



CITY OF SOUTH PASADENA

1414 Mission Street • South Pasadena, California 91030
Tel. (626) 403-7210 • Facsimile (626) 403-7211

AGENDA

Freeway and Transportation Commission

Tuesday, March 19, 2019 at 6:30 pm
City Manager's Conference Room
1414 Mission Street, South Pasadena, CA 91030

Chairman: Joanne Nuckols

Vice Chairman: Scott Kuhn

Commissioners: Arcelia Arce, Richard Helgeson, William Sherman, M.D.

City Council Liaison: Councilmember Richard D. Schneider

1. Call to Order
2. Public Comments (Items not on the Agenda)
3. Approval of the Minutes of the February 19, 2019 Regular Meeting
4. Commissioner Comments
5. Council Liaison Comments
6. Staff Comments
7. Discussion Items:
 - A. SR-710 Legislation
 - B. SCAG RTP/Metro LRTP Update
8. Agenda Input
9. Adjournment

STATE OF CALIFORNIA, CITY OF SOUTH PASADENA, COUNTY OF LOS ANGELES

I declare under penalty of perjury that I posted this agenda on the bulletin board in the courtyard of City Hall at 1414 Mission Street, South Pasadena as required by State Law.

Date: March 14, 2019

Signature _____

Margaret Lin

**MINUTES OF THE REGULAR MEETING OF THE
 FREEWAY AND TRANSPORTATION COMMISSION
 OF THE CITY OF SOUTH PASADENA
 CONVENED THIS 19th DAY OF FEBRUARY 2019 6:46 P.M.
 CITY MANAGERS CONFERENCE ROOM
 1414 MISSION STREET**

1. ROLL CALL	The regular meeting of the Freeway and Transportation Commission (FTC) was convened at 6:46 P.M. Commissioners present: Arce, Nuckols, and Kuhn; Commissioner absent: Sherman and Helgeson; Council Liaison: Councilmember Schneider; and Staff present: Principal Management Analyst (PMA) Lin.
2. PUBLIC COMMENTS (ITEMS NOT ON THE AGENDA)	Ray Quan, San Marino resident, provided a presentation on the SR-710 Early Action Projects that are being proposed for the City of San Marino. Some of the projects would result in the loss of parking along Huntington Drive and has received opposition from the business community. One project that could benefit the City is signal synchronization on Huntington Drive. Mr. Quan suggested that the City coordinate their efforts with the City of San Marino.
3. APPROVAL OF THE MINUTES	The January 15, 2018 regular meeting minutes were approved as amended (3 ayes, 0 noes, 2 absent).
4. COMMISSIONER COMMENTS	None.
5. COUNCIL LIAISON COMMENTS	None.
6. STAFF COMMENTS	PMA Lin reminded the commissioners of the Commissioners Congress that would be held on February 28, 2019.
7. DISCUSSION ITEMS	
A. Election of Chair and Vice-Chair	Chair Nuckols was unanimously elected to serve a second term as Chair of the FTC. Vice-Chair Kuhn was unanimously elected to serve a second term as Vice-Chair of the FTC.
B. Purview Review and 2019 Work Plan	The FTC reviewed the purview of the FTC as established in Ordinance No. 2211 and made suggestions for some clarifying edits to reflect the fact that the Tunnel Alternative is no longer viable. The FTC reviewed the proposed work plan and made some additions to include transportation and mobility policy discussions. The final work plan will be presented during the Commissioners Congress by Chair Nuckols.
8. AGENDA INPUT	None.
9. ADJOURNMENT	By consensus, the Commission adjourned the meeting at 8:12 P.M.

Approved By:

 Joanne Nuckols
 Chair



Freeway and Transportation Commission Agenda Report

ITEM NO. _____

DATE: March 19, 2019
FROM: Margaret Lin, Principal Management Analyst
SUBJECT: State Route 710 Legislation – Letters of Support

Recommendation

It is recommended that the Commission recommend to the City Council to authorize Letters of Support for:

1. Assembly Bill 29 (AB 29, Holden) to remove the State Route 710 (SR-710) north of State Route 10 (SR-10) from the Streets and Highways Code; and
2. Senate Bill 7 (SB 7, Portantino) to relinquish surplus SR-710 to nonprofit organizations or cities at Fair Market Value based on the current use; and prohibit the use of SR-710 Rehabilitation Account funds to be used for any potential SR-710 freeway projects.

Discussion/Analysis

AB 29 would remove the portion of the SR-710 located north of SR-10 from the California freeway and expressway system (Section 253.1 of the Streets and Highways Code). The proposed legislation would create an additional hurdle to reviving a SR-710 North Project in the future by requiring new legislation to include the extension back into the Streets and Highway Code.

SB 7 would require surplus non-residential properties to be made available to nonprofit organizations or cities at fair market value as determined by the current use of the property; and prohibit the California Department of Transportation (Caltrans) from using funds in the SR-710 Rehabilitation Account to implement a surface or freeway tunnel for the SR-710 between SR-10 and State Route 210. The proposed legislation could potentially lower the cost of the surplus freeway lands located in the cities of Alhambra and Pasadena and make it easier for the cities to obtain the properties for their respective development projects. The provision regarding the SR-710 Rehabilitation Account would provide additional safeguards to prevent the funds from being used to further a SR-710 North Project if it is ever revived in the future.

Background

On November 26, 2018, the Caltrans released the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) available for the SR-710 North Project. The Final EIR/EIS identified the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative as the Preferred Alternative. On July 10, 2017, the City Council submitted a Letter of Support for Assembly Bill 533 in support of the revision to Section 253.1 of the Streets and Highways Code, relating to highways. On May 25, 2017, the Los Angeles County Metropolitan Transportation Authority Board made a unanimous and historic vote to adopt the TSM/TDM as the Preferred Alternative for the SR-710 North Project. The Metro Board

decision also reallocated the remaining Measure R funds to the TSM/TDM Alternative and other mobility improvement projects.

Attachments:

1. Assembly Bill 29 – Text
2. Assembly Bill 29 – Letter of Support
3. Senate Bill 7 – Text
4. Senate Bill 7 – Letter of Support

ASSEMBLY BILL

No. 29

**Introduced by Assembly Member Holden
(Principal coauthors: Assembly Members Friedman and
Cristina Garcia)**

December 3, 2018

An act to amend Section 253.1 of, and to add Section 253.9 to, the Streets and Highways Code, relating to highways.

LEGISLATIVE COUNSEL'S DIGEST

AB 29, as introduced, Holden. State Highway Route 710.

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, and also describes the state highway routes in the California freeway and expressway system, including all of Route 710 in the County of Los Angeles.

This bill would remove the portion of Route 710 located north of Route 10 from the California freeway and expressway system.

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. Section 253.1 of the Streets and Highways Code
2 is amended to read:
3 253.1. The California freeway and expressway system shall
4 include:

1 Routes 5, 6, 7, 8, 10, 11, 14, 15, 18, 24, 28, 32, 34, 37, 40, 44,
2 47, 48, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 63, 65, 67, 68,
3 70, 71, 73, 74, 78, 80, 81, 83, 85, 87, 88, 89, 90, 93, 97, 100, 102,
4 103, 105, 107, 108, 118, 121, 122, 124, 125, 126, 134, 136, 139,
5 140, 145, 148, 149, 154, 156, 161, 163, 164, 179, 181, 183, 184,
6 199, 205, 210, 215, 217, 221, 223, 230, 232, 234, 235, 237, 238,
7 239, 241, 242, 247, 249, 251, 257, 258, 259, 261, 280, 330, 371,
8 380, 405, 505, 580, 605, 680, ~~710~~, 780, 805, 880, and 980 in their
9 entirety.

10 SEC. 2. Section 253.9 is added to the Streets and Highways
11 Code, to read:

12 253.9. The California freeway and expressway system shall
13 also include Route 710 from:

14 (a) Route 47 to Route 1.

15 (b) Route 1 to Route 10.

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March 14, 2019

The Honorable Chris Holden
California State Assembly
State Capitol, Room 5132
Sacramento, CA 95814

RE: Assembly Bill 29 (Holden) – SR 710 North-- SUPPORT

Dear Assembly Member Holden,

On behalf of the City of South Pasadena (City), we would like to express our support for Assembly Bill 29, which ultimately gives the State Route 710 (SR-710) between State Route 10 freeway and State Route 210 back to our partner cities of Alhambra, Los Angeles, and Pasadena.

The previously proposed SR-710 North Project would have created significant negative impacts on the City and failed to address the mobility needs of the region. Consequently, in November 2018, the California Department of Transportation published the final SR-710 North Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) with the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative selected as the Preferred Alternative. This important decision will ensure that appropriate projects to “improve local traffic operations, mobility and accessibility and enhance modal choice while accommodating planned growth... and minimizing environmental impacts” will be implemented. The Los Angeles County Metropolitan Transportation Authority further solidified this path forward by reallocating the remaining funds dedicated to the SR-710 North Project towards the implementation of regionally significant projects that will be overseen the local corridor cities and no longer involved the state.

AB 29 allows the community, elected officials, and state officials to continue to collaboratively design a solution that prevents another 50 years of conflict and inaction. It does this by giving the property back to the respective cities and allows them to create viable mobility improvements for the region.

Thank you for authoring this important legislation.

Sincerely,

Marina Khubesian, M.D.
Mayor Pro Tem

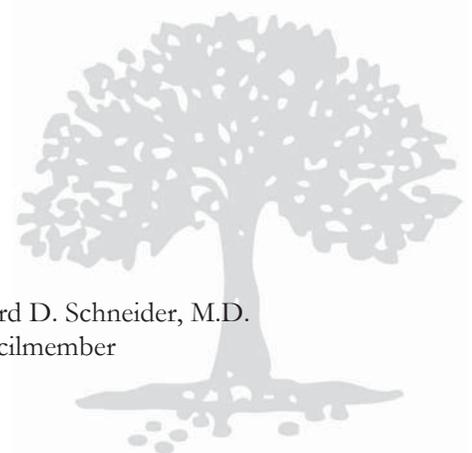
Robert S. Joe
Mayor Pro Tem

Michael A. Cacciotti
Councilmember

Diana Mahmud
Councilmember

Richard D. Schneider, M.D.
Councilmember

cc: City Manager



**Introduced by Senator Portantino
(Coauthor: Senator Beall)**

(Coauthors: Assembly Members Carrillo and Blanca Rubio)

December 3, 2018

An act to amend Section 54237 of the Government Code, and to add Section 622.2 to the Streets and Highways Code, relating to highways.

LEGISLATIVE COUNSEL'S DIGEST

SB 7, as introduced, Portantino. State Highway Route 710.

(1) Existing law establishes priorities and procedures that any state agency disposing of that surplus residential property is required to follow. Under existing law, specified single-family residences must first be offered to their former owners or present occupants, as specified. Existing law also provides that tenants in good standing of nonresidential properties are given priority to purchase, at fair market value, the property they rent, lease, or otherwise legally occupy.

This bill would require for surplus nonresidential properties for State Route 710 in the County of Los Angeles that purchases of those properties by tenants in good standing be offered at fair market value as determined relative to the current use of the property if the tenant is a nonprofit organization or a city.

(2) 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, and also describes the state highway routes in the California freeway and expressway system, including all of State Highway Route 710 in the County of Los Angeles.

Existing law also provides that specified proceeds from the sale of surplus residential property from the department to a new owner be

deposited into the SR-710 Rehabilitation Account, a continuously appropriated fund, and that funds in excess of \$500,000 be transferred to the State Highway Account in the State Transportation Fund to be used for allocation by the California Transportation Commission exclusively to fund projects located in Pasadena, South Pasadena, and other specified areas. Existing law provides that these funds may not be used to advance or construct any proposed North State Route 710 tunnel.

This bill would prohibit the department from implementing a freeway tunnel or surface freeway or expressway for Route 710 between Route 10 and Route 210.

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. Section 54237 of the Government Code is
2 amended to read:
3 54237. (a) Notwithstanding Section 11011.1, an agency of the
4 state disposing of surplus residential property shall do so in
5 accordance with the following priorities and procedures:
6 (1) First, all single-family residences presently occupied by
7 their former owners shall be offered to those former owners at the
8 appraised fair market value.
9 (2) Second, all single-family residences shall be offered,
10 pursuant to this article, to their present occupants who have
11 occupied the property two years or more and who are persons and
12 families of low or moderate income.
13 (3) Third, all single-family residences shall be offered, pursuant
14 to this article, to their present occupants who have occupied the
15 property five years or more and whose household income does not
16 exceed 150 percent of the area median income.
17 (4) Fourth, a single-family residence shall not be offered,
18 pursuant to this article, to present occupants who are not the former
19 owners of the property if the present occupants have had an
20 ownership interest in real property in the last three years.
21 (b) Single-family residences offered to their present occupants
22 pursuant to paragraphs (2) and (3) of subdivision (a) shall be
23 offered to those present occupants at an affordable price. The price
24 shall not be less than the price paid by the agency for original

1 acquisition, unless the acquisition price was greater than the current
2 fair market value, and shall not be greater than fair market value.
3 When a single-family residence is offered to present occupants at
4 a price that is less than fair market value, the selling agency shall
5 impose terms, conditions, and restrictions to ensure that the housing
6 will remain available to persons and families of low or moderate
7 income and households with incomes no greater than the incomes
8 of the present occupants in proportion to the area median income.
9 The Department of Housing and Community Development shall
10 provide to the selling agency recommendations of standards and
11 criteria for these prices, terms, conditions, and restrictions. The
12 selling agency shall provide repairs required by lenders and
13 government housing assistance programs, or, at the option of the
14 agency, provide the present occupants with a replacement dwelling
15 pursuant to Section 54237.5.

16 (c) If single-family residences are offered to their present
17 occupants pursuant to paragraphs (2) and (3) of subdivision (a),
18 the occupants shall certify their income and assets to the selling
19 agency. When a single-family residence is offered to present
20 occupants at a price that is less than fair market value, the selling
21 agency may verify the certifications, in accordance with procedures
22 ~~utilized~~ *used* for verification of incomes of purchasers and
23 occupants of housing financed by the California Housing Finance
24 Agency and with regulations adopted for the verification of assets
25 by the United States Department of Housing and Urban
26 Development. The income and asset limitations and term of
27 residency requirements of paragraphs (2) and (3) of subdivision
28 (a) shall not apply to sales that are described as mitigation measures
29 in an environmental study prepared pursuant to the Public
30 Resources Code, if the study was initiated before this measure was
31 enacted.

32 (d) All other surplus residential properties and all properties
33 described in paragraphs (1), (2), and (3) of subdivision (a) that are
34 not purchased by the former owners or the present occupants shall
35 be then offered as follows:

36 (1) Except as required by paragraph (2), the property shall be
37 offered to a housing-related private or public entity at a reasonable
38 price, which is best suited to economically feasible use of the
39 property as decent, safe, and sanitary housing at affordable rents
40 and affordable prices for persons and families of low or moderate

1 income, on the condition that the purchasing entity shall cause the
2 property to be rehabilitated and used as follows:

3 (A) If the housing-related entity is a public entity, the entity
4 shall dedicate profits realized from a subsequent sale, as specified
5 in subdivision (b) of Section 54237.7, to the construction of
6 affordable housing within Pasadena, South Pasadena, Alhambra,
7 La Cañada Flintridge, and the 90032 postal ZIP Code.

8 (B) If the entity is a private housing-related entity or a
9 housing-related public entity, the entity shall cause the property
10 to be developed as limited equity cooperative housing with first
11 right of occupancy to present occupants, except that where the
12 development of cooperative or cooperatives is not feasible, the
13 purchasing entity shall cause the property to be used for low and
14 moderate income rental or owner-occupied housing, with first right
15 of occupancy to the present tenants. The price of the property in
16 no case shall be less than the price paid by the entity for original
17 acquisition unless the acquisition price was greater than current
18 fair market value and shall not be greater than fair market value.
19 Subject to the foregoing, it shall be set at the level necessary to
20 provide housing at affordable rents and affordable prices for present
21 tenants and persons and families of low or moderate income. When
22 residential property is offered at a price that is less than fair market
23 value, the selling agency shall impose terms, conditions, and
24 restrictions as will ensure that the housing will remain available
25 to persons and families of low or moderate income. The
26 Department of Housing and Community Development shall provide
27 to the selling agency recommendations of standards and criteria
28 for prices, terms, conditions, and restrictions.

29 (2) (A) If the property is a historic home, the property shall be
30 offered first to a housing-related public entity subject to
31 subparagraph (A) or (B) of paragraph (1) or to a nonprofit private
32 entity dedicated to rehabilitating and maintaining the historic home
33 for public and community access and use subject to subparagraph
34 (B) of paragraph (1).

35 (B) For the purposes of this subdivision, “historic home” means
36 single-family surplus residential property that is listed on, or for
37 which an application has been filed for listing on, at least one of
38 the following by January 1, 2015:

1 (i) The California Register of Historical Resources, as
2 established pursuant to Article 2 (commencing with Section 5020)
3 of Chapter 1 of Division 5 of the Public Resources Code.

4 (ii) The National Register of Historic Places, as established
5 pursuant to Chapter 3021 of Title 54 of the United States Code.

6 (iii) The National Register of Historic Places, as previously
7 established pursuant to the *federal* National Historic Preservation
8 Act (~~16 U.S.C. Sec. 470 et seq.~~) (*54 U.S.C. Sec. 300101 et seq.*).

9 (e) A surplus residential property not sold pursuant to
10 subdivisions (a) to (d), inclusive, shall then be sold at fair market
11 value, with priority given first to purchasers who are present tenants
12 in good standing with all rent obligations current and paid in full,
13 second to former tenants who were in good standing at the time
14 they vacated the premises, with priority given to the most recent
15 tenants first, and then to purchasers who will be owner occupants.
16 The selling agency may commence the sale of property that former
17 tenants may possess a right to purchase as provided by this
18 subdivision 30 days after the selling agency has done both of the
19 following:

20 (1) Posted information regarding the sale under this subdivision
21 on the selling agency’s Internet Web site.

22 (2) Made a good faith effort to provide written notice, by
23 first-class mail, to the last known address of each former tenant.

24 (f) (1) Tenants in good standing of nonresidential properties
25 shall be given priority to purchase, at fair market value, the
26 property they rent, lease, or otherwise legally occupy.

27 (2) *For surplus nonresidential properties for State Route 710*
28 *in the County of Los Angeles, if the tenant in good standing is a*
29 *nonprofit organization or city, the property shall be offered at fair*
30 *market value as determined relative to the current use of the*
31 *property.*

32 SEC. 2. Section 622.2 is added to the Streets and Highways
33 Code, to read:

34 622.2. The department shall not implement a freeway tunnel
35 or surface freeway or expressway for Route 710 between Route
36 10 and Route 210.



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March 14, 2019

The Honorable Anthony Portantino
California State Senate
State Capitol, Room 3086
Sacramento, CA 95814

RE: Senate Bill 7 (Portantino) – SR 710 North-- SUPPORT

Dear Senator Portantino,

On behalf of the City of South Pasadena (City), we would like to express our support for Senate Bill 7, which ultimately gives the State Route 710 (SR-710) between State Route 10 freeway and State Route 210 back to our partner cities of Alhambra, Los Angeles, and Pasadena; and safeguards the SR-710 Rehabilitation Account from any potential SR-710 North Project.

On November 2018, the California Department of Transportation published the final SR-710 North Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) with the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative selected as the Preferred Alternative. This important decision will ensure that the SR-710 North extension will not create significant negative impacts on the City and enable the corridor cities to implement regionally significant projects to improve mobility.

SB 7 allows the community, elected officials, and state officials to move forward to collaboratively develop mobility solutions for the region. It does this by giving the property back to the respective cities and allows them to implement viable mobility improvements projects. In addition, SB 7 prohibits the use of SR-710 Rehabilitation Account funds to be used for any potential SR-710 freeway projects.

Thank you for authoring this important legislation.

Sincerely,

Marina Khubesrian, M.D.
Mayor Pro Tem

Robert S. Joe
Mayor Pro Tem

Michael A. Cacciotti
Councilmember

Diana Mahmud
Councilmember

Richard D. Schneider, M.D.
Councilmember

cc: City Manager





Freeway and Transportation Commission Agenda Report

ITEM NO. _____

DATE: March 19, 2019

FROM: Margaret Lin, Principal Management Analyst

SUBJECT: Southern California Association of Governments' Regional Transportation Plan and Los Angeles County Metropolitan Transportation Authority's Long Range Transportation Plan

Recommendation

It is recommended that the Commission receive and file an update regarding the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP) and Los Angeles County Metropolitan Transportation Authority's (Metro) Long Range Transportation Plan (LRTP).

Discussion/Analysis

The last SCAG RTP was adopted in 2016. SCAG is currently developing the 2020 RTP (Connect SoCal) with anticipation of adoption in April 2020. Connect SoCal will outline the region's goals and policies for meeting current and future mobility needs, provide a foundation for transportation decisions by local, regional and state officials that are ultimately aimed at achieving a coordinated and balanced transportation system. Connect SoCal will also identify the region's transportation needs and issues, recommended actions, programs, and a list of projects to address the needs consistent with adopted regional policies and goals, and documents the financial resources needed to implement Connect SoCal.

The last Metro LRTP was adopted in 2009. In conjunction with the SCAG RTP process, Metro is currently undergoing their LRTP update which is anticipated to be completed by Winter 2020. The four phase process for the LRTP update includes: listening and understanding; prioritizing framework values; evaluating scenario inputs, and reviewing draft plans. Metro is currently in the prioritizing phase.

Background

The SCAG RTP is required by federal law to prepare and update a long-range (minimum of 20 years) every four years. The RTP establishes how the region will meet federal mandates in order to continue receiving federal transportation funds. Only projects and programs included in the RTP are eligible for federal funding. Senate Bill 375 also requires that the RTP include Sustainable Communities Strategies that outlines growth strategies that better integrate land use and transportation planning to reduce greenhouse gas emissions.

The Metro LRTP is the mechanism for Los Angeles County (County) to submit projects and programs to SCAG for inclusion the RTP. The LRTP provides a blueprint for implementing future transportation improvements in the County. Major capital projects that are included in the LRTP have priority for future funding and construction.