

**Analysis of AB 1457 (Huffman)
Arguments in Opposition**

D R A F T

Summary of AB 1457: AB 1457 fundamentally alters state law to prohibit virtually all road improvements in **or near** any part of the state park, recreational area or monument – including parks, recreation areas and monuments leased by the state where the lessor reserved the right to build roads in the leased area.

The only road improvements allowed by the bill are those “necessary” for (1) the use of the park, (2) prevention of fires, or (3) construction and maintenance of utilities. Thus, AB 1457 will block all road improvements to be funded by the recently enacted transportation bonds if the roads are near any unit of the state park system. Dozens of transportation projects across the state are potentially impacted by the bill.

AB 1457 Invalidates Contracts Between State Agencies and Landowners: AB 1457 applies to areas that are part of a state park unit where a landowner leased or granted a conservation easement to the state. In many cases, the leases and easements reserved the right of the landowner to approve roads. AB 1457 ignores these contractual agreements and prohibits road improvements even where the land was included in the state park unit by an agreement with the landowner that allows construction of roads.

AB 1457 Targets the Completion of a Regional Transportation System in Orange and San Diego Counties – Even Though the State Entered Into A Lease With the Marine Corps With the Explicit Understanding that Roads Could Be Permitted:

AB 1457 seeks to block the last 17-mile segment of the 68-mile toll road system in Orange County. The last four miles of State Route 241 is proposed by local, state and federal agencies to be located on a portion of the U.S. Marine Corps Base at Camp Pendleton in an area **leased** by the U.S. Department of Navy to State Parks. The lease expires in **2021**. The U.S. Navy lease always reserved to the Navy the right to approve a road through the leased land.

“This Lease is subject to . . . the right of the [Federal] government, after consultation with Lessee [Dept. of Parks and Recreation], to grant such additional easements and rights of way over, across, in and upon the Lease Property [San Onofre State Park] as it shall determine to be in the public interest; Provided, that any such additional easement or right of way shall be located so as not to unreasonably interfere with the use of the Lessee’s improvements **erected** on the Leased Property.”

State Law Already Protects Parks and Recreation Areas: CEQA already prohibits construction of roads that have significant environmental impacts where there are feasible alternatives. AB 1457 would effectively block any new road improvements in or near any state park, recreational area or monument that “encroaches upon” **or** “impairs the recreational value” of the unit. The only road improvements allowed are those necessary for park purposes, to prevent fires, or to maintain utilities.

AB 1457 Would Take the Transportation Planning Process Out of the Hands of Regional Transportation Agencies and Local Government: AB 1457 would conflict with existing state law which places regional transportation planning decisions in the hand of local government and regional transportation planning agencies.