

Date of Hearing: April 27, 2015

ASSEMBLY COMMITTEE ON TRANSPORTATION
Jim Frazier, Chair
AB 810 (Ridley-Thomas) – As Amended April 20, 2015

SUBJECT: State Highway Relinquishment

SUMMARY: Allows the California Transportation Commission (CTC) to relinquish two segments of the state highway system to the City of Los Angeles (Los Angeles). Specifically, **this bill:**

- 1) Authorizes the CTC to relinquish to Los Angeles, the portion of State Route (SR) 1 within the city between the southern city limit of Santa Monica (approximately post mile 33.3) and SR 105 (approximately 25.9) and the portion SR 187 within the city limits between the route's western terminus at Lincoln Boulevard (approximately post mile 3.5) and its eastern terminus at Cadillac Avenue near SR 10 (approximately post mile 8.9).
- 2) Provides that the relinquishments will become effective immediately following the county recordation of the relinquishment resolutions containing CTC's approval of the specified terms and conditions.
- 3) Specifies that, following the effective date of relinquishment, the relinquished segments will no longer be state highways and may not be considered for future adoption as state highways.
- 4) Requires Los Angeles to ensure continuity of traffic flow, maintain traffic signal progression, and maintain signs along the segments in their jurisdiction directing motorists to the continuation of the respective state routes.

EXISTING LAW:

- 1) Statutorily identifies state highway system routes.
- 2) Defines "state highway" as any roadway that is acquired, laid out, constructed, improved, or maintained as a state highway pursuant to constitutional or legislative authorization.
- 3) Specifies that it is the intent of the Legislature that the prescribed routes of the state highway system connect the communities and regions of the state and that they serve the state's economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.
- 4) Provides for the expansion or deletion of the state highway system through a process whereby CTC makes a finding that it is in the best interest of the state to include or delete a specified portion of roadway.
- 5) Provides for the relinquishment of a portion of state highway to a city or county under an agreement between the local jurisdiction and the Department of Transportation (Caltrans) when an act of the Legislature has deleted the portion of highway from the state highway system.

FISCAL EFFECT: Unknown

COMMENTS: Each session, numerous bills authorizing CTC to relinquish segments of the state highway to a local jurisdictions are passed by the Legislature and signed by the Governor. Relinquishment transactions are generally preceded by a negotiation of terms and conditions between the local jurisdiction and Caltrans. Once an agreement has been established, CTC typically approves the relinquishment and verifies its approval via a resolution. The final step is for the Legislature to delete these segments from current law.

State highway relinquishments provide recipient agencies with greater control over a local transportation segment and relieve Caltrans of any further responsibility to improve, maintain, or repair it.

The section of SR 1 proposed for relinquishment in this bill, also known as Lincoln Boulevard, State Route 1, is an important north-south thoroughfare through several communities on the west side of Los Angeles. Los Angeles envisions focusing on a series of roadway improvements for this corridor including the need to address critical multi-modal chokepoints as Lincoln Boulevard crosses the Ballona Creek between Fiji Way and Jefferson Boulevard. Local residents also hope to see Lincoln Boulevard treated more as a local street than a highway, with special attention paid to bicyclist and pedestrian access. While future plans for Lincoln Boulevard are in the early stages of development, Los Angeles would like to begin engaging the community with regard to roadway maintenance and improvement projects concurrent with the relinquishment process.

The section of SR 187 that is proposed for relinquishment in this bill, also known as Venice Boulevard, and serves as an important thoroughfare, shopping, dining destination, and public gathering place for several communities in Los Angeles. According to the author, this segment of Venice Boulevard has been selected as part of Los Angeles' Great Streets Initiative, which aims to activate public spaces, provide economic revitalization, increase public safety, and enhance local culture through roadway and streetscape improvements. Los Angeles is currently performing extensive public outreach in the Mar Vista neighborhood to develop a community-led plan for these improvements, which will include creative solutions to address safety and mobility issues that may not necessarily be in line with the Caltrans design guidelines. According to the author, this project will be used as a model for further improvements along additional sections of the Venice corridor. Los Angeles wishes to gain ownership of Venice Boulevard to allow for the locally-controlled, streamlined Great Streets Initiative project to proceed, while maintaining flexibility to experiment with innovative solutions that can be adapted to meet the community's changing needs over time.

REGISTERED SUPPORT / OPPOSITION:

Support

None on file

Opposition

None on file

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