

Date of Hearing: August 10, 2020

ASSEMBLY COMMITTEE ON TRANSPORTATION

Jim Frazier, Chair

SB 1459 (Caballero) – As Amended July 27, 2020

SENATE VOTE: 39-0

SUBJECT: State highways: relinquishment: State Route 183

SUMMARY: Allows the California Transportation Commission (CTC) to relinquish a portion of State Route (SR) 183 to the City of Salinas. Specifically, **this bill:**

- 1) Authorizes CTC, upon determining it is in the best interest of the state and upon an agreement being reached between the Department of Transportation (Caltrans) and the City of Salinas, to relinquish a portion of SR 183 to the City of Salinas.
- 2) Provides that on or after the effective date of relinquishment, the relinquished portion of SR 183 ceases to be a state highway.

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.
- 2) Statutorily identifies state highway system routes.
- 3) Specifies that it is the intent of the Legislature that the prescribed routes of the state highway system connect 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.

FISCAL EFFECT: Unknown

COMMENTS: Each session, numerous bills authorizing CTC to relinquish 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 authorizes CTC to relinquish the segment, and CTC then approves the relinquishment and verifies its approval via resolution. The final step is for the Legislature to delete these segments from current law.

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.

According to the author, “In 2015, the City of Salinas adopted a Downtown Vibrancy Plan which sets the City’s strategic plan to revitalize the downtown area. The plan includes a number of transportation, infrastructure, and economic improvements to achieve a new downtown environment that supports the City’s vision. As part of that process, the city officials have

worked with Caltrans to prepare for the relinquishment of SR 183, and this bill will allow both entities to finalize that process.”

The Salinas Valley Chamber of Commerce writes in support of the bill, “Relinquishment of SR183 [would] enable urban improvements along this State corridor that support the City’s downtown revitalization plan. The State Highway is a main thoroughfare (Market Street) in the center of the City and is operationally inconsistent with how urban centers function. For the City, the goal is to be able to control the character of our Market Street as part of our downtown revitalization plan. There is close to \$100 M of improvements around the Salinas downtown area related to Salinas Downtown revitalization in 2019.”

Previous legislation: SB 628 (Caballero) of 2019 directed proceeds from the sale of excess property originally purchased for the Prunedale Bypass to various other highway projects in the State Highway 101 corridor in Monterey County, and also relinquished a portion of SR 183 to the City of Salinas, as specified. SB 628 was vetoed by the Governor, because of the Prunedale Bypass provision.

REGISTERED SUPPORT / OPPOSITION:

Support

Blue Zones Project Monterey County
Salinas Valley Chamber of Commerce

Opposition

None on file

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