a commuter rail connection between the Union City BART station and the Diridon Caltrain station in San Jose is also being discussed. The interim solution is not supported by Alameda County. The long-term BART solutions were included in the 1998 Expenditure Plan (Tier 1, \$165.5 million; Tier 2, \$85.9 million) and the Countywide Plan.

**Problem Statement:**

Traffic volumes along the I-680/I-880 Corridor continue to grow as increased numbers of commuters drive to employment centers in Santa Clara County. Because I-680 and I-880 have capacity constraints in this area, vehicular traffic often operates at stop-and-go conditions.

**Risks/Rewards:**

- C A rail link between the Fremont BART line and Milpitas/San Jose may encourage SOVs to commute by rail to employment destinations in Alameda and Santa Clara Counties, thereby reducing the number of vehicles and the vehicle miles traveled in the I-680/I-880 Corridor.
- C Travel time delays could be reduced.
- C New rail stations could become the focus of Transit Oriented Development.
- C Depending on the rail option chosen, environmental and right-of-way impacts, such as business and residence displacements, could be produced by construction and operation of a new rail line.
- C Joint funding and operating agreements would have to be arranged since the Corridor traverses different transit and governmental jurisdictions.
- C BART cannot operate in Santa Clara County without an agreement for Santa Clara County to "buy-in" to the system.

**Estimated Cost:**

\$546.3 million is the capital cost for a BART extension to a new Warm Springs station in South County (this cost does not cover any connection to light rail. The extension of BART to Milpitas is estimated to cost \$1.2 billion). The Fremont South Bay Corridor Final Report (May 1994) estimated approximately \$400 million (\$1994) for a surface/aerial light rail extension from Tasman to Fremont BART. The cost to extend BART to San Jose is unknown. Both Alameda and Santa Clara Counties would be required to contribute. \$62 million is required for operation of an interim commuter rail between San Jose and Union City BART.

**Funding Sources (BART Extension to Warm Springs):**

Not fully funded  
C Countywide Plan - \$67 million  
C Interregional funds - \$129 million

C 1998 Expenditure Plan –  
Tier 1 \$165.5 million (Unfunded)  
Tier 2 \$85.9 million (Unfunded)

PROJECT # 14

SAN JOAQUIN COMMUTER RAIL (ALTAMONT  
COMMUTE EXPRESS)

**Project Description:**

In 1998, the San Joaquin Rail Commission instituted commute rail service between Stockton and San Jose. Two trains operate weekdays in the peak direction, primarily serving San Joaquin and Alameda County residents.

**Status:**

The Altamont Commute Express is a three-year demonstration project, which has received broad community support and substantial patronage (numbers?). Expenditure Plan – Yes. Countywide Plan – Yes.

**Problem Statement:**

Identification of stable funding sources is required to continue the current (or expanded) operation beyond the three-year timeframe.

**Risks/Rewards:**

- C Offers an alternative commute mode for drivers commuting from San Joaquin and Alameda Counties to the employment centers of Santa Clara County, thereby contributing to the reduction in the number of vehicles and in vehicle miles traveled along the I-580 Corridor.
- C Requires complicated joint-county cost-sharing arrangements and substantial public subsidy to operate.

**Estimated Cost:**

\$4.5 million per year in operating costs (Alameda County share \$1.4 million). Additional undetermined capital costs if service is expanded. \$12 million in capital improvements for stations, parking areas, and track improvements.

**Funding Source (Operations):**

1998 Expenditure Plan – \$1.4 million per year (Alameda County share) (unfunded)

**Funding Source (Capital):**

Not fully funded

• 1998 Expenditure Plan – 10 million (unfunded)

• Countywide Plan - \$2 million, STIP - \$100,000

**Project Description:**

Links between bus services and rail stations in Alameda County could be improved and transfers expedited through a variety of unspecified capital and operating strategies. In addition, express bus services to Silicon Valley and other major employment centers in Santa Clara and San Mateo counties could be expanded.

**Status:**

Several Eastbay transit agencies operate commute buses on the regional freeway system. Starting in 1999, AC Transit will use the I-80 HOV lanes for express buses traveling from the Richmond Transit Center to destinations in Alameda County and to the Transbay Terminal in San Francisco. Expenditure Plan – Yes (operating funds).

**Problem Statement:**

The regional roadway and HOV system is not well-utilized by transit agencies as a means of attracting long distance commuters. In addition, bus feeder service to rail stations is often infrequent without providing a “seamless” transfer. Transfers between bus and rail can be time consuming and difficult for a commuter, particularly since multiple tickets must be purchased, access from freeways to rail stations typically occurs in mixed traffic, and transfers are not coordinated, adding to total travel time.

**Risks/Rewards:**

- C Improved access/intermodal facilities at rail stations and single fare tickets would facilitate the transfer between bus and rail modes and reduce overall travel time.
- C Timed transfers between modes would reduce wait times at transfer centers.
- C Substantial inter-jurisdictional issues are involved in implementing access improvements, fare and schedule coordination among transit agencies.

**Estimated Cost:**

This initial phase's \$9.6 million for expanded interregional express bus services operating from Alameda County. Future phases would expand the system – costs are unknown at this time.

**Funding Sources:**

None currently identified.

**Project Description:**

Advanced transportation systems technologies, such as traffic interconnect systems, traveler information signs, and transit vehicle location devices, can be applied to manage transportation problems on regional roadways.

**Status:**

Inter-jurisdictional agreements among the cities along San Pablo Avenue and along East 14th Street and Hesperian Boulevard (I-880 Smart Corridor) have spurred implementation of coordinated traffic signalization improvements and priority treatment (prolonged green light) for transit on these roadways. Future installation of these systems on East 14<sup>th</sup> Street as well as new systems, such as internet travel information and trip planning and closed circuit video cameras for monitoring traffic flow, are being planned. Countywide Plan – Yes.

**Problem Statement:**

Regional roadway capacity is often constrained because of limited rights-of-way and substantial costs of and community reaction to widening existing roads. The congested roadways offer no clear advantage for transit over the private automobile when transit must operate in mixed-flow conditions. Delays occur and travel times increase for all modes of travel.

**Risks/Rewards:**

- C Applying advanced transportation technologies can improve traffic flow, reduce congestion, and improve travel times without increasing roadway capacity.
- C Advanced technologies offer relatively low-cost solutions for complex transportation problems.
- C Certain technologies will provide travel time advantages for transit over the private automobile, yet may be resented by the driving public.
- C Information on traffic congestion and transit delays can be conveyed over electronic signs and information boards.
- C Jurisdictional coordination and cost allocation issues.
- C Liability issues.

**Estimated Cost (I-880 Smart Corridor and San Pablo Projects):**

\$11.0 million allocated in two phases for the two projects.

**Funding Sources (Hesperian and San Pablo Projects):****Fully Funded**

C TSM Project Funds – \$4.5 million

C TEA-21 - \$6.0 million

C BAAQMD - \$500,000

**Project Description:**

Implement an elevated guideway system connecting the BART Coliseum Station with the Oakland International Airport terminals.

**Status:**

Feasibility study completed in 1993. Alternative technologies are being evaluated. Preliminary engineering and environmental analysis will begin in 1999. Expenditure Plan – Yes. Countywide Plan – Yes.

**Problem Statement:**

Passenger activity at the Airport is expected to double and air cargo activity is expected to triple by 2010. Airport employment growth will follow accordingly. Sufficient roadway capacity is not expected to be available to meet the future demand at the Airport.

**Risks/Rewards:**

- Ⓒ The rail connector would be an incentive for Airport patrons and employees to take transit instead of driving to the Airport.
- Ⓒ A mode shift in favor of transit would relieve congestion on Hegenberger and Airport Drive and reduce the size of the parking facilities needed to accommodate future demand.
- Ⓒ Guideway technology represents a high-cost solution to the problems of increased congestion and constrained access to the Airport.
- Ⓒ Expanded shuttle bus service is a less costly option for moving the same number of transit users.

**Estimated Cost:**

\$130 million

**Funding Sources:**

- |                                  |                                      |
|----------------------------------|--------------------------------------|
| Not fully funded                 | Ⓒ Bridge Toll Revenue – \$10 million |
| Ⓒ Port of Oakland - \$25 million | Ⓒ 1998 Expenditure Plan –            |
| Ⓒ 1998 STIP - \$4 million        | Tier 1 – \$65.8 million (unfunded)   |
| Ⓒ Countywide Plan - \$25 million |                                      |

**Project Description:**

AC Transit is examining capital transportation improvements, including light rail, trolley bus, busway, and advanced technologies, on San Pablo Avenue (Oakland, Emeryville, Berkeley, Albany, and El Cerrito), Telegraph Avenue (Oakland and Berkeley), and East 14<sup>th</sup> Street (Oakland and San Leandro).

**Status:**

The San Pablo Avenue Corridor will receive the following transportation improvements over the five year period:

- C Advanced technology improvements to expedite traffic flow and transit movement through signal preemption and signal coordination (see Project #11).
- C Street design and geometric improvements.
- C New low-floor buses.
- C Transit shelters and other streetside amenities.

AC Transit is conducting an Major Investment Study to examine transportation (bus and light rail) alternatives along Telegraph Avenue and East 14<sup>th</sup> Street, to be completed in 1999. Countywide Plan – Yes. Expenditure Plan – Yes.

**Problem Statement:**

Congestion on arterials in North County affects the reliability of conventional bus service, as well as vehicular circulation. Along these streets, transit travels no faster than the automobile and the operating environment provides little incentive to encourage automobile users to switch to transit.

**Risks/Rewards:**

- C Transit operating in its own right-of-way (such as dedicated light rail alignments or busways) would not be delayed by traffic congestion, thereby improving average operating speeds and service reliability).
- C Electric vehicles produce less noise and air emissions compared with diesel buses, but cost more to purchase.
- C Advanced technology, which represents a low-cost transportation investment, can be used to expedite transit movement, identify transit vehicle location, and provide transit users with updated schedule information.
- C Implementing new transit modes requires substantial capital investment, which must be weighed against other regional transportation priorities.
- C Construction of light rail or busways would temporarily disrupt circulation and may affect neighborhood businesses. However, redesign of the public-right-of-way could encourage new business and residential development and stimulate neighborhood commerce.

*Continued*

*Continued***Estimated Cost (San Pablo):**

\$50.8 million (San Pablo Corridor Improvements).

Telegraph/E 14th Corridor Improvements determined through MIS process.

**Funding Sources (Phase 1):**

**San Pablo Corridor Enhancements (Not Fully Funded)**

- C** 1998 Expenditure Plan (Tier 1) – \$4.5 million for non-motorized portion of project (unfunded)
- C** 1998 Expenditure Plan (Tier 2) – \$19.0 million for transit portion of project (unfunded)
- C** 1998 STIP -\$10 million for new low-floor buses and street redesign
- C** TEA 21 -\$6 million for advanced technology improvements, bus stops and streetscape enhancements
- C** Other possible sources include \$36.4 million from the Countywide Plan

**Telegraph/E 14th & San Pablo AC Transit Improvements (Not Fully Funded)**

- C** 1998 Expenditure Plan (Tier 1) – \$20 million (unfunded)
- C** 1998 Expenditure Plan (Tier 2) – \$44 million (unfunded)

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Appendix D  
Projects Considered but not Prioritized

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# PROJECTS CONSIDERED BUT NOT PRIORITIZED

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- g Oakland Joint Intermodal Terminal
  - Phase I – Fully Funded
  - Phase II – Fully Funded
- g I-680/I-880 Connection
- g Commuter Rail between Solano County and Alameda County
- g Southern Bay Crossing
- g BART to East Livermore
- g Oakland Airport Terminal Area Roadway Reconstruction
- g BART Seismic Improvements
- g BART West Dublin/Pleasanton Station

# PROGRAMS CONSIDERED, BUT NOT PRIORITIZED:

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- g Work with the Unions to expand seaport hours.
- g Develop satellite truck staging areas.
- g Expand the Ferry system.
- g Focus on improvements in existing rail corridors.
- g Implement SMART cards and universal tickets.
- g Make BART and AC Transit one organization.
- g Improve HOV enforcement.
- g Create DMV and Insurance incentives for carpoolers.
- g Implement employer shuttles from transit nodes.
- g Have employers subsidize transit use.