

DEPARTMENT OF FINANCE BILL ANALYSIS

AMENDMENT DATE: March 31, 2011
POSITION: Oppose

BILL NUMBER: AB 650
AUTHOR: B. Blumenfield

BILL SUMMARY: Blue Ribbon Task Force on Public Transportation

This bill would establish a 12-member Blue Ribbon Task Force on Public Transportation for the 21st Century (Task Force) to issue a report to the Governor and Legislature by March 31, 2013, with findings and recommendations that address the current state of California’s transit system, best practices based on transit systems worldwide, the level and types of transit needed to meet specified goals, and potential sources of funding to sustain the system’s needs.

FISCAL SUMMARY

This bill appropriates \$750,000 from the Public Transportation Account (PTA) to the Department of Transportation (Caltrans) for the purpose funding the Task Force, providing administrative staffing, and contracting with consultants, such as the Institute of Transportation Studies at the University of California, to provide expert advice, analysis, and written reports.

COMMENTS

The Department of Finance is opposed to this bill because it is unnecessary and would result in additional costs to state, directing limited PTA resources away from intercity rail, local transit operations, and other transit capacity-increasing projects. Caltrans is already required to produce similar information through the Statewide Transit Strategic Plan and other statewide efforts required by Chapter 728, Statutes of 2008 (SB 375) and Chapter 488, Statutes of 2006 (AB 32).

Analyst/Principal (0751) M. Tollefson	Date	Program Budget Manager Mark Hill	Date
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Department Deputy Director	Date
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Governor's Office:	By:	Date:	Position Approved _____
			Position Disapproved _____

BILL ANALYSIS Form DF-43 (Rev 03/95 Buff)

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ANALYSIS

A. Programmatic Analysis

Current law establishes various transit districts and other local entities for development of public transit on a regional basis and makes various state revenues available to those entities for those purposes.

Current law establishes the Department of Transportation (Caltrans) as the multimodal transportation department within the state and requires it to develop the California Transportation Plan (CTP), a statewide long-range transportation plan with goals, policies, and strategies for meeting the state's future mobility needs. The CTP is required under both federal and state law and must be updated by December 31, 2015, and every 5 years thereafter, which dovetails with the statutorily required regional transportation plan process. The current CTP was approved in 2006, and updated in 2007. Chapter 585, Statutes of 2009 (SB 391) expanded the scope of the CTP to incorporate greenhouse gas emission reduction strategies and to identify the statewide integrated multimodal transportation system needed to achieve those reductions. An interim report, which provides an overview of sustainable communities strategies and an assessment of how those strategies will influence the statewide integrated multimodal system, is required to be completed by Caltrans by December 31, 2012.

This bill would establish a 12-member Blue Ribbon Task Force on Public Transportation for the 21st Century (Task Force) to issue a report to the Governor and Legislature by March 31, 2013, with findings and recommendations that address the current state of California's transit system, best practices based on transit systems worldwide, the level and types of transit needed to meet specified goals, and potential sources of funding to sustain the system's needs.

The 12-member Task Force would be comprised of a representative from business, public transit, the environment, organized labor, public health, private transit, regional transportation, a transit advocacy group, education, finance, and a member of the Assembly and Senate. All members are required to be jointly appointed by the Senate Committee on Rules and the Speaker of the Assembly by March 31, 2012. The Task Force would be required to meet at least twice a month and conduct nine public listening sessions in specified location throughout the state. The Task Force members would not receive a salary, but would receive necessary travel expenses, including transportation, lodging, and meals.

This bill requires that within 45 days of the last member's appointment, the Task Force establish a clear scope of work and timeline for accomplishing this bill's purpose. For the purposes of gathering information for the written report, the Task Force is required to consult with Caltrans, the California Transportation Commission, the Department of Housing and Community Development, the Business, Transportation, and Housing Agency, and the State Air Resources Board, among other state agencies. While Finance has not heard back from all agencies required to consult with the Task Force, those costs are anticipated to be minor and absorbable.

Discussion: The author's office has indicated that the purpose of this bill is to convene an expert task force to highlight the state's public transit needs, engage the public throughout the state in the conversation, and offer a roadmap for the future of public transit and how to fund it.

Caltrans' Division of Mass Transportation is in the process of developing the Statewide Transit Strategic Plan (STSP), which is intended to provide roles, responsibilities, and achievable goals for public transit as part of the vision for the state's transportation system. This effort will involve coordination and collaboration with various stakeholders throughout the state to create a plan that facilitates the delivery of cost-effective public transit services that promote multiple objectives

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including improved mobility, meeting global warming initiatives, job access, and environmental improvements. While not statutorily required, this plan will assist in the preparation of the statutorily required CTP and other state efforts such as the Interregional Multimodal Transportation Blueprint, and will also address the requirements imposed by Chapter 585, Statutes of 2009 (SB 391). Caltrans currently has two positions committed to the development of the STSP.

B. Fiscal Analysis

This bill appropriates \$750,000 from the Public Transportation Account to Caltrans for the purpose funding the Task Force, providing administrative staffing, and contracting with consultants, such as the Institute of Transportation Studies at the University of California, to provide expert advice, analysis, and written reports.

Code/Department Agency or Revenue Type	(Fiscal Impact by Fiscal Year)								Fund Code		
	SO	LA	CO	PROP	FC	2010-2011	FC	2011-2012		FC	2012-2013
	RV	98	FC								
2660/Caltrans	SO	No	A		\$750			--		--	0046
<u>Fund Code</u>	<u>Title</u>										
0046	Public Transportation Account, STF										