

Date of Hearing: July 8, 2019

ASSEMBLY COMMITTEE ON TRANSPORTATION

Jim Frazier, Chair

SB 127 (Wiener) – As Amended July 1, 2019

**SENATE VOTE:** 29-9

**SUBJECT:** Transportation funding: active transportation: complete streets

**SUMMARY:** Changes state policies for the management of the state highway system, including requiring the California Department of Transportation (Caltrans) to incorporate complete street elements into projects in specified areas. Specifically, **this bill:**

- 1) Finds and declares that:
  - a) Walking and bicycling trips have doubled between 2000 and 2012 and constitute nearly 20 percent of all trips in California, based on the National Household Travel Survey;
  - b) People walking and bicycling are killed or seriously injured in California at much higher rates than car drivers or passengers based on the percentage of trips and relative miles traveled, due to a lack of safe walking and bicycling infrastructure on major roadways and highways in communities across the state.
  - c) According to the Smart Growth America report Dangerous by Design 2019, California is the 16<sup>th</sup> worst state for pedestrian fatalities, with 7,127 pedestrian deaths between 2008 and 2017. Older Americans, people of color, and people walking in low income communities are disproportionately represented in these deaths.
  - d) Complete Streets policies make communities and neighborhoods more livable by ensuring all people can safely get to where they need to go. This includes work, school, the library, grocery stores, or parks. They also help people feel more connected to their neighbors, which improves quality of life.
  - e) The Caltrans adopted Deputy Directive 64 in 2008 and updated it in 2014 to require the department to consider complete streets in all phases of design, delivery, construction, and rehabilitation on all projects.
  - f) Caltrans adopted its Strategic Management Plan 2015-2020, which includes goals to triple bicycling and double walking by 2020. The plan also includes goals to incorporate “complete streets” improvements on an increasing number of projects between 2015 and 2020.
  - g) These goals cannot be achieved without significant improvements to infrastructure and safety on major roadways and highways.
  - h) Some low-income communities and communities of color lack well-maintained routes to parks and schools, roads, bike lanes, and sidewalks for decades. In many cases, those communities simply have no transportation options. The same communities often experience higher rates of chronic diseases like diabetes and heart disease.

- i) Encouraging even more Californians to walk or bike, a necessary outcome for public health and the environment, requires the state to leverage its existing resources to get serious about improving the safety of the roadways. Studies have shown that more and higher quality sidewalks are associated with higher rates of walking and more adults meeting the daily physical activity recommendations.
- 2) Requires Caltrans to create an Active Transportation Assets Branch within the Transportation Asset Management office, to be responsible for the development of projects and programs that increase bicycle and pedestrian safety trips statewide, and review all highway capital improvement projects for inclusion of bicycle and pedestrian facilities, where feasible.
- 3) Requires the Transportation Asset Management Plan (TAMP) program manager to develop and meaningfully integrate performance measures into the TAMP, and establish goals, objectives and actions to meet Caltrans' mode shift goals, as specified.
- 4) Requires Caltrans, in consultation with the California Transportation Commission (CTC), as part of the TAMP, to prescribe a process for community input and "complete streets" implementation to prioritize safety and accessibility for pedestrian, bicyclists, and transit users on all projects, as specified.
- 5) Requires Caltrans to include supplementary asset classes in the TAMP for complete street elements, including pedestrian and bicycle facilities that are not required under the federal Americans with Disabilities Act of 1990.
- 6) Requires CTC to adopt performance measures, as specified, for the TAMP, including conditions of bicycle and pedestrian facilities, accessibility and safety for pedestrians, bicyclists, and transit users on the state highway system.
- 7) Requires Caltrans to include in the required "plain language" report on the SHOPP to CTC, a description of pedestrian and bicycle facilities on each project, including the number, extent, and type of the elements.
- 8) Requires Caltrans, commencing with the 2022 SHOPP, to include new pedestrian and bicycle facilities, or improve existing facilities, as part of a capital improvement project located in an "active transportation place type", as defined, on a state highway or a local street crossing a state highway, as follows:
  - a) Facilities for pedestrians and bicyclists must be provided and implementing of traffic calming improvements must be considered;
  - b) Priority must be given to communities that are most vulnerable to the inequities in the state's transportation system, specifically low income communities, as defined; and communities with the highest percentage of persons who are disabled;
  - c) Requires each project development team Caltrans establishes for a project, to include representatives from a local transportation agency, local bicycle and pedestrian advisory committee, community-based organizations, residents of low income communities, and other local stakeholders impacted by the project. Also requires the project development team to provide input to Caltrans on identifying bicycle and pedestrian facility and transit access needs on the project,

including improvements identified in a relevant bicycle and pedestrian plan adopted by a local jurisdiction.

- 9) Defines “active transportation place type” as a state-owned conventional highway, excluding a freeway or expressway that is within the boundaries of a city or within a census designated place for the 2020 census.
- 10) Clarifies that this new SHOPP requirement does not apply to projects on streets or highway facilities that are closed by law to use by pedestrians, bicyclists, and other non-motorized users, or projects that do not impact pavement.
- 11) Allows Caltrans to exempt a project from these new SHOPP requirements through written documentation by the district director, supported by data, after at least one public hearing in the jurisdiction. The exemption must demonstrate:
  - a) The cost of accommodating the needs of the particular user group would be excessively disproportionate to the current or future need or probable use of the facilities by the particular user group;
  - b) An absence of future need by the particular user group, as determined by factors including current and future land use, current and projected user volumes, population density, and crash data;
  - c) The adverse impacts of accommodating the needs of the particular user group significantly outweigh the benefits.
- 12) Requires funds from the State Highway Account (SHA) to be expended and prioritized for safety improvements that would reduce fatalities and the number and severity of injuries and to specifically prioritize vulnerable road users such as pedestrians and cyclists.

#### **EXISTING LAW:**

- 1) Provides that Caltrans has full possession and control over the highways of the state.
- 2) Creates CTC with specified powers and duties relative to the programming of transportation capital improvement projects and the allocation of transportation revenues.
- 3) Requires Caltrans, in consultation with CTC, to prepare the TAMP, consistent with state and federal law to be implemented with the SHOPP.
- 4) 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.
- 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.
- 6) Requires Caltrans to develop the SHOPP based on the TAMP, to guide expenditures of federal and state funds for major capital improvements to preserve and maintain the state highway system.

- 7) 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.
- 8) Requires CTC to adopt the SHOPP and submit it to the Legislature and Governor by April 1 of each even-numbered year.
- 9) Requires Caltrans to develop a plain language performance report on the SHOPP for CTC, to increase transparency and accountability.
- 10) 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.
- 11) Sets performance outcomes through SB 1 for Caltrans to meet for the state highway program by 2027, including:
  - a) Not less than 98 percent of pavement on the state highway system in good or fair condition;
  - b) Not less than 90 percent level of service achieved for maintenance of potholes, spalls, and cracks;
  - c) Not less than 90 percent of culverts in good or fair condition;
  - d) Not less than 90 percent of the transportation management system units in good condition; and
  - e) Fix not less than an additional 500 bridges.
- 12) Creates the Active Transportation Program (ATP), funded with a combination of federal funds and state funds at a level of roughly \$220 million annually, to encourage increased use of active modes of transportation, such as walking and biking.
- 13) Requires the concept of "complete streets" to be incorporated into the Caltrans Highway Design Manual.
- 14) 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.
- 15) Establishes Caltrans Deputy Directive 64-R2 (an internal department policy), first signed in October 2008 and renewed in October 2014 that directs Caltrans to implement complete streets.
- 16) Requires funds from the SHA to be expended and prioritized based on:
  - a) Operation, maintenance, and rehabilitation of the highway system;
  - b) Safety improvements to reduce fatalities and injuries;
  - c) Transportation capital improvements that expand capacity or reduce congestion; and,

d) Environmental enhancement and mitigation.

**FISCAL EFFECT:** Unknown

**COMMENTS:**

*The State of the System*

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. The state highway system, owned and managed by Caltrans, is made up of roughly 50,000 lane miles and 13,000 bridges, including both federal and state highways. In California, as in other states, there is a well-documented backlog of basic maintenance of the transportation network. Specifically, in recent years, the state highway system was facing a \$59 billion deferred maintenance backlog for road maintenance and repairs. Additionally, the state faces hundreds of millions of dollars in needed emergency repairs following the natural disasters of recent years.

In 2017, the Legislature passed and Governor Brown signed into law, SB 1 (Beall), Chapter 5, Statutes of 2017, which provides roughly \$5.2 billion annually for highways, local streets and roads, public transit, and bicycle and pedestrian facilities. SB 1 raised the state tax on gasoline and diesel fuel, and the registration fee on vehicles to provide for the increase in funding. Additionally, SB 1 indexed the gasoline taxes and fees to inflation. Specifically, SB 1 provides roughly \$2 billion in new state funding for state highways and bridges. SB 1 also included specific performance outcomes for Caltrans to meet for the state highway system by 2027, including not less than 98 percent of pavement on the state highway system in good or fair condition; not less than 90 percent level of service achieved for maintenance of potholes, spalls, and cracks; not less than 90 percent of culverts in good or fair condition; not less than 90 percent of the transportation management system units in good condition; and to fix not less than an additional 500 bridges. Unfortunately, although SB 1 was a landmark piece of legislation, it did not “solve” the problem.

*How do we prioritize?*

In 2014, the Legislature passed and Governor Brown signed into law SB 486 (DeSaulnier), Chapter 917, Statutes of 2014, which required Caltrans to develop an asset management plan, now referred to as the TAMP, to guide and inform the selection of projects included in the SHOPP. SB 486 sought to redesign the way Caltrans prioritized funding for projects on the state highway system to be based upon conditions of the assets. Additionally, SB 486 required CTC to set parameters, guidelines, and performance targets for the TAMP, providing a new level of oversight and transparency to the state highway program.

At the same time Caltrans was developing the TAMP, new federal performance metrics were being implemented. Specifically, the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP 21), (P.L. 141-112) of 2012, shifted the federal transportation program to a performance- and outcome-based program, to guide states to invest resources in projects that collectively will make progress toward the achievement of the national goals. MAP 21 included specific performance areas, including safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

Through regulation, the Federal Highway Administration (FHWA) developed performance metrics specifically for the condition of pavement and bridges on the National Highway System (NHS), through an asset management approach. Bringing it all together, FHWA requires that a state’s TAMP include pavements and bridges on the NHS, and the state requires inclusion of pavements, bridges, drainage, and transportation management systems (TMS), in addition to nine supplementary asset classes.

This first TAMP was developed by Caltrans and delivered to CTC in January 2018. It details the inventory and condition for all assets on both the NHS and the state highway system. In the TAMP, asset performance is measured, and refers specifically to asset condition and performance measures to report on the percentage of the asset classes in good, fair, and poor condition. As noted above, the primary asset classes include pavement and bridges, as required by federal law; and drainage and TMS, as required by the state. Supplementary asset classes include drainage pump plants, highway lighting, office buildings, overhead signs, sidewalks and park and ride ADA infrastructure, roadside rest facilities, transportation-related facilities, and weigh-in-motion scales.

#### *What is the SHOPP?*

Caltrans manages the SHOPP and maintenance programs, which provide for the planning, design and construction of projects to rehabilitate and maintain the state's highway network. Specifically, the SHOPP is a four-year document of projects that is adopted by CTC after holding at least two public hearings and a finding of consistency with the TAMP. The adopted SHOPP is submitted to the Legislature and the Governor not later than April 1 of each even-numbered year. SHOPP projects are identified through periodic condition assessments and field reviews, through the biennial State Highway System Management Plan (SHSMP) guided by the developing TAMP, and constrained to funding available. Funding for SHOPP projects is a mixture of federal and state funds. Projects included in the SHOPP are limited to capital improvements relative to the maintenance, safety, operation, and rehabilitation of the state highway system that do not add new capacity to the system.

As noted, SHOPP project development is informed by the SHSMP. The most recent SHSMP, released in May 2019, details the needs, investments, and resulting performance projections for a ten-year period for the state highway system, and aligns with Caltrans' Strategic Management Plan. The SHSMP forecasts a future SHOPP and maintenance program investment plan, detailing investments in particular areas, including pavement; safety; bridges; and both ADA and pedestrian infrastructure, bicycle infrastructure and transit infrastructure.

#### *More Complete Streets*

As the state and regions continue to work toward the goal of reducing greenhouse gas (GHG) emissions, as well as cutting other forms of air pollution, increasing the mode shift from single occupant car trips to other forms of transportation, such as bicycling, is an important element for success. To that end, the Caltrans Strategic Management Plan includes a goal to increase non-auto modes, including tripling bicycle trips and doubling pedestrian and transit use by 2020. Additionally, in June 2017, Caltrans released *Toward an Active California: State Bicycle + Pedestrian Plan*. The plan outlines how Caltrans will work with local and regional agencies to achieve the Strategic Management Plan's goals of doubling walking, tripling bicycling, and doubling transit use between 2010 and 2020; reducing bicycle and pedestrian fatalities by 10% each year; and increase the number of complete streets projects by 20%.

Caltrans defines a complete street as "a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists appropriate to the function and context of the facility." Caltrans has been slowly incorporating complete streets principles into its planning, design and operation. Specifically, it adopted a complete streets policy in 2008 which was renewed in 2014, stating, "the Department provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System."

To help implement complete streets, in February 2010 Caltrans issued its Complete Streets Implementation Action Plan which had 73 action items, including updating the Highway Design Manual

to include complete streets. In late 2014 Caltrans issued its Complete Streets Implementation Plan 2.0 which had 109 additional action items to further integrate complete streets into all Caltrans functions and processes.

Caltrans considers opportunities for complete street facilities early in the project initiation phase, as this is where the project scope, cost and schedule are considered. They consider it important to analyze whether the highest priority complete streets issues within the project site are adequately addressed. Their assessment takes into account Caltrans planning priorities, as well as any recent updates to local planning documents like general plans, vision documents, or bicycle and pedestrian plans. If complete streets facilities are not included in a SHOPP project Caltrans documents the reasons. While Caltrans policy has supported complete streets for over ten years, some argue that Caltrans is not fully implementing the policy and integrating complete streets elements where they could be of great benefit.

Additionally, the state is making significant financial investments in bicycling and pedestrian infrastructure, and safety education and training through the ATP. In fact, with the passage of SB 1 (Beall), funding for the ATP program nearly doubled, as has funding for local streets and roads and state highways, with complete street elements eligible for all funds. These types of investments will improve the safety of the roadways for drivers and bicyclists by helping to clearly designate space on the road for use by cyclists, such as dedicated bike lanes. Caltrans is eligible to apply for the ATP, as well as local governments and non-profits.

As previously mentioned, SHOPP projects are developed based upon the TAMP and the SHSMP. Complete street elements are tracked as supplemental asset classes and are planned as a specific performance objective for investment.

#### *What does SB 127 do?*

This bill, among other things, recasts provisions of the TAMP, specifically designating bicycle and pedestrian facilities, separate and distinct from ADA required facilities, as supplementary asset classes. CTC would be required to adopt specific performance requirements for bicycle and pedestrian facilities, including conditions of accessibility and safety for pedestrians, bicyclist and transit users.

Additionally, the bill mandates that Caltrans incorporate complete streets elements into the SHOPP projects, including a state highway crossing a local road, in a specific location, within a city boundary or a census designated place, which is defined under federal regulation as, “statistical geographic entities representing closely settled, unincorporated communities that are locally recognized and identified by name.” Caltrans estimates this definition would encompass roughly 3,500 lane center lane miles or 17% of the state highway system.

A project would be exempt if it is closed by law to pedestrian and bicycle use, or if Caltrans documents the need for an exemption and conducts a public hearing to show why. Caltrans would be required to prioritize projects in low income communities, communities with a low percentage of private vehicle access, and communities with a high percentage of persons who are disabled.

The bill also requires Caltrans, with CTC, to prescribe a process for community input on complete streets implementation, specifically prioritizing safety and accessibility for pedestrians, bicyclists, and train users on all projects in the SHOPP. Currently, Caltrans has guidance for so-called project development teams (PDT) s that do outreach in communities based upon the extent of the project being undertaken. The PDTs advise and assist the project managers, among other functions related to the project, determine the need for local, regional, state or federal agency members on the PDT or the need for a citizen advisory

committee. In another section of the bill there are specific requirements for who should be included on a PDT for the complete street projects mandated by the bill, including representatives from local transportation agencies, local bicycle and pedestrian advisory committees, community-based organizations, residents of low income communities, and other local stakeholders impacted by the project.

Additionally, the bill would create an Active Transportation Assets Branch in the TAMP office to develop programs and projects to increase bicycling and pedestrian trips throughout the state. Finally, the bill would prioritize funding from the SHA for safety projects that reduce fatalities and severe injuries for vulnerable road users such as pedestrians and cyclists.

According to the author, “current state law does not facilitate the ability of Caltrans to meet state priorities and goals set forth for active and sustainable transportation. Local stakeholders, including local city agencies and community members, in areas that are touched by a Caltrans roadway are often left out of the decision-making process to road rehabilitation. As a result, California’s state highways that act as local streets and roads with a lot of pedestrian and bike traffic do not include critical features such as bike lanes and safe crosswalks.”

Writing in as a sponsor of the measure, the American Heart Association notes that, “Caltrans has historically prioritized moving cars and trucks as quickly as possible throughout the [state highway system] – even when the context or local priorities call for a different approach – creating high-speed, dangerous facilities for non-auto travelers. Over the years, these conditions have contributed to rising vehicle miles traveled, increased congestion and air pollution, and diminished public health in regions across the state. Most troubling of all, these conditions have led California to rank #16 for pedestrian risk, with 7,127 pedestrian deaths between 2008 and 2017.” Further, “by prioritizing Complete Streets, SB 127 will make communities and neighborhoods more livable by ensuring all people can get safely to where they need to go – work, school, the library, grocery stores, or parks – with healthy, affordable options. They also help people feel more connected to their neighbors, which improves quality of life.”

Writing in as oppose unless amended, the California Asphalt Pavement Association notes, “your bill, aimed at the “complete streets” concept of multimodal design, has merit and in fact is already the stated policy goal of Caltrans, and the department continues to make great strides in this area. However, as written, your bill is overly restrictive and may hamper the ability of engineers to make prudent decisions on safety improvements on the state highway system. In short, in this matter we believe engineering decisions are best made by registered professional engineers and technical experts, validated by independent research and field-tested, rather than accomplished through Legislation.”

#### *What is Caltrans doing?*

As detailed above, the author and sponsors of the bill believe that current state law does not facilitate Caltrans being able to meet the state’s priorities and goals for active and sustainable transportation, and that Caltrans has historically prioritized the movement of cars and trucks on the state highway system, creating dangerous situation for non-auto travelers. Caltrans has been committed to the development and integration of complete streets where feasible as part of the state highway system. The department continues to have not only internal policies, as outlined, but also performance targets and goals based upon numerous Caltrans plans, including its own Strategic Management Plan. SB 1 also requires both the states and local governments to include complete street elements in projects, where “beneficial, cost effective, and practicable.” SB 1 also makes complete street elements eligible for funding from the various programs.



In a recent letter to the author, Caltrans detailed its past and ongoing initiatives to incorporate complete streets into the state highway program. Specifically, Caltrans has:

- Established policy related to complete streets evaluations for the state highway system;
- Implemented pilot programs looking specifically at bicycle and pedestrian safety;
- Restructured the SHOPP, per asset management, to provide more flexibility to incorporate bicycle, pedestrian and transit features in SHOPP projects;
- Implemented new software that tracks project level accomplishments included in multi-objective projects, allowing for project level accomplishments to be summarized across the SHOPP;
- Undertaken the development a bicycle and pedestrian facility inventory to capture and map the current inventory of bicycle and pedestrian facilities on and across the state highway system for inclusion in the TAMP;
- Undertaken the development Caltrans District Active Transportation Plans, with local partners, community-based organizations, and the public to identify high priority gaps in facilities for walking and bicycling on or across the state highway system in each Caltrans district;
- Developed design resources in a Complete Streets Center of Excellence and conducted outreach to educate design engineers on bicycle, pedestrian and transit best practices; and
- Participated in the ATP program having submitted 14 ATP project applications that were vetted by local districts and stakeholders.

*Committee Concerns:* At the time of the passage of SB 1, the state was facing a nearly \$60 billion backlog in basic maintenance and rehabilitation of the state highway program. That was only two years ago. Even with the infusion of new state revenue for Caltrans to step up work, this work has only just begun. Additionally, as mentioned, SB 1 did not solve the problem, and the state will continue to struggle to balance the needs for preservation and enhancements to the state highway system. The state highway system serves as the main connection throughout the state for the safe movement of people and goods, and it is Caltrans' responsibility to manage, plan, design, and deliver projects to keep the system in a good state of repair. Caltrans must do all of this on a continually underfunded budget with competing priorities.

Specifically, according to Caltrans, only 40% of the state highway system is in good condition, with roughly 25% of the state's bridges in fair to poor condition. This is the task at hand. This is where the Legislature's intent was clearly focused throughout the deliberations and passage of SB 1, specifically noting that "failing to act now to address this growing problem means that more drastic measures will be required to maintain our system in the future, essentially passing the burden on to future generations instead of doing our job today."

The current system of CTC and Caltrans working together with stakeholders to fully understand the conditions of the system and make choices based upon need and the ability to achieve certain outcomes is still in its beginning stages. The Legislature must allow the TAMP to be fully implemented and work as intended, incorporating the new revenue coming online from SB 1.

This bill upends this system by mandating bicycle and pedestrian projects be built on the state highway system in specific, designated areas, essentially legislating the priority of projects to be completed by Caltrans. It is unclear what effect this will have on overall project costs and what other project assets in the SHOPP could be jeopardized. There is no new funding available with this bill, therefore, the mandated projects would have to be funded out of the program we have. Mandating a specific type of project be completed in specific areas regardless of other state priorities could undermine the state

highway program and put federal funding at risk if the state is unable to maintain federal performance levels.

For example, this bill gives priority for projects would to communities that are “most vulnerable to the inequities of the state’s transportation system, “including low income communities, communities with a low percentage of private vehicle access, and communities with a high-percentage of persons who are disabled. Although low income communities are defined in state statute, it is unclear how Caltrans would define these other parameters and how projects would be prioritized. It appears to prioritize all SHOPP projects by this metric, as Caltrans would not be separating out complete street elements as a separate project.

Caltrans understands the importance of complete streets and safety for bicycle and pedestrians, and as noted above, continues to incorporate these elements into the planning, design, and construction of projects. The department has made great strides, moving away from the “silo” approach to project development and management. The Legislature should continue to support this work, including continued support for the ATP program at both the federal and state levels.

*Previous legislation:* SB 760 (Wiener) of 2018, would have restricted Caltrans from denying an application for a permit for work within the state highway right-of-way solely because the work will not be performed in accordance with Caltrans approved plans and specifications if the improvement would not affect the operation of the state highway and is instead performed in accordance with local agency plans and specifications. SB 760 was not heard in this committee at the request of the author.

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 \$100 million annually for the active transportation program. Also required Caltrans to include complete streets into projects, as feasible, and included specific performance outcomes for the state highway system.

AB 2332 (Garcia) of 2016, would have required CTC to establish a process to prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents in the TAMP and the SHOPP, including requiring that 35% of SHOPP projects be located in urban and rural disadvantaged communities. AB 2332 was not heard in this committee by request of the author.

ABX1 23 (Garcia) of 2016, would have required CTC to establish a process to prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents in the STIP and the SHOPP. Also would have appropriated \$125 million from the SHA to the Active Transportation Program. ABX1 23 was not heard.

SB 486 (DeSaulnier), Chapter 917, Statutes of 2014, required Caltrans, in consultation with CTC to develop an Asset Management Plan to guide the selection of projects for the SHOPP.

## **REGISTERED SUPPORT / OPPOSITION:**

### **Support**

AARP California (sponsor)  
American Heart Association (sponsor)  
California Bicycle Coalition (sponsor)  
California Walks (sponsor)  
Safe Routes Partnership (sponsor)

350 Bay Area Action  
ActiveSGV  
American Lung Association in California  
Bike Bakersfield  
Bike East Bay  
Bike San Diego  
California Alliance for Retired Americans  
California City Transportation Initiative  
California Interfaith Power and Light  
California Park & Recreation Society  
CALPIRG  
CALSTART Inc.  
Catholic Charities of the Diocese of Stockton  
Cedars  
Center for Climate Change and Health  
Central California Asthma Collaborative  
City Of Sacramento  
City Of Santa Monica  
Climate Action Campaign  
Climate Resolve  
Climateplan  
Coalition for Responsible Transportation Priorities  
Coalition for Clean Air  
Cultiva La Salud  
Day One  
East Bay Regional Park District  
Encinitas; City Of  
Environment California  
Fossil Free California  
Half Moon Bay; City Of  
Inland Empire Bicycle Alliance  
La Verne Bicycle Coalition  
Latino Coalition for a Healthy California  
Leadership Counsel for Justice and Accountability  
Los Angeles County Bicycle Coalition  
Los Angeles Walks  
Lyft, Inc.  
Midpeninsula Regional Open Space District  
Napa Valley Bicycle Coalition  
NRDC  
Office of The Mayor, San Francisco  
Orange County Bicycle Coalition  
Peopleforbikes  
Planning and Conservation League  
Policylink  
Public Advocates  
Rails-To-Trails Conservancy  
Redwood Community Action Agency

Rural County Representatives of California  
San Francisco Bicycle Coalition  
Santa Monica Spoke  
Save the Bay  
Seamless Bay Area  
Shasta Living Streets  
Sierra Club California  
Silicon Valley Bicycle Coalition  
Silicon Valley Leadership Group  
Sunflower Alliance  
The Trust for Public Land  
Walk Long Beach  
Walks Sacramento

**Support if Amended**

Alameda County Transportation Commission

**Opposition**

South Bay Cities Council of Governments

**Oppose Unless Amended**

California Asphalt Pavement Association  
Transportation Agency for Monterey County (TAMC)

**Analysis Prepared by:** Melissa White / TRANS. / (916) 319-2093