

ATTACHMENT B

BILL: SENATE BILL 7

AUTHOR: SENATOR ANTHONY PORTANTINO (D-LA CANADA)

SUBJECT: STATE HIGHWAY ROUTE 710

STATUS: SENATE TRANSPORTATION COMMITTEE
APPROVED 11 – 1

SENATE APPROPRIATIONS COMMITTEE

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on Senate Bill 7 (Portantino).

ISSUE

This bill was introduced to delete the State Route 710 North segment from the California Streets and Highways Code and provide additional protections for non-profit tenants that currently lease homes owned by Caltrans along the corridor.

Specifically the bill would:

- Require for surplus nonresidential properties for State Route 710 in the County of Los Angeles that purchases of those properties by tenants in good standing be offered at fair market value as determined relative to the current use of the property if the tenant is a nonprofit organization or a city; and
- Prohibit the department from implementing a freeway tunnel or surface freeway or expressway for Route 710 between Route 10 and Route 210.

DISCUSSION

Senator Anthony Portantino introduced Senate Bill 7 with the intent of preventing a freeway from being constructed along the State Route 710 corridor and protecting the non-profits that operate in Caltrans-owned properties along the alignment. By doing so, Caltrans will not have the authority to construct a freeway or expressway along the SR 710 North corridor, between the I-10 in Los Angeles and SR 210 in Pasadena.

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 worked to study the congestion along the corridor and engage the

community collectively in programming investments to implement each jurisdiction's priority projects.

Staff finds that SB 7 (Portantino) has a similar goal to Metro's recently adopted TSM/TDM preferred alternative, and takes it a step further, to prevent Caltrans from constructing a freeway along the SR 710 North corridor. Metro's Board is committed to improving mobility in the SR-710 corridor, while working with cities and affected stakeholders. Stakeholders along the corridor include a number of entities, including six non-profit schools and other organizations that operate in Caltrans owned properties. This bill would provide recourse for the current tenants, allowing them the option to purchase the properties at the "current use value" which is a more affordable alternative to the fair market value of the properties.

State law also identifies the various state highways in California and identifies their boundaries and limits. SB 7 would prohibit Caltrans from constructing a tunnel or surface freeway along the segment of the SR 710 North corridor between Interstate 10 and Interstate 210. Staff understands 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. Caltrans certified its environmental impact report in November 2018, and concluded that the TSM/TDM was the final preferred alternative – which eliminates the other alternatives that were under consideration.

Staff therefore recommends that the Board adopt a SUPPORT position on the measure SB 7 (Portantino).

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 an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2019 State Legislative Program Goals to support efforts to implement the Board adopted Long Range Transportation Plan.

NEXT STEPS

Should the Board decide to adopt a SUPPORT 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.