



**CALBIKE**  
CALIFORNIA BICYCLE COALITION



**Bike Coalition**  
SAN DIEGO COUNTY

**MOVE LA**  
A PROJECT OF COMMUNITY PARTNERS



**ClimatePlan**



NAPA COUNTY  
**BICYCLE**  
COALITION

*Shasta Living Streets*  
SHASTA BIKE DEPOT Redding Bikeshare



**THE GREENLINING INSTITUTE**



**TRANSBAY COALITION**



**PCL**  
Planning and Conservation League



**BICYCLING MONTEREY**



**CHICO VELO**  
bicycle advocates



**RIDE**  
WITH GPS

September 29, 2026

Director Dina El-Tawansy  
CA Department of Transportation (Caltrans)  
1120 N Street, MS-49  
Sacramento CA 95814

**Re: SB 960 Complete Streets Implementation Progress**

Dear Director El-Tawansy,

The undersigned organizations are writing to urge Caltrans to ramp up the level of effort, commitment, and transparency in the implementation of SB 960 (Wiener, 2024), the Caltrans Complete Streets Act. SB 960 was enacted into law on January 1, 2025, in order to give clear direction to Caltrans to strengthen its targets for building pedestrian, bicycle, and transit priority facilities and to include these critical facilities on State Highway Operation and Protection Program (SHOPP) projects anywhere a need has been identified in a local or Caltrans district plan. We had high expectations upon passage of SB 960 that Caltrans would significantly increase the investment in complete streets through the SHOPP, and have been closely monitoring the 2025 State Highway System Management Plan (SHSMP) and the 2026 SHOPP for these results.

We appreciate that key members of your team have committed to quarterly meetings with us to discuss implementation, shared updates, and engaged in open and constructive dialogue. We also appreciate the recent release of the SB 960 implementation plan, and the posting on Caltrans website of the Complete Streets Decision Documents for projects that did not include complete streets facilities where a need was identified. We will be tracking and reviewing those closely as they are published.

However, we have been disappointed to see that the investment levels in the most recent SHSMP and SHOPP documents don't appear to reflect the higher commitment we anticipated, and instead reflect a lower target and investment level in complete streets facilities than prior to SB 960's passage. Additionally, we have concerns about the lack of transparent data and information about key areas of progress. There are several provisions in SB 960, such as the requirement to adopt design guidance for transit priority facilities and to develop a special intake and review process for complete streets and transit priority project encroachment permits, where we request more information and engagement on how Caltrans plans to advance those efforts by their upcoming statutory deadlines.

**In the final months of the Newsom Administration, we urge Caltrans to accelerate progress on SB 960 implementation and commit to increased investment in pedestrian, bicycle, and transit priority facilities on the state highway system.** We have attached to this letter a table that lists the key provisions of SB 960, as well as one related action in recent Executive Order N-26-7, and their status based on information available to us, highlighting

priority areas where progress is unknown or lacking. We would appreciate more information about implementation progress on all the provisions, and request the following specific information in response to this letter:

- 1. Can Caltrans provide transparent data that compares the identified need for sidewalks and bikeways to the 10 year targets in the SHSMP to the amount of each facility type programmed in the SHOPP, and explains any reductions in identified need and level of investment?** We request the data for the projects programmed in the 2024 and 2026 SHOPP documents and for the original need, refined need, and 10 year targets identified in the 2023 and 2025 SHSMP so that we can gain a better understanding of how needs, targets, and programmed facilities have changed before and after enactment of SB 960. The lack of clear data comparing the identified need to 10-year targets to the investment level planned and programmed in the SHOPP is a significant transparency issue and undermines trust. We understand that the need has been refined and reduced slightly through more careful analysis, but we request greater transparency about how and where the need has been reduced. We also understand that the SHOPP was impacted by emergency damage projects which reduced the investment in all asset categories across the board in the 2026 program. However, from our review it appears that the amount of sidewalk and bikeway programmed was reduced at a higher percentage than any other asset.
- 2. Can Caltrans provide a list of projects that were removed from the 2026 SHOPP between the draft and final adopted SHOPP and an explanation for their removal?** We have heard anecdotally from local partners across the state that stand-alone complete streets projects were removed from the 2026 SHOPP between the draft and final SHOPP, but we have been unable to confirm the number and details of those projects. Projects that are removed entirely from the SHOPP rather than rescoped are not required to publish a Complete Streets Decision Document, and there is no information available publicly about these projects.
- 3. Can Caltrans publish documentation of all public engagement, especially with impacted underserved communities, on complete streets and transit priority projects as required by SB 960?** We appreciate that the Caltrans Office of Equity and Tribal Affairs has published significant guidance on effective public engagement and developed training materials for district staff. However, SB 960 required documentation of public engagement on these projects, including for any outreach to underserved communities. By making this documentation transparent to the public, we hope to understand better and build trust in Caltrans efforts to ensure that public input is reflected in project decisions.
- 4. Can Caltrans provide a list and description of the guidance and standards that have been produced, are in development, or already exist that will comply with the requirement to provide design guidance for transit priority facilities?** We understand that there are various policies and guidance documents that have been

under development and will be released soon that have a benefit to transit operations on the state highway, such as the bus-on-shoulder guidelines and the managed lanes guidelines update. We also are pleased to hear that Caltrans is developing bus stop furnishing standards. However, the intent of SB 960 was for Caltrans to develop design guidance specifically for *transit priority* facilities, such as bus-only lanes and bus bulb-outs, on the state highway system. If this design guidance or standards exist already in the Highway Design Manual or other guidance, we request that Caltrans provide clear information on where to find it.

We look forward to your response to this request for information. We appreciate the time and effort that Caltrans has devoted to active transportation planning and project development, and ask that you redouble your efforts to build complete streets and transit priority corridors. We are committed to partnering more deeply with you and your team to ensure the successful implementation of SB 960.

Sincerely,

Kendra Ramsey  
Executive Director  
California Bicycle Coalition

Debra Banks  
Director of Policy & Advocacy  
Sacramento Area Bicycle Advocates

Chloé Lauer  
Executive Director  
San Diego County Bicycle Coalition

Eli Akira Kaufman  
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President  
Chico Velo

Enclosure: SB 960 Implementation Tracker

Cc: Secretary Toks Omishakin, CalSTA  
Undersecretary James Hacker, CalSTA  
Deputy Secretary for Environmental Policy & Housing Julia Kingsley, CalSTA  
Deputy Legislative Affairs Secretary Myles White, GO  
Executive Director Tanisha Taylor, CTC  
Chief Deputy Director Paul Golaszewski, CTC  
Chief Deputy Director Cory Binns, Caltrans  
Deputy Director of Planning & Modal Programs Marlon Flournoy, Caltrans  
Deputy Director of Project Delivery Donna Berry, Caltrans  
Complete Streets Lead Advisor Susie Lindsay, Caltrans

## SB 960 Implementation Tracking

| Bill Section | SB 960 provision                                                                                                                                                                                       | Public Status Sept 2026                                                                                                     | Notes/Questions                                                                                                            |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| <b>2</b>     | <b>TAMP requirements</b>                                                                                                                                                                               |                                                                                                                             |                                                                                                                            |
| 2(b)         | Caltrans to include complete streets assets in the TAMP, including pedestrian, bicycle, and transit priority facilities on the SHS                                                                     | TAMP adopted by CTC, need clarity on how targets relate to identified needs in active transportation plans                  | Tell us how the targets relate to the district AT plan needs, and why the inventory and targets decreased in the 2026 TAMP |
| 2(c)(1)      | CTC to adopt targets and PMs for existence and conditions of bicycle, pedestrian, and transit priority facilities on the SHS                                                                           | Adopted in TAMP                                                                                                             | Can you compare the targets from the last two TAMPs and SHOPPs to see what progress is being made?                         |
| <b>3</b>     | <b>SHOPP performance report</b>                                                                                                                                                                        |                                                                                                                             |                                                                                                                            |
| 3(c)         | Caltrans shall develop a plain language performance report on the SHOPP to include a description of bicycle, pedestrian, and transit priority facilities on each project                               | Planned to include in the SB 695 State Highway System Outcomes report in Jan 2027                                           | What is the status of this and anticipated timeline for public availability?                                               |
| <b>4</b>     | <b>SHOPP requirements</b>                                                                                                                                                                              |                                                                                                                             |                                                                                                                            |
| 4(a)(1)      | Caltrans shall commit to specific 4-year targets in the SHSMP consistent with proportional progress toward the 10 year targets for pedestrian and bicycle facilities into projects funded by the SHOPP | Completed in 2026 SHOPP, need clarity on whether the 4 year program makes proportional progress toward 10 year SHSMP target | Can Caltrans give us this data? From our read of the 2026 SHOPP the 10 year target and 4 year SHOPP target both decreased  |

## SB 960 Implementation Tracking

| Bill Section | SB 960 provision                                                                                                                                                                                                                                                                                                    | Public Status Sept 2026                                                                                                                                                                                           | Notes/Questions                                                                                                                                             |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4(a)(2)      | Beginning with the 2028 SHOPP, Caltrans shall provide and improve transit priority facilities in locations with current or future transit priority needs                                                                                                                                                            | Anticipated for 2028 SHOPP                                                                                                                                                                                        |                                                                                                                                                             |
| 4(b)(1)      | For SHOPP projects with CS facilities, Caltrans shall consult and document consultation with public agencies, local bike/ped/transit advocates, CBOs, or other local stakeholders. Caltrans shall develop guidance to implement this subdivision.                                                                   | Caltrans has provided guidance to the districts on public engagement, but no info provided on where this engagement is being documented                                                                           | What is the status of this and anticipated timeline for public availability?                                                                                |
| 4(b)(2)      | A CS project in an underserved community should include specific outreach to the most underserved areas. Caltrans shall establish a definition for underserved community that should include the equity index or as defined by a region through a RTP process                                                       | Caltrans will use the EQI for defining underserved communities for this purpose.                                                                                                                                  | As above, is Caltrans documenting specific outreach to underserved communities?                                                                             |
| 4(c)         | If Caltrans does not include CS facilities on any SHOPP project, justification must be documented with final approval by the director and posted to the Caltrans website. If the director delegates approval to the district, Caltrans shall develop guidance for those approvals in consultation with stakeholders | Caltrans began publishing Complete Streets Decision Documents on its website in Aug 2026 for projects that do not include CS facilities.                                                                          | Is there a standard for approval of these justifications? SB 960 specified only limited conditions where exceptions should be approved.                     |
| <b>5</b>     | <b>Transit priority policy and guidance</b>                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                   |                                                                                                                                                             |
| 5(a)         | Caltrans director shall adopt a transit policy to guide implementation of transit priority facilities and stops on the SHS (by Jan 1, 2026)                                                                                                                                                                         | <u>Director's Transit Policy adopted 2/6/2026</u>                                                                                                                                                                 |                                                                                                                                                             |
| 5(c)         | Caltrans shall adopt guidance that defines transit performance measures and identifies specific responsibilities for Caltrans programs, divisions, districts, and offices in supporting transit priority on the SHS (by Jan 1, 2027)                                                                                | Caltrans held focus groups to solicit stakeholder input on PMs                                                                                                                                                    | We will send feedback in writing on this                                                                                                                    |
| 5(d)         | Caltrans shall adopt design guidance for transit priority facilities (by Jan 1, 2028)                                                                                                                                                                                                                               | Caltrans points to other existing guidance to satisfy this provision - i.e. managed lanes policy, bus-on-shoulder guidance. This is also called out in the new Transit EO N-26-7 as a priority for the next year. | Is there a process planned or underway to prepare comprehensive guidance in response to this requirement, beyond the adoption of guidance already underway? |
| <b>6</b>     | <b>SHSMP requirements</b>                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                   |                                                                                                                                                             |
| 6(b)(1)      | The SHSMP shall include specific quantifiable accomplishments, goals, objectives, costs, and PMs for pedestrian and bicycle facilities consistent with the TAMP                                                                                                                                                     | Completed in 2025 SHSMP, need clarity on how targets relate to identified needs and TAMP targets                                                                                                                  |                                                                                                                                                             |
| 6(b)(2)      | In 2027 and thereafter, the SHSMP shall include the same for transit priority facilities                                                                                                                                                                                                                            | Anticipated for 2027 SHSMP                                                                                                                                                                                        |                                                                                                                                                             |
| <b>7</b>     | <b>Encroachment Permits</b>                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                   |                                                                                                                                                             |

## SB 960 Implementation Tracking

| Bill Section     | SB 960 provision                                                                                                                                                                                                                                                                                                  | Public Status Sept 2026                                                                                                                                                   | Notes/Questions                                                                        |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| 7(f)(1)          | Caltrans shall develop and adopt a process for project intake, evaluation, and permit review for ped/bike/transit priority facilities sponsored by a local or transit agency to comply with the 60-day permit review requirement (by Jan 1, 2027)                                                                 | In development and planned for roll out in Jan 2027. This is also called out in the new Transit EO for transit infrastructure on the SHS as a priority for the next year. |                                                                                        |
| 7(f)(2)          | Caltrans shall report annually to the CTC regarding project applications for this process including the number of completed applications submitted, permits issued, and number of days required to process each application                                                                                       | Caltrans plans to begin reporting to CTC in Dec 2026                                                                                                                      |                                                                                        |
| 7(f)(3)          | Caltrans shall post the report on the website                                                                                                                                                                                                                                                                     | No info provided                                                                                                                                                          |                                                                                        |
| 7(f)(4)          | Caltrans shall designate an encroachment permit manager in each district to ensure applications for CS facilities are reviewed based on this process and the manager shall have expertise in bike/ped/transit priority facilities                                                                                 | Caltrans plans to designate these positions by Jan 2027                                                                                                                   | We request a list of district CS encroachment permit managers when they are identified |
| <b>EO N-7-26</b> | <b>June 2026 Governor Newsom Executive Order</b>                                                                                                                                                                                                                                                                  |                                                                                                                                                                           |                                                                                        |
|                  | Establish a Statewide Active Transportation Delivery Support Team to support local/regional agencies in implementation of ATP projects: provide assistance with project development and construction delivery, help coordinate related projects, and partner with local/regional agencies for additional capacity |                                                                                                                                                                           |                                                                                        |
|                  |                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                           |                                                                                        |