SB 1 FUNDING: COMMUNITY BENEFITS & OPPORTUNITIES FOR ACTIVE TRANSPORTATION

Jeanie Ward-Waller
Policy Director

July 18, 2017
Climate Action Team-Public Health Working Group
Overview of Senate Bill 1
SB 1: Road Repair & Accountability Act of 2017

**LANDMARK INVESTMENT**

First state gas tax hike since 1994

Focused on “fix-it-first” rather than road expansion

Largest proportion of multi-modal investments

Includes language to “address highest transportation needs…”

**April 28**
Signed into law

**November 1**
Gas tax increase goes into effect
HOWEVER...

Vast majority of funds for roads

Highway expansion still eligible through several programs

Only Active Transportation and Rail Programs have an equity priority

Controversial gas tax increase comes with urgency to show results quickly (repeal measure released July 10)

Critical to serve transportation needs across the state effectively
SB 1 Funding by Program

- State Highway Repair
- Local/Interregional Capital (STIP)
- Transit & Rail Capital
- Local Street Repair
- Local Planning
- Workforce
- Local Partnership
- Congested Corridors
- Trade Corridors
- Active Transportation
- Transit Operations

Total annual funding: $5.4B
SB 1 Funding by Program

- State Highway Repair
- Local Street Repair
- Transit Operations
- Local/Interregional Capital (STIP)
- Transit & Rail Capital
- Trade Corridors
- Congested Corridors
- Active Transportation
- Local Planning
- Local Partnership
- Workforce
- Others

Capital & Support Programs

- Local/Interregional Capital (STIP)
- Repair & Maintenance Programs
- Local Street Repair
- Transit Operations
Statewide Survey Stats

**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

6. Tie strong performance measures to state goals
7. Support mode shift to cleaner transportation options
8. Require complete streets for all road projects
9. Avoid impacts to natural lands and enhance regional sustainability
10. Advance housing affordability and mitigate displacement
Equity & Community Engagement

Create a priority across all programs for disadvantaged residents and communities.

Public participation is critical within program guidelines and project development level.

CTC workshops for guidelines development is fast-moving, important to have meaningful participation from community stakeholders.

Leverage funds to transform communities beyond transportation—i.e. housing, land use, clean drinking water investments.
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

PROGRAM OBJECTIVES

Repair pavement, bridges, drainage on local streets to good conditions

Performance targets established in SB 1

Once pavement condition target reached, funds can be used for transportation capital projects

Where feasible include:
Complete streets elements
Advanced materials
Systems for electric & autonomous vehicles
Climate adaptation
RECOMMENDATIONS

Caltrans & local agencies should consult with local residents and stakeholders on project development to meet local needs.

Urge cities and counties to prioritize low-income and underserved neighborhoods.

Improve walk, bike, and bus facilities during road repair to build safe, complete streets.

Prioritize safety of vulnerable users by reducing speeds and calming traffic in neighborhoods and developed areas.

Include green infrastructure to mitigate climate and environmental impacts and improve streetscape.
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

RECOMMENDATIONS

50% set aside for disadvantaged communities

Transparent scoring aligned to climate, health, equity, environment goals

Competitive selection process

Strong eligibility thresholds
Local Partnership Program

$200 million per year

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

50% to CTC for competitive grants
50% to ‘self-help’ local agencies by formula
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
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.

RECOMMENDATIONS

- Meaningfully reduce air pollution and other negative impacts from freight
- Limit highway capacity-increasing projects
- Establish transparent scoring system for project review
- Invest in zero-emission technologies and practices
- Ensure impacted residents have input on project development
How to Get Involved
## CTC and Caltrans Guidelines Schedule

### CTC Guidelines Workshops
- July 11, 17, 18 Sacramento
- July 21 Los Angeles
- Aug 7, 8 Oakland
- Sept 8, 25 Sacramento
- Oct 19 Modesto
- Oct 24 Los Angeles
- Nov 17 Stockton
- Dec 6 Riverside

<table>
<thead>
<tr>
<th>Program</th>
<th>Prepare Draft Guidelines Hold Workshops</th>
<th>CTC Adopts Guidelines</th>
<th>Applications or Project Lists Due</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congested Corridors</td>
<td>June-Oct. 2017</td>
<td>December 2017</td>
<td>February 2018</td>
</tr>
<tr>
<td>Trade Corridor Enhancement</td>
<td>June-Nov. 2017</td>
<td>January 2018</td>
<td>March 2018</td>
</tr>
<tr>
<td>Local Partnership</td>
<td>June-Sept. 2017</td>
<td>October 2017</td>
<td>March 2018</td>
</tr>
<tr>
<td>Active Transportation</td>
<td>June 2017</td>
<td>June 2017</td>
<td>August 2017</td>
</tr>
<tr>
<td>State Highway Operation &amp; Protection Program</td>
<td>May-June 2017</td>
<td>June 2017 (interim guidelines)</td>
<td>January 2018 (Caltrans Submits Proposed 2018 SHOPP to CTC)</td>
</tr>
<tr>
<td>State Transportation Improvement Program</td>
<td>June-July 2017</td>
<td>August 2017</td>
<td>December 2017</td>
</tr>
</tbody>
</table>

Full schedule of CTC workshops and email lists: [http://catc.ca.gov/programs/SB1.html](http://catc.ca.gov/programs/SB1.html)

Caltrans Planning Grant website: [http://www.dot.ca.gov/hq/tpp/grants.html](http://www.dot.ca.gov/hq/tpp/grants.html)
Get Involved

Share recommendations & discuss local needs at local meetings around the state

Contact christopher@climateplanca.org to help coordinate a local meeting in your community

Let us know if you want to be involved in the state guidelines process

Email me - jeanie@calbike.org

Reach out to your local city/county/regional agencies to inquire and influence how funds will be spent locally & what projects to submit for competitive grants