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COALITION

Jeanie Ward-Waller
Policy Director

SB 1 FUNDING: COMMUNITY BENEFITS & OPPORTUNITIES FOR ACTIVE TRANSPORTATION

July 18, 2017

Climate Action Team-Public Health Working Group

Overview of Senate Bill 1

SB 1: Road Repair & Accountability Act of 2017

April 28

Signed into law

November 1

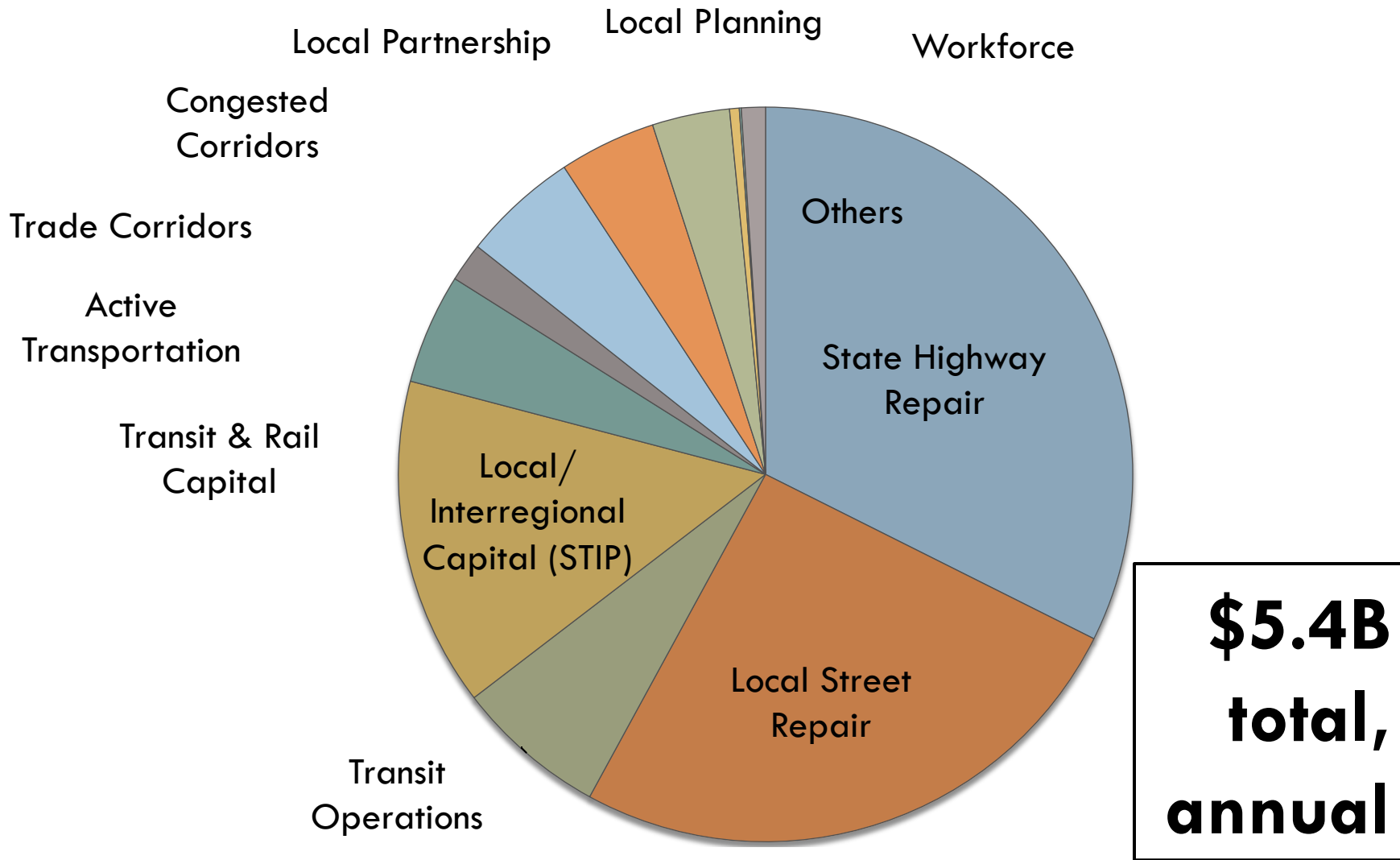
Gas tax increase goes into effect



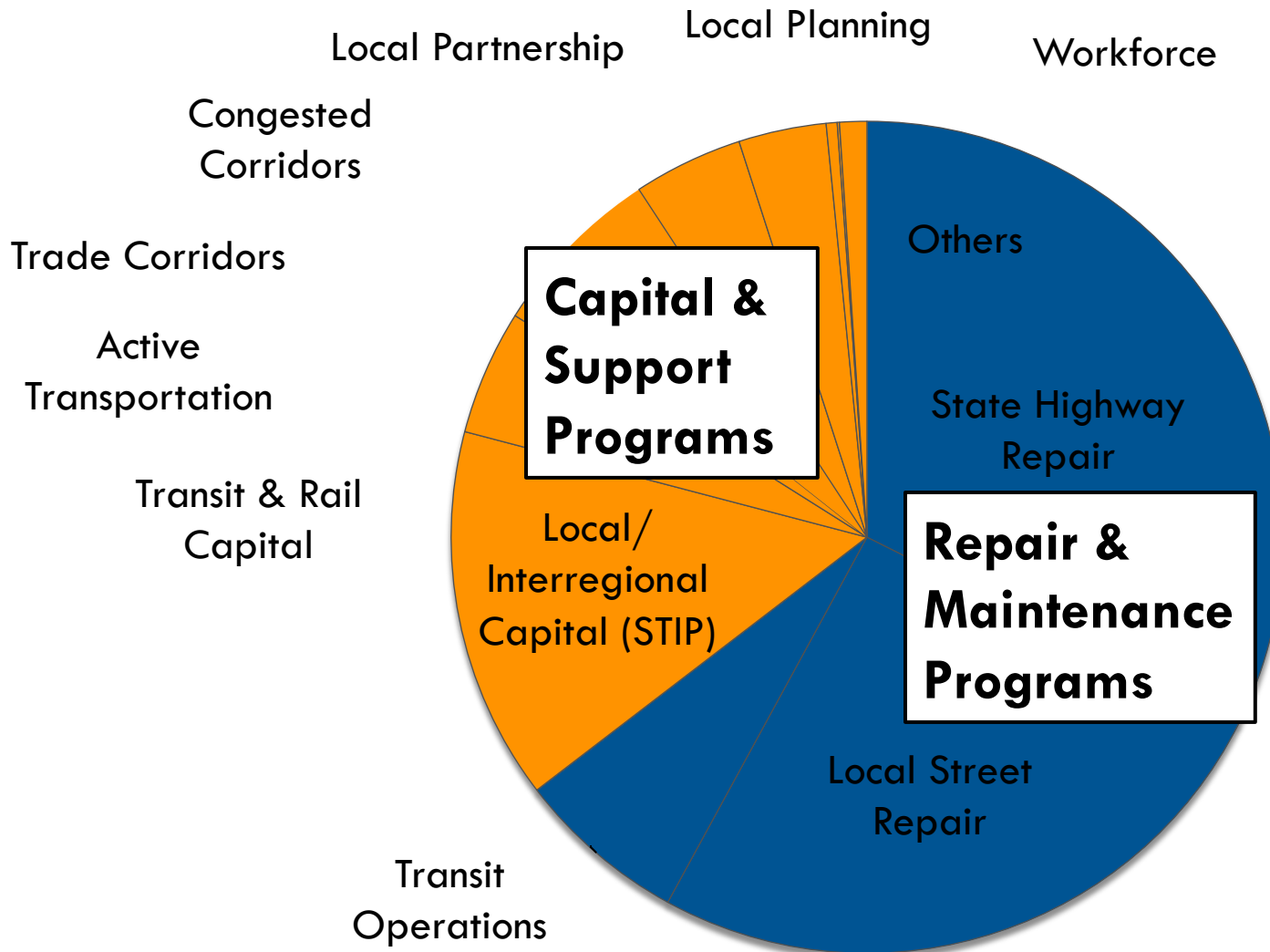
SB 1: Road Repair & Accountability Act of 2017



SB 1 Funding by Program



SB 1 Funding by Program



Investment Principles

Statewide Survey Stats



David Binder Research



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Strong support for Complete Streets
8 in 10 Californians think that transportation departments should change the way they build streets and roads to make them safe for all users



Support for Alternatives to Driving
Nearly half of voters support investment in alternatives to driving--public transportation, walking, and bicycling--as an equal or higher priority to improving freeways and roads

10 Principles for Investment

1. Fund the 'highest transportation needs' based on social equity
2. Undertake inclusive outreach and engagement
3. Reduce air pollution & climate change impacts, especially for most vulnerable
4. Promote healthy communities and health outcomes
5. Expand access to workforce training and jobs



June 16, 2017

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: 10 Guiding Principles for SB 1 Implementation

Dear Ms. Bransen:

Our organizations represent a broad mobilization of transportation stakeholders that helped shape SB 1, and will be deeply engaged in its implementation. We write to share 10 guiding principles that we hope will make SB 1 implementation a truly accountable process and ultimately a success for all Californians. Importantly, SB 1 will shape our transportation system for decades to come. Let's take this opportunity to redress transportation injustices Californians currently face, rather than cement the many documented inequities and unsustainable practices that are embedded in the current systems. To that end, SB 1 investments should be consistent with current state policies and goals related to social equity, climate, health, economy and natural and working lands conservation.

To realize the promise of SB 1, implementation across all of its programs should emphasize the following 10 principles:

1. **Funding the 'highest needs' should be based on social equity.** SB 1 intent language mentions *directing investments to the state's highest transportation needs*, included accountability and performance goals. To honor this intent:

10 Principles for Investment



Transportation Justice

Equity & Community Engagement



Source: East Yard Communities for Environmental Justice



Source: Center for Community Action and Environmental Justice

Program by Program

State Highway Operation & Protection Program

\$1.9B per year to Caltrans

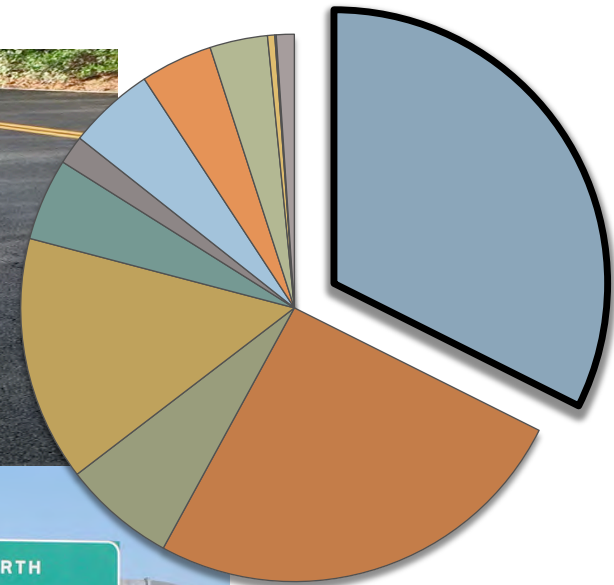
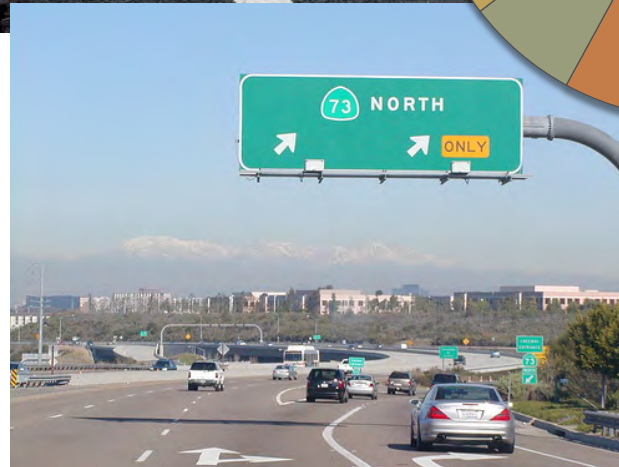
PROGRAM OBJECTIVES

Repair pavement, bridges, drainage on state highways* to good conditions

Performance targets established in SB 1

Where feasible include:

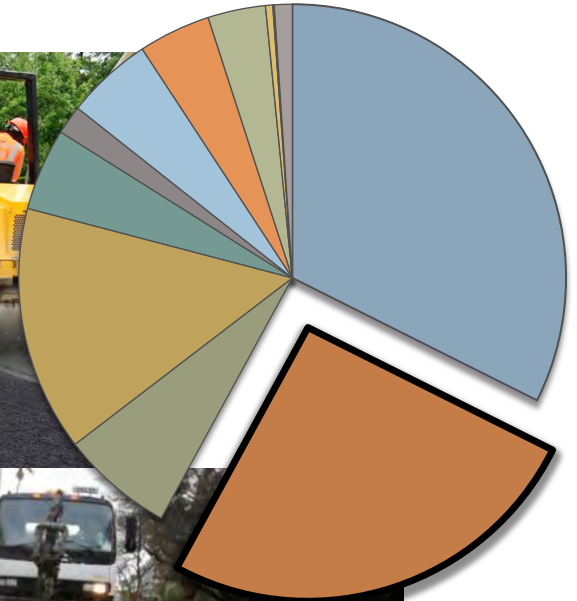
- Complete streets elements
- Advanced materials
- Systems for electric & autonomous vehicles
- Climate adaptation



*State highways are freeways, rural roads, as well as main streets and arterials in urban, suburban, rural communities

Local Streets & Roads Maintenance

\$1.5B per year to Cities and Counties by formula



State Highway Operation & Protection Program

Local Streets & Roads Maintenance



Active Transportation Program

\$100M more per year to CA Transportation Commission for competitive grants

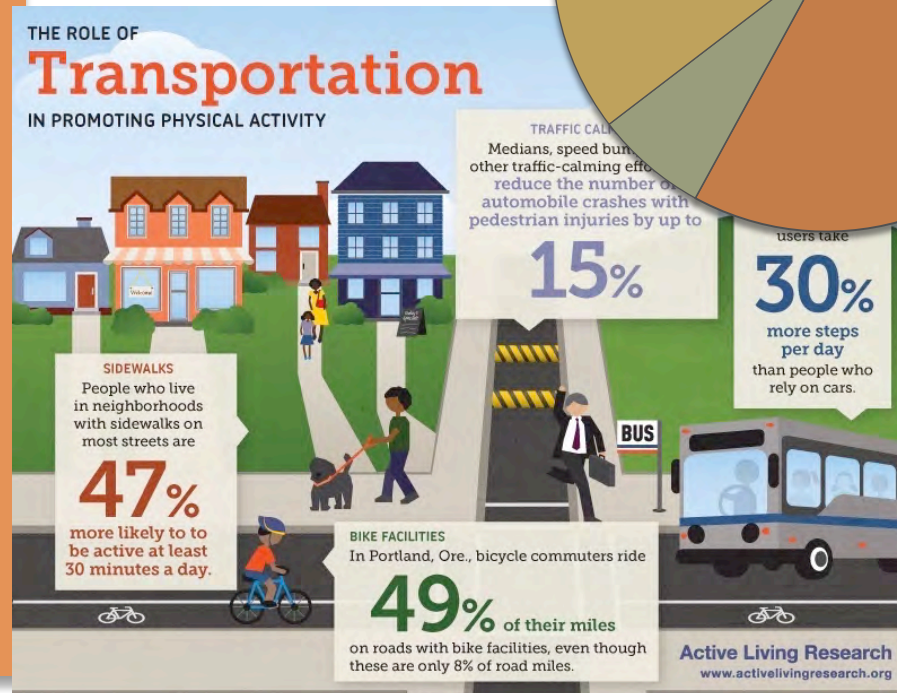
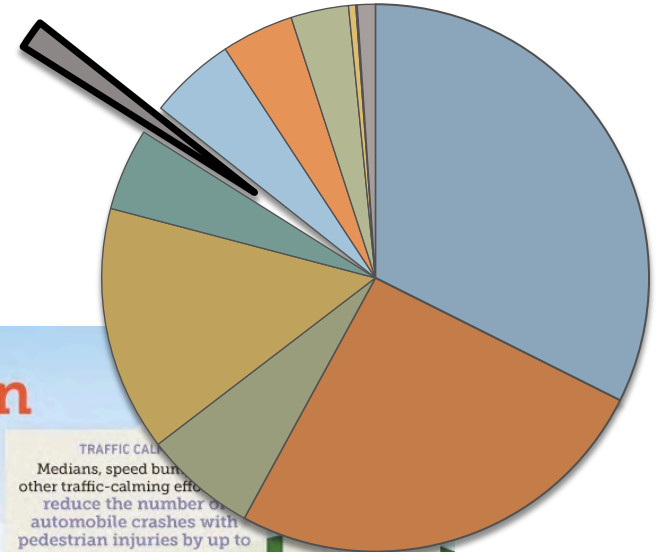
PROGRAM OBJECTIVES

Increasing walking and biking, improving safety and public health, reduce greenhouse gases

Benefit disadvantaged communities (25% minimum)

Award new funds now to more Cycle 3 projects

Make more transformational investments in Cycle 4



Active Transportation Program

ATP Augmentation - \$200M

Opportunity for Cycle 3 applicants to get an award and expedite project schedule

Call for Projects June 30

Re-application deadline Aug 1



ATP Cycle 4 - \$440M

Next full grant cycle for four years of funding starting 2019

Changes to simplify application for different project types

Workshops Fall 2017

Call for Projects Spring 2018

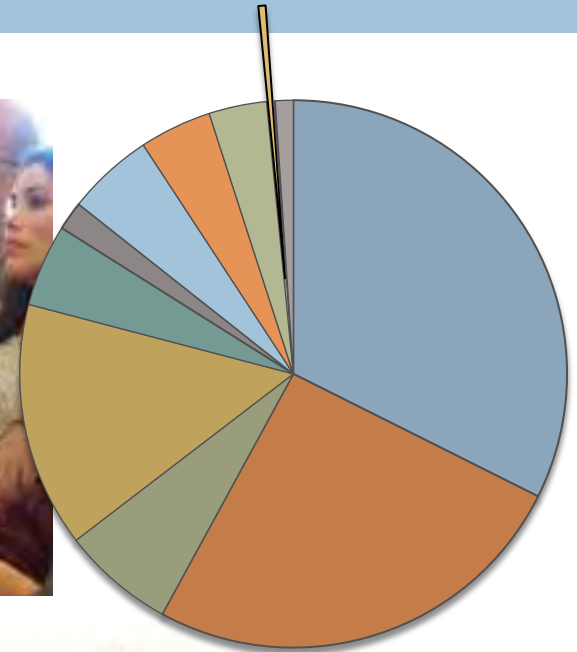
Local Planning Grant Program

\$25M per year to Caltrans for competitive grants

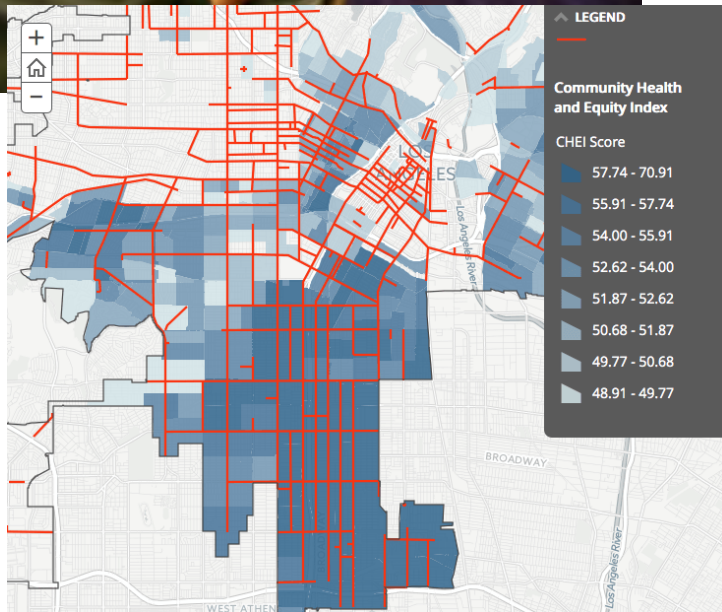
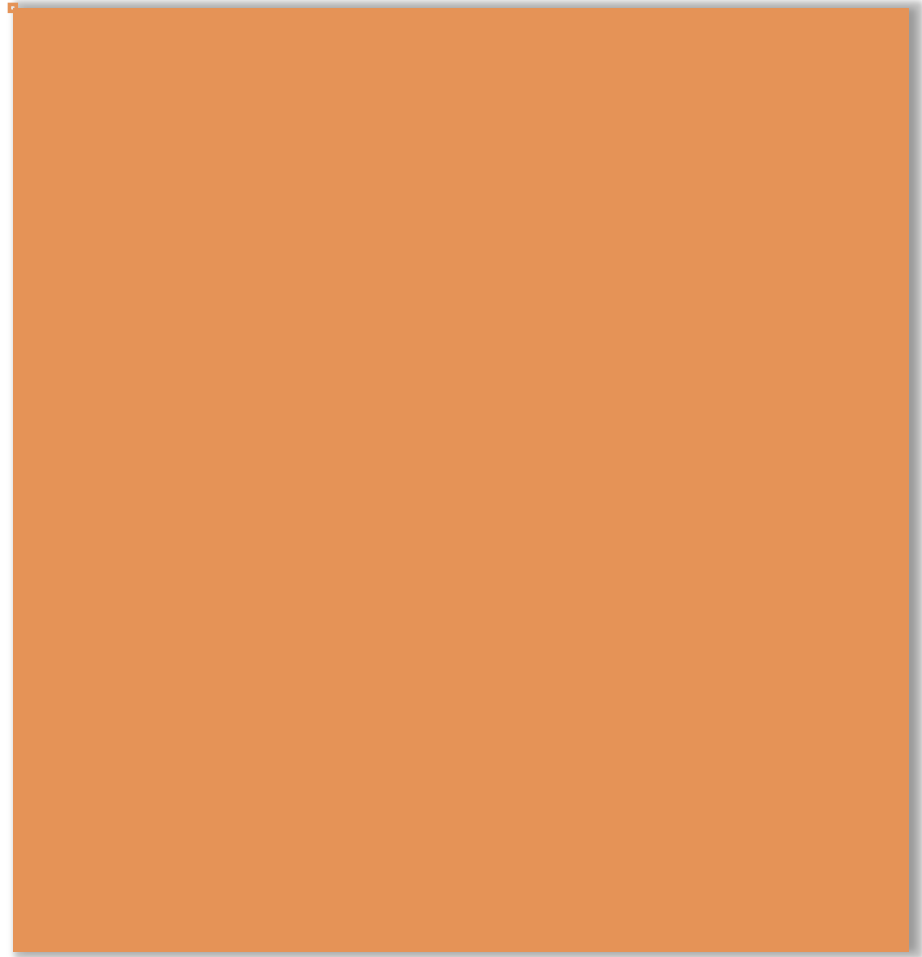
PROGRAM OBJECTIVES

Expand Sustainable Communities Planning Grant Program

Assist regional agencies in updating their sustainable communities strategies



Local Planning Grant Program



Local Partnership Program

\$200 million per year

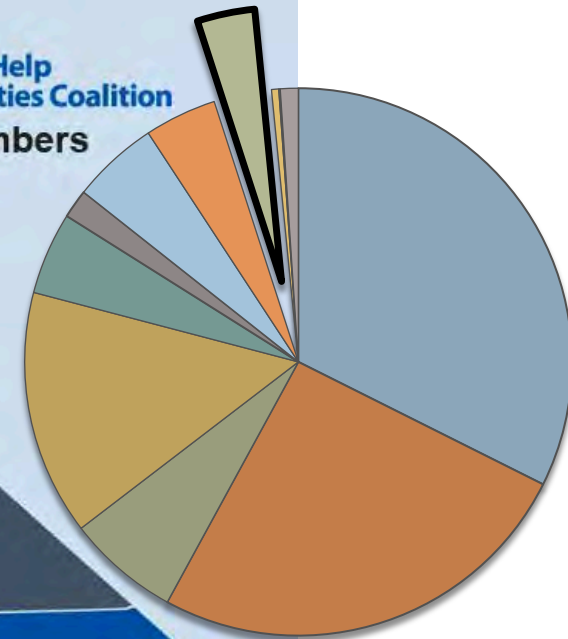
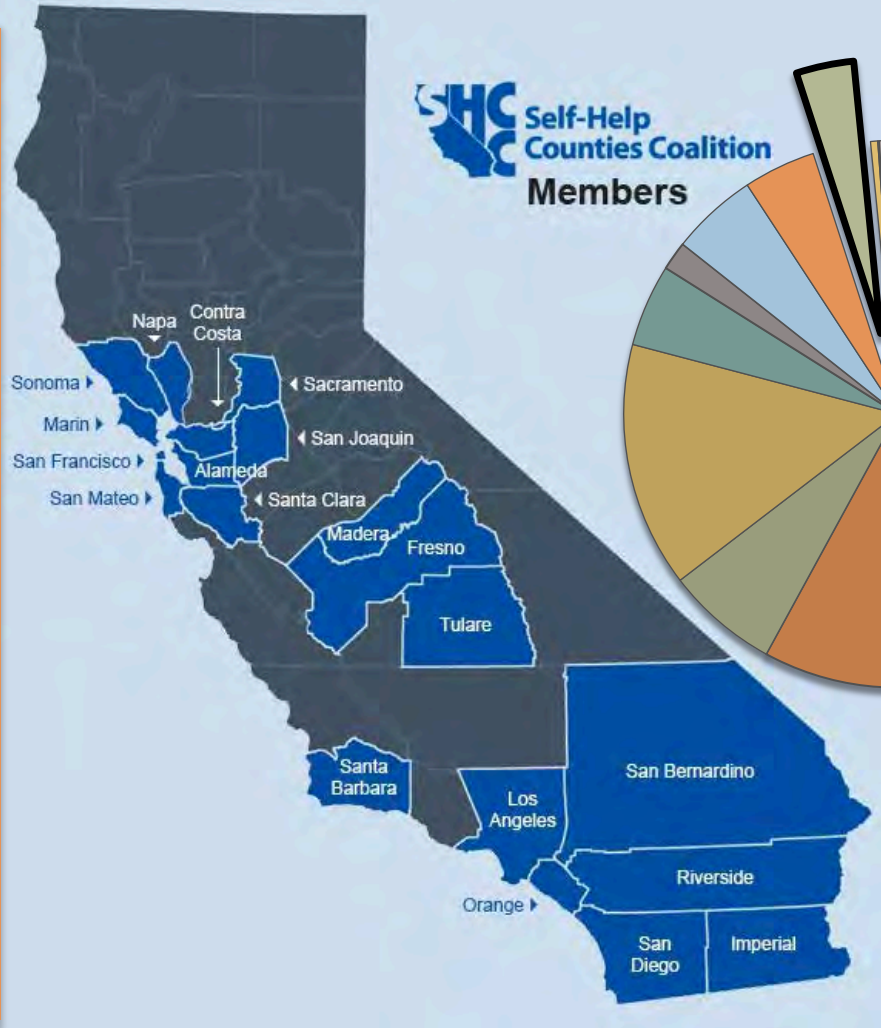
50% to CTC for competitive grants

PROGRAM OBJECTIVES

Road maintenance, rehabilitation, and other transportation improvement projects through state and local partnership

Leverage local measure funds

Incentivize adoption of local sales tax measures for transportation



Solutions for Congested Corridors Program

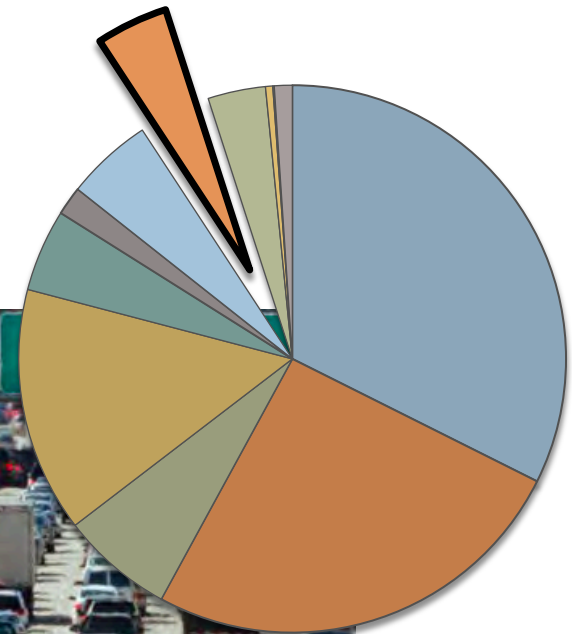
\$250 million per year to CA Transportation Commission for competitive grants

PROGRAM OBJECTIVES

Support more transportation choices in highly-traveled corridors

Projects must be in a comprehensive corridor plan and a RTP-SCS

Scoring criteria include: safety, congestion, accessibility, economic development & job creation, air quality and GHGs, efficient land use, deliverability, matching funds



Solutions for Congested Corridors Program

Local Partnership Program

RECOMMENDATIONS

Align performance criteria with equity, health, climate goals

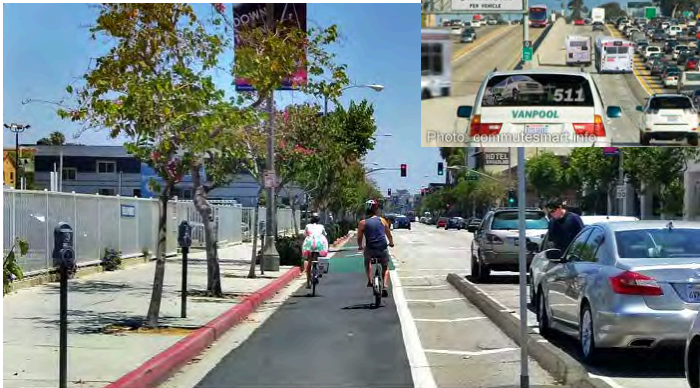
Improving congestion by person-throughput not vehicles

Limit highway expansion and invest in parallel transit, bike, walk improvements, use road rehab for complete streets

Provide direct benefits & access to opportunity to vulnerable residents

Avoid displacement & foster stronger planning for affordable housing

Require robust public engagement in planning and development of projects



Broadway Bike Lane in Long Beach, CA. Learn strategies for implementing Complete Streets policies in California during *Plenary: Equity, Implementation, and Complete Streets in California* at Street Lights.

Transit & Intercity Rail Capital Program

\$245M per year to State Transportation Agency (CalSTA) for competitive grants

PROGRAM OBJECTIVES

Expand transit and rail service through capital projects

Reduce greenhouse gases

Improve interconnection to high-speed rail

Invest 25% to benefit disadvantaged communities

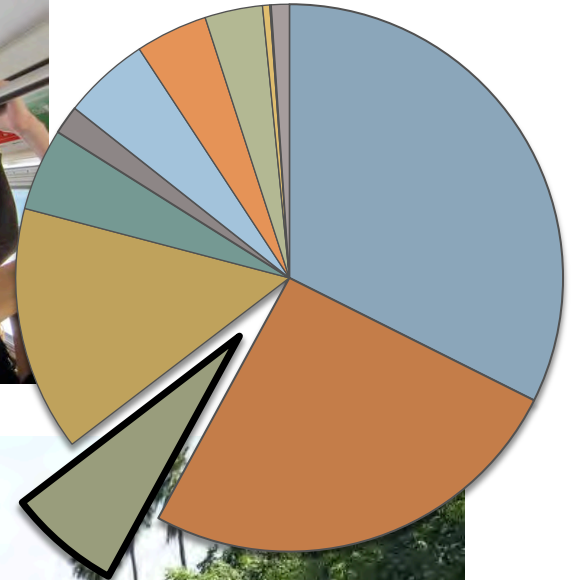


State Transit Assistance

\$390 million per year to local and regional transportation agencies by formula

PROGRAM OBJECTIVE

Improve and preserve existing transit service



Transit & Intercity Rail Capital Program

State Transit Assistance



RECOMMENDATIONS

Transit agencies should apply for capital projects that benefit communities and reduce VMT

Examples: Zero-emission buses, accessible rail cars, station area improvements for bike/walk, integrated ticketing to improve transfers

Transit agencies should focus operations funding on improving service & reducing fares

Restore service cuts that happened during the Recession, especially for low-income neighborhoods

Trade Corridors Enhancement Program

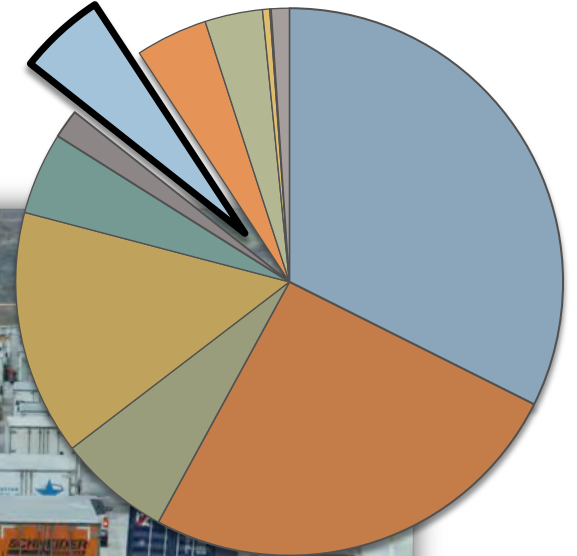
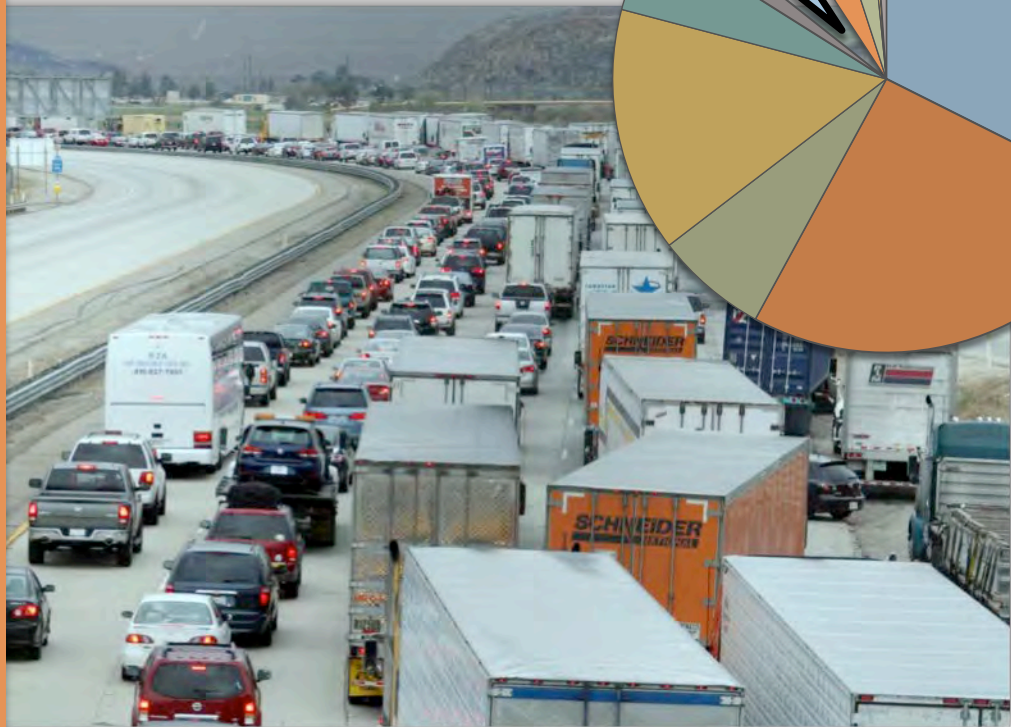
\$300M per year to CA Transportation Commission for competitive grants

PROGRAM OBJECTIVES

Move more goods more quickly

Relieve bottlenecks and congestion along high-volume trade corridors

Reduce environmental, air quality, and community impacts



Trade Corridors Enhancement Program



California has invested in “trade corridors” since Prop 1B in 2006, which has funded highway expansion but also clean truck and technology incentives

How to Get Involved

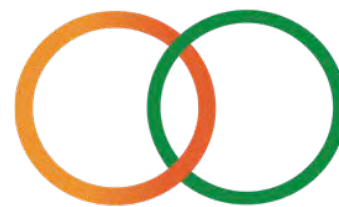
CTC and Caltrans Guidelines Schedule

Program	Prepare Draft Guidelines Hold Workshops	CTC Adopts Guidelines	Applications or Project Lists Due
Local Streets and Roads	June-July 2017	August 2017	Sept.-Oct. 2017 (Lists to the CTC)
Congested Corridors	June-Oct. 2017	December 2017	February 2018
Trade Corridor Enhancement	June-Nov. 2017	January 2018	March 2018
Local Partnership	June-Sept. 2017	October 2017	March 2018
Active Transportation	June 2017	June 2017	August 2017
State Highway Operation & Protection Program	May-June 2017	June 2017 (interim guidelines)	January 2018 (Caltrans Submits Proposed 2018 SHOPP to CTC)
State Transportation Improvement Program	June-July 2017	August 2017	December 2017

Full schedule of CTC workshops and email lists: <http://catc.ca.gov/programs/SB1.html>

Caltrans Planning Grant website: <http://www.dot.ca.gov/hq/tpp/grants.html>

Get Involved



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