

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 4.7
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **LOCAL ALTERNATIVE TRANSPORTATION IMPROVEMENT PROGRAM ADVANCE FUNDING REQUEST FOR THE I-880/MISSION BOULEVARD INTERCHANGE IMPROVEMENTS PROJECT RESOLUTION LATIP-1112-01**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve one advance funding request authorized by Assembly Bill (AB) 1462 for the I-880/Mission Boulevard Interchange Improvements Project (PPNO 0016V) in the city of Fremont in Alameda County.

ISSUE:

The Alameda County Transportation Commission (ACTC) has requested that the Commission approve an advanced funding request for the I-880/Mission Boulevard Interchange Improvements project. This project is included as a top funding priority in the Local Alternative Transportation Improvement Program (LATIP) approved by the Commission at its January 2010 meeting. The projects included in the LATIP will be funded from the proceeds of the sale of the properties originally purchased for the construction of the State Route 84 Historic Parkway project. The Alameda County Transportation recognizes that it will take additional time for the Commission to rescind the State Route 84 Historic Parkway and for the Department to dispose of surplus properties to generate sufficient revenue for the LATIP projects. The I-880/Mission Boulevard Interchange Improvements project will be ready for advertisement in April 2012. The Santa Clara Valley Transportation Authority (VTA) will be administering the construction contract.

A concurrent book item is also being presented at this month's meeting for the Commission's approval of future consideration of funding for this project.

AB 1462 authorizes local agencies to advance projects in the LATIP with local funds, to be repaid when revenues from excess property sales become available. Through a cooperative agreement with the ACTC, the VTA has agreed to advance \$42.35 million in Measure "A" funds for the construction of the I-880/Mission Boulevard Interchange Improvements project. The VTA Board of Directors approved this funding commitment on December 8, 2011.

The overall I-880/Mission Boulevard Interchange and Freeway High Occupancy Vehicle (HOV) Widening Project was split into two phases: Phase 1A included the removal of the existing interchange and the reconstruction of a majority of the overall project except for the elements included in Phase 1B; and Phase 1B includes the widening of the Mission Boulevard underneath the Union Pacific Railroad (UPRR) structures, replacement the UPRR Underpass, and the replacement of on-off ramps between Kato Road and Mission Boulevard. The Phase 1B was subsequently combined with the Warren Avenue Grade Separation Project (Phase 2) to form Phase 1B/2 project. The Phase 1B/2 project was further combined with the relocation of the Truck-Rail Transfer Facility which currently resides within the UPRR corridor. This combined project is the project that has been identified as the I-880/Mission Boulevard Interchange project in the approved LATIP.

BACKGROUND:

In 1958, State Route 84 from State Route 17 (I-880) to State Route 238 (Mission Boulevard) was adopted by the California Highway Commission (now the California Transportation Commission). Then in the 1960's-70's, project development started on the freeway project and portions of the required right-of-way were acquired. In 1980, the Commission rescinded the Route Adoption of the Route 84 corridor between I-880 and Route 238 (Mission Boulevard) in Fremont and Union City.

The 1986 Alameda County Measure B Expenditure Plan included the Historic Parkway project on Route 84 to provide an improved link between I-880 and Route 238 (Mission Boulevard) in the cities of Fremont, Newark and Union City. The planned improvements included a combination of new roadways along the previously reserved rights of way and improvements to existing roadways and intersections in the corridor between the I-880/Decoto Road Interchange and the planned intersection at Mission Boulevard (Route 238).

The Historic Parkway project Environment Impact Report (EIR) was completed in 2002 by the Department, however, due to continued local opposition, the Federal Highway Administration (FHWA) did not issue a Record of Decision. Several years later, based upon the consensus reached by the affected parties and the Department, as documented in a signed 2007 Memorandum of Understanding, an alternative set of improvements was identified and included as Amendment No. 2 to the 1986 Alameda County Transportation Authority (ACTA) Sales Tax Expenditure Plan. The amendment sought to replace the Historic Parkway project with a program of projects and actions intended to relieve congestion in southern Alameda County in the same corridors that would have been affected by the Historic Parkway.

The State Route 84 Historic Parkway Technical Advisory Committee (TAC), consisting of representatives from the Cities of Fremont, Newark and Union City, the Alameda County Congestion Management Agency (ACCMA), ACTA and Department was formed to consider proposed projects in the southern Alameda County area that would provide congestion relief. After a series of meetings the TAC developed a prioritized LATIP project list was approved by the TAC on September 29, 2008. The Department reaffirmed its approval of the LATIP and endorsed the Project Initiation Document. The Cities of Fremont, Newark and Union City, ACCMA and ACTA (now both merged into ACTC) approved the prioritized LATIP by resolution during individual Board and City Council meetings. The Metropolitan Transportation Commission also provided it concurrence to the proposed LATIP program of projects.

With the local endorsements obtained, the LATIP was submitted to the Commission for approval. The SR 84 Historic Parkway LATIP project List consists of land disposition fees and eight projects estimated to cost approximately \$162 million in 2009 dollars. At the January 2010 meeting, the Commission approved the LATIP for the SR 84 Historic Parkway Project.

RESOLUTION LATIP-1112-01:

Resolved, with all conditions stipulated still in effect, that the California Transportation Commission hereby approves an advance funding request for one project programmed in, or otherwise funded from, the Local Alternative Transportation Improvement Program (LATIP); and

Be it Further Resolved, that the agency understands that they proceed its own risk, as reimbursement is dependent on future availability of the LATIP funding; and

Be it Further Resolved, that the project component covered by an approved advance should be ready to proceed to contract award (or equivalent) once the advanced funding is approved; and

Be it Further Resolved, that the agency shall report to the California Department of Transportation within four months following the approval on progress in executing agreements and third-party contracts needed to execute the work.