

Date of Hearing: March 13, 2023

ASSEMBLY COMMITTEE ON TRANSPORTATION
Laura Friedman, Chair
AB 250 (Rodriguez) – As Introduced January 18, 2023

SUBJECT: State highways: State Route 83: reduction

SUMMARY: Authorizes the California Transportation Commission (CTC) to relinquish to the City of Chino all or a portion of State Route (SR) 83 within the city’s jurisdiction.

EXISTING LAW:

- 1) Defines a “state highway” as any roadway that is acquired, laid out, constructed, improved, or maintained as a state highway pursuant to constitutional or legislative authorization. (Streets and Highways Code (SHC) Section 24)
- 2) Statutorily identifies state highway system routes. (SHC Section 300-365)
- 3) Relinquishes former portions of SR 83 from Route 71 to Route 10 near the City of Upland. (SHC Section 383)
- 4) Relinquishes former portions of SR 83 within the jurisdiction of the City of Ontario. (SHC Section 383)

FISCAL EFFECT: Unknown

COMMENTS: Relinquishment is defined as the statutory conveyance of all rights, title, interests, liability, and maintenance responsibilities of a state highway, or portion thereof, to another government entity, according to the California Department of Transportation (Caltrans) 2018 Project Development Procedures Manual. Caltrans possesses and controls all state highways. California Streets and Highways Code, Section 73 authorizes the CTC to relinquish transportation facilities to cities and counties. The relinquished facilities become city streets or county roads. Section 73 identifies four types of relinquishments: legislative enactment, superseded by relocation, collateral facility, or a non-motorized transportation facility.

Each session, numerous bills authorizing the relinquishment of segments of state highways to 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, the Legislature can delete the portion of a highway from the Streets and Highways Code or authorize CTC to relinquish the segment. The CTC then approves the relinquishment and verifies its approval via resolution. The relinquishment takes effect only after CTC approval and a certified copy of the relinquishment resolution is recorded in the county office of the recorder.

This bill is consistent with Caltrans' policy encouraging the relinquishment of state highways that do not serve regional or statewide transportation needs. Recipient agencies often seek relinquishment of state highways so that they can have greater control over the facility, which often serves as a local street.

SR 83, also known as Euclid Avenue, is one of the major north-south routes through the City of Chino. Euclid Avenue not only serves as an essential regional route for the transport of goods, but also connects Chino residents to various parts of the city.

Due to the current status of SR 83, the City must request permission from Caltrans for any type of encroachment, including planned improvements, maintenance, and operational needs. This adds an additional layer of complexity to projects the City would like to pursue. For example, the City of Chino would like to make several improvements to the portions of SR 83 that are within its city limits. If the city gains control of the road, these repairs would reach completion much faster. In the past, it has taken up to six months to restripe street lines when working through Caltrans. Should the City be in the sole control, this project would only take about six weeks. The City wishes to undertake these projects in a more efficient and expeditious manner.

According to the author. “Hearing of the City's difficulties while trying to improve portions of the road, I know that relinquishing these specified parts will allow Chino to complete their planned projects effectively and promptly. One of their proposed projects is to improve a roadway that experiences frequent flooding. As we have experienced extreme weather patterns recently, I find the utmost importance in allowing California cities to control roadways in their jurisdiction to make the necessary improvements to protect their communities from emergency incidents. We are a disaster-prone state and must remain prepared and resilient. Allowing cities to make timely roadway improvements adds to their preparedness planning. This will best serve the residents of the 53rd Assembly District.”

In support, the City of Chino writes, “Taking possession and control of the segment of State Route 83 in the City would expedite and increase the efficiency of City efforts to improve, maintain, and operate Euclid Avenue. For these reasons, the City of Chino strongly supports AB 250.”

Previous legislation. SB 1318 (Transportation), Chapter 491, Statutes of 2010 makes non-controversial changes to sections of law relating to transportation and housing, including cleaning up a number of old relinquishment statutes so that they conform to the standard format.

AB 1456 (Kiley), Chapter 629, Statutes of 2019 authorizes the CTC to relinquish a portion of SR 193 to the City of Lincoln within its city limits.

AB 2172 (Petrie-Norris), Chapter 126, Statutes of 2020 allows the CTC to relinquish a portion of SR 133 to the City of Laguna Beach.

SB 921 (Dahle), Chapter 82, Statutes of 2020 allows the CTC to relinquish a portion of SR 174 to the City of Grass Valley.

SB 1459 (Caballero), Chapter 83, Statutes of 2020 allows the CTC to relinquish a portion of SR 183 to the City of Salinas.

AB 744 (Rodriguez), Chapter 198, Statutes of 2022 authorizes the CTC to relinquish to the City of Ontario all or a portion of SR 83 within the city's jurisdiction.

REGISTERED SUPPORT / OPPOSITION:

Support

City of Chino

Opposition

None on file

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