

**CITY OF OAKLAND  
BILL ANALYSIS**

FILED  
OFFICE OF THE CITY CLERK  
OAKLAND

April 28, 2005

2005 MAY 12 PM 4:23

**Bill Number: SB 523**

**Bill Author: Senators Torlakson and Maldonado**

**DEPARTMENT INFORMATION**

**Contact:** Shanna O'Hare

**Department:** Public Works Agency

**Telephone:** (510) 238-6613; **FAX** (510) 238-6412; **e-mail:** sohare@oaklandnet.com

**RECOMMENDED POSITION: Support**

**Summary of the Bill:** SB 523 would maintain the current \$7.2 million annual allocation to the statewide Bicycle Transportation Account (BTA). If SB 523 does not pass, the annual allocation to the BTA from the Highway Users Tax Account (HUTA) will decrease by 30% to \$5 million in July 2006. The BTA provides funding to jurisdictions for projects that improve conditions for California's bicycle commuters through a competitive grant program administered by Caltrans. The current annual funding allocation of \$7.2 million equals 0.25% of the total amount of funding in the HUTA. The BTA allocation does not increase if the HUTA increases, and thus has a negligible impact on the amount of funding available for highways. SB 523 passed the Senate Transportation and Housing Committee on April 7, 2005 with a 9-4-1 vote. The bill was placed on suspense in the Senate Appropriations Committee on April 25, 2005.

**Positive Factors for Oakland:** Oakland has been awarded over \$832,000 in grant funds from the BTA, including \$400,000 to build Oakland's first bike station at the Fruitvale BART. The higher BTA funding level offered by SB 523 increases Oakland's chances of getting bicycle commuter projects funded. The Public Works Agency, Transportation Services Division, depends on this ongoing funding source to build a network of bicycle facilities throughout the City, as outlined in the Oakland Bicycle Master Plan. The Public Works Agency uses BTA funds to leverage other funding sources, such as Measure B funds, allowing cost-effective construction of bicycle facilities. BTA-funded projects often have corollary benefits such as calming traffic in response to community demand.

**Negative Factors for Oakland:** None

**PLEASE RATE THE EFFECT OF THIS MEASURE ON THE CITY OF OAKLAND:**

X Somewhat important

**Known support: Thirty-seven organizations and individuals are on record in support of SB 523 as follows:**

American Lung Association of California  
Association for Commuter Transportation, Northern California Inland Chapter  
Bay Area Ridge Trail Council  
Bikestation

California Bicycle Coalition (Sponsor)  
California Park & Recreation Society  
California State PTA  
City of Davis  
City of Palo Alto  
East Bay Bicycle Coalition  
Fresno Cycling Club  
Jax Bicycle Center  
Ken's Bike & Ski  
Marin County Bicycle Coalition  
Planning and Conservation League  
Prevention Institute  
Rails-to-Trails Conservancy (Co-Sponsor)  
Ryan Snyder Associates, LLC  
Santa Barbara Bicycle Coalition  
San Diego County Bicycle Coalition  
San Francisco Bay Trail Project  
San Francisco Bicycle Coalition  
Sierra Club California  
Transportation Alternatives For Marin  
WALKSacramento  
William Appleby  
Scott Clark  
Todd Giedt  
C. Lynne Goldsmith  
Cathy Haagen-Smit  
David Aron Livingston  
Mark Sapiro  
John Silva  
Aaron DelloIacono Thies  
Roy Tobin  
Diane Trautman  
Jessamine Williams

**Known Opposition:** None (2/18/05)

**Is state legislative committee analysis available?** Yes.

[http://www.leginfo.ca.gov/pub/bill/sen/sb\\_0501-0550/  
sb\\_523\\_cfa\\_20050407\\_143458\\_sen\\_comm.html](http://www.leginfo.ca.gov/pub/bill/sen/sb_0501-0550/sb_523_cfa_20050407_143458_sen_comm.html)

**OAKLAND CITY COUNCIL**

RESOLUTION No. \_\_\_\_\_ C.M. OFFICE OF THE CITY CLERK  
OAKLAND

*B. Platteau*  
OFFICE OF THE CITY CLERK  
OAKLAND

INTRODUCED BY COUNCILMEMBER \_\_\_\_\_

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**RESOLUTION DECLARING THE CITY OF OAKLAND'S SUPPORT FOR SENATE BILL 523 (TORLAKSON/MALDONADO) FOR MAINTAINING BICYCLE TRANSPORTATION ACCOUNT FUNDING**

WHEREAS, the Statewide Bicycle Transportation Account (BTA) was created in the mid-1970's with an annual allocation of \$360,000 to provide grant funds on a competitive basis, to cities and counties to construct facilities to improve conditions for California's bicycle commuters; and

WHEREAS, the BTA was increased to its current annual allocation of \$7.2 million in 1997 in response to the growing demand for bicycle facilities, including bike lanes, routes, and secure parking, and the recognition that bicycle commuting has great benefits for California; and

WHEREAS, the current \$7.2 million annual allocation is scheduled to decrease by 30% to \$5 million a year in July 2006, unless legislation is passed this year; and

WHEREAS, since 1993, ninety-eight (98) cities and twenty-one (21) counties have received BTA grants to fund projects that have improved bicycle safety, eased traffic congestion, improved air quality, and promoted healthy activity; and

WHEREAS, the City of Oakland has received grants from the BTA totaling over \$832,000 to construct projects that facilitate bicycle commuting, including \$400,000 for the Fruitvale Bike Station; and depends on this on-going source of funding to implement the goals of the City of Oakland's Bicycle Master Plan; and

WHEREAS, the cost for constructing all roadway facilities continues to rise, and a decrease to the BTA could seriously impact the City's ability to construct bicycle facilities, and meet the needs of our residents; and

WHEREAS, \$7.2 million equals 0.25% of the total amount of funding in the Highway Users Tax Account (HUTA), and does not increase if the HUTA increases, and thus has a negligible impact on the amount of funding available for highways; and

WHEREAS, the California State Legislature is considering Senate Bill 523, which would maintain the current BTA allocation, enabling the City to compete successfully for limited statewide funds; now, therefore, be it

RESOLVED: That the City of Oakland supports passage of Senate Bill 523; and be it

FURTHER RESOLVED: That the City Council directs the City Administrator and the City of Oakland's legislative lobbyist to advocate for the above position in the State Legislature.

AYES – BROOKS, BRUNNER, CHANG, NADEL, QUAN, REID, AND  
PRESIDENT DE LA FUENTE

NOES –

ABSENT –

ABSTENTION –

ATTEST: \_\_\_\_\_  
LATONDA SIMMONS

Interim City Clerk and Interim Clerk of the Council  
Of the City of Oakland, California