



State Route 262 (Mission Boulevard) Cross Connector (REDUCED SCOPE PROJECT)

SUMMER 2025

PROJECT OVERVIEW

This fact sheet is for a reduced scope project, as agreed upon by the state, regional and local agencies for project's inclusion in the upcoming Plan Bay Area 2050 and beyond (PBA 2050+) update, a regional planning document.

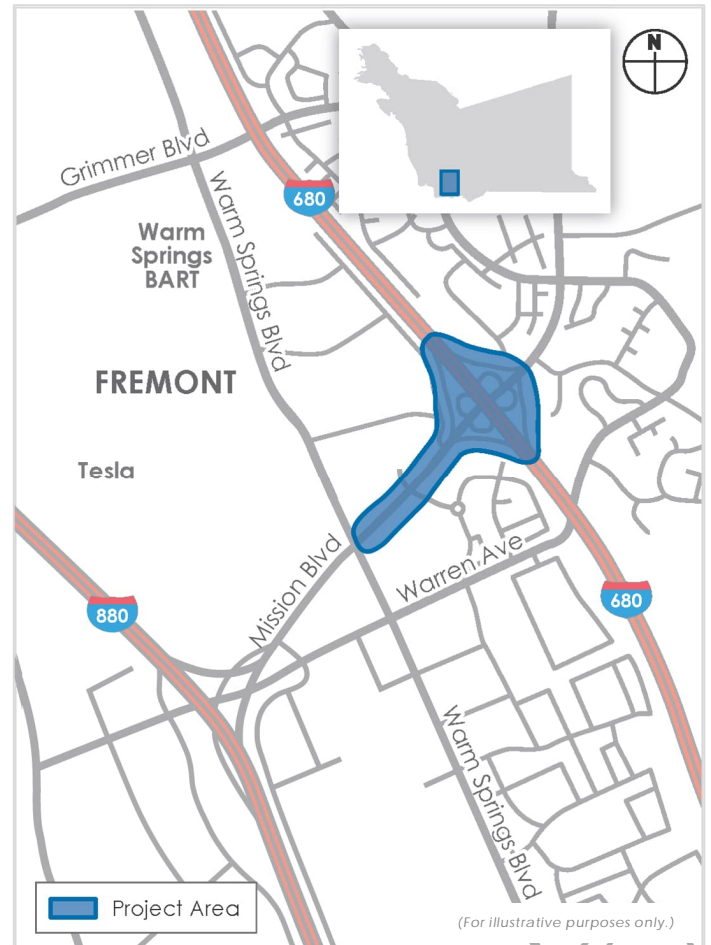
REVISED PROJECT DESCRIPTION

I-680/SR-262 Interchange Improvements

The Alameda County Transportation Commission (Alameda CTC) has been working with the stakeholders to secure environmental clearance and project approval for the Interstate 680/State Route 262 (I-680/SR-262) project (Project), located in the City of Fremont (City). The project aims to reduce traffic congestion and improve traffic flow at the I-680/SR-262 interchange, in addition to addressing existing deficiencies, such as lack of Americans with Disabilities Act (ADA) compliant path of travel or pedestrian connections, and lack of bicycle/pedestrian facilities through this interchange. The Project will also improve bicycle and pedestrian facilities along SR-262 (Mission Boulevard) from the Warm Springs intersection to east of the I-680/SR-262 Interchange to encourage the use of multi-modal travel options.

PROJECT IMPROVEMENTS

- Modify the I-680/SR-262 Interchange
- Construct a separated bicycle and pedestrian facility along SR-262, from Warm Springs Boulevard to east of I-680/SR-262 Interchange, consistent with the Active Transportation Plan (ATP) adopted by the City in May 2025
- Improve signal operations along SR-262 at the I-680 Ramp Termini, Warm Springs and Mohave Drive intersections
- Improve drainage and clean water program elements



PROJECT BENEFITS

- Reduces traffic congestion
- Improves traffic operations
- Improves bicycle and pedestrian access and connectivity

PROJECT NEED

- Persistent traffic congestion adversely affects the safety and operation at and near the I-680/SR-262 Interchange
- Current bicycle and pedestrian infrastructure is unsafe as there are conflict points with high speed freeway ramps, no buffers or physical barriers, and Americans with Disability Act deficiencies.



Lack of multimodal access and connectivity.



Traffic congestion along SR-262, east of Mohave Drive.

STATUS

Implementing Agency:
Alameda CTC

Current Phase: Preliminary Engineering/Environmental

- Preliminary Engineering/Environmental work began in spring 2023.
- A public informational meeting will be held in spring 2026

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC and the City of Fremont

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$13,500,000
Final Design (PS&E)	\$8,000,000
Right-of-Way	\$2,500,000
Construction	\$44,000,000
Total Expenditures	\$76,000,000

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$9,000
Federal	TBD
State	TBD
Regional Measure 3	\$15,000
TBD	\$52,000,000
Total Revenues	\$76,000,000

SCHEDULE BY PHASE

	Begin	End
Scoping	Spring 2018	Spring 2023
Preliminary Engineering/Environmental	Spring 2023	Late 2027
Final Design	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD

Note: Schedule subsequent to the environmental phase subject to revision based on availability of funding and selection of a preferred alternative.

Note: Information on this fact sheet is subject to periodic updates.