

ASSEMBLY BILL

No. 287

Introduced by Assembly Member Holden

February 2, 2017

An act to add Section 622.2 to the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 287, as introduced, Holden. State Highway Route 710: advisory committee.

Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law designates and describes state highway routes, including Route 710 in the County of Los Angeles.

This bill would require the Department of Transportation, in consultation with the Los Angeles County Metropolitan Transportation Authority, to establish the I-710 Gap Corridor Transit Study Zone Advisory Committee, with a specified membership, to study the alternatives considered in the State Route 710 North Draft Environmental Impact Review and other transit options to improve travel in, and environmental impacts of, the I-710 Corridor project area, along with alternatives not considered by the environmental review. The bill would require the advisory committee, by January 1, 2019, to make recommendations in a report to the Legislature, the Department of Transportation, and the Los Angeles County Metropolitan Transportation Authority on the most appropriate and feasible alternative in the I-710 Corridor project area to improve air quality and public health, improve traffic safety, modernize the freeway design, address

projected traffic volumes, and address projected growth in population and employment and activities related to goods movement.

The bill would require the department to implement the alternative recommended by the advisory committee, if appropriate and feasible, but would prohibit the advisory committee from considering or recommending, and would prohibit the department from implementing, a freeway tunnel alternative. The bill would make legislative findings and declarations.

Vote: majority. Appropriation: no. Fiscal committee: yes.
 State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) The I-710 Corridor is a critical artery to the state, region,
- 4 and Los Angeles County for the transportation of goods and
- 5 passengers by connecting the county’s ports to distribution centers
- 6 and railways.
- 7 (b) The earliest iterations of I-710, former State Highway Routes
- 8 7 and 167, were designed in 1933 to improve north-south mobility
- 9 in Los Angeles County extending from the harbors of San Pedro
- 10 and Long Beach to the San Gabriel Valley.
- 11 (c) I-710 incorporated these former routes into the Interstate
- 12 Highway System that was constructed in the 1950s and 1960s,
- 13 specifically to connect the Port of Long Beach to the industrial
- 14 center of Los Angeles, facilitating the transport of manufactured
- 15 goods to the port.
- 16 (d) Construction of the I-710 freeway has terminated at the I-10
- 17 freeway, stopping short of its intended connections and
- 18 terminations.
- 19 (e) There are seven east-west freeways and seven north-south
- 20 freeways in the Los Angeles Basin critical to the transportation of
- 21 goods and people in the highly urbanized county.
- 22 (f) I-710 is one of two north-south freeways that terminate in
- 23 the San Gabriel Valley and do not connect to other freeways,
- 24 forcing traffic onto local streets or other freeways.
- 25 (g) The residents and commuters of the I-710 Corridor are facing
- 26 elevated levels of diesel particulate emissions and are experiencing

1 traffic congestion, high truck volumes, and high accident rates on
2 a daily basis.

3 (h) The United States Environmental Protection Agency has
4 stated the South Coast Air Basin, which includes the I-710
5 Corridor, is an extreme ozone nonattainment area and a
6 nonattainment area for small airborne particulate matter between
7 10 and 2.5 microns, which is commonly attributed to vehicle traffic
8 and contributes to high rates of cancer.

9 (i) The highest levels of these air toxins in the Los Angeles
10 Basin are found along the I-710 corridor.

11 (j) The significant residential and commercial development that
12 has taken place along the I-710 Corridor since its initial
13 construction, along with the negative environmental impacts, have
14 caused significant concerns for local communities.

15 (k) In 1998 the Federal Highway Administration published a
16 record of decision approving a surface freeway with six mixed-flow
17 lanes and two high-occupancy vehicle lanes to close the 6.2-mile
18 gap between I-10 and I-210, crossing through Los Angeles,
19 Alhambra, South Pasadena, and Pasadena, but later rescinded it
20 due to litigation and community concerns.

21 (l) The Department of Transportation (Caltrans) has conducted
22 feasibility studies of alternatives to the surface freeway route
23 including alternative freeway routes, light rail construction, bus
24 system improvements, and tunnels to mitigate the environmental
25 impacts of air toxins due to vehicle traffic.

26 (m) In 2015, Caltrans and the Los Angeles County Metropolitan
27 Transportation Authority completed an environmental impact
28 report, the State Route 710 North Draft Environmental Impact
29 Review, that studied the impacts of these alternatives, including
30 a cost-benefit analysis, that evaluated the travel time benefits,
31 capital expenditures, vehicle operating costs, system operations
32 and maintenance costs, safety effects, emissions effects,
33 employment benefits, and residual values.

34 (n) There continues to be significant community and local
35 government concern about the safety and efficacy of the proposed
36 tunnel alternative and its \$2 billion to \$3 billion cost.

37 (o) Caltrans states that the purpose of the I-710 Corridor
38 Northbound Freeway Project is to improve air quality and public
39 health, improve traffic safety, modernize the freeway design,
40 address projected traffic volumes, and address projected growth

1 in population and in employment and activities related to goods
2 movement.

3 (p) An advisory committee should be established by Caltrans,
4 in consultation with the Los Angeles County Metropolitan
5 Transportation Authority, to resolve the transportation problems
6 caused by the I-710 gap while fully considering the concerns of
7 local communities.

8 (q) The advisory committee should review the transit options
9 proposed in the State Route 710 North Draft Environmental Impact
10 Review and also consider all other alternatives, other than a tunnel,
11 including alternatives not included in the review, and recommend
12 a proposed solution.

13 SEC. 2. (a) The Department of Transportation, in consultation
14 with the Los Angeles County Metropolitan Transportation
15 Authority, shall establish the I-710 Gap Corridor Transit Study
16 Zone Advisory Committee to study the alternatives considered in
17 the State Route 710 North Draft Environmental Impact Review
18 and other transit options to improve travel in, and environmental
19 impacts of, the I-710 Corridor project area.

20 (b) The advisory committee shall consist of all of the following:

21 (1) Three representatives of the Department of Transportation.

22 (2) Two representatives of the Los Angeles County Metropolitan
23 Transportation Authority, appointed by the authority.

24 (3) Two representatives each from the City of Alhambra, the
25 City of Los Angeles, the City of Pasadena, and the City of South
26 Pasadena, appointed by the city.

27 (4) Two members of the Assembly that represent the I-710
28 Corridor or their designees, appointed by the Speaker of the
29 Assembly.

30 (5) Two members of the Senate that represent the I-710 Corridor
31 or their designees, appointed by the Senate Committee on Rules.

32 (c) Participation on, and appointment of members to, the
33 advisory committee by the Los Angeles County Metropolitan
34 Transportation Authority and the cities shall be at the option of
35 each local agency. Members of the advisory committee shall serve
36 without compensation that is specific to serving on the committee.
37 The Department of Transportation shall provide staff to the
38 advisory committee.

39 (d) On or before January 1, 2019, the advisory committee shall
40 make recommendations in a report to the Legislature, the

1 Department of Transportation, and the Los Angeles County
2 Metropolitan Transportation Authority on the most appropriate
3 and feasible alternative in the I-710 Corridor Gap to improve air
4 quality and public health, improve traffic safety, modernize the
5 freeway design, address projected traffic volumes, and address
6 projected growth in population and employment and activities
7 related to goods movement. In conducting its study, the advisory
8 committee shall take into consideration the input of residents living
9 in the I-710 Corridor project area. The committee shall consider
10 development of open space, light rail options, and traffic calming
11 options, and may consider alternatives not considered in the State
12 Route 710 North Draft Environmental Impact Review. The report
13 to the Legislature shall be submitted pursuant to Section 9795 of
14 the Government Code.

15 (e) The advisory committee shall not consider or recommend
16 the freeway tunnel alternative proposed for implementation in the
17 State Route 710 North Draft Environmental Impact Review, and
18 the department shall not proceed with implementation of that
19 alternative. The advisory committee shall have no authority to
20 make recommendations regarding the properties acquired for the
21 I-710 freeway.

22 (f) If appropriate and feasible, the Department of Transportation
23 shall implement the alternative recommended by the advisory
24 committee in its report submitted pursuant to subdivision (d) in a
25 manner consistent with applicable laws.

26 SEC. 3. Section 622.2 is added to the Streets and Highways
27 Code, to read:

28 622.2. The department shall not implement a freeway tunnel
29 for Route 710 between Route 10 and Route 210.