State Route Relinquishment Proposal by Caltrans

A presentation to the Alameda CTC Commission
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May 28, 2015

State Routes in Alameda County

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

<table>
<thead>
<tr>
<th>State Route</th>
<th>Beginning Point</th>
<th>Ending Point</th>
<th>Length (miles)</th>
<th>Jurisdiction</th>
<th>Relinquishment Status/Caltrans Interest</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 13 (Ashby)</td>
<td>SR 24</td>
<td>I-80</td>
<td>4.31</td>
<td>Berkeley</td>
<td>High Caltrans interest; no recent inquiries made or no interest by locals</td>
</tr>
<tr>
<td>SR 112 (Davis)</td>
<td>I-80</td>
<td>SR 185 (E-145)</td>
<td>1.18</td>
<td>San Leandro</td>
<td>High Caltrans interest; no recent inquiries made or no interest by locals</td>
</tr>
<tr>
<td>SR 61</td>
<td>Hegemeyer Rd</td>
<td>Webster St</td>
<td>5.90</td>
<td>Oakland</td>
<td>High Caltrans interest; no recent inquiries made or no interest by locals</td>
</tr>
<tr>
<td>SR 77</td>
<td>I-80</td>
<td>SR 185 (E-145)</td>
<td>0.35</td>
<td>Oakland</td>
<td>High Caltrans interest; no recent inquiries made or no interest by locals</td>
</tr>
<tr>
<td>SR 385</td>
<td>A St</td>
<td>Hayward City Limit</td>
<td>0.53</td>
<td>Hayward</td>
<td>Relinquishment in process; initial agreements in place</td>
</tr>
<tr>
<td>SR 88</td>
<td>I-80</td>
<td>SR 238</td>
<td>3.88</td>
<td>Fremont</td>
<td>Relinquishment in process; initial agreements in place</td>
</tr>
<tr>
<td>SR 238 (Mission)</td>
<td>Industrial Park</td>
<td>Hayward City Limit</td>
<td>1.51</td>
<td>Hayward</td>
<td>Relinquishment in process; initial agreements in place</td>
</tr>
</tbody>
</table>

Total Length of State Routes Proposed to Be Newly Relinquished: **34.3**

<table>
<thead>
<tr>
<th>State Route Relinquishment Proposal by Caltrans</th>
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</thead>
<tbody>
<tr>
<td>Potential New Routes for Relinquishment – 34.3 miles</td>
<td></td>
</tr>
<tr>
<td>Relinquishment in process or already relinquished – 10.3 miles</td>
<td></td>
</tr>
<tr>
<td>Routes proposed to be retained by Caltrans – 26.4 miles</td>
<td></td>
</tr>
</tbody>
</table>
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

Source: Caltrans Highway Pavement Condition Inventory
Note: Some segments do not have directional pavement data
### 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)

Source: Caltrans Highway Pavement Condition Inventory
Note: Some segments do not have directional pavement data

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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
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?