

Date: April 8, 2008

Committee Meeting Date: April 17, 2008

Board Meeting Date: May 1, 2008

BOARD MEMORANDUM

ACTION ITEM

TO: Transit Planning and Operations Committee
Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: Michael T. Burns
General Manager

FROM: John H. Ristow
Chief CMA Officer

SUBJECT: Freight Railroad Relocation Project
Resolution of Necessity (Phase 3)

Policy-Related Action: No

Government Code Section 84308 Applies: No

RECOMMENDATION:

Adopt a Resolution of Necessity determining that the public interest and necessity require the acquisition of property interests from one parcel for the Freight Railroad Relocation Project.

BACKGROUND:

The Santa Clara Valley Transportation Authority (VTA) acquired a railroad right-of-way (ROW) from Union Pacific Railroad (UPRR) in December 2002. The purchased railroad, formerly known as the WP Milpitas Line is located between Paseo Padre Boulevard in Fremont and 24th Street in San Jose, California, as shown in Exhibit A. Under the terms of the Purchase and Sale agreement with UPRR, UPRR retained the rights to operate the WP Milpitas Line until VTA constructs a new freight rail alignment adjacent to UP's adjacent Warm Springs line. The new freight rail facilities will be constructed primarily within adjoining UPRR property; however, portions of privately owned property will need to be acquired for the track alignment and installation of relocated utilities and ancillary facilities. The limits of this work will extend from Grimmer Boulevard in Fremont to Curtis Avenue in Milpitas. The Board certified the Initial Study with Mitigated Negative Declaration for the project on October 4, 2007. A proposed amendment to this document is expected to be completed in March 2008.

There is one property impacted by this recommendation – an existing flood control culvert.

The parcel is encumbered by Alameda County Flood Control easements and contains a flood control culvert and a graded dirt road, and is shown in Exhibit B. It extends from Milmont Drive on the west side and the UPRR corridor on the east side. The dirt road is utilized by the Alameda Flood Control District for access and maintenance purposes. The acquisition consists of a public utility easement, and a two-year construction staging area associated with the construction of a culvert and relocation of fiber optic and telecommunication facilities. The construction staging area will also be utilized for material and equipment storage during the construction of the new culvert. Additionally, a two-year temporary construction easement is required to provide access to the project area.

If an agreement with the owner to purchase is reached, or a possession and use agreement is obtained for this property before the Board meeting, this recommendation will be revoked since the parcel will not be proceeding through the condemnation process.

DISCUSSION:

A prerequisite to commencement of eminent domain proceedings by a public entity is adoption of a Resolution of Necessity (Code of Civil Procedure section 1245.220). This statutory requirement is designed to ensure that public entities will verify and confirm the validity of their intended use of the power of eminent domain.

A Resolution of Necessity must contain a general statement of the public use for which the property is to be taken, a reference to the authorizing statutes, a description of the property and a declaration stating that each of the following have been found and determined to be true:

1. The public interest and necessity require the proposed project;
2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
3. The property described in the resolution is necessary for the proposed project; and,
4. That either the offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record, or the offer has not been made because the owner cannot be located with reasonable diligence.

The information addressing each of these items and any additional findings that must be made is included in a staff report that will be distributed to the members of the Board. The staff report also contains specific information on the property impacted.

ALTERNATIVES:

There are no practical alternatives to the recommended action if the current project schedule is to be maintained. This property is required for the project and the condemnation actions must be initiated in order to obtain possession of the parcel to avoid delaying the start of construction.

FISCAL IMPACT:

Appropriation to cover the costs associated with acquisition of this property has been included in the adopted Measure A Capital Budget Augmentation of January 4, 2007.

Prepared by: Juanita Villemaire, Senior Real Estate Agent

ATTACHMENTS

EXHIBIT A

Freight Railroad Relocation Project Limits



