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San Francisco Chronicle

Transit Tax Wins in Alameda, Trails in Contra Costa; [FINAL Edition]

[Harre W. Demoro](#). [San Francisco Chronicle \(pre-1997 Fulltext\)](#). San Francisco, Calif.: Nov 5, 1986. pg. 4

Abstract (Summary)

In the San Francisco BART race, challenger Arlo Hale Smith took a surprise lead and was defeating incumbent BART Director Eugene Garfinkle. Smith, with more than 50 percent of the votes, claimed victory and credited it to his criticism of BART fire safety problems. In Alameda County, BART incumbents John Glenn and Margaret Pryor were winning easily.

Projects in the Alameda County highway budget include \$220 million to widen the Nimitz Freeway in Fremont; \$134 million for expressway improvements and expansion in Fremont and \$60 million to link Oakland International Airport to the Harbor Bay Isle development on Alameda's Bay Farm Island.

Contra Costa road projects would have included \$94 million to finish Route 4 as a freeway in Hercules and between Concord and West Pittsburg; \$30 million to expand the Highway 24-Interstate 680 interchange in Walnut Creek and \$20 million to expand Interstate 80 in Albany, Richmond and El Sobrante.

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Full Text (471 words)

Copyright Chronicle Publishing Company Nov 5, 1986

Contra Costa County voters apparently rejected a transportation sales tax increase last night, but a similar measure won big in Alameda County.

Together, the sales tax proposals called for more than \$1 billion in public transit and highway improvements in both counties by the year 2000.

The measures were independent of each other and could pass in one county or both. The sales tax in Alameda County will rise by a half cent to seven cents next March, but apparently not in Contra Costa.

"This shows that people are willing to pay taxes if they see direct benefits," said a jubilant Mary King of the Yes on Measure B Committee in Alameda County.

In the San Francisco BART race, challenger Arlo Hale Smith took a surprise lead and was defeating incumbent BART Director Eugene Garfinkle. Smith, with more than 50 percent of the votes, claimed victory and credited it to his criticism of BART fire safety problems. In Alameda County, BART incumbents John Glenn and Margaret Pryor were winning easily.

Alameda County's Measure B will raise \$650 million, with \$365 million, or 56 percent, earmarked for highway improvements.

Contra Costa County's Proposition C was intended to raise \$590 million, with road

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San Francisco Chronicle (pre -1997 Fulltext)

improvements allocated \$370 million, or 63 percent, and BART \$220 million.

Opponents of the Alameda County transportation sales tax had complained it favored highways in suburban areas at the expense of such urbanized older areas as Oakland and Berkeley that depend heavily on public transit. They also contended the measure would cater to big developers.

Opponents of the Contra Costa County increase contended the money would go to projects that would actually make traffic congestion worse in some areas while fueling runaway development in eastern Contra Costa County.

Projects in the Alameda County highway budget include \$220 million to widen the Nimitz Freeway in Fremont; \$134 million for expressway improvements and expansion in Fremont and \$60 million to link Oakland International Airport to the Harbor Bay Isle development on Alameda's Bay Farm Island.

Also included were \$11 million for the Route 24-13 interchange in Oakland; \$44 million for a ramp linking Interstates 680 and 580 in Pleasanton, \$20 million for the Route 84 expressway in Livermore and \$13.5 million to widen Marina Boulevard and other improvements in San Leandro.

Mass transit's \$285 million share would be divided between rail and bus as follows: \$170 million to help finance a \$220 million rail line from BART's Bay Fair station to Dublin, and \$115 million to **AC Transit** for improvements and operating expenses.

Contra Costa road projects would have included \$94 million to finish Route 4 as a freeway in Hercules and between Concord and West Pittsburg; \$30 million to expand the Highway 24-Interstate 680 interchange in Walnut Creek and \$20 million to expand Interstate 80 in Albany, Richmond and El Sobrante.

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