



**DATE:** December 5, 2023

**TO:** Mayor and City Council

**FROM:** Director of Public Works

**SUBJECT:** Adopt a Resolution Approving an Updated Freeway Agreement with Caltrans Accommodating Changes Relating to the I-880/Whipple Road Industrial Parkway Interchange Improvement Project.

### **RECOMMENDATION**

That Council adopts a resolution (Attachment II) authorizing the City Manager to execute the update to the existing Freeway Agreement with Caltrans, dated February 14, 2012.

### **SUMMARY**

The City of Hayward is the sponsoring agency for the upgrade of the existing I-880 freeway facilities and structures at the Industrial Boulevard and Whipple Road (Project). Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the Project and Caltrans is the owner of the existing freeway facilities including the Right-of-Way. This Project is partially funded by the Measure BB local sales tax funds. As part of the Project, California Department of Transportation (Caltrans) has requested that the existing Freeway Agreement, dated February 14, 2012 (Attachment III), be updated to reflect minor changes to the freeway limits.

### **BACKGROUND**

The City entered into a Freeway Agreement with Caltrans on February 14, 2012 (Attachment III). A freeway agreement documents the understanding between Caltrans and the local agency regarding the planned traffic circulation features of the proposed freeway or controlled access highway, including;

- Which streets may be closed or connected to the facility
- Which streets and roads may be separated from the facility
- Locations of frontage roads
- How streets may be relocated, extended, or otherwise modified
- Locations of railroad, pedestrian and bikeway structures.

A freeway agreement does not commit the State to a schedule or sequence for construction. A freeway agreement is typically executed many years before construction is anticipated and forms the basis for future planning, not only by Caltrans but also by public and private interests in the community.

## **DISCUSSION**

The purpose of the Project is to improve traffic operations and safety at the I-880/Whipple Road-Industrial Parkway Southwest and I-880/Industrial Parkway West interchanges and to improve bicycle and pedestrian access through the I-880/Whipple Road-Industrial Parkway Southwest and I-880/Industrial Parkway West interchanges. The I-880/Whipple Road-Industrial Parkway Southwest interchange currently operates at or over capacity.

As traffic volumes grow and capacity remains constrained at the I-880/Whipple Road Industrial Parkway Southwest interchange, regional traffic is forecast to divert to the surrounding local street network, such as Alvarado-Niles Road, Industrial Parkway, and Union City Boulevard to avoid congestion. Diversion of regional traffic onto the local street network may result in:

- Increased delays experienced by local commuters.
- Potential economic loss for local businesses, trucking, and delivery companies as a result of increased recurring congestion.
- Reduced air quality as a result of increased vehicle miles travelled. Network improvements at the I-880/Industrial Parkway West Interchange could alleviate travel demand at the I-880/Whipple Road-Industrial Parkway Southwest Interchange and alleviate traffic related impacts to the local street network.

To address these concerns, both the I-880/Whipple Road- Industrial Parkway Southwest and I-880/Industrial Parkway West interchanges are currently named projects in the 2014 Alameda CTC Measure BB Transportation Expenditure Plan (TEP) and have been programmed for improvements using local funds.

To implement the Project, an updated Freeway Agreement is required to capture minor changes to the freeway limits. Staff is requesting Council approve this resolution authorizing the City Manager to execute the update to the existing Freeway Agreement with Caltrans (Attachment III).

## **ECONOMIC IMPACT**

The Project would improve access and reduce congestion-related delays both on I-880 and local streets, and address on-going concerns related to access to the local network. By improving access and reducing delay, the Project is expected to have positive impacts on local businesses and retail areas.

## **FISCAL IMPACT**

The project is currently not expected to have a fiscal impact on the City. The project utilizes Measure BB funding through ACTC's Transportation Expenditure Plan. The preliminary cost estimate for the project is \$220,000,000.

## **STRATEGIC ROADMAP**

This agenda item supports the Strategic Roadmap of Invest in Infrastructure. Specifically, this item relates to the implementation of the following projects:

Invest in Multi-Modal Transportation

Project N6: Continue to add approximate 10 miles of bike lanes annually, with a focus on protected bike lanes and intersections that have high traffic/incidents

## **PUBLIC CONTACT**

No public contact has been made related to this amendment.

## **NEXT STEPS**

If Council approves this request, the City Manager will execute the update to the existing Freeway Agreement with Caltrans.

*Prepared by:* Kathy Garcia, Deputy Director of Public Works

*Recommended by:* Alex Ameri, Director of Public Works

Approved by:



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Kelly McAdoo, City Manager