

Date of Hearing: June 11, 2018

ASSEMBLY COMMITTEE ON TRANSPORTATION

Jim Frazier, Chair

SB 989 (Wieckowski) – As Introduced February 5, 2018

SENATE VOTE: 36-0

SUBJECT: State highways: relinquishment

SUMMARY: Allows the California Transportation Commission (CTC) to relinquish a portion of State Route (SR) 84 to the City of Fremont. Specifically, **this bill:**

- 1) Authorizes CTC, upon a determination that it is the best interest of the state to do so and upon an agreement between the California Department of Transportation (Caltrans) and the City of Fremont, to relinquish the portion of SR 84 between SR 880 and SR 238 Mission Boulevard.
- 2) Provides that the relinquishment will become effective immediately following recordation of the relinquishment resolution.
- 3) Specifies that following the effective date of relinquishment, the relinquished segment will no longer be a state highway and is ineligible for future adoption as a state highway.
- 4) Requires the City of Fremont to maintain signage directing motorists to the continuation of SR 84.

EXISTING LAW:

- 1) Defines a "state highway" as any roadway that is acquired, laid out, constructed, improved, or maintained as a state highway pursuant to constitutional or legislative authorization.
- 2) Statutorily identifies state highway system routes.
- 3) Specifies that it is the intent of the Legislature that the prescribed routes of the state highway system connect communities and regions of the state and that they serve the state's economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.

FISCAL EFFECT: According to the Senate Appropriations Committee, Caltrans does not expect to incur any additional state costs related to this relinquishment, but expects ongoing annual savings in future years due to avoided maintenance costs on the relinquished segment.

COMMENTS: Each session, numerous bills authorizing CTC to relinquish segments of the state highway to local jurisdictions are passed by the Legislature and signed by the Governor. Relinquishment transactions are generally preceded by a negotiation of terms and conditions between the local jurisdiction and Caltrans. Once an agreement has been established, the Legislature authorizes CTC to relinquish the segment and CTC then approves the relinquishment and verifies its approval via resolution. The final step is for the Legislature to delete these segments from current law.

This bill is consistent with Caltrans' policies encouraging the relinquishment of state highways that do not serve regional or statewide transportation needs. Recipient agencies often seek relinquishment of state highways so that they can have greater control over the facility, which often serves as a local street.

According to the author, in 2006, the City of Fremont signed a Memorandum of Understanding (MOU) with Caltrans, the Alameda County Transportation Commission (ACTC) and Union City to relinquish a portion of SR 84 to the City of Fremont. Under the MOU, the relinquished portion would be granted to Fremont once Caltrans had the funds available from the Local Alternative Transportation Improvement Program (LATIP) to upgrade the roadway to a state of good repair. A LATIP is a unique opportunity created through legislation for a transportation challenge to be addressed through alternative means to the state's system plan and includes the sales of excess property to fund the new alternative. In 2011, the relinquishment process was underway in conjunction with a redevelopment project, but abruptly ended when redevelopment agencies were eliminated statutorily. In 2017, the City of Fremont obtained a grant from ACTC to enhance portion of SR 84 to a multi-modal complete street. As part of the project, the city would like to integrate the relinquishment and related improvements. This bill will relinquish a portion of SR 84 to allow the City of Fremont to make much needed and long-anticipated transit improvements in the region. Although LATIP funding from the sale of excess SR 84 property is not currently available, it should be by the time the city begins construction of its complete street project. If not, the city has agreed to advance the necessary funding until LATIP funding is available.

In July 2011, Caltrans released an analysis which found that the SR 84 relinquishment segment specified in this bill “does not provide significant benefit to interregional or regional travel demand” and therefore, “it is recommended that SR 84 be relinquished to the City of Fremont.”

REGISTERED SUPPORT / OPPOSITION:

Support

City of Fremont (Sponsor)
Alameda County Transportation Commission

Opposition

None on file

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