



March 04, 2013

Mary Nichols, Chairperson
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Dedicated Funding for Active Transportation from California's Cap-and-Trade Program

Dear Chairperson Nichols:

On behalf of the Safe Routes to School National Partnership and the undersigned organizations, we would like to encourage you to include the following recommendations in the expenditure plan for California's cap-and-trade revenues.

Significant investments in walking and bicycling in coordination with transit and land use investments offer cost effective opportunities to implement AB 32 and reduce greenhouse gas emissions (GHG) in California. Specifically, investments in comprehensive bicycling networks, first and last mile connections to transit, Safe Routes to School programs, and the creation of walkable neighborhoods through new and in-fill development all offer opportunities to reduce GHG emissions, reduce vehicle miles traveled (VMT) and improve the health of Californians.

The current rate of funding for active transportation (~1% of transportation dollars) in California does not adequately address the need for additional investments in these modes.

- Approximately 15% of all trips in California are currently made by bicycling or walking according to the 2009 National Household Travel Survey.
- Approximately 23% of serious roadway injuries and fatalities in California involve a bicyclist or pedestrian according to 2008-2010 SWITRS data.

- Approximately 50% of all trips in California are under 3 milesⁱ and 60 percent of trips less than one mile are currently taken by automobile.ⁱⁱ These trips can easily be accomplished by walking or bicycling.
- Approximately 62% of children in CA live within two miles of school, yet 51 percent of these children are driven to school in a private vehicle.ⁱⁱⁱ

Cap-and-trade dollars can significantly increase the amount of funding for active transportation projects and increase the number of trips taken by walking and bicycling. We recommend that the California Department of Finance and the California Air Resources Board pursue these recommendations when developing eligibility criteria for cap-and-trade revenues generated by AB 32.

- **A significant portion of the cap-and-trade auction revenues set aside for transportation (15%) should be dedicated to active transportation projects and programs.** A clear nexus exists between shifting trips to bicycling and walking and reducing GHGs and VMT. Increasing mode share for active transportation can also play a unique role in providing public health co-benefits and reducing co-pollutants. If eligibilities in the new Active Transportation Program are narrowed from the current budget proposal, this could be an ideal place for these funds to be deposited.
- **Require all transportation projects that receive cap-and-trade revenues address complete streets** requirements outlined in AB 1358 and DD-64-R1.
- **Transportation projects must decrease co-pollutants, as well as GHGs.** To ensure both goals are met, projects should decrease overall vehicle travel.
- **Be consistent with the Sustainable Communities Strategy.**
- **Projects earmarked to comply with SB 535 must specifically address the high priority needs of one or more disadvantaged communities,** achieve measurable benefits for them, and deliver benefits that significantly outweigh any burdens that will fall on those communities.
- **Ensure that project selection criteria maximizes co-benefits** such as improved public health, social equity, green jobs and the protection of habitat and agricultural land.

By providing additional resources for active transportation from cap-and-trade revenues, California will be able to reduce GHG emissions, improve public safety, improve public health, reduce co-pollutants and assure that active transportation funding needs are addressed at similar rates to other transportation programs.

Please find attached our comments on the nexus for spending cap-and-trade revenues on bicycle and pedestrian programs and infrastructure as well as our analysis of the 2011 Statewide Transportation Needs Assessment which clearly demonstrates the need for additional dollars for active transportation.

Sincerely,

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ⁱ 2009 NHTS, Caltrans. Referenced at:

http://saferoutescalifornia.wordpress.com/2012/05/31/trip_distance_ca2009/.

ⁱⁱ McGuckin, Nancy, Walking and Biking in California: Analysis of the CA-NHTS. Institute of Transportation Studies, University of California, Davis, Research Report UCD-ITS-RR-12-13 (2012).

ⁱⁱⁱ 2009 NHTS, Analysis performed by Nancy McGuckin. Referenced at:

<http://saferoutescalifornia.files.wordpress.com/2013/02/travel-to-school-in-california-policy-brief-final-pages.pdf>