



September 3, 2015

The Honorable Jim Beall
Chair, Senate Transportation and Infrastructure Development Committee, 1st Extraordinary Session
State Capitol, Room 2209
Sacramento, CA 94249

Re: SUPPORT - SBX1-1 (Beall): Transportation Funding

Dear Chairman Beall:

Pathway's to Right-of-Way's strongly supports Senate Bill 1 in the 1st Extraordinary Session, which will raise significant new revenue for transportation and designate it primarily toward maintenance and rehabilitation of our aging system of roads and highways. We appreciate your leadership in addressing the need for transportation revenue to repair and improve our system. In particular, we applaud your "green" amendments that will ensure that state-funded roadway investments improve mobility and safety for all road users, and hold Caltrans and local agencies accountable for the performance of those investments in furthering health, equity, environmental, and climate goals.

To this purpose, our understanding focuses on all faucets of awareness and achievement to this goal.

Bicycling and walking have doubled since 2000 to nearly 20 percent of all trips. The Caltrans Strategic Management Plan 2020 intends to triple bicycling and double walking trips again by 2020, while significantly improving safety for people walking and bicycling. 23 percent of traffic fatalities and serious injuries are inflicted on people walking and bicycling. These safety risks on high-speed or high-traffic roadways create a major barrier to active transportation, especially in low-income communities of color and for vulnerable users such as children and seniors. Multiple state and regional policies and planning documents call for increasing active transportation facilities to provide affordable, healthy travel options for all Californians and reduce vehicle-miles traveled to achieve to our state climate goals.

The most cost-effective opportunity to add or improve walking and bicycling facilities within the road right-of-way is during initial construction, routine maintenance, or rehabilitation. Caltrans adopted Deputy Directive 64-R1 in 2008 and updated it in 2014 in recognition of the need to provide safe facilities for all users on all Caltrans projects. However, the Department has struggled to implement that directive across its programs and update its design standards to ensure that facilities are included at the initial design phase for all projects.

SBX1-1 will raise significant new revenue for road maintenance and rehabilitation projects through the Caltrans State Highway Operation and Preservation Program (SHOPP) and by formula to cities and counties for projects on local streets. New revenue will also fund capital improvements through the State Transportation Improvement Program (STIP), incentivize new county sales tax measures, and fund expansion of trade corridors. SHOPP and STIP projects on high-speed or high-traffic roadways will be required to provide safe, protected facilities for people walking and bicycling, especially in designated transit priority areas where people are walking and bicycling to access transit and other key amenities. Under other conditions, agencies may provide walking and bicycling facilities where needed, or opt-out of providing facilities if there is a demonstrated lack of

need. These provisions will create complete streets and alleviate safety issues on the most dangerous roadways, and encourage agencies to include basic walking and bicycling facilities on other roadways.

To ensure transparency and track the performance of roadway expenditures, SBX1-1 will also require Caltrans and local agencies to report on the impacts of SHOPP and STIP projects on greenhouse gas emissions, public health, air quality, natural resources, pedestrian, bicycle, and transit mobility, and co-benefits to disadvantaged community residents. The California Transportation Commission will evaluate the agency's performance based on those criteria in order to ensure that the agency's investments are furthering the state's climate, health, and equity goals in addition to reducing its road maintenance backlog. This strong feedback loop of reporting and evaluation will ensure that Caltrans and local agencies are held accountable for using limited state transportation funds to achieve multiple benefits in a cost-effective manner.

We strongly support SBX1-1 and commend your authorship of this important piece of legislation.

Sincerely,

Odie L. Dancer.