



November 4, 2016

Chairman Jim Beall
 Senate Transportation & Housing Committee
 State Capitol, Room 2209
 Sacramento CA 95814

Chairman Jim Frazier
 Assembly Transportation Committee
 1020 N St, Room 112
 Sacramento CA 95814

Re: Oppose Transportation Special Session Proposal Unless Amended - SBX1-1 and ABX1-26

Dear Senator Beall and Assemblymember Frazier,

The undersigned organizations represent active transportation, public transit, public health, social equity, environment, and environmental justice organizations that have a strong interest in how California invests federal and state transportation dollars.

We oppose the current Transportation Special Session Funding Proposal put forward in SBX1-1 and ABX1-26, unless significant amendments are included to address the recommendations below. While we appreciate the importance of maintaining existing road infrastructure, the funding proposal also includes significant funding to build new and expand existing roadways, with only nominal investment in public transit and active transportation. Though we support the two provisions in the proposal to invest diesel sales tax in public transit and to grow the Active Transportation Program, those investments are dwarfed by the billions of dollars proposed for roads. The proposal also contains none of the reforms necessary to ensure all transportation investments are advancing our climate goals and benefitting our most vulnerable low-income communities who have the greatest unmet transportation needs and are most negatively burdened by our existing system.

We are concerned that the proposal will critically undermine progress toward meeting our ambitious climate change and health-based air quality targets. Transportation is the leading source of California's poor air quality, ranked among the worst in the nation, requiring steep reductions in tailpipe emissions to meet federal law and maintain federal transportation funding. With Governor Brown signing SB 32 into law, we have also entered a new era of urgency to reduce greenhouse gas emissions--we must now achieve statewide emissions reductions of 40 percent below 1990 levels by 2030. The transportation sector holds the greatest responsibility in meeting this target as the highest emitting sector, and it is paramount that we invest heavily in sustainable transportation modes that provide

convenient alternatives to driving. The proposed funding package would lock in billions of long-term transportation investments in roadways for movement of cars and trucks that would increase health-damaging and climate-disrupting transportation emissions.

The proposal also misses a key opportunity to make transportation investments more equitable by improving the mobility, safety, and health of low-income communities of color, and mitigating the damage that our current system has placed on environmental justice communities. Roadway investments should be made with strong input from the impacted community residents and directed to create complete streets for walking and bicycling that safely and efficiently connect communities to opportunity, transit, and other critical amenities. Significant investment in public transit systems, service, and transit passes should also provide cleaner, more affordable, and more efficient mobility opportunities, especially for low-income Californians. Any investments in the freight sector must be mitigated to ensure that existing negative impacts on adjacent communities are not exacerbated but rather are reduced or eliminated, and potential future negative impacts are avoided.

Lastly, we are deeply concerned that the proposal would broaden a very-limited CEQA exemption for rural roadway conditions that threaten public safety to cover repairs, maintenance, and alterations on all roadways for any reason. This expanded scope necessitates additional parameters to avoid unintended environmental damage.

In the spirit of working toward a compromise that could address both the infrastructure maintenance crisis and achieve our air quality, climate, and equity goals—through transformational investments that benefit all Californians—we offer the following recommendations to improve the current proposal. Please see the attached document *“Equity, Active Transportation, and Transit Recommendations for Transportation Package”* for details on each of these recommendations.

1. Require state transportation dollars to provide direct and quantifiable benefits to low-income and transportation disadvantaged communities.
2. Align the State Transportation Improvement Program (STIP) to our statewide and regional climate goals by tracking the performance of our transportation projects.
3. Require the California Transportation Plan (CTP) to direct state and federal transportation investments to ensure progress toward statewide 2030 and 2050 climate goals.
4. Restructure the California Transportation Commission (CTC) to have expertise and oversight capacity in environmental justice, public health, climate change, and sustainable transportation.
5. Ensure a significant, secure funding source for public transit operations that is invested equitably, including a student transit pass program, without allocating Greenhouse Gas Reduction Funds in the Special Session.
6. Direct the Caltrans State Highway Operation Protection Program (SHOPP) to build complete streets with improvements identified through robust community engagement.
7. Mitigate negative impacts of the Trade Corridor Improvement Fund’s (TCIF) freight investments and align TCIF investments with the Sustainable Freight Action Plan.
8. Expand access to transportation workforce training and jobs for individuals with barriers to employment, per federal DOT workforce guidance.
9. Protect the integrity of CEQA and avoid unintended environmental damage.

In addition to these recommendations, we strongly urge that the provisions for an additional \$80 million (up to \$150 million) to the Active Transportation Program and \$215 million to State Transit Assistance be maintained in the proposal.

Our goal is to create a transportation system that provides clean, affordable access to opportunity for all Californians, making our communities healthy and safe places to live and work while addressing air quality and climate change. We believe that can be achieved through a revised transportation funding package and look forward to further discussion with your staff and other transportation stakeholders. Please contact Jeanie Ward-Waller at the California Bicycle Coalition, jeanie@calbike.org, with any questions.

Sincerely,

Jeanie Ward-Waller, Policy Director
California Bicycle Coalition

Joshua Stark, Policy Director
TransForm

Mary Creasman, CA Director Government Affairs
Trust for Public Land

Kathryn Phillips, Director
Sierra Club California

Jena Price, Legislative Affairs Manager
California League of Conservation Voters

Richard Marcantonio, Managing Attorney
Public Advocates

Dr. Joseph K. Lyou, President and CEO
Coalition for Clean Air

Linda Rudolph, MD, MPH, Director
Center for Climate Change and Health

Julie Snyder, Legislative Advocate
Planning & Conservation League

Sandra Fluke, California State Director
Voices for Progress, California Office

Taylor Thomas, Research and Policy Analyst
East Yard Communities for Environmental Justice

Jessica Meaney, Executive Director
Investing in Place

Carolina Martinez, Sr Planner & Policy Advocate
Environmental Health Coalition

Janice Li, Advocacy Director
San Francisco Bicycle Coalition

Nicole Ferrara, Executive Director
Walk San Francisco

Anne Wallach Thomas, Director
Shasta Living Streets

Chanell Fletcher, Associate Director
ClimatePlan

Wendy Alfsen, Executive Director
California Walks

Angela Glover Blackwell, CEO
PolicyLink

Amanda Eaken, Director Transportation & Climate
Natural Resources Defense Council

Veronica Garibay & Phoebe Seaton, Co-Directors
Leadership Counsel for Justice & Accountability

Parin Shah, Senior Strategist
Asian Pacific Environmental Network (APEN)

Bill Sadler, Senior California Policy Manager
Safe Routes to School National Partnership

Matthew Marsom, VP for Policy and Programs
Public Health Institute

Benjamin D. Winig, Vice President, Law & Policy
ChangeLab Solutions

Nicole Capretz, Executive Director
Climate Action Campaign

Michele Hasson, Policy Specialist
Center for Community Action & Environmental Justice

Rev. Earl W. Koteen, Member, Coordinating Cmte
Sunflower Alliance

Joel Ervice, Associate Director
Regional Asthma Management and Prevention

Dave Campbell, Advocacy Director
Bike East Bay

Ed France, Executive Director
Santa Barbara Bicycle Coalition

Alisha Oloughlin, Executive Director
Sonoma County Bicycle Coalition

Marven E. Norman, Policy Director
Inland Empire Biking Alliance

Jim Stone, Executive Director
Circulate San Diego

Emily Sinkhorn, Deputy Director
Natural Resources Services Division
Redwood Community Action Agency

Qrys Cunningham
Pasadena Complete Streets Coalition

Jim Elias, Executive Director
Marin County Bicycle Coalition

Eva Inbar, President
Coalition for Sustainable Transportation

Kirin Kumar, Interim Executive Director
WALKS Sacramento

Janine Rood, Executive Director
Chico Velo

Adam Kahler, Program Manager
Bike Bakersfield

Harry Chomsky
Albany Strollers & Rollers

Natalie Carter, Executive Director
Butte Environmental Council

Bob Planthold, Executive Director
SF Bay Walks

Tyler Wertenbruch, Acting Executive Director
Bike SLO County