

**BILL:** ASSEMBLY BILL 533  
AS AMENDED ~~JULY 3, 2017~~ JUNE 18, 2018

**AUTHOR:** ASSEMBLYMEMBER CHRIS HOLDEN (D-PASADENA)

**SUBJECT:** STATE HIGHWAY ROUTE 710

**STATUS:** SENATE TRANSPORTATION AND HOUSING COMMITTEE

**ACTION:** ~~WORK WITH AUTHOR~~ OPPOSE UNLESS AMENDED

**RECOMMENDATION**

Staff recommends that the Board of Directors adopt a ~~WORK WITH AUTHOR~~ OPPOSE UNLESS AMENDED position on Assembly Bill 533 (Holden).

**ISSUE**

This bill would require Caltrans, in consultation with Metro, to establish the State Highway Route (SR) 710 North Advisory Committee, with a specified membership, to study the alternatives considered in the SR 710 North Draft Environmental Impact Review and other transit options to improve travel in, and environmental impacts of, the SR-710 Corridor project area. The bill would also delete the State Route 710 North segment from State law.

Specifically the bill would:

- Require Caltrans in consultation with Metro to establish the SR 710 North Advisory Committee;
- Require the advisory committee to make recommendations and submit a report to the Legislature, Caltrans and Metro by January 1, 2019 on the most feasible and appropriate project design alternative, as well as other transit options that could be implemented in the corridor;
- Require the department to implement the alternative as recommended if the recommendation is found to be appropriate and feasible; and
- Eliminate the State Route 710 North corridor from State law.

**DISCUSSION**

The current version of AB 533 (Holden) was amended on ~~July 3, 2017~~ June 18, 2018. In its ~~current~~ previous form, AB 533 proposes to amend the Streets and Highways code related to the State Route 710 North project and would require the formation of an advisory committee, require that committee to provide a report and complete study of alternatives with recommendations by January 2019. Caltrans is the lead agency for the SR-710 project, since this is a state highway and is responsible for the final determination of the project scope.

In May 2017, the Board adopted a motion related to SR-710 project funding at the Regular Board Meeting. This motion supports collaboration and planning between Metro, Caltrans and the affected jurisdictions, which would include the cities within the SR 710 corridor in programming funding and choosing projects in the SR-710 corridor. The Board also adopted a position to support the adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative and has deferred any decision on any other alternative for future consideration by the Board until the community collectively agrees on the value of that investment and funds are identified to implement a project. We believe that AB 533 (Holden) has a similar goal to Metro's recently adopted policies. Metro's Board is committed to improving mobility in the SR-710 corridor, while working with cities and affected stakeholders.

Staff also finds that the bill is not specific in determining what role the Advisory Committee would hold. While we would prefer that the legislation not create another committee as it would be duplicative of the process already created by Metro, we would like to work with the author on this legislation to ensure the final version of the bill is in line with Metro's established process.

State law also identifies the various state highways in California and identifies their boundaries and limits. AB 533 would limit the definition of 710 freeway to that section generally from Long Beach to Interstate 10. The bill would eliminate the segment of the 710 corridor generally between Interstate 10 and Interstate 210. If that segment of the freeway is eliminated, then it would remove any authorization to complete that segment. Staff recommends that this is an issue that should remain within the jurisdiction of the state as it is both the owner/operator of the freeway and is responsible for completion of the environmental document.

Staff therefore recommends that the Board adopt a ~~WORK WITH AUTHOR~~ OPPOSE UNLESS AMENDED position on the measure AB 533 (Holden).

#### **DETERMINATION OF SAFETY IMPACT**

There is no determined safety impact due to the enactment of the proposed legislation.

#### **FINANCIAL IMPACT**

The estimated financial impact has yet to be determined.

#### **ALTERNATIVES CONSIDERED**

Staff has considered adopting either a support or neutral position on the bill. A support or neutral position would be inconsistent with Metro's Board approved 2018 State Legislative Program Goals to support the acceleration of construction of transportation projects in Los Angeles County.

#### **NEXT STEPS**

Should the Board decide to adopt a ~~WORK WITH AUTHOR~~ OPPOSE UNLESS AMENDED position on this legislation; staff will communicate the Board's position to the

author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.