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# California State Senate

## TRANSPORTATION



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### AGENDA

Tuesday, January 14, 2020  
1:30 p.m. -- John L. Burton Hearing Room (4203)

### MEASURES HEARD IN FILE ORDER

Consent Items indicated by \*

- |    |         |           |  |
|----|---------|-----------|--|
| 1. | SB 278  | Beall     | Metropolitan Transportation Commission.                                |
| 2. | SB 757  | Allen     | State highways: relinquishment.  |
| 3. | SCR 67* | Archuleta | Los Angeles County Deputy Sheriff Jack Williams Memorial Highway.      |
| 4. | SCR 68* | Archuleta | United States Army Sergeant Thomas R. MacPherson Memorial Interchange. |

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**SENATE COMMITTEE ON TRANSPORTATION**

**Senator Jim Beall, Chair**

**2019 - 2020 Regular**

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**Bill No:** SCR 67 **Hearing Date:** 1/14/2020  
**Author:** Archuleta  
**Version:** 8/13/2019  
**Urgency:** No **Fiscal:** Yes  
**Consultant:** Randy Chinn

**SUBJECT:** Los Angeles County Deputy Sheriff Jack Williams Memorial Highway

**DIGEST:** This resolution designates the portion of Interstate 605 between Alondra Boulevard and Rosecrans Avenue in the County of Los Angeles as the Los Angeles County Deputy Sheriff Jack Williams Memorial Highway.

**ANALYSIS:**

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the portion of Interstate 605 between Alondra Boulevard and Rosecrans Avenue in the County of Los Angeles as the Los Angeles County Deputy Sheriff Jack Williams Memorial Highway. The Department of Transportation is requested to determine the cost of appropriate signage, including the badge of the Los Angeles County Sheriff's Department, and, upon receiving sufficient donations from nonstate sources to cover the cost, to erect those signs.

**COMMENTS:**

- 1) *Purpose.* The purpose of this resolution is to memorialize the life and service of Los Angeles County Sheriff's Deputy Jack Williams.
- 2) *Background.* Los Angeles County Deputy Sheriff Jack Williams was shot and killed on May 29, 1979 in the City of La Puente when he was attempting to serve a search warrant on a drug trafficker. Deputy Williams was 35 years old at that time, having served for 9 years as a deputy sheriff.
- 3) *It's Good.* Caltrans has determined that this resolution meets the committee criteria.

**FISCAL EFFECT:** Appropriation: No    Fiscal Com.: Yes    Local: No

**POSITIONS:** (Communicated to the committee before noon on Wednesday, January 8, 2020.)

**SUPPORT:**

None received.

**OPPOSITION:**

None received.

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**SENATE COMMITTEE ON TRANSPORTATION**

**Senator Jim Beall, Chair**

**2019 - 2020 Regular**

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<b>Bill No:</b>	SCR 68	<b>Hearing Date:</b>	1/14/2020
<b>Author:</b>	Archuleta		
<b>Version:</b>	8/13/2019		
<b>Urgency:</b>	No	<b>Fiscal:</b>	Yes
<b>Consultant:</b>	Randy Chinn		

**SUBJECT:** United States Army Sergeant Thomas R. MacPherson Memorial Interchange

**DIGEST:** This resolution designates the interchange of Interstate 605 and Katella Avenue in the County of Orange as the United States Army Sergeant Thomas R. MacPherson Memorial Interchange.

**ANALYSIS:**

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the interchange of Interstate 605 and Katella Avenue in the County of Orange as the United States Army Sergeant Thomas R. MacPherson Memorial Interchange. The Department of Transportation is requested to determine the cost of appropriate signage and, upon receiving sufficient donations from nonstate sources to cover the cost, to erect those signs.

**COMMENTS:**

- 1) *Purpose.* The resolution is intended to recognize the life and service of United States Army Sergeant Thomas R. MacPherson.
- 2) *Background.* Thomas R. MacPherson was born on July 20, 1986 in Long Beach, California, graduating from Los Alamitos High School. He enlisted in the United States Army in May 2007 and graduated from the Ranger Assessment and Selection Program. Sergeant MacPherson served in multiple overseas deployment. On his fourth deployment to Afghanistan he was killed by enemy forces during a firefight while conducting combat operations in the Andar District of the Ghazni Province. Among Sergeant MacPherson's numerous awards and decorations are the Bronze Star Medal with Valor, the Army Commendation Medal, the National Defense Service Medal, the Afghanistan Campaign Medal with three Campaign Stars, the Iraq Campaign Medal with Campaign Star, the Meritorious Service Medal, and the Purple Heart.
- 3) *Amendment.* Caltrans indicates that this facility is located in the district of Senator Umberg. Senator Umberg has agreed to coauthor this resolution. With this amendment, Caltrans indicates that the resolution meets the committee criteria.

**FISCAL EFFECT:** Appropriation: No    Fiscal Com.: Yes    Local: No

**POSITIONS:** (Communicated to the committee before noon on Wednesday, January 8, 2020.)

**SUPPORT:**

None received.

**OPPOSITION:**

None received.

**-- END --**



- 2) Requires MTC to update guidelines for the development of county transportation plans by January 1, 2021 and further requires MTC to update the abovementioned guidelines every four years thereafter.

**COMMENTS:**

- 1) *Author's statement.* According to the author, "this bill makes the necessary changes to outdated provisions that govern local transportation planning requirements. Currently, MTC is not required to update its planning guidelines after 1995 for transportation plans prepared by the county or its county transportation commission. This bill directs MTC to update those planning guidelines and prioritize significant transportation projects for the region."
- 2) *MTC.* Created in 1970, MTC is the government agency responsible for regional transportation planning and financing in the San Francisco Bay Area. MTC was created primarily to coordinate transportation services in the Bay Area's nine counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. To that end, the Commission is designated as the regional transportation planning agency (RTPA) for the region by the State of California and the metropolitan planning organization (MPO) by the federal government.

Several of MTC's core functions include administering transit funding through the Transportation Development Act (TDA), programming projects eligible for the State Transportation Improvement Program (STIP), and administering/awarding funds from a number of federal grant programs. Additionally, MTC oversees the administration of toll revenues collected on the seven State-owned bridges in the Bay Area through the Bay Area Toll Authority (BATA) and manages a number of regional operational programs, including but not limited to, the 511 call center, the Freeway Service Patrol (FSP), freeway call boxes, ridesharing, and regional signal timing programs.

- 3) *Transportation planning.* With respects to transportation planning, the Federal Transit Administration (FTA) notes, "transportation planning plays a fundamental role in a state, region, or community's vision for its future. It includes a comprehensive consideration of possible strategies; an evaluation process that encompasses diverse viewpoints; the collaborative participation of relevant transportation-related agencies and organizations; and open, timely, and meaningful public involvement."

FTA further notes, "transportation planning is a cooperative process designed to foster involvement by all users of the system, such as businesses, community

groups, environmental organizations, the traveling public, freight operators, and the general public, through a proactive public participation process.”

As mentioned, state law requires MTC to prepare a regional transportation plan (RTP) to identify and address the nine county region’s overall transportation goals and also serves as the plan to meet a variety of state and federal transportation and environmental requirements. State law further requires each county within the Bay Area, in collaboration with cities and transit operators within the county, to develop and update a county transportation plan every two to four years. At the county level, these plans serve as the long-range planning and policy document that guides ongoing transportation decisions for all transportation modes and users within a county. As the regional public agency, MTC is required to adopt planning guidelines for county transportation plans by January 1, 1995. However, state law does not require MTC to update guidelines for county transportation plans after 1995.

Since 1995, throughout the years, significant pieces of legislation directly impacting the transportation planning process have been enacted including, but not limited to, AB 32 (Chapter 488, Statutes of 2006) and SB 375 (Chapter 728, Statutes of 2007). Meanwhile, planning guidelines for Bay Area county transportation plans have not been required to be updated since 1995. This bill simply aims to remedy outdated provisions by requiring MTC to update guideline requirements for county transportation plans and to continue updating these guidelines on an ongoing basis to ensure county transportation plans are in alignment with ever-changing state and federal regulations.

**FISCAL EFFECT:** Appropriation: No    Fiscal Com.: Yes    Local: Yes

**POSITIONS:** (Communicated to the committee before noon on Wednesday, January 8, 2020.)

**SUPPORT:**

None received.

**OPPOSITION:**

None received.

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the relinquished highway and specify any financial terms. The agreement shall transfer all legal liability for the relinquished portion of the state highway from Caltrans to the city or county.

The relinquishment may only occur if 1) the CTC has determined the relinquishment is in the best interest of the state and has held a public hearing; and 2) Caltrans has completed a cost-benefit analysis.

By April 1, 2021, and biennially thereafter, Caltrans shall report to the CTC on which state highway segments serve primarily regional travel and do not primarily facilitate interregional movement of people and goods. This report shall include an aggregate estimate of future maintenance and preservation costs of the identified routes and segments.

#### COMMENTS:

- 1) *Author's Statement.* Significant portions of state highways throughout California no longer serve the purpose of a typical highway. There may be urban routes through heavily populated areas, or main streets for burgeoning suburbs. It does not necessarily make the best sense for the state to bear the cost of maintaining or potentially expanding these roads, but neither is it always practicable for local governments to have to work through state bureaucracy to make important changes to them. This bill makes it easier for relinquishments to take place, but only when both the state and local government agree that it is in each party's best interest.
- 2) *Relinquishments.* Each session, the Legislature passes and the governor signs numerous bills authorizing CTC to relinquish segments of the state highway system to local jurisdictions. 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.
- 3) *Streamlined.* This bill streamlines certain highway relinquishments by establishing an administrative process for identifying eligible highway segments. This bill does not preclude statutorily creating other relinquishments outside of the administrative process.
- 4) *Why Give It Up?* Relinquishments serve several purposes, as described in Caltrans' Project Development Procedures Manual:

- a. There are several benefits to relinquishing facilities that are no longer required to serve regional and statewide needs:
- An increase in local agencies' responsiveness to community interest in the administration, planning, construction, and operation of facilities, resulting in a cost savings to taxpayers by eliminating the need for State encroachment permits
  - A reduction of on-going maintenance costs for the State
  - A reduction in tort liability for the State
  - A decrease in State incident response efforts
  - Decreased competition for capital funds for regional and statewide improvements
- 5) *Routine, mostly.* Relinquishment legislation routinely passes with little, if any, debate (see Related Legislation section below). But how roads are used has become increasingly controversial as pedestrians and bicyclists vie with automobiles and delivery vehicles for scarce space. Local interests supporting bicycle and pedestrian mobility can clash with regional interests more interested in commuting and goods movement. (This type of controversy is playing out now as the statutorily-authorized relinquishment of a portion of Route 16 in Sacramento County is being considered by the CTC.) Relinquishing a road to a local government strengthens the voice of local interests, potentially creating a different balance point between the competing priorities.
- 6) *Technical Amendment.* Caltrans policy recognizes that “there are several state highways that can be characterized as a conventional city street or a county road. These highways do not serve regional or statewide transportation needs and therefore represent potential further relinquishment efforts.” **The author may wish to consider** conforming language to reflect this policy by deleting “primarily” from page 4, line 8 and page 5, line 15 in the bill.
- 7) *Looks Familiar.* The author introduced substantially similar legislation in 2015 which was passed unanimously by the Senate Transportation and Housing Committee. That bill was subsequently amended into a different subject.

#### RELATED LEGISLATION:

**AB 1456 (Kiley, Chapter 629 of 2019)** — Authorizes the CTC to relinquish segments of Route 193 in Lincoln.

**SB 989 (Wieckowski, Chapter 461 of 2018)** — Authorizes the CTC to relinquish segments of Route 84 in Fremont.

**AB 2473 (Bonta, Chapter 321 of 2018)** — Authorizes the CTC to relinquish segments of Route 185 in San Leandro.

**SB 52 (Newman, Chapter 423 of 2017)** — Authorizes the CTC to relinquish segments of Route 39 in Anaheim.

**AB 333 (Quirk, Chapter 339 of 2017)** — Authorizes the CTC to relinquish segments of Route 185 in Alameda County.

**AB 1172 (Acosta, Chapter 351 of 2017)** — Authorizes the CTC to relinquish segments of Sierra Highway to Santa Clarita.

**SB 254 (Allen) of 2015** — nearly identical to this bill, it was heard in the Senate Transportation and Housing Committee and passed unanimously April 28, 2015.

**FISCAL EFFECT:** Appropriation: No Fiscal Com.: Yes Local: No

**POSITIONS:** (Communicated to the committee before noon on Wednesday, January 8, 2020.)

**SUPPORT:**

None received.

**OPPOSITION:**

None received.

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