



November 30, 2020

Hilary Norton, Chair  
Mitch Wiess, Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

Re: SB 1 Program Staff Recommendation

Dear Chair Norton

The undersigned organizations are writing to express strong disappointment on the recent SB 1 program recommendations made by California Transportation Commission staff. These recommendations do not embody the spirit of Governor Newsom's Executive Order N -19 -19 and puts California on a path to increase emissions at a time when climate change impacts have ravaged California. When Governor Newsom signed EO N-19-19 and the Legislature passed visionary climate laws such as SB 32, California made a clear statement about the need to reduce emissions from the transportation sector. It is time our agencies answer that call. As is, the SB 1 program recommendations submitted by CTC staff fall short.

While we understand that the projects selected by staff meet current guideline requirements, these projects are not proven to reduce air pollution or advance a more equitable land use pattern. Current recommendations have over half of funds slated for highway expansion and general purpose lanes. To achieve our greenhouse gas reduction goals we cannot continue to fund these types of projects. **There has to be an intentional shift from car-centric funding to climate-friendly projects.** This shift must include the prioritization of projects that create a safe and robust transit network, complete street projects, active transportation projects, bike and pedestrian infrastructure, zero emission freight, and reduced vehicle miles traveled. Not only do these types of projects help reduce greenhouse gas emissions but can advance equity. Our hope is that SB 1 programs fit into our vision for California — one that reduces emissions, advances equity, and promotes public health.

For future SB 1 projects, we encourage the CTC to use the Climate Action Plan for Transportation Infrastructure (CAPTI) as a means for making future funding decisions. Not only is the CAPTI aligned with achieving our climate goals but it is informed by robust stakeholder engagement. Use of the CAPTI will move us closer to our reduction targets while also providing more coordination among our transportation agencies.

Thank you,

Nailah Pope-Harden  
Policy Manager  
ClimatePlan

Noah Harris  
Transportation Policy Advocate  
Climate Action Campaign

Jonathan Matz  
California Senior Policy Manager  
Safe Routes Partnership

Catherine Garoupa White  
Executive Director  
Central Valley Air Quality Coalition

Rick Longinotti  
Co-chair  
Campaign for Sustainable Transportation

Matthew Baker  
Policy Director  
Planning & Conservation League

Darnell Grisby  
Executive Director  
TransForm