

Memorandum

To: Chair and Commissioners

Date: July 5, 2002

From: Diane C. Eidam

File No: Reference No. 4.9
ACTION

Ref: PCL Initiative - The Traffic Congestion Relief and Safe School Bus Act

Planning and Conservation League Initiative “The Traffic Congestion Relief and Safe School Bus Act”

This Initiative would reallocate 30% of the State’s revenues collected from sales taxes on motor vehicle sales or leases from the General Fund to the Traffic congestion Relief and Safe School Bus Trust Fund which is created by this Act. The Initiative allocates money for the following 16 programs:

- **Congestion Bottleneck** (Administered by the California Transportation Commission)
- **Transit Capital** (Administered by the California Transportation Commission)
- **Transit Oriented Development** (Administered by Business, Transportation & Housing Agency)
- **Transit Operations** (Administered by the Controller)
- **Senior/Disabled Transportation** (Administered by the Controller)
- **Rail Grade Separations** (Administered by the California Transportation Commission)
- **Bicycle/Pedestrian Facilities** (Administered by the Department of Transportation)
- **Bicycle/Pedestrian Safety** (Administered by the Controller)
- **Safe/Clean School Buses** (Administered by the Department of Education)
- **Rural Public Transit** (Administered by the Controller)
- **Traffic Safety Improvements** (Administered by the California Transportation Commission)
- **Passenger Rail Safety** (Administered by the Controller)
- **Intercity Rail Capital/Operations** (Administered by the California Transportation Commission)
- **Water Quality Enhancements** (Administered by the Water Resources Control Board)
- **Air Quality Grants** (Administered by the Air Resources Board)
- **Environmental Enhancements** (Administered by the Resources Agency)

A portion of the money available for six of these programs is allocated to specified projects.

The Legislative Analyst and the Department of Finance estimate the fiscal impact on state and local governments as: Increases resources for state and local transportation-related purposes by about \$460 million in FY2002-03 and \$950 million in FY2003-04, increasing annually thereafter; potentially increases resources for Proposition 98 (education) purposes; and reduces resources for other General Fund purposes by significant amounts that could exceed the amounts stated above. The provisions of the Initiative are ongoing with no sunset date.

The attached table groups the programs by the agency that administers the programs. The table assumes a funding level of \$1 billion a year for the period FY2003-04 through FY2012-13. For each program, the table shows the total funding and the funds allocated in the initiative for

specific projects over the first 10 year period with funding for specified projects spread evenly over the period specified in the Initiative.

PROGRAMS ADMINISTERED BY THE CALIFORNIA TRANSPORTATION COMMISSION

Congestion Bottleneck Program

Sixteen percent (16%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Congestion Bottleneck Account, for transfer by the Controller to the California Transportation Commission, to be expended as follows:

(A) To the Traffic Congestion Relief Fund for the projects listed in Section 14556.40 (TCRP) of the Government Code. Any money transferred under this paragraph and not expended during the fiscal year during which it was transferred shall revert to the Congestion Bottleneck Account and shall be available for reallocation in accordance with subparagraph (B).

The California Transportation Commission may adjust the total amount to be allocated to each project listed in Section 14556.40 of the Government Code (TCRP). Applicants, including the Department of Transportation, for grants from the Traffic Congestion Relief Fund shall demonstrate in the application that they have made the maximum effort to seek local, private, and federal funds to assist in the completion of these projects.

If only a study or a specific part or phase of a project is authorized for a project listed in subdivision (a) of Section 14556.40 of the Government Code, only the study or the specific part or phase shall be financed, and no other part or phase of the project shall be financed from this account. Grants shall be made pursuant to this paragraph only for studies for TCRP projects 6, 12, 15, 22, 25, 114, 121, and 154.

(B) Any money reverted to the Congestion Bottleneck Account under subparagraph (A) shall be reallocated by the commission for expenditure on state, regional, or local highway and street projects that improve the flow of traffic within an existing publicly owned roadway by adding high-occupancy vehicle or high-occupancy toll lanes where none is present, or accomplishing other, similar traffic flow improvement projects, such as truck climbing lanes, within existing roadways.

All money expended pursuant to subparagraph (B) shall be expended within the city limits of cities, or within urbanized parts of counties that have population densities of not less than 1,000 persons per square mile. Sixty percent (60%) of the money reallocated pursuant to subparagraph (B) shall be expended in County Group 2 and forty percent (40%) shall be expended in County Group 1.

Prior to making the allocations pursuant to subparagraph (A) and (B), the Commission shall allocate funds to the specific projects listed below.

Statewide (\$20 million)

\$2 million per year (\$20 million over 10 years) for a competitive local assistance program for the preparation of alternative planning scenarios that attempts to reduce growth in congestion, make more efficient use of existing infrastructure, and reduce the need for costly new infrastructure. Only regional transportation planning agencies may apply for grants.

Orange County (\$142 million)

\$10 million per year for FY2003-2004 through FY2011-2012, to the local transportation improvement agency with zoning and land use authority over the area (in Orange County) generally bounded by Campus Drive, State Route 55 (the Costa Mesa Freeway), Harvard Avenue, and Barranca Parkway for highway, roadway, and street infrastructure improvements that improve motorist and pedestrian safety and reduce traffic congestion and traffic congestion bottlenecks in the area. Design and construction shall be carried out by the jurisdiction within which each project is located.

\$10 million per year for FY2003-2004 through FY2007-2008, to the City of Irvine for the development, construction (including construction of parking structures), and acquisition and operation of Remote Airport Terminals, and the acquisition of vehicles for the system, connecting the City of Irvine to Los Angeles International Airport, Santa Ana John Wayne International Airport, Long Beach Airport, Ontario International Airport, and other airports in Southern California.

\$2 million for FY2003-2004 to the City of Laguna Woods to improve the flow of traffic along El Toro Road. This money may be used to acquire rights-of-way, make modifications to streets and roads to make the route safe and convenient. This money may also be used for the development of an alternative vehicle route along El Toro Road, suitable for bicycles, golf carts, electric scooters, pedestrians, and other forms of non-motorized vehicle transportation.

San Francisco County (\$40 million)

\$10 million per year for FY2003-2004 to FY2006-2007 to the City and County of San Francisco Golden Gate Park Concourse Authority, for the construction of improvements in the Music Concourse area of Golden Gate Park, in accordance with the provisions of Proposition J, approved by the voters of the City and County of San Francisco on June 2, 1998. This money may not be used for design or construction of the underground parking facility.

Kern County (\$5 million)

\$5 million for FY2003-2004 to Caltrans for the construction of a new interchange to replace an existing interchange with seismic deficiencies on Interstate 5 at Laval Road (just south of I-5/SR99 split).

San Diego County (\$13.7 million)

\$13.7 million during the period of FY2004-2005 through FY2013-2014 to Caltrans for design, right-of-way acquisition, and construction of connections between State Route 56 and Interstate 5, including related improvements on Interstate 5, with first priority for expenditures given to ramps for westbound State Route 56 connecting with Interstate 5 north and Interstate 5 south connecting with eastbound State Route 56. The project will facilitate the improvement of traffic through the I-5/I-805 merge.

Los Angeles County (\$217 million)

\$12 million per for FY2003-2004 through FY2009-2010 to Caltrans for improvements needed to extend the Highway 110 Transitway from its existing northerly terminus to Los Angeles Union Station via a northern extension to Interstate 10, easterly to Alameda Street, and northerly along Alameda Street to an interface with the existing El Monte Busway terminus at Los Angeles Union Station.

\$2 million per year during the period of FY2004-2005 through FY2006-2007 to Caltrans for design and environmental review of High Occupancy Vehicle lanes and truck lanes on Interstate 5 between State Route 14 and State Route 126.

\$4.5 million per year for FY2003-2004, FY2004-2005, and FY2008-2009 fiscal years to the City of Santa

Clarita for right-of-way acquisition and construction costs for the I-5/SR-126 (Magic Mountain Parkway) interchange and associated relocation and widening of The Old Road and State Route 126 from I-5 to McBean Parkway.

\$2.5 million per year for FY2003-2004 through FY2005-2006 to Caltrans for right-of-way acquisition and construction costs for the I-5/SR-126 (Magic Mountain Parkway) interchange and associated widening of SR-126 and improvement of the Commerce Center Drive/SR126 interchange.

\$3 million per year for FY2003-2004 and FY2004-2005 to the County of Los Angeles for right-of-way acquisition and construction costs for Interstate 5/Hasley Canyon Road interchange.

\$10 million per year for FY2003-2004 through FY2010-2011 to Caltrans for implementation of congestion relief projects along U.S. 101 between State Route 23 and State Route 170 recommended pursuant to the corridor analysis authorized by paragraph (48) of subdivision (a) of Section 14556.40 of the Government Code (TCRP).

\$5 million per year for FY2003-2004 through FY2004-2005 to Caltrans for implementation of an Intelligent Transportation Systems (ITS) program, specifically including advanced traffic signal control systems, transit signal intervention systems, shuttle system linkage to existing light rail transit stations and educational and employment centers, in the area bounded by Interstate 710, Interstate 405, Interstate 605, and State Route 91 (Long Beach & Lakewood) in partnership with California State University Long Beach and Long Beach City College.

\$5 million per year for FY2003-2004 through FY2004-2005 to the City of La Canada-Flintridge for local funding of state highway soundwalls, pursuant to Section 215.6 of the Streets and Highways Code, located on the eastbound and westbound sides of Interstate 210 in La Canada-Flintridge and listed on the Los Angeles County Metropolitan Transportation Authority's Retrofit Soundwall Program "Post May 1989 List".

Transit Capital Program

Seventeen percent (17%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Transit Capital Account, for projects to construct or improve light and commuter rail lines, build fueling stations for public transportation systems, purchase rolling stock and buses, construct other transit facilities, including, but not limited to, facilities needed to store and maintain equipment, and to purchase rights-of-way for public transportation projects, and for the other purposes of this paragraph (3).

Money in the Transit Capital Account shall be allocated by the California Transportation Commission directly to regional transportation planning agencies in accordance with the computations of county shares required by Section 188.8 of the Streets and Highways Code. Sixty percent (60%) of the remaining money in the Transit Capital Account shall be expended in County Group 2 and forty percent (40%) shall be expended in County Group 1. This calculation shall be made after expenditures from the account for projects listed in subparagraph (D) of this paragraph.

Money allocated under this paragraph may not be used to construct administrative headquarters or other facilities that do not directly serve rail and bus transit users.

The regional transportation planning agencies shall allocate the money based on dollars per new rider and other cost-effectiveness criteria to be adopted by the commission as guidelines or regulations that prioritize projects that reduce vehicle miles traveled or slow the rate of growth in vehicle miles traveled. Regulations or guidelines adopted under this subparagraph shall not be subject to review or approval of the Office of Administrative Law.

(D) Notwithstanding the limitations in subparagraph (A) and subparagraph (C), money in the Transit Capital Account shall first be allocated to the following projects:

Sacramento County (\$107 million)

\$10 million per year for FY2003-2004 through FY2012-2013 (\$100 million total) to the Sacramento Regional Transit District for the extension of light rail service from downtown Sacramento to Sacramento International Airport.

\$7 million for FY2003-2004 to the Department of Parks and Recreation for a grant to a nonprofit organization to support the California State Railroad Museum and its Railroad Technology Museum, to construct the Railroad Technology Museum at the Historic Southern Pacific Shops at Sacramento.

Lake Tahoe (\$18 million)

\$6 million per year for FY2003-2004 through FY2005-2006 (\$18 million total) to the Tahoe Transportation District for the design and purchase of alternatively fueled boats, fueling stations, infrastructure, and dock improvements, for the initiation and implementation of waterborne transportation service on Lake Tahoe. The district shall coordinate its efforts with the Tahoe Metropolitan Planning Organization. All land-based facilities for this project shall be located in California. The district shall undertake this project only if the Tahoe Regional Planning Agency determines that the project reduces traffic congestion and reliance on the private automobile. Up to five percent (5%) of the total amount may be used to plan the project. Up to \$300,000 of the total amount may be used for development of a parking management plan for the Lake Tahoe Basin, including parking for the waterborne transportation passengers. The district may use up to \$8 million of the total amount for the establishment of a dedicated, permanent operating reserve. Annually the interest from this reserve shall be used to pay for part of the operation of the service.

San Francisco County (\$3 million)

\$1 million per year for FY2003-04 to FY2005-06 (\$3 million total) to the State Coastal Conservancy for a grant to a non-profit organization to improve and sustain historic Fort Mason in San Francisco, for improvements to the vintage E/F Line rail transit service in San Francisco. Such improvements may include, but are not limited to, planning and implementation of an extension of the line to the San Francisco Maritime National Historic Park and Fort Mason Center, vintage vehicle rehabilitation and restoration, passenger stop enhancements, and improvements to related facilities. This money may also be used by the nonprofit organization for project administration and management of the program authorized by this subparagraph.

Los Angeles County (\$7.5 million)

\$0.75 million for FY2003-2004 through FY2012-2013 (\$7.5 million total) to the Los Angeles County Metropolitan Transportation Authority to construct a tunnel under Exposition Boulevard to accommodate light rail, buses and other motor vehicles at least from State Route 110 to west of Vermont Avenue.

Alameda County (\$65 million)

\$5 million per year for FY2003-2004 through FY2012-2013 (\$50 million total) to the Port of Oakland for public transportation projects and related environmental projects, including acquisition and development of public transportation facilities, waterfront park and trail improvements, bicycle and pedestrian pathways and related restoration projects at Lake Merritt, and related infrastructure, along or connecting to the Oakland waterfront provided that such projects are consistent with the Estuary Policy Plan; and for public transportation and environmental projects related to developments along Hegenberger Road

between the Coliseum Bay Area Rapid Transit station and the Oakland International Airport, including projects specifically related to the BART to Airport Connector.

\$1.5 million per year for FY2003-2004 through FY2012-2013 (\$15 million) to the Redevelopment Agency of the City of Oakland to encourage transit oriented development near downtown mass transit facilities. Two thirds of this money shall be spent for the acquisition, construction, and equipping of the California State chartered Oakland School for the Arts. The remainder of the money shall be spent for the planning and construction of transportation related improvements in the vicinity of the Oakland City Hall consistent with the 17th Street and San Pablo Parking Study and the Central Business District Study for transportation infrastructure. Permissible projects include: bus parking, commuter van pooling parking, bicycle parking, improved BART access, area parking management, parking structures, and environmental mitigations.

Grade Separation Program

Four percent (4%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Rail Grade Separations Account, for allocation by the California Transportation Commission pursuant to a priority list developed by the Public Utilities Commission in accordance with the requirements of this paragraph, to be used for projects to separate rail lines from streets, roads, and highways.

Except for the projects in subparagraph (D), money in the account shall be transferred for expenditure by the California Transportation Commission only in a fiscal year in which at least \$15 million is also allocated to rail grade separation projects pursuant to Section 190 of the Streets and Highways Code. In a fiscal year in which at least \$15 million is not also allocated to rail grade separation projects pursuant to Section 190 of the Streets and Highways Code, the money that would otherwise be transferred to the account in that fiscal year shall be transferred instead to the Transit Capital Account.

First priority for use of the money allocated from the account shall be for grade separation projects across existing heavy rail lines, based on the amount of traffic congestion that would be relieved by the grade separation. High priority shall be given to projects on rail lines that serve ports, since these projects reduce the need for truck traffic by making rail lines safer.

Money allocated from the account shall be used to accommodate bicycles and pedestrians in grade separation projects, and projects that accommodate only bicycles and pedestrians are eligible to receive funding pursuant to this paragraph.

(D) Notwithstanding the restrictions above, money in the account shall first be allocated to the following projects:

Orange County (\$40 million)

\$10 million per year for FY2003-2004 through FY2006-2007 (\$40 million) to the Southern California Regional Rail Authority for grade separations at Sand Canyon Road and Harvard Avenue. Design and construction shall be carried out by the jurisdictions within which each project is located.

San Bernardino County (\$30 million)

\$7.5 million per year for FY2003-2004 through FY2006-2007 (\$30 million) to the City of San Bernardino for the following grade separation improvements associated with the Norton Air Force Base Intermodal Goods Movement Facility: Tippecanoe Avenue south of Central Avenue; Waterman Avenue south of Central Avenue; Mill Street west of Waterman Avenue; and E Street south of Rialto Avenue.

Intercity and Commuter Rail Capital and Operations

Four percent (4 %) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Intercity and Commuter Rail Capital and Operations Account, to be allocated by the California Transportation Commission to the Department of Transportation and to public agencies operating commuter rail services, to be used for the operation of intercity and commuter rail service, to acquire rolling stock, to rehabilitate rail service, to construct new rail lines and stations, consolidate existing rail lines, and to improve existing lines to benefit passenger rail service.

Forty percent (40%) of this money shall be allocated to commuter rail, to provide improved service that generally parallels congested segments of freeway corridors. Sixty percent (60%) of the money shall be allocated to intercity rail, with highest priority given to service that generally parallels congested freeway corridors. The calculation required by this paragraph shall be made after the expenditures required by subparagraph (C) have been made.

(C) Notwithstanding the provisions above, the funds in the Intercity and Commuter Rail Capital and Operations Account shall first be allocated to the following projects.

Riverside County (\$120)

\$15 million per year for FY2003-2004 through FY2010-2011 (\$120 million total) to Caltrans for capital outlay for intercity passenger rail service from Los Angeles via Fullerton and Colton, to Palm Springs and Indio, including the following components: two trainsets each consisting of at least five cars and one locomotive; track and signal improvements to facilitate passenger rail trains serving Palm Springs through Indio; one passenger rail station at Ramon Road in the mid-Valley section of the Coachella Valley; one passenger rail station near Jackson Street in the east Valley section of the Coachella Valley in Indio; and improvements to the rail passenger station currently located in Palm Springs. First priority for expenditure shall be the development of passenger rail stations for this service. The city or Indian reservation within which each station is located may elect to manage the design and construction of these stations, subject to the design and financial approval of Caltrans.

Traffic Safety Improvement Program

Five percent (5%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Traffic Safety Improvement Account, for allocation by the California Transportation Commission to the Department of Transportation and the regional transportation planning agencies, for grants for projects that improve highway safety, to be allocated strictly on the basis of the potential of the project to reduce motorist, bicyclist, and pedestrian fatalities and injuries. First priority shall be given to projects that improve safety on the street and highway segments that have the highest rate of injuries and fatalities. The commission shall give priority to projects that are cost-effective. The Office of Traffic Safety shall advise the commission on the development of this program. The commission may adopt regulations or guidelines to implement this paragraph. Any regulations or guidelines adopted to implement this paragraph shall not be subject to the review or approval of the Office of Administrative Law.

PROGRAMS ADMINISTERED BY THE DEPARTMENT OF TRANSPORTATION

Bicycle/Pedestrian Facilities

Two percent (2%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Bicycle Efficiency Account, to be allocated by the Department of Transportation for bicycle projects pursuant to Section 894.5 of the Streets and Highways Code.

One percent (1%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Pedestrian Account, to be allocated by the Department of Transportation for projects to facilitate pedestrian utilization and pedestrian safety projects pursuant to Section 894.5 of the Streets and Highways Code and to accommodate paratransit needs at school bus stops.

PROGRAM ADMINISTERED BY BUSINESS, TRANSPORTATION & HOUSING AGENCY

Transit Oriented Development

Three percent (3%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Transit Oriented Development Account, to be allocated by the Secretary of the Business, Transportation, and Housing Agency on the basis of population to regional transportation planning agencies for capital outlay projects to develop public use facilities associated with rail and bus transit stations, in accordance with the competitive grant program established under Section 13984 of the Government Code. Sixty percent (60%) of the grants shall be made in County Group 2 and forty percent (40%) shall be made in County Group 1.

PROGRAMS ADMINISTERED BY THE CONTROLLER

Transit Operations

Sixteen percent (16%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Transit Service Expansion and Enhancements Account, for allocation by the Controller for bus, light rail, and commuter rail operations, transit equipment and facility improvement, maintenance, and rehabilitation, and transit passenger security, as follows: Fifty percent (50%) in the manner as provided for allocation of State Transit Assistance funds pursuant to Sections 99314 and 99314.3 of the Public Utilities Code, except that money shall be allocated directly to transit operators by the Controller, and fifty percent (50%) to transportation planning agencies for allocation to transit operators in the same manner as provided for allocation of State Transit Assistance funds pursuant to Section 99313 of the Public Utilities Code, except that this money shall be allocated by the transportation planning agency only to transit operators and not for other purposes.

Notwithstanding the requirements above, the following allocations shall be made.

San Francisco (\$24 million)

One half of one percent (\$8 million over 10 years) of the account shall be allocated each fiscal year as a first priority by the Controller to the State Coastal Conservancy, for a grant to a nonprofit organization one of whose principal purposes is to support and improve the Golden Gate National Recreation Area, for expenditure (including by contract with public and private transportation agencies and companies) to provide improved transportation services to transit-dependent neighborhoods, community groups, and schools to the programs of the Crissy Field Center, and for transportation services between the Center and other locations in the National Recreation Area. The grant may be also used for acquisition and

maintenance of vehicles needed to provide these services, for information and education about the services, and for management and administration of the programs authorized by this sub-paragraph.

One half of one percent (\$8 million over 10 years) of the account shall be allocated each fiscal year as a first priority by the Controller to the State Coastal Conservancy, for a grant to a nonprofit organization one of whose principal purposes is to improve the Golden Gate National Recreation Area, for expenditure on projects for operation and maintenance of, and improvements and enhancements to, public access, transit services, congestion relief, and bicycle and pedestrian safety. The grant may also be used for improvements and enhancements of shoreline and other natural areas that have been impacted by highways within the National Recreation Area, project administration, and management of the program authorized by this subparagraph.

One half of one percent (\$8 million over 10 years) of the account shall be allocated as a first priority by the Controller to the State Coastal Conservancy, for a grant to a nonprofit organization one of whose principal purposes is to improve and sustain historic Fort Mason in San Francisco, for expenditure on projects for operation and maintenance of, and improvements and enhancements to, the vintage E/F-Line rail transit service in San Francisco. These funds may also be used for project administration and management of the program authorized by this subparagraph.

Sacramento County (\$10 million)

One million dollars (\$10 million over 10 years) per year shall be allocated each fiscal year as a first priority by the Controller to the California Department of Parks and Recreation, for a grant to a nonprofit organization one of whose principal purposes is to support the California State Railroad Museum for general operating support of the Railroad Technology Museum at the Historic Southern Pacific Shops at Sacramento.

Senior/Disabled Transportation

Two percent (2%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Senior and Disabled Transportation Account, for allocation by the Controller as grants to transportation planning entities in accordance with the designations made in Section 29532 of the Government Code and Section 99214 of the Public Utilities Code to be used to provide transportation to seniors and people with disabilities otherwise unable to drive or take regularly scheduled public transportation. Twenty percent (20%) of the grants annually awarded pursuant to the program authorized by this paragraph shall be awarded to cities, counties, cities and counties, and other public agencies on a matching fund or service basis. If sufficient matching contributions are not available to use twenty percent (20%) of the grants, the remaining money shall be used for grants to public agencies that cannot provide matching contributions.

Rural Transportation Account

Two percent (2%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Rural Transportation Account, to be allocated by the Controller directly to transit operators in counties with a population of less than 250,000 as follows: Fifty percent (50%) in the manner as provided for allocation of State Transit Assistance funds pursuant to Sections 99314 and 99314.3 of the Public Utilities Code, except that money shall be allocated directly to transit operators by the Controller, and fifty percent (50%) to transportation planning agencies for allocation to transit operators in the same manner as provided for allocation of State Transit Assistance funds pursuant to Section 99313 of the Public Utilities Code, except that this money shall be allocated by the transportation planning agency only to transit operators and not for other purposes, to be used to improve the mobility of people living in rural areas who cannot drive motor vehicles. First priority for expenditure of the money in the account shall be to serve persons with disabilities and other health problems, seniors, students, and persons with low incomes who do not drive motor vehicles.

Bicycle/Pedestrian Safety

One percent (1%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Bicycle and Pedestrian Safety Law Enforcement Account, to be allocated by the Controller as follows:

(A) Two thirds to the Office of Criminal Justice Planning for grants to state and local law enforcement agencies to increase enforcement of speed limit and other traffic safety laws along heavily used pedestrian and bicycle routes. The highest priority for grants shall be for routes financed under the Safe Routes to School Program established under Section 2333.5 of the Streets and Highway Code. Sixty percent (60%) of the grants shall be made in County Group 2 and forty percent (40%) shall be made in County Group 1.

(B) One third to the State Department of Education for grants to school districts to educate students and parents about how children can safely travel to school on foot and by bicycle along heavily used pedestrian and bicycle routes, in compliance with state and local traffic safety laws, ordinances, and programs. The highest priority for grants shall be for schools along routes financed under the Safe Routes to School Program established under Section 2333.5 of the Streets and Highway Code. The State Department of Education may adopt guidelines or regulations to implement this paragraph. Sixty percent (60%) of the grants shall be made in County Group 2 and forty percent (40%) shall be made in County Group 1. School districts receiving money pursuant to this subparagraph shall consult with bicycling and law enforcement organizations about the implementation of these programs.

Passenger Rail Safety

Four percent (4%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Passenger Rail Improvement, Safety, and Modernization Account, to be allocated by the Controller to eligible recipients. Eligible recipients for funding under this chapter shall be public agencies and joint power authorities that operate regularly scheduled passenger rail service for Cable car, Commuter rail, Light rail, Heavy rail, and The Department of Transportation, for state supported intercity rail. Funds allocated pursuant to the program shall be used for the rehabilitation or modernization of tracks utilized for public passenger rail transit, signals, structures, facilities, and rolling stock.

PROGRAM ADMINISTERED BY THE DEPARTMENT OF EDUCATION

Safe/Clean School Buses

Eight percent (8%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Safe and Clean School Bus Account, for allocation by the State Department of Education for grants to any public school district, county office of education, state operated school, or Joint Powers Authority for the purpose of purchasing or leasing new school buses, as defined in section 39830 of the Education Code, in the following order of priority: First priority shall be to replace currently certified California school buses manufactured prior to April 1, 1977, that do not meet current Federal Motor Vehicle Safety Standards. Second priority shall be to replace currently certified California school buses manufactured prior to January 1, 1987, that do not meet current pollution control standards. Third priority shall be to replace currently certified California school buses manufactured on or after January 1, 1987, and to increase fleet size. The State Department of Education shall develop and use a life cycle cost formula to determine the life cycle and cost of any new school buses leased or purchased under this program. Grants shall be made on a competitive basis, and the criteria for awarding grants shall be determined in consultation with the California Air Resources Board.

Grants shall be made only for the purchase or lease of new buses that certify to the lowest achievable

emissions levels for criteria pollutants. Public school districts, county offices of education, state operated schools, or joint powers authorities with an average daily attendance of fewer than 500 students or located in a region certified by the California Energy Commission to be without fuels necessary to meet this requirement, may request relief from this requirement. Grants may include funding for refueling infrastructure.

Public school districts, county offices of education, state operated schools, or joint powers authorities shall pay ten percent (10%) of the cost of each new or leased bus up to the amount of ten thousand dollars (\$10,000), but matching funds may be obtained from other agencies or applicable programs.

PROGRAM ADMINISTERED BY THE WATER RESOURCES CONTROL BOARD

Two percent (2%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Transportation Water Quality Account, to be allocated by the State Water Resources Control Board solely for funding capital outlay projects and grants that prevent, reduce, remediate, or mitigate the adverse environmental impacts of motor vehicles and facilities used by motor vehicles on the quality of California's waters and riparian habitats, through the acquisition, protection, restoration, and enhancement of streams, creeks, marshlands, diked lands, ponds, submerged and tidal lands, wetlands, and watersheds, subject to the following criteria and priorities:

(1) The account may be used only for projects and grants that are consistent with the adopted plans of the applicable regional water quality control board, applicable watershed management programs, or other adopted plans that identify goals, objectives, and implementation strategies for achieving compliance with this chapter and related statutes.

(2) The account may not be used to support projects or activities that are required as part of any permit, license, or entitlement, other than a permit or license that is required of a project whose purpose is to implement the purposes of this section.

(3) Priority shall be given to those projects and grants that most effectively accomplish the purposes of this section through the long-term protection, restoration, and enhancement of the natural environment.

PROGRAM ADMINISTERED BY THE AIR RESOURCES BOARD

Air Quality Grants

Three percent (3%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Air Quality Account for allocation by the Air Resources Board to the Carl Moyer Memorial Air Quality Standards Attainment Program. Each air district shall be eligible for grants of not less than one hundred thousand dollars (\$100,000) per year. Any district with a population less than 150,000 shall not be required to provide matching funds.

If the California Air Resources Board determines that money is no longer needed for the Carl Moyer Memorial Air Quality Standards Attainment Program, seventy-five percent (75%) of the money that would otherwise be deposited in the Air Quality Account shall be transferred to the Bicycle Efficiency Account and twenty-five percent (25%) shall be transferred to the Pedestrian Account, to be used for the purposes of those accounts.

PROGRAM ADMINISTERED BY THE RESOURCES AGENCY

Environmental Enhancements

Ten percent (10%) of the Traffic Congestion Relief and Safe School Bus Trust Fund goes to the Transportation Impacts Mitigation Trust Fund, to be allocated by the Resources Agency in accordance with Section 164.57 of the Streets and Highways Code.

At least \$1 million shall be expended in each fiscal year by the Resources Agency on facilities that assist wildlife in safely crossing transportation corridors, in order to increase motorist safety, reduce traffic congestion, and promote connectivity among wildlife populations. Sixty percent (60%) of the money for wildlife crossings authorized by this subparagraph shall be expended in County Group 2 and forty percent (40%) shall be expended in County Group 1.

At least \$1,000,000 shall be expended in or near urban or urbanizing areas in the region comprised of Orange, Riverside, San Bernardino and San Diego Counties, each fiscal year by the Department of Food and Agriculture in accordance with subdivision (f) of Section 164.57 of the Streets and Highways Code.

Notwithstanding the above, the following amounts shall first be allocated from the trust fund.

Orange County (\$122 million)

To the City of Irvine, \$10 million per year (\$120 million total) during the 2003-2004 to 2014-2015, inclusive, fiscal years for the creation of a wildlife corridor and related trail systems connecting the Laguna Coast Wilderness Park and Crystal Cove State Park to the Orange County Central Park and Nature Preserve; and for infrastructure, landscaping, forestation and recreational improvements for the Orange County Central Park and Nature Preserve, to mitigate the effects of Interstates 5 and 405 and other roads that interfere with wildlife migration in this area; and for bicycle and pedestrian crossings of streets and flood control improvements relating to transportation facilities, and other improvements along the Jeffrey Open Space Spine.

To the City of Laguna Woods, \$2 million for the 2003-2004 fiscal year, for the acquisition of land within the city or within the sphere of influence of the city near or adjacent to the Laguna Coast Wilderness Park, and for the development of trails connecting to the park. The purpose of these funds is to reduce the impact of nearby transportation facilities on wildlife corridors.

Riverside County (\$120 million)

To the County of Riverside, \$6 million per year (\$60 million over 10 years) for the Western Riverside County Habitat Conservation Plan Implementation Program. First priority for the expenditure of this money shall be for land acquisition. The purpose of these expenditures is to acquire wildlife habitat to mitigate the effect of transportation and transportation-related development in Riverside County. During the 2003-2004 to 2012-2013, inclusive, fiscal years, not more than \$1 million may be expended for operations and maintenance of the lands acquired by the program. Commencing with the 2014-2015 fiscal year, and during each subsequent fiscal year, up to \$5 million may be expended for operations and maintenance of the lands acquired by the program.

To the County of Riverside, \$3 million per year (\$30 million over 10 years) for the San Timoteo Park project, including San Timoteo Creek and Canyon and adjacent land in the canyons and hills between Loma Linda and Beaumont. First priority for the expenditure of this money shall be for land acquisition. In a year in which no land can be acquired, the allocations shall be used to operate and maintain the lands acquired for the San Timoteo Park project.

To the City of Riverside, \$1 million per year (\$10 million over 10 years) for the La Sierra/Norco Hills project between the cities of Riverside and Norco, including acquisition of land for habitat and a wildlife corridor connection to the Santa Ana River, and adjacent Santa Ana River Trail improvements. First priority for the expenditure of this money shall be for land acquisition, and second priority shall be for Santa Ana River Trail improvements. In years when no land can be acquired, and no trail improvements are needed, the money shall be used to operate and maintain the La Sierra/Norco Hills habitat area and the Santa Ana River Trail in the City of Riverside.

To the Coachella Valley Mountains Conservancy, \$2 million each fiscal year (\$20 million over 10 years), to be expended directly by the conservancy or through grants from the conservancy to public agency partners, joint powers agencies, or nonprofit conservation organizations for the acquisition of land and the operation and maintenance thereof. The acquisitions shall assist in the local implementation of the Coachella Valley Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan, and help implement the Conservancy's mission to protect mountainous and natural community conservation lands in and surrounding the Coachella Valley.

Fresno/Madera Counties (\$5 million)

To the San Joaquin River Conservancy, \$500,000 per year (\$5 million over 10 years), to be expended by the conservancy and at the direction of the conservancy for the acquisition of land, development of facilities, and the operation and maintenance thereof. Of this amount, the conservancy shall grant not less than twenty-five percent (25%) each year to nonprofit organizations in Fresno and Madera Counties one of whose principal purposes is conservation of and education about the San Joaquin River for projects that meet the requirements of this subparagraph.

Los Angeles County (\$136.5 million)

To the Santa Monica Mountains Conservancy, \$8 million each fiscal year (\$80 million over 10 years), to be expended by the conservancy, and at the direction of the conservancy, by any joint powers agency of which the conservancy is a member, on projects that meet the requirements of this subparagraph including the operation and maintenance of the land acquired and facilities constructed pursuant to this subparagraph. Notwithstanding any other provision of law, \$1 million of the amount specified in this subparagraph shall annually be used for the acquisition and improvement of natural parks within the heavily urbanized area of Los Angeles County. These expenditures are necessary because of the impacts of state highways and freeways such as Interstate 10, U.S. 101, State Routes 134 and 1, and many other state and local roads that have negatively impacted the environmental quality of the Santa Monica Mountains, and other lands that are to be preserved by the conservancy and its public agency partners.

To the Department of Parks and Recreation, \$5 million per year during the 2003-2004 to 2013-2014 fiscal years (\$55 million total), for the acquisition of coastal wetlands resources located in Los Angeles County within the coastal zone, as defined in Section 30103 of the Public Resources Code, and within the Ballona Creek watershed to offset the effects of transportation improvements and road construction within the coastal zone in Los Angeles County.

To the State Coastal Conservancy, \$1 million for the 2003-2004 fiscal year, for a grant to a nonprofit organization one of whose principal purposes is the restoration and enhancement of bicycle paths, pedestrian trails, and related signage and lighting, and the acquisition and upgrade of pedestrian and bicycle access points to and along La Ballona Creek in the incorporated and unincorporated areas of Los Angeles County.

To the State Coastal Conservancy, \$500,000 for the 2003-2004 fiscal year, for a grant to a nonprofit organization one of whose principal purposes is the creation of an educational program in coastal Southern California to instruct school-age children and the general public about Non-Point Source Pollution from automobiles, trucks, and other motor vehicles that enters the watersheds and storm drains

leading to the ocean. The grant shall be used to acquire one or more Mobil Ocean and Traveling Discovery Center vehicles. Vehicles acquired with this money shall certify to the lowest achievable emission levels for criteria pollutants.

Sacramento County (\$39 million)

To the County of Sacramento, \$1 million per year for the acquisition of land, development, and operation and maintenance of the American River parkway, including trails, to promote greater use of the parkway. The Parkway's Jedediah Smith Memorial Trail (off-street) is a recreation resource of regional, state, and national significance, and is a major east-west, 23-mile long transportation corridor for commuter bicyclists. Use of the parkway by bicyclists and other recreational users is an important part of Sacramento County's strategy to reduce public exposure to air pollution and toxic air contaminants by supporting bicycling, including the provision of bicycle circulation infrastructure for commuter and recreational travel. Improved levels of maintenance and enhanced public safety services in the parkway will promote increased use of the parkway by people traveling to and from work, school, and other destinations served by U.S. 50, Interstate 80, and other local arterials.

To the City of Sacramento, \$2 million per year during the 2003-04 to 2004-05 fiscal years (\$4 million total), for the Downtown to the Riverfront Reconnection, to be developed on air rights over Interstate 5. The decking project, aimed at mitigating the impact of Interstate 5, will create open space and support the revitalization of the waterfront.

To the Wildlife Conservation Board, \$10 million for the 2003-2004 fiscal year, for the acquisition of "natural lands" in the watershed of the Sacramento River with outstanding spring run and other salmon and steelhead populations, water rights important to the salmon and steelhead populations, important archaeological resources, and diverse wildlife populations. For the purposes of this subparagraph, acquisition shall be fee simple purchases and permanent conservation easements. For purposes of this subparagraph the "natural lands" shall be lands that include at least five miles of frontage on a major tributary of the Sacramento River and include five thousand contiguous acres or more, and that are also large enough to substantially protect the watershed of a major tributary of the Sacramento River that meet the requirements of this subparagraph. This acquisition is to compensate for the damage done to salmon populations and archaeological resources in the Sacramento Valley by such transportation facilities as Interstate 5, State Routes 99 and 70, and other major roads and highways.

To the County of Sacramento \$1.5 million per year (\$15 million over 10 years) for expenditure in the area along the State Route 16, Scott Road, Deer Creek and Cosumnes River corridors, and particularly the area north of State Route 16 lying west of the Amador and El Dorado County line, south of White Rock Road, and east of the westerly boundary of the East County Open Space study area as defined in 2001 by the Sacramento County Board of Supervisors and including the Sloughhouse area generally; and the area south of Highway 16 lying west of the Amador County line and north of Meiss Road, to be more specifically delineated by the Board of Supervisors. The money shall be expended within Sacramento County for the primary purpose of mitigating the impacts of transportation activities elsewhere in the County and the region, such as air, noise, and water pollution, by maintaining as much land as possible within the study area and associated corridors in a predominantly rural, scenic, and open space character through the use of cost-effective, incentive-driven cooperative programs with area landowners (with highest priority given to farmers and ranchers), and assisting with appropriate protection and improvement of the area's roads and corridors to provide for their safe use.

At least seventy five percent (75%) of the money shall be expended in any 10 year period for the purpose of funding long-term contractual open space stewardship, management, and enhancement agreements with willing landowners to actively maintain and improve one or more mutually determined and preferably conjunctive open space values of the property, including but not limited to farming, ranching, wildlife habitat and related biological values, oaks and oak woodlands, riparian corridors, watersheds, historic and cultural resources, viewsheds, and where mutually deemed appropriate, public access and

recreation. Stewardship agreements shall cover a minimum of 320 acres and shall not include land owned in fee by a governmental agency or a tax-exempt non-profit organization. Where relevant and appropriate, costs shall generally be less than or competitive with costs typically incurred by public agencies using public employees to perform similar functions.

Up to twenty five percent (25%) of the money allocated over any 10 year period may be used for safety improvements on Scott Road, including improvements to minimize the need to close Scott Road because of flooding, that are consistent with its rural and scenic character, for assisting in the maintenance, rehabilitation and reuse of the historic bridges over the Cosumnes River, and for preserving, restoring and interpreting historic and cultural resources, particularly in the State Route 16 and Cosumnes River corridors and the Sloughhouse area.

San Francisco (\$4 million)

To the State Coastal Conservancy, \$2 million per year during the 2003-04 to 2004-05 (\$4 million total) inclusive, fiscal years, for a grant to a nonprofit organization one of whose principal purposes is to improve the Golden Gate National Recreation Area, for transportation improvements and related enhancements at or near oceanfront and bay shoreline sites in the National Recreation Area. Such improvements may include, but are not limited to, bicycle and pedestrian projects, transportation safety projects, park entrance projects, transit access projects, parking improvements that reduce the impact of motor vehicles on the visitor experience, visitor facilities, and beach and shoreline restoration of natural areas that have been impacted by roadways.

San Diego County (\$4.5 million)

To the State Coastal Conservancy, \$3.5 million for the 2003-2004 fiscal year, for a grant to a nonprofit organization one of whose principal purposes is the restoration of the San Diego River, for acquisition of land and the restoration of habitat along the river to mitigate the impact of transportation facilities.

To the State Coastal Conservancy, \$1 million for the 2003-2004 fiscal year, for a grant to a nonprofit organization one of whose principal purposes is the preservation of the San Dieguito River, for the acquisition of land and the restoration of habitat along the San Dieguito River, and for the development of trails. These expenditures are to mitigate the effect of transportation and transportation related development in and near the San Dieguito River Valley.

PLANNING AND CONSERVATION LEAGUE INITIATIVE

TRAFFIC CONGESTION RELIEF AND SAFE SCHOOL BUS ACT - TENYEAR FUNDING DISTRIBUTION BY PROGRAM

Annual Program Funding (\$ millions) - Base on \$1billion per year

PROGRAM	%	FY2003-04	FY2004-05	FY2005-06	FY2006-07	FY2007-08	FY2008-09	FY2009-10	FY2010-11	FY2011-12	FY2012-13
CALIFORNIA TRANSPORTATION COMMISSION											
Congestion Bottleneck (\$437.7 million Specified in Act)	16%	\$160.00	\$160.00	\$160.00	\$160.00	\$160.00	\$160.00	\$160.00	\$160.00	\$160.00	\$160.00
		\$81.00	\$77.37	\$59.87	\$57.37	\$45.37	\$39.87	\$35.37	\$23.37	\$13.37	\$4.74
Unprogrammed Funding		\$79.00	\$82.63	\$100.13	\$102.63	\$114.63	\$120.13	\$124.63	\$136.63	\$146.63	\$155.26
Transit Capital (\$200.5 million Specified in Act)	17%	\$170.00	\$170.00	\$170.00	\$170.00	\$170.00	\$170.00	\$170.00	\$170.00	\$170.00	\$170.00
		\$31.25	\$24.25	\$24.25	\$17.25	\$17.25	\$17.25	\$17.25	\$17.25	\$17.25	\$17.25
Unprogrammed Funding		\$138.75	\$145.75	\$145.75	\$152.75	\$152.75	\$152.75	\$152.75	\$152.75	\$152.75	\$152.75
Rail Grade Separations (\$70 million Specified in Act)	4%	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00
		\$17.50	\$17.50	\$17.50	\$17.50						
Unprogrammed Funding		\$22.50	\$22.50	\$22.50	\$22.50	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00
Traffic Safety Improvements	5%	\$50.00	\$50.00	\$50.00	\$50.00	\$50.00	\$50.00	\$50.00	\$50.00	\$50.00	\$50.00
Passenger Rail Capital/Operations (\$120 million Specified in Act)	4%	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00
		\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00
Unprogrammed Funding		\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$40.00	\$40.00
BUSINESS, TRANSPORTATION & HOUSING AGENCY											
Transit Oriented Development	3%	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00
DEPARTMENT OF TRANSPORTATION											
Bicycle/Pedestrian Facilities	3%	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00
CONTROLLER											
Transit Operations (\$34 million Specified in Act)	16%	\$160.00	\$160.00	\$160.00	\$160.00	\$160.00	\$160.00	\$160.00	\$160.00	\$160.00	\$160.00
		\$3.40	\$3.40	\$3.40	\$3.40	\$3.40	\$3.40	\$3.40	\$3.40	\$3.40	\$3.40
Unprogrammed Funding		\$156.60	\$156.60	\$156.60	\$156.60	\$156.60	\$156.60	\$156.60	\$156.60	\$156.60	\$156.60
Senior/Disabled Transportation	2%	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00
Bicycle/Pedestrian Safety	1%	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
Rural Public Transit	2%	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00
Passenger Rail Safety	4%	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00	\$40.00
DEPARTMENT OF EDUCATION											
Safe/Clean School Buses	8%	\$80.00	\$80.00	\$80.00	\$80.00	\$80.00	\$80.00	\$80.00	\$80.00	\$80.00	\$80.00
WATER RESOURCES CONTROL BOARD											
Water Quality Enhancements	2%	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00
AIR RESOURCES BOARD											
Air Quality Grants	3%	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00
RESOURCES AGENCY											
Environmental Enhancements (\$431 million Specified in Act)	10%	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00
		\$60.00	\$42.00	\$38.00	\$38.00	\$38.00	\$38.00	\$38.00	\$38.00	\$38.00	\$63.00
Unprogrammed Funding		\$40.00	\$58.00	\$62.00	\$62.00	\$62.00	\$62.00	\$62.00	\$62.00	\$62.00	\$37.00
TOTAL	100%	\$1,000.00									
Unprogrammed Total		\$791.85	\$820.48	\$841.98	\$851.48	\$880.98	\$886.48	\$890.98	\$902.98	\$927.98	\$911.61

PLANNING AND CONSERVATION LEAGUE INITIATIVE

TRAFFIC CONGESTION RELIEF AND SAFE SCHOOL BUS ACT - TEN YEAR FUNDING DISTRIBUTION

Funding For Projects Specified In The Initiative (\$ millions) - Base on \$1billion per year

COUNTY	Congestion Bottleneck	Transit Capital	Rail Grade Separations	Passenger Rail Capital	Transit Operations	Environmental Enhancements	TOTAL
Alameda		\$65.00					\$65.00
Fresno/Madera						\$5.00	\$5.00
Kern	\$5.00						\$5.00
Los Angeles	\$217.00	\$7.50				\$136.50	\$361.00
Orange	\$142.00		\$40.00			\$122.00	\$304.00
Riverside				\$120.00		\$120.00	\$240.00
Sacramento		\$107.00			\$10.00	\$39.00	\$156.00
San Bernardino			\$30.00				\$30.00
San Diego	\$13.70					\$4.50	\$18.20
San Francisco	\$40.00	\$3.00			\$24.00	\$4.00	\$71.00
Lake Tahoe Basin		\$18.00					\$18.00
Statewide	\$20.00						\$20.00
	\$437.70	\$200.50	\$70.00	\$120.00	\$34.00	\$431.00	\$1,293.20