

**DATE:** April 20, 2010

**TO:** Mayor and City Council

**FROM:** Director of Public Works

**SUBJECT:** Route 238 Corridor Improvement Project: Approval of Plans and Specifications and Call for Bids; Authorization for the City Manager to Execute an Amendment to the Professional Services Agreement with Mark Thomas and Company; and Authorization to Request Advance Funding from the California Transportation Commission

#### **RECOMMENDATION**

That Council adopts the attached resolutions for the Route 238 Corridor Improvement Project:

1. Approving the plans and specifications and calling for bids to be received on June 1, 2010;
2. Authorizing the City Manager to execute an amendment to the existing Professional Services Agreement with Mark Thomas and Company for additional design and construction management support services in an amount not to exceed \$2,000,000;
3. Approving a request to the California Transportation Commission for Local Alternative Improvement Project (LATIP) authorization of advance funding; and
4. Authorizing the City Manager to seek LATIP funding for Improvement of Mission Boulevard North of A Street and Jackson Street from Watkins Street to Santa Clara Avenue.

#### **BACKGROUND**

On November 27, 2007, Council approved the Route 238 Corridor Improvement Project and certified the Final Environmental Impact Report (FEIR). The Project approved by Council is located along Foothill Boulevard and Mission Boulevard between the northern City limits and Industrial Parkway. It includes a downtown one-way loop street system; peak-hour travel lanes on Foothill Boulevard north of A Street and on Mission Boulevard from Foothill Boulevard to Palisade Street; other roadway improvements along Foothill Boulevard and Mission Boulevard;

and improvements at major intersections, such as Foothill-Mission-Jackson and Mission Boulevard-Carlos Bee Boulevard. In addition, the Project includes pedestrian and bicycle improvements, and landscaping enhancements along the entire Route 238 Corridor.

On May 6, 2008, Council authorized the City Manager to approve an agreement with Mark Thomas and Company (MTCO) for the design and right-of-way acquisition phases in an amount not to exceed \$6,400,000. An amendment to this agreement will be required to provide for additional design and construction support services.

## **DISCUSSION**

### *Project Plans and Specifications (Attachment I)*

Mark Thomas and Company has completed the plans and specifications and an updated cost estimate for the project and they are now ready for advertisement. Staff has conducted special outreach efforts by sending out advance notice to major construction contractors to insure they are aware of our project and will be interested in bidding especially since this is the largest project that the city has ever advertised. In addition to the general scope of the project described above and in the various public meetings regarding the project, there are a few aspects of the project that are highlighted below.

The project was reviewed for conformance with the Bay Friendly guidelines for Commercial and Civic Landscapes and found to exceed the recommended minimum points. The project includes an Adaptive Traffic Management System (ATMS) which can automatically adjust traffic signal timing along the project corridor in response to actual conditions and can be modified more easily by staff as circumstances change. Another environmental friendly feature of the project includes Light Emitting Diode (LED) light fixtures with the capacity for dimmers to maximize illumination in an efficient manner where and when needed. The selected street lighting systems will provide significantly more light than is currently available. Public Works will be able to monitor the streetlight dimmers and twenty-nine traffic signals in the ATMS from a Traffic Management Center (TMC) to be installed at City Hall.

The project also includes undergrounding for the remaining segments of Mission Boulevard, which are designated Underground Districts #25 – Mission Boulevard from Sycamore Avenue to Harder Road, and #27 – Mission Boulevard from Calhoun Street to Overhill Drive. In order to maintain schedule and use resources more efficiently, PG&E agreed to allow the City's consultant to lead the design effort for the joint trench. For similar reasons, PG&E agreed to construct service trenches and complete panel conversion work that is typically a private property owner responsibility. On December 15, 2009, City Council authorized use of the City's Rule 20A allocation for PG&E's service conversion work because estimates of probable time savings and resultant overhead charge reductions would offset any additional expense.

The project construction will proceed in three general phases. Phase 1 contains three parts:

- Foothill Boulevard from A Street to Apple Avenue
- E Street and Main Street east of Foothill Boulevard
- Mission Boulevard from Harder Road to Sycamore Avenue

Phase 2 contains the downtown loop, including:

- Jackson Street – Foothill Boulevard from Watkins Street to A Street
- D Street from First Street to Watkins Street
- A Street from Foothill Boulevard to Mission Boulevard
- Mission Boulevard from A Street to Foothill Boulevard – Jackson Street
- Willis Street from Mission Boulevard to Francisco Street – Willis Street to be closed

After completing work on most of the curb, gutter, and sidewalks, median islands, street lights, traffic signals, and parking lots, the one-way loop will be implemented. When traffic has stabilized, the remaining curb, gutter, sidewalk, and median islands will be completed.

Phase 3 contains Mission Boulevard from Industrial Boulevard to Harder Road and from Sycamore Avenue to Fletcher Lane.

Construction along the entire corridor will not occur at the same time. The work will be appropriately phased to minimize the length of time construction will occur along any portion of the corridor. Actual phasing of the construction will be coordinated with the contractor to determine how to best provide the maximum schedule benefit and to minimize disruption and inconvenience to Hayward residents and businesses.

Right of Way Acquisition: The City has nearly completed acquisition of the properties required for the project. Acquisition of easements and rights-of-entry (ROE) for conforms and utility work is on schedule to be complete before award of the construction contract.

To date, the City has purchased twenty-three of the thirty-one properties required for the project. Seven properties, owned by four different property owners, are being acquired through eminent domain. Possession has been granted for five of these seven properties. Possession of the remaining two properties is expected to be obtained through a court order for possession effective May 23, 2010. Caltrans has agreed to a ROE allowing construction of the project improvements over their surplus property near Carlos Bee Boulevard. One of the four condemnation actions, which involved PG&E, has been settled. Negotiations on the purchase price for the remaining properties will be on-going.

PUEs for utility boxes, vaults, transformer pads and trenches have been identified where these facilities cannot be located in the sidewalk or street. ROE needs have been identified for temporary access to construct driveway and sidewalk conforms and other miscellaneous work required along property frontages. These ROEs are also required by the utility companies for the service trench and panel work required to underground the overhead utility lines.

Amendment to the Professional Services Agreement for Mark Thomas and Company  
(Attachment II)

During the course of design, additional scope-of-work items were identified as necessary to complete the project. An amendment to the existing MTCO agreement in an amount not to exceed \$500,000 has been negotiated for the additional work listed below.

- Design of Adaptive Traffic Management System (ATMS)
- Adjustments to the actual relinquishment boundary as defined by Caltrans;
- Adjustments to incorporate improvements conditioned upon private developers;
- Additional environmental reports to support property acquisition;
- Building modification design to support land acquisition negotiations and partial building demolitions;
- Gateway landscaping;
- Revised stage construction to better coordinate work on utility company joint trenches.
- Additional right of way work associated with Public Utility Easements (PUEs) and Right of Entry (ROEs); and
- Designing joint trench to expedite PG&E design of Rule 20A Underground Districts.

In addition, while the project's construction management will be undertaken by Public Works staff it will be with support from MTCO. The City will have engineering and inspection staff on-site at a field office that will be located at the corner of Mission Boulevard and Carlos Bee Boulevard. The contractor will locate field office trailers at this site to facilitate communication with their field supervision. MTCO will provide engineering and survey support, and specialty subconsultant services to support contract management needs and to ensure timely responses to contractor requests for information.

The proposed amendment to the existing MTCO agreement will include, in addition to the added design costs of \$500,000 noted above, an additional \$1.5 million for this construction support work. The recommended total amendment will be for a not-to-exceed amount of \$2.0 million, making the total contract \$8.4 million.

Request to California Transportation Commission (CTC) for Advance LATIP Funding  
(Attachment III)

As noted below under Fiscal Impacts, LATIP funding is one of the funding sources for this project. The CTC, at its April 8, 2010 meeting, approved general procedures for the advancement of LATIP projects that need to proceed before the actual revenue is generated by the sale of surplus parcels. Because it will take some time for approval by the CTC of the Route 238 Bypass route rescission and the subsequent sale process to occur, Hayward's project will definitely need to utilize the procedures for advancing a project. Normally advance funding is requested prior to advertisement, but in this case CTC staff has indicated it would be acceptable to submit our request after advertisement but before award. Advertising now is critical in order to take advantage of what is probably the best bidding climate we will see in the next few years. Staff recently learned of a requirement whereby the CTC needs to see and accept environmental documents associated with any project for which they allocate future funding and this has adjusted the timing for planned CTC actions.

At CTC's May 19, 2010 meeting, the City of Hayward, the Congestion Management Agency (CMA) and ACTA will present the following to the CTC:

- Final Approval of the LATIP list of projects, with the Route 238 Corridor Improvement Project identified as a top priority; and
- Relinquishment of the State Route segments required for this project.

Subsequently, at CTC's June 30, 2010 meeting the same agencies will present the following to the CTC:

- Acceptance of the City's Final EIR for the Project; and
- Approval of the City's specific application for commitment of advance funding.

It is anticipated that our \$8.1 million in LATIP funds should be available in 2012 when the ACTA Measure B funding is estimated to be completely spent. However, in case that does not occur, the CTC advance funding procedures require that the City make a commitment to advance those funds. The attached resolution authorizes the City Manager to submit an application meeting the CTC's procedures, and staff will indicate the City will either borrow internally or, if possible, seek a short-term temporary loan with repayment when LATIP funds are actually available.

#### Caltrans Relinquishment and Use of Surplus LATIP Funds

On June 17, 2008, Council authorized the City Manager to execute all future agreements relative to relinquishment of the existing state highways affected by the project. This includes State Route 185 (Mission Boulevard) between A Street and Jackson Streets; State Route 238 (Foothill Boulevard and Mission Boulevard) between the Interstate 580 eastbound on-ramp to Industrial Parkway; and Route 92 (Jackson Street) between Mission-Foothill-Jackson and Watkins Street. The project is providing the funds necessary to improve the Caltrans right-of-way to City standards and, thus, allowing relinquishment to occur essentially at no cost to the State. The LATIP legislation, AB 1386 approved by the Governor on October 12, 2009, authorized the relinquishment of the state highways in Hayward as agreed to by the City and Caltrans and this relinquishment will become effective after approval by the California Transportation Commission (CTC).

As indicated in the June 17, 2008 council report, in addition to the state highways affected by the project, Caltrans desires the city to accept relinquishment of the remaining portion of Route 92 (Jackson Street) from Watkins Street to Santa Clara Avenue and Route 185 (Mission Boulevard) from A Street to the City boundary. Staff has always expressed concern with accepting these segments and especially Mission Boulevard north of A Street without there being funding to bring them up to an acceptable standard.

As a means of satisfying both the City's needs and those of Caltrans, staff has proposed that the Central County Freeway Study Policy Advisory Committee (PAC), which oversaw development of the LATIP project list, approve the use of some of the \$30 million in LATIP funds designated

for the 238 Corridor Improvement Project be utilized to address improvements on these two other state highway relinquishments: it is projected that the current Project will not require all of the \$30 million. The proposal is to improve the segment of Route 238 (Mission Blvd.) north of A Street in a similar fashion as the rest of the corridor, and to improve Route 92 (Jackson Street) from Watkins Street to Santa Clara Avenue with an adaptive signal timing system to improve traffic flow.

The northern part of Mission Boulevard is, undeniably, in poor condition and needs paving, sidewalk work, street lights, and undergrounding. Jackson Street was recently paved, but could certainly use the same type of adaptive traffic signal control system being incorporated in the rest of the project. Caltrans and ACTA have indicated support for staff's proposal. The other members of the PAC are San Leandro and Alameda County. Council Member Henson represents the City on the PAC. The PAC meeting is being scheduled for mid-May.

Any work on these additional improvements would likely be under a follow-on contract and would require a separate authorization by the CTC. Staff is requesting Council's endorsement of this proposal through the attached resolution.

## **FISCAL IMPACT**

The cost estimate developed for the Project in the Final Environmental Impact Report was \$111 million. The current cost estimate is approximately \$98.0 million, based on the actual expenses for design and right-of-way and the engineer's estimate of construction costs. ACTA has committed \$80 million to the Project.

The City has recently negotiated the details of the Construction Phase agreement with ACTA. The updated cost estimate submitted with the construction documents continues to show the project to be well under the original \$111 million budget. A table showing project Revenues Sources and Costs is attached as Attachment V.

As all of the Final Design and Right-of-Way Acquisition phase of the work has been funded by Measure B, there has been no impact to the City's general funds, to date. During the Construction Phase, ACTA will reimburse the first \$40.1 million of expenditures and expenditures up to any savings realized from earlier phases. As noted above, because the project includes undergrounding, the utility companies will reimburse the project another estimated \$4,800,000 for the undergrounding work done by the City's contractor. In addition, two developments conditioned to construct public improvements along Mission Boulevard have agreed to reimburse the City for approximately \$800,000 of improvements that can be constructed more efficiently and at less cost as part of this project.

The remaining major source of funding for the project is the LATIP. The present estimate for required LATIP funding is approximately \$8.1 million.

Because the project was approved over two years ago, there have been significant expenditures prior to the start of construction related to the design and right-of-way acquisition efforts. Under

the City's funding agreement with ACTA, the City is obligated to perform the project as approved in exchange for the authorized funding. If the City, for some reason, cancels or does not complete the project, ACTA may not reimburse the City for all expenses. Additionally, the City may be obligated to reimburse ACTA for most of the monies paid to the City by ACTA for this project. This contractual obligation provides ACTA with some protection from funding projects that don't get constructed and ensures that the funds can be used on another high priority project that may be constructed elsewhere in Alameda County.

As discussed in previous reports, there are future added maintenance costs for the additional roadway miles the City is accepting under this project and for the operation of additional traffic signals, as well as maintaining the improved landscaping. Staff will be recommending, as part of the 2011 Capital Improvement Program, that a new project be established in the Route 238 Trust Fund to address some of the more immediate needs such as annual traffic signal maintenance, street sweeping that has previously been funded by Caltrans, and future landscape maintenance after the construction is completed. There is sufficient fund balance to accomplish this.

## **ECONOMIC IMPACT**

The relinquishment of state highways to the City has the potential for positive economic benefit due to the upgraded appearance and smoother traffic flow. In addition, the City can better control the appearance and development along the state highways, and developers do not have to deal with the State. Finally, the combination of the Mission Corridor Form-based Code project, the assemblage of land along the Corridor under City or RDA ownership, and the Project improvements drastically improves the desirability of the Corridor for future economic development.

## **PUBLIC CONTACT**

Since Council approval of the project, staff has continued to meet with and respond to questions from affected property owners, those potentially impacted by the project, and those just curious about the changes they see occurring along the project route. A letter was sent to all property owners in Underground Districts #25 and #27 that require service conversions, requesting a right-of-entry for utility companies to perform the conversion work. Signs have been erected along the project route to explain that the project will be starting soon.

On January 20, 2009, staff provided a report to the City Council at a work session on work completed for the Design and Right-of-Way Phase of the project. On April 27, 2009, staff provided Council's Downtown Committee with a report on the Foothill-Maple gateway concepts. On January 25, 2010, staff provided Council's Downtown Committee and members of the Downtown Business Improvement Area with a report on the overall project. Most recently staff provided a presentation on the project to residents attending the Mission Boulevard Specific Plan charrette.

The City's website has been updated to include information from the Council work session and committee meetings. The Draft and Final EIRs for the project, as well as information on how to contact staff, are also included on the City's website. Additional regular updates will be made to the site. The next update, including reports on important project milestones, traffic disruptions and project schedule will be added to the site after the contractor's schedule submittal has been received and reviewed. The public information process will be ongoing during the project's construction phase with the contractor also contacting property owners and tenants about pending construction activities.

## **SCHEDULE AND NEXT STEPS**

The current schedule for construction of the project is as follows:

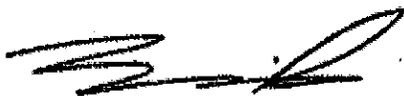
Begin advertising for bids	April 20, 2010
Open bids	June 15, 2010
Award construction contract	July 6, 2010
Start Construction	July 26, 2010
Complete Construction	December, 2012

As noted above, on May 19, 2010, it is anticipated that the CTC will grant approval of the Relinquishment of State Routes 238,185 and 92 that are directly part of the project and on June 30, 2010 approval of our advance LATIP funding request. The city expects to become responsible for the relinquished state highways prior to the start of construction and most likely on 1 July, 2010. If approved for LATIP funding by the Central County Freeway Study PAC, staff will develop a scope and schedule for the proposed improvements on Mission Blvd north of A Street and Jackson Street Watkins St to Santa Clara Ave

*Prepared by:* Morad Fakhrai, Deputy Dir. of Public Works

*Recommended by:* Robert A. Bauman, Director of Public Works

Approved by:



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Frances David, Acting City Manager

### Attachments:

- Attachment I: Resolution - Plans and Specs and Call for Bids
- Attachment II: Resolution - Mark Thomas and Company Amendment
- Attachment III: Resolution - Request Advance Funding from CTC
- Attachment IV: Resolution — Authorization for City Manager to Request LATIP Funding for Mission Boulevard and Jackson Street

Attachment V: Revenue Sources and Costs

# DRAFT

## HAYWARD CITY COUNCIL

### RESOLUTION NO. 10-\_\_\_\_\_

Introduced by Council Member \_\_\_\_\_

#### RESOLUTION AUTHORIZING THE CITY MANAGER TO APPROVE PLANS AND SPECIFICATIONS AND CALL FOR BIDS FOR THE ROUTE 238 CORRIDOR IMPROVEMENT PROJECT, PROJECT NO. 5117

BE IT RESOLVED by the City Council of the City of Hayward as follows:

1. That those certain plans and specifications for the Construction of Route 238 Corridor Improvements: Industrial Parkway to SR 580, Project No. 5117, on file in the office of the City Clerk, are hereby adopted as the plans and specifications for the project;
2. That the City Clerk is hereby directed to cause a notice calling for bids for the required work and material to be made in the form and manner provided by law;
3. That sealed bids therefore will be received by the City Clerk's office at City Hall, 777 B Street, Hayward, California 94541, up to the hour of 2:00 p.m. on Tuesday, June 15, 2010, and immediately thereafter publicly opened and declared by the City Clerk in Conference room 4D, City Hall, Hayward, California;
4. That the City Council will consider a report on the bids at a regular meeting following the aforesaid opening and declaration of same.

IN COUNCIL, HAYWARD, CALIFORNIA \_\_\_\_\_, 2010

ADOPTED BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST: \_\_\_\_\_  
City Clerk of the City of Hayward

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney of the City of Hayward

# DRAFT

HAYWARD CITY COUNCIL

RESOLUTION NO. 10-\_\_

Introduced by Council Member \_\_\_\_\_

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN ADMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH MARK THOMAS AND COMPANY FOR THE ROUTE 238 CORRIDOR IMPROVEMENT PROJECT, PROJECT NO. 5117

BE IT RESOLVED by the City Council of the City of Hayward that the City Manager is hereby authorized and directed to negotiate and execute an amendment to the existing Professional Services Agreement with Mark Thomas and Company for additional design and construction support services for the Route 238 Corridor Improvement Project, Project No. 5117, in an amount not to exceed \$2,000,000 in a form to be approved by the City Attorney.

IN COUNCIL, HAYWARD, CALIFORNIA \_\_\_\_\_, 2010

ADOPTED BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST: \_\_\_\_\_  
City Clerk of the City of Hayward

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney of the City of Hayward

# DRAFT

HAYWARD CITY COUNCIL

RESOLUTION NO. 10-\_\_\_\_\_

Introduced by Council Member \_\_\_\_\_

RESOLUTION AUTHORIZING THE CITY MANAGER TO  
REQUEST ADVANCE FUNDING FROM THE CALIFORNIA  
TRANSPORATION COMMISSION FOR THE ROUTE 238  
CORRIDOR IMPROVEMENT PROJECT, PROJECT NO. 5117

WHEREAS, the project agreements with the Alameda County Transportation Authority (ACTA) require other local funding sources for any project costs over their \$80 million commitment for the Route 238 Corridor Improvement Project;

WHEREAS, \$30 million has been allocated in the Route 238 Local Alternative Transportation Improvement Program (LATIP) authorized by the state legislature to be created from the sale of lands acquired for the Route 238 By-Pass project;

WHEREAS, the California Transportation Commission (CTC), at its April 8, 2010, meeting approved general procedures for the advancement of LATIP projects that need to proceed before the actual revenue is generated by the sale of surplus parcels;

WHEREAS, the approved general procedures provide that a local agency may enter into an agreement with the appropriate transportation planning agency, Caltrans (Department), and the CTC to use its own funds to develop, purchase right-of-way for, and construct a transportation project within its jurisdiction that is included in the Route 238 LATIP;

WHEREAS, because it will take some time for Caltrans to complete both the final route rescission and the sale process, Hayward's project will definitely need to utilize the procedures for advancing a project in order to take advantage of what is probably the best bidding climate we will see in the next few years;

WHEREAS, at CTC's May 19, 2010, meeting, the City of Hayward, the Congestion Management Agency (CMA) and ACTA will present the following to the CTC:

- Final Approval of the LATIP list of projects, with the Route 238 Corridor Improvement Project identified as a top priority; and
- Relinquishment of the State Route segments required for the project.

WHEREAS, at CTC's June 30, 2010 meeting the same agencies will present the following to the CTC:

- Acceptance of the City's Final EIR for the Project; and
- Approval of the City's specific application for commitment of advance funding

WHEREAS, while it is anticipated that our \$8.1 million in LATIP funds needed to complete the project should be available in 2012 when it is estimated the ACTA Measure B funding will be completely expended, if that does not occur the CTC advance funding procedures require that the City make a commitment to advance those funds.

THEREFORE BE IT RESOLVED by the City Council of the City of Hayward that the City Manager is hereby authorized and directed to do as follows:

1. Submit an advancement request to the CTC that contains the required content and is in the appropriate format, including:
  - a. A request that CTC grant a Letter of No Prejudice to allow the City to use a combination of LATIP, ACTA Measure B and Local Funds to complete the construction phase of the project, while remaining eligible for reimbursement of these costs at a future cost;
  - b. Full and committed funding and structured repayment plans for the funds necessary to complete the Route 238 Corridor Improvement Project.
  - c. The anticipated schedule for expenditures and completion of the Project; and
2. Execute a cooperative agreement or Master Agreement/Program Supplement with the CTC for the advanced funds in a form to be approved by the City Attorney.

IN COUNCIL, HAYWARD, CALIFORNIA \_\_\_\_\_, 2010

ADOPTED BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST: \_\_\_\_\_  
City Clerk of the City of Hayward

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney of the City of Hayward

# DRAFT

HAYWARD CITY COUNCIL

RESOLUTION NO. 10-\_\_\_\_\_

Introduced by Council Member \_\_\_\_\_

RESOLUTION AUTHORIZING THE CITY MANAGER TO SEEK LOCAL ALTERNATIVE TRANSPORTATION IMPROVEMENT PROGRAM (LATIP) FUNDING FOR MISSION BOULEVARD NORTH OF A STREET AND JACKSON STREET FROM WATKINS STREET TO SANTA CLARA AVENUE

WHEREAS, in addition to the state highways directly affected by the Route 238 Corridor Improvement Project, Caltrans desires the City to accept relinquishment of the remaining portion of Route 92 (Jackson Street) from Watkins Street to Santa Clara Avenue and Rt 185 (Mission Boulevard) from A Street to the northern City boundary;

WHEREAS the City has expressed its concern with accepting relinquishment of these segments and especially Mission Boulevard north of A Street without there being funding to bring them up to an acceptable standard;

WHEREAS, \$30 million has been allocated for the Route 238 Corridor Improvement Project in the Route 238 Local Alternative Transportation Improvement Program and only approximately \$8 million is needed;

WHEREAS, the City proposes is to improve the segment of Route 238 (Mission Blvd.) north of A Street in a similar fashion as the rest of the corridor, and to improve Route 92 (Jackson Street) from Watkins Street to Santa Clara Avenue with an adaptive signal timing system to improve traffic flow;

WHEREAS, the Central County Freeway Study Policy Advisory Committee (PAC), which oversaw development of the LATIP project list, will be requested to approve the use of \$9 million in LATIP funds designated for the project, but not needed to address improvements on these two other state highway relinquishments;

WHEREAS, ACTA and the California State Department of Transportation (Caltrans) have indicated support for this proposal;

THEREFORE BE IT RESOLVED by the City Council of the City of Hayward that the Hayward City Council supports the proposed use of saved LATIP funds from the \$30 million allocated to the Route 238 Corridor Improvement Project on the identified improvements to portions of Route 92 and Route 238 to be relinquished to the City by Caltrans and the City

Manager is hereby authorized and directed to pursue approval to do so from the Central County Freeway Study PAC and the California Transportation Commission.

IN COUNCIL, HAYWARD, CALIFORNIA \_\_\_\_\_, 2010

ADOPTED BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST: \_\_\_\_\_  
City Clerk of the City of Hayward

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney of the City of Hayward

### Route 238 Corridor Improvement Project

<b>Revenue Sources</b>	
Alameda County Transportation Authority (ACTA)	\$ 80,000,000
City of Hayward	\$ 1,900,000
Rule 20A	\$ 4,800,000
Developers	\$ 800,000
Real Estate Transactions	\$ 2,400,000
LATIP	\$ 8,100,000
Totals	\$ 98,000,000

<b>Expenditures</b>	
Preliminary Engineering	\$ 1,500,000
Environmental	\$ 1,500,000
Final Design	\$ 8,000,000
Right-of-Way	\$ 22,000,000
Construction	\$ 59,600,000
Construction Support	\$ 5,400,000
Total	\$ 98,000,000