



June 30<sup>th</sup>, 2022

Tony Tavares  
Director  
California Department of Transportation

**Re: Request for a List of CalTrans Legacy Projects**

Dear Director Tavares:

On May 26, the Los Angeles Metro Board of Directors voted unanimously to end the effort to widen the 710 freeway and reorient the \$750 million in local sales taxes already dedicated to the project toward more just and equitable alternatives. The decision to stop the proposed expansion of the 710 freeway marks an important and symbolic turning point in California's approach to transportation and mobility, opening up an opportunity to develop the 710 corridor in a way that meets all of our needs, from community mobility to the logistics industry to air quality and climate protection.

CalTrans played a key role in this turning point when it recognized that the expansion it had long supported was not consistent with the imperatives of reducing air pollution, preventing climate change, and equitably serving community needs.

Our organizations thank you for that decision, and we urge you now to re-evaluate other projects that, like the 710 widening, have been in the pipeline for many years and may not serve California's needs for the present and future. Projects have long life cycles, and many projects are still in the pipeline for funding even though they are not consistent with state climate, equity, and public health goals. Yet every year, worthy projects that do benefit the environment and equity - such as active transportation projects and transit - go unfunded.

The re-evaluation we seek should be conducted through a transparent public process that listens to community voices. As many of our groups recommended in a recent letter to Governor Newsom, the state should create a statewide database of projects that receive state funds and track those projects over time, so that the state understands the returns on its investment.

Until that database is published, we are asking CalTrans now to provide us with a list of VMT-increasing transportation infrastructure projects in California that your agency is aware of. We are asking for the list to provide the following information about each VMT-increasing project:

- The project description
- Estimated project cost
- Final project cost
- Estimated air pollution and greenhouse gas emissions
- Estimated impacts on vehicle miles traveled
- Funding received from the federal government
- Funding received from the state
- Any major changes in project scope, design, or construction method
- Whether the project is located within a disadvantaged community

We also ask that the list be broken out by rural, suburban, and urban. For road and highway projects, it should be broken out by general-purpose, HOV, BRT, transit priority, and priced lanes, and note whether or not there are complete streets components such as protected bicycle lanes.

We are also requesting any evaluation CalTrans and/or the appropriate RTPA has done of the projects, including how they advance safety, health, equity, and CAPTI principles, and would like to hear how you plan to involve communities in decision-making on the future of these legacy projects.

We will follow up with your office to schedule a meeting to discuss our requests.

Respectfully,

Bill Magavern  
Policy Director  
Coalition for Clean Air

Caro Jauregui  
Co-Executive Director  
California Walks

Sandy Naranjo  
Policy Advocate  
ClimatePlan

Rick Longinotti  
Chair  
Campaign for Sustainable Transportation

Jonathan Matz  
California Senior Policy Manager  
Safe Routes Partnership