

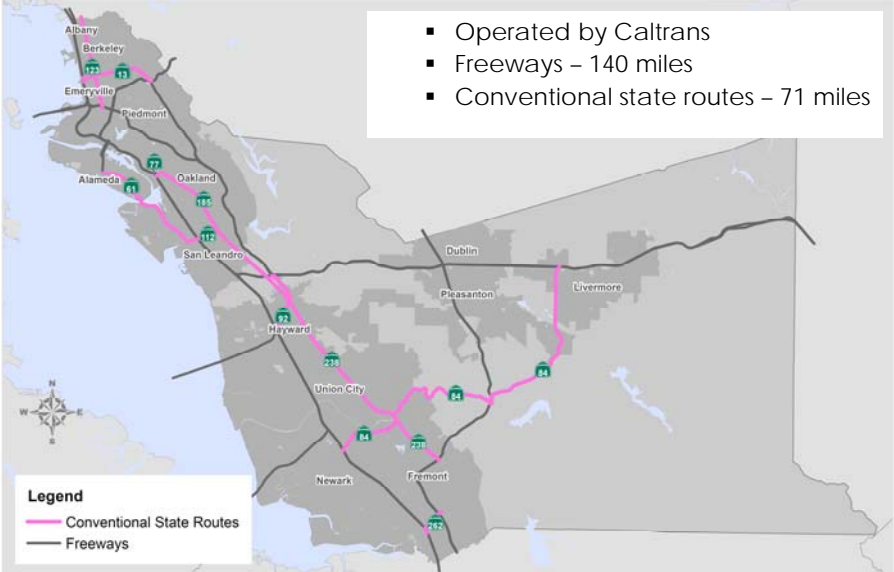


## State Route Relinquishment Proposal by Caltrans

A presentation to the Alameda CTC Commission  
Saravana Suthanthira, Senior Transportation Planner  
May 28, 2015




## State Routes in Alameda County



- Operated by Caltrans
- Freeways – 140 miles
- Conventional state routes – 71 miles

**Legend**  
— Conventional State Routes  
— Freeways

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## Legislative Proposal for Relinquishment

- Existing Legislation on Relinquishment  
(*CA Streets and Highways code Section 73*)
  - Includes provision for relinquishment of routes to local agencies that were deleted from the state system either by
    - Legislative enactment
    - Relocation
  - Routes relocated must be brought to state of good repair before relinquishment
- Proposed Amendment
  - Rationale - Routes primarily support regional travel and do not facilitate interregional movement of people and goods are best managed by local and regional agencies
  - Legislature intends
    - Caltrans to identify candidate routes for relinquishment
    - Streamline the process for relinquishment

## Legislative Language Summary

- Amendments proposed to Streets and Highways Code Section 73
  - Simplifies the relinquishment process by removing the clause that requires deletion of these routes through legislative reenactment or relocation
  - Authorizes the CTC to relinquish a portion of a state route
    - if Caltrans entered into an agreement with the City or County
      - Providing for relinquishment
      - Road is brought to state of good repair or financial terms are agreed upon
  - Requires Caltrans to submit a report by April 1, 2016
    - A list of state routes/segments that are not primarily serving interregional travel
    - Identify potential routes for relinquishment
    - Estimate future maintenance cost for these routes
    - Completes cost benefit analysis
  - CTC in coordination with Caltrans to develop guidelines for the report

## Almost 50% of State Routes Identified for Potential Relinquishment

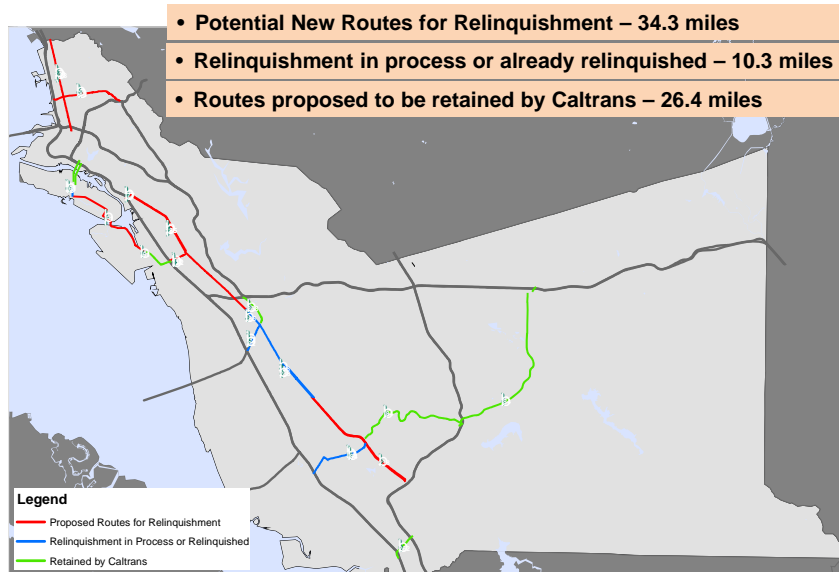
State Route	Beginning Point	Ending Point	Length (miles)	Jurisdiction	Relinquishment Status/ Caltrans Interest
SR 13 (Ashby)	SR 24	I-80	4.31	Berkeley	Per Caltrans, interest expressed by local jurisdiction. City of Berkeley staff denied this.
SR 112 (Davis)	I-880	SR 185 (E-14 <sup>th</sup> )	1.18	San Leandro	High Caltrans interest; no recent inquiries made or no interest by locals
SR 61	Hegenberger Rd	Webster St	5.90	Alameda Oakland	High Caltrans interest; no recent inquiries made or no interest by locals
SR 77	I-880	SR 185 (E-14 <sup>th</sup> )	0.35	Oakland	High Caltrans interest; no recent inquiries made or no interest by locals
SR 185	A St	Hayward City Limit	0.53	Hayward	Relinquishment in process; initial agreements in place
SR 185 (East 14 <sup>th</sup> / International)	Hayward City Limit (North)	SR 77	9.56	Alameda County Oakland San Leandro	High Caltrans interest; no recent inquiries made or no interest by locals
SR 84	I-880	SR 238	3.88	Fremont	Relinquishment in process; initial agreements in place
SR 92 (Jackson)	Santa Clara St	Watkins St	1.37	Hayward	Relinquishment in process; initial agreements in place
SR 123 (San Pablo)	I-580	Contra Costa County Line	5.18	Berkeley Emeryville Oakland	High Caltrans interest; no recent inquiries made or no interest by locals
SR 238 (Mission)	I-680	City Limit of Hayward/ Union City	7.81	Fremont Union City	High Caltrans interest; no recent inquiries made or no interest by locals
	Industrial Parkway	Hayward City Limit	1.51	Hayward	Relinquishment in process; initial agreements in place
Total Length of State Routes Proposed to Be Newly Relinquished			34.3		
Relinquishment in Progress			7.3		

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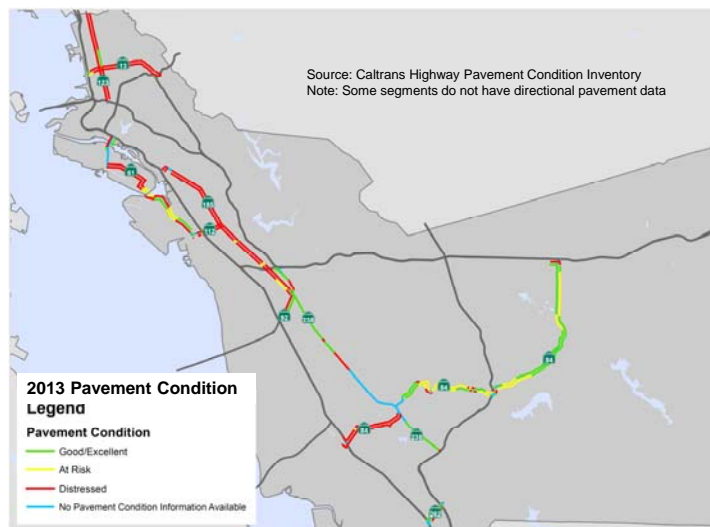


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## State Routes Proposed to be Retained

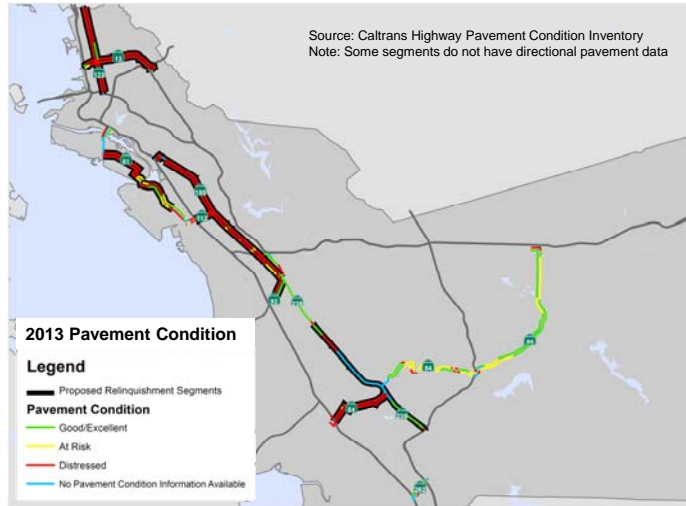
- Routes proposed to be retained by Caltrans as inter-regional significance
  - SR 84 – between SR 238 and I-580
  - SR 262 – between I-880 and I-680
  - SR 260 – Posey and Webster Tubes
  - SR 61 – I-880 and Oakland Airport; Atlantic Avenue in Alameda and Posey and Webster Tubes
  - SR 92 (Foothill Boulevard) – between SR 238 (Mission) and I-580

## Pavement Condition



## Pavement Condition and Implications

- 72% of proposed routes are 'Distressed' (extensive cracks/needs reconstruction)
- 7% of proposed routes are 'At-Risk' (minor cracking/needs corrective maintenance)



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## Potential Implications of Relinquishment Proposal

- Adds significant financial implications and responsibilities on local jurisdictions
  - Operations and Maintenance
  - Any liabilities by assuming the operations of the state route
- A majority of these routes are in "distressed" state
- Location of any key infrastructure (bridges, transit facilities, etc.,) compounds the maintenance need
- Data unavailable yet that could potentially show more implications (financial and coordination)
  - Approximate O&M cost
  - underground and regional utilities
  - assets and coordination related to traffic control/ ITS

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## Action Requested

- PPLC and ACTAC Comments
  - Both PPLC and ACTAC expressed no willingness for the local jurisdictions to take over state routes
  - Funding implications are significant
- Recommended the Commission taking “Oppose unless amended” position to SB 254

Questions?