

Date of Hearing: July 1, 2024

ASSEMBLY COMMITTEE ON TRANSPORTATION
Lori D. Wilson, Chair
SB 960 (Wiener) – As Amended May 17, 2024

SENATE VOTE: 28-9

SUBJECT: Transportation: planning: complete streets facilities: transit priority projects

SUMMARY: Requires the California Department of Transportation (Caltrans) to include bicycle, pedestrian, and transit facilities in its state highway system (SHS) plans and State Highway Operation and Protection Program (SHOPP) projects and directs Caltrans to develop a transit priority policy and incorporate transit facilities on the SHS. Specifically, **this bill:**

- 1) Requires on or before January 1, 2026, the director of Caltrans to adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The policy shall:
 - a) Define transit priority facilities, including, but not limited to, roadway design, roadway operations, signals, and other physical improvements that help transit vehicles avoid traffic congestion, reduce delays, and move more predictably and reliably;
 - b) Define transit priority performance measures, including but not limited to, transit delay and transit travel time reliability;
 - c) Identify specific responsibility of Caltrans' programs, divisions, districts, and offices in supporting the reliable, predictable, and fast movement of transit vehicles on the state highway system; and,
 - d) Be developed in consultation with relevant stakeholders, including but not limited to, transit operators, local governments, regional transportation planning agencies, and transit advocacy organizations.
- 2) Requires on or before July 1, 2027, Caltrans to adopt design guidance for transit-priority facilities.
- 3) Requires Caltrans to include complete streets assets (pedestrian, bicycle, and transit priority facilities) in the transportation asset management plan (TAMP) and adopt related targets and performance measures.
- 4) Requires Caltrans beginning with the 2027 SHSMP to include specific quantifiable accomplishments, goals, objectives, costs, and performance measures for complete streets facilities, or in 2025 if feasible.
- 5) Requires the plain language performance report of the SHOPP to include a description of complete streets facilities on each project, including the number, extent, and type of the facilities.

- 6) Requires, commencing with the 2026 SHOPP, all transportation projects on the SHS funded or overseen by Caltrans to provide complete streets facilities as follows:
 - a) Requires facilities for pedestrian and bicyclists to be provided and improved in a manner that is at minimum consistent with the most recent Caltrans guidance unless:
 - i) The project is on a state highway or other facility that is closed to use by pedestrians, bicyclists, other nonmotorized users, or any person operating a motor-driven cycle, motorized bicycle, motorized scooter, or electrically motorized board; and,
 - ii) The requirement would include a facility that would result in an unavoidable substantial safety risk for pedestrians or bicyclists.
 - b) Requires, commencing with the 2028 SHOPP, to the extent feasible transit priority facilities that improve the movement and operations of transit vehicles on the state highway system shall be provided and improved in a manner that is at minimum consistent with the most recent Caltrans guidance unless the facility would result in a substantial safety risk for pedestrians or bicyclists.
- 7) Requires each project development team established by Caltrans for a SHOPP project with a complete streets facility to consult with, and document consultation with, representatives from local bicycle, pedestrian, and transit advisory committees, community-based organizations, or other local stakeholders impacted by the project regarding the complete streets facilities.
- 8) Requires complete streets projects in either an equity priority community as identified by Caltrans' transportation equity index or a disadvantaged community as defined in a Regional Transportation Plan to include specific outreach targeted to the most underserved areas.
- 9) Requires that if Caltrans does not include complete streets facilities in a SHOPP project pursuant to an exception then the justification must be documented with final approval by the responsible district director and posted to Caltrans' public internet website.
- 10) Requires on or before January 1, 2027, Caltrans to develop and adopt a streamlined project intake, evaluation, and encroachment permit review process for complete streets facilities, including facilities sponsored by local jurisdictions or transit agencies. This process shall be designed to enable Caltrans to provide a determination on an encroachment permit application within 60 days of receiving a completed application.
- 11) Requires Caltrans to annually report to the California Transportation Commission (CTC) and post on its website the number of completed applications submitted, permits issued, and the days required to process each application in this streamlined process.
- 12) Requires Caltrans to designate an encroachment permit manager with expertise in complete streets facilities in each district to ensure complete streets facilities are reviewed and approved efficiently under this streamlined process.

EXISTING LAW:

- 1) Establishes the California Department of Transportation (Caltrans) including the powers and duties to develop the full potential of all resources and opportunities that are now, and may become, available to the state and to regional and local agencies for meeting California's transportation needs. (Government Code (GOV) Code 14000-14005, 14030)
- 2) Establishes the California State Transportation Agency (CalSTA), including powers and duties to develop, report on, and coordinate planning and policy formulation in transportation policies (GOV Code 13975-13980)
- 3) Creates the CTC and vests it with various responsibilities, including programming and allocating funds for the construction of highway, passenger rail, transit, and active transportation improvements through various transportation programs. (GOV Code 14500-14518)
- 4) Requires Caltrans, in consultation with CTC, to prepare the TAMP, consistent with state and federal law to be implemented with the SHOPP. Defines the TAMP as a document assessing the health and condition of the state highway system to determine the most effective way to apply the state's limited resources. (GOV 14526.4)
- 5) Requires CTC to adopt targets and performance measures reflecting the state's goals and objectives and to review the TAMP as it is developed. (GOV 14526.4)
- 6) Requires Caltrans to prepare a State Highway System Management Plan (SHSMP) that consists of both a 10-year state highway rehabilitation plan and a 5-year maintenance plan. Requires Caltrans to submit the draft plan to the CTC for review and comment by February 15 of each odd-numbered year, and to transmit the final plan to the Governor and the Legislature by June 1 of each odd-numbered year. (GOV 164.6)
- 7) Requires Caltrans to develop the SHOPP, based on the TAMP and the SHSMP, to guide expenditures of federal and state funds for major capital improvements to preserve and maintain the state highway system. (GOV 14526.5)
- 8) Limits SHOPP projects to capital improvements relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new lane to the system. (GOV 14526.5)
- 9) Requires CTC to adopt the SHOPP and submit it to the Legislature and Governor by April 1 of each even-numbered year. (GOV 14526.5)
- 10) Requires Caltrans to develop a plain language performance report on the SHOPP for CTC, to increase transparency and accountability. (GOV 14526.6)
- 11) Enacts the Road Repair and Accountability Act of 2017, SB 1 (Beall, Chapter 5, Statutes of 2017), which provides roughly \$5.2 billion annually to fund the state's highways, local streets and roads, public transportation, and active transportation programs.

- 12) Creates the Active Transportation Program (ATP), funded with a combination of federal funds and state funds to encourage increased use of active modes of transportation, such as walking and biking. (SHC 2380)
- 13) Requires, to the extent beneficial, cost effective, and practicable, Caltrans, cities and counties receiving funds under SB 1 to incorporate complete street elements into projects, including, but not limited to, elements that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities. (Streets and Highway Code (SHC) 2030 (f))
- 14) Empowers the CTC to direct Caltrans to plan, design, and construct the freeway so as to provide locations for rapid transit district facilities, and requires the cost be considered as part of the cost of constructing the state highway. (SHC 150)
- 15) Provides for an exemption to the California Environmental Quality Act (CEQA) for certain specified transit, bicycle, and pedestrian projects. (Public Resources Code (PRC) 21080.25)

FISCAL EFFECT:

According to the Senate Committee on Appropriations:

“Caltrans estimates one-time and ongoing costs in the low millions of dollars annually for additional staffing resources to research, draft, and adopt various priorities, guidance, performance measures, and permit processes across various programs and plans, as required by this bill. (State Highway Account and Public Transportation Account)

The CTC indicates that any costs to update existing targets and performance measures in the SHOPP guidelines would be minor and absorbable. (State Highway Account)

To the extent this bill results in the inclusion of additional bicycle, pedestrian, and transit priority facilities on SHOPP capital and maintenance projects, there would be additional cost pressures to provide more overall funding for SHOPP projects, or an overall reduction in the number of projects that are funded. (State Highway Account, Road Maintenance and Rehabilitation Account, federal funds)”

COMMENTS: California has a large network of highways and local streets and roads, consisting of almost 400,000 lane miles of pavement and over 25,000 bridges. Caltrans owns and manages the state highway system—consisting of roughly 50,000 lane miles and 13,000 bridges, including both federal and state highways. This network provides people and businesses the ability to access destinations and move goods and services throughout the state. Currently, roughly \$35 billion (federal, state, and local funds combined) is spent annually in California on building and maintaining the transportation network. Additionally, with the passage of the federal Infrastructure Investment and Jobs Act (IIJA), California is expected to receive approximately \$40 billion over five years.

Transportation and climate change. Emissions from the transportation sector, the state’s largest source of greenhouse gases (GHGs), are still on the rise despite statewide GHG emission reduction efforts and increasingly ambitious targets. Shifting people to cleaner modes of transportation, such as transit or bicycle and walking, also serves as a major component of the

state's goal to reach carbon neutrality by 2045. According to the California Air Resource Board's (CARB) 2022 Scoping Plan, including the transition to cleaner vehicles and low-carbon fuels, the path to carbon neutrality by 2045 also depends on reducing the amount people drive or vehicle miles traveled (VMT) by 25% by 2030 and 30% by 2045.

Executive Action. On September 20, 2019, Governor Newsom issued Executive Order (EO) N-19-19, which called for actions from multiple state agencies to reduce GHG emissions and mitigate the impacts of climate change. CalSTA adopted the California Action Plan for Transportation Infrastructure (CAPTI) in July 2021. The CAPTI is "a framework and statement of intent for aligning state transportation infrastructure investments with state climate, health, and social equity goals, built on the foundation of the 'fix-it-first' approach established in SB 1." The CAPTI contains an overall transportation investment framework and specific strategies to implement the plan through state agency actions.

Caltrans' System Investment Strategy (CSIS) implements one of CAPTI's key actions, and includes methodologies and processes for how Caltrans should invest billions of dollars of highly competitive fund programs that will address transportation deficiencies while also achieving the CAPTI Guiding Principles. One key metric proposed for project selection criteria included in the CSIS is mode shift; meaning from passenger vehicles to bicycle, pedestrian, and transit alternatives.

On September 23, 2020, Governor Newsom issued EO N-79-20, to accelerate the transition away from fossil fuels. This EO requires the state to transition to the sale of zero-emission vehicles (ZEV), and requires CalSTA, by July 15, 2021, to identify near term actions and investments strategies to improve clean transportation, including supporting bicycle, pedestrian, and micro-mobility options by incorporating safe and accessible infrastructure into projects where appropriate.

On December 7, 2021, Caltrans Director Omishakin issued Director's Policy (DP-37), which establishes that "all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved. When decisions are made not to include complete streets elements in capital and maintenance projects, the justification will be documented with final approval by the responsible District Director." The policy outlines the roles and responsibilities for implementation of the policy at Caltrans.

Planning and maintaining the state highway system. Caltrans uses a series long-term assessment and planning documents to maintain and update the state's transportation network; TAMP, SHSMP, and the SHOPP.

The TAMP is a strategic document designed to assess the health and condition of the SHS and California's portion of the national highway system. The document fulfills state planning goals as well as federal requirements for transportation funding. The TAMP includes an identification and assessment of the status and upkeep needs of physical assets. Pavement and bridges are required asset classes under federal requirements. Drainage and transportation management systems (technology that improves operational efficiency such as traffic signals) are two primary asset classes included due to state guidelines. Additionally nine supplementary asset classes, including complete streets, are included in the TAMP to a more limited degree. The TAMP is

updated every four years, and include short and long range performance targets for the condition of the state highway system.

The SHSMP is a 10-year planning document that is revised every 2 years. It uses the asset assessment and performance metrics from the TAMP and combines them with goals and principles in the Caltrans Strategic Plan and the CAPTI to produce an integrated performance management plan for the SHS. The SHSMP assesses the state level needs and goals for maintaining the SHS, similar to the TAMP, but includes additional performance metrics like safety, multimodality, efficiency, climate action, and equity. The SHSMP also goes beyond the TAMP in that it produces a constrained investment plan for the SHOPP. Caltrans districts use the SHSMP to develop district-specific performance and funding targets and develop a portfolio of projects to meet those targets for inclusion in the SHOPP.

The SHOPP is a four-year program of projects and to address safety and emergency repair needs, to rehabilitate and reconstruct state highways and bridges and supporting infrastructure such as culverts, traffic management centers, safety roadside rest areas, and maintenance stations. The SHOPP portfolio of projects is updated every two years, carrying forward the last two years of projects programmed in the preceding SHOPP and programming in two new years of projects based on the updated SHSMP and resulting district plans.

Complete streets on state highways. Caltrans has committed to a biennial Complete Streets Action Plan to identify and track implementation of key high-priority actions needed to implement DP-37. Actions include tasks like developing evaluation frameworks for assessing active transportation project performance and co-benefits, developing a statewide Caltrans active transportation project development database, and developing complete streets design guidance. According to the online dashboard for the plan, 78% of the tasks have been completed so far.

One key result of this policy has been Caltrans requiring the use of a Complete Streets Decision Document (CSDD) to record key decisions about incorporating complete streets facilities in projects on the SHS for any project that requires a Project Initiation Document (PID). All projects in the SHOPP, except for permanent restoration and specific safety projects, require a PID. The document requires answering essential questions such as which planning documents were determined to assess the complete streets needs for the project and if there is any known public and stakeholder opposition to preferred complete streets elements. If complete streets projects are present but not addressed by the project, the document must include a justification for why they were not included.

Another important result of this policy has been the issuance of new contextual design guidance for the construction of bicycle and pedestrian facilities laid out in Design Information Bulletin 94 (DIB-94). This guidance is meant to be used in conjunction with the CSDD when making decisions to maximize the use of the public right of way to achieve sustainable and equitable mobility. It provides guidance on what type of bikeway is appropriate on different types of streets, how much space is needed for sidewalks in different areas, evaluations of different bus stop designs, and other similar useful guidance.

Finally, Caltrans has been working to incorporate complete streets facilities into its long-term planning documents. Caltrans included bicycle and pedestrian facilities in the TAMP for the first time in 2022 as a supplemental asset management class. Caltrans districts have all completed regional active transportation plans. These all are woven into the 2023 SHSMP which includes a bicycle and pedestrian infrastructure asset class and needs assessment. For new assets, the

performance targets are specific to the development of new sidewalks, crosswalks, and bikeways where a facility does not currently exist, as well as the re-classification of an asset to a preferred facility (i.e., a Class III shared facility upgraded to a Class II bike lane, or a standard crosswalk reconstructed as a high-visibility crosswalk).

Transit Priority. According to Best Practices in Implementing Tactical Transit Lanes, a guide produced by the UCLA Institute of Transportation Studies, transit-only lanes have been able to improve peak congestion travel times by 20-28%. These lanes can dramatically decrease in the variability of transit travel times. Research suggests that reducing the total amount of time it takes a transit rider to go door-to-door by 5-15% can increase urban peak ridership by 2-9%. Examples of transit priority projects include; dedicated transit-only lanes reserved for the exclusive use of transit vehicles, transit signal priority, strategic enforcement designed to minimize vehicles blocking transit stops and transit routes, and bus stop placements and physical configurations designed to maximize boarding/alighting efficiency and reduce delays.

Caltrans can be integral to the success of transit by facilitating the development of infrastructure and operations along the highway that promote and prioritize the movement of transit vehicles. Since the adoption of CAPTI, Caltrans has been working to develop a Transit Priority policy for projects on the SHS. As part of this effort, Caltrans District 4, which covers the Bay Area, is working with transit agencies, regional partners, and the public to develop a California Bay Area Transit Plan. This plan will include a toolbox of best practices for transit supportive infrastructure to consider on the state transportation network. It will include an inventory of existing transit-supportive infrastructure and district level goals, objectives, and performance measures for this infrastructure. Using this information, the plan will generate a prioritized list and map of transit-supportive infrastructure needs. The plan is expected to be completed near the end of 2024.

According to the author, “California has one of the highest rates of death and serious injuries from vehicle collisions in the country. Traffic violence disproportionately impacts pedestrians, bicyclists, children, seniors, and people of color. This bill will make state-owned highways safer and more convenient for all users, including pedestrians, bicyclists, transit riders and drivers. Roadway design is one of the strongest predictors of traffic-related deaths and injuries and therefore one of the state’s most important levers for addressing the epidemic of traffic violence. This bill is needed to reduce traffic violence, reduce congestion, reduce greenhouse gas emissions, improve transit, and ensure equitable access to mobility for all Californians.”

In support, Calbike writes, “SB 960 helps build the infrastructure we need to make California safer, cleaner, and more affordable. Traffic deaths are at an all time high in California. The state is at risk of failing to meet its greenhouse gas reduction targets, especially because vehicle miles traveled continue to climb. And transportation is the third largest expense for most families. We estimate that the average cost of owning and maintaining a car in California is \$1,200 per month. Imagine how much more financial freedom families could have if they could get around with one car, instead of two. Solving these problems requires that the state build better infrastructure so that people can safely and reliably walk, bike and use transit. That’s what SB 960 does.”

In opposition, *Transportation California* writes, “Caltrans recently reported that it spent approximately \$1 billion to fix damage to the SHS (a figure that is relatively consistent year over year), which is over 20-percent of the overall annual investment. Caltrans also spent \$1 billion on safety projects on the existing SHS. Ultimately, SB 960 removes flexibility and could prevent

Caltrans from achieving a balance of investments that meets performance targets, improves safety for all users, protects the system from climate related impacts, and increase bicycle and pedestrian mobility and safety.”

Committee comments and amendments. The state is committed to a multimodal transportation system, as outlined in EOs, policy directives, long range planning documents, and project selection metrics. However, these processes take time for results. Current (2024) projects implemented in the SHOPP were programmed in the 2022 SHOPP, which in turn was based on the 2017 SHSMP. If one was to establish a new requirement in the next (2025) SHSMP, its impact would not be fully felt until the 2030 SHOPP. This bill makes changes to all three major planning documents at once, to ensure action is being taken on complete streets infrastructure at every stage of planning as soon as possible.

This bill has components similar to SB 127 (Wiener) of 2019, which would have required prioritization of complete streets projects in the TAMP and the SHOPP. The bill was ultimately vetoed by Governor Newsom, but in the time since Caltrans has acted on its own to more deeply and consistently incorporate complete streets facilities into their goals.

In the case of SB 127 (Wiener) of 2019, and this bill, the lack of flexibility and contextual guidance puts existing projects at risk. The current language requires Caltrans to the extent feasible, to provide complete streets facilities for people walking, biking, and taking transit or passenger rail within the SHOPP. By creating additional targets without additional funding, this will create less funding for existing activities and less flexibility for delivering projects. Given the current state of decreasing revenues, cuts will need to be made in maintenance efforts or other transportation areas or new revenues will need to be raised in order to fulfill the state’s existing goals, not including new goals.

Over the last few years, Caltrans has increased inclusion of bicycle and pedestrian improvements in the SHOPP without this statutory requirement. This bill would effectively codify the existing inclusion of bicycle and pedestrian facilities in these documents and additionally require the inclusion of transit priority projects.

The administration has provided technical feedback to the author’s office and this committee. The amendments below reflect the first round of suggested amendments from Caltrans. The committee will stay engaged with the author and administration as negotiations continue, should this bill pass this committee.

The committee may wish to make the following amendments proposed by Caltrans:

1) Amend GOV 14526.8 to read:

“(a) To the extent provided in subdivision (f) of Section 2030 of the Streets and Highways Code and consistent with the most recent department guidance in locations with current or future complete streets needs, the department shall incorporate complete streets elements into projects funded by the state highway operation and protection program, including on entrances and exits that interact with local streets.

(b) (1) Each project development team established by the department for a project pursuant to subdivision (a) shall consult with, and document consultation with, public

agencies and representatives from local bicycle, pedestrian, and transit advisory committees, community-based organizations, or other local stakeholders impacted by the project regarding the pedestrian, bicycle, and transit priority facilities proposed for the project.

(2) A complete streets project in an underserved community shall include specific outreach targeted to the most underserved areas. For purposes of this subparagraph, *paragraph*, an underserved community includes both of the following:

(A) Disadvantaged communities, as defined by a region following a stakeholder engagement process that is part of a regular four-year-cycle adoption of a regional transportation plan by a metropolitan planning organization or a regional transportation planning agency.

(B) Equity priority communities based on the transportation equity index established by the department.

(c) If the department decides to not include complete streets facilities in capital and maintenance projects in the state highway operation and protection program, the justification for that decision shall be documented with final approval by the responsible district director and posted to the department's public internet website."

2) Amend SHC 149.20 to read:

"(a) On or before January 1, 2026, the director shall adopt a transit priority policy to guide the implementation of transit priority facilities *and transit stops* on the state highway system. The policy shall do all of the following:

(1) Define transit priority facilities, including, but not limited to, roadway design, roadway operations, signals, and other physical improvements that help transit buses and other transit vehicles avoid traffic congestions, reduce delays, and move more predictably and reliably.

(2) Define transit priority performance measures, including, but not limited to, transit delay and transit travel time reliability.

(3) Identify specific responsibilities for the department's programs, divisions, districts, and offices in supporting the reliable, predictable, and fast movement of transit vehicles on the state highway system.

(b) The policy described in subdivision (a) shall be developed in consultation with relevant stakeholders, including, but not limited to, transit operators, local governments, regional transportation planning agencies, and transit advocacy organizations.

(c) *On or before January 1, 2027, the department shall adopt guidance that does both of the following:*

(1) Defines transit performance measures.

(2) Identifies specific responsibilities for the department's programs, divisions, districts, and offices in supporting the reliable, predictable, and fast movement of transit vehicles on the state highway system.

(d) On or before July 1, 2027, the department shall adopt design guidance for transit priority facilities.”

3) Amend SHC 164.6 (b) to read:

“ *The State Highway System Management Plan shall include specific quantifiable accomplishments, goals, objectives, costs, and performance measures, including for complete streets facilities, ~~including pedestrian, bicycle, and transit priority facilities, as described in subdivision (f) of Section 2030,~~ consistent with the asset management plan required by Section 14526.4 of the Government Code. The plan shall contain strategies to control costs and improve efficiency of the State Highway Operation and Protection Program.*”

4) Strike SHC 164.6 (b) (2).

Previous legislation. AB 7 (Friedman of 2023) would require CalSTA, Caltrans, and the CTC, on or after January 1, 2025, to the extent feasible, applicable, and cost effective, to incorporate the goals related to CAPTI into program funding guidelines and planning processes, as specified. This bill is pending on the Senate Inactive File.

AB 455 (Wicks of 2022) would have required Caltrans, no later than July 1, 2024, in consultation with the Metropolitan Transportation Commission, the Bay Area Toll Authority, relevant transit operators, and relevant local transportation agencies, to establish speed and reliability performance targets for buses traveling through the Bay Bridge corridor. This bill was held in Senate Appropriations Committee.

SB 922 (Wiener, Chapter 987, Statutes of 2022) expanded CEQA exemptions for specified transit, bicycle, and pedestrian projects, and extends these exemptions from 2023 to 2030.

AB 2438 (Friedman of 2022) would have required various state transportation programs to incorporate strategies from the CAPTI into program guidelines. Also would have required various state agencies to establish new transparency and accountability guidelines for certain transportation funding programs. This bill was vetoed by Governor Newsom.

AB 1147 (Friedman of 2021), among other provisions, would have required the Governor’s Office of Planning and Research (OPR) to develop a guidance document to provide best practices for establishing “15-minute communities,” and would have required Caltrans to develop a bicycle highway pilot program. This bill was vetoed by Governor Newsom.

SB 127 (Wiener of 2019) would have changed state policies for the management of the state highway system, including requiring Caltrans to incorporate complete street elements into projects in specified areas. This bill was vetoed by Governor Newsom.

REGISTERED SUPPORT / OPPOSITION:

Support

350 Bay Area Action
AARP California
Active SGV

Alameda-Contra Costa Transit District
American Academy of Pediatrics, California
America Walks
Bike East Bay
Bike LA
Bike Walk Alameda
Breast Cancer Prevention Partners
Calbike
California Environmental Voters
California Transit Association
California Walks
Chico Velo
City of Goleta
City of Oakland Mayor Sheng Thao
City of San Jose
Climate Action California
Climate Plan
Climate Reality San Francisco Bay Area Chapter
Coalition for Responsible Transportation Priorities
Day One
Evergreen Action
Greenbelt Alliance
Greenlining Institute
Healing and Justice Center
Los Angeles Walks
Kidsafe SF
Marin County Bicycle Coalition
Mayor of City & County of San Francisco, London Breed
MOVE LA
Move Santa Barbara County
Napa County Bicycle Coalition
Napa County Transportation and Planning Agency
Napa Valley Transportation Authority
Nextgen California
Pasadena Complete Streets Coalition
Pedal Movement
PeopleForBikes
Planning and Conservation League
Policylink
Public Advocates
Rails-to-Trails Conservancy
Safe Routes Partnership
San Francisco Bicycle Coalition
Santa Ana Active Streets
Seamless Bay Area
Sierra Club California
Silicon Valley Bicycle Coalition
Solano County Democratic Central Committee

Sonoma County Bicycle Coalition
Spur
Streets are For Everyone
Streets for All
Sustainable Claremont
The Climate Center
The Greenlining Institute
Transbay Coalition
Transform
Vision Zero Network
Walk SF
WTB TAM
One Individual

Opposition

American Council of Engineering Companies
Associated General Contractors of California
California Alliance for Jobs
California Asphalt Pavement Association
California Construction & Industrial Materials Association
California State Council of Laborers
International Union of Operating Engineers
Keeplamoving
Mendocino Council of Governments
New Livable California Db a Livable California
Rebuild Social Partnership
Safer Streets LA
Southern California Contractors Association
Transportation California
United Contractors (UCON)
Western Regional Association for Pavement Preservation

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