

## ATTACHMENT C

**BILL:** ASSEMBLY BILL 29

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

**SUBJECT:** STATE HIGHWAY ROUTE 710

**STATUS:** ASSEMBLY TRANSPORTATION COMMITTEE  
APPROVED 11 – 0

ASSEMBLY APPROPRIATIONS COMMITTEE  
APPROVED 12 – 1

ASSEMBLY FLOOR

**ACTION:** SUPPORT

### **RECOMMENDATION**

Staff recommends that the Board of Directors adopt a SUPPORT position on Assembly Bill 29 (Holden).

### **ISSUE**

This bill was introduced to delete the State Route 710 North segment from the California Streets and Highways Code.

Specifically the bill would:

- Remove the portion of Route 710 located north of Route 10 from the California freeway and expressway system.

### **DISCUSSION**

Assemblymember Chris Holden introduced Assembly Bill 29 with the intent of removing the State Route 710 from the Streets and Highways Code. By doing so, it is assumed that 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 AB 29 (Holden) 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.

State law also identifies the various state highways in California and identifies their boundaries and limits. AB 29 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 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 AB 29 (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 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.