



Senate Bill 1 Transportation Funding: What Health Departments Need to Know

WHAT IS SENATE BILL 1?

[Senate Bill 1](#), The Road Repair and Accountability Act of 2017, was passed and signed into law in April 2017. The bill provides ten years of funding for transportation improvements across the state, creating a long-term sustainable source of transportation funding for the first time in decades. It supplements existing programs like the Active Transportation Program with additional money, and also creates several new programs that can potentially fund healthy transportation projects and programs. The revenue comes from a variety of tax and fee increases on gasoline, trucks and vehicle registrations (see [sidebar](#) for details).

This funding becomes available immediately, so the California Transportation Commission, which oversees all transportation funding allocations in the State, is moving quickly to develop an implementation plan for how to spend the money. The CTC staff presented a [draft implementation plan](#) to the Commissioners at its May 17 meeting in San Diego, and expects to adopt it at the next Commissioner meeting on June 28 in Sacramento. The CTC will also hold a kick-off meeting on June 8 and 9 in Sacramento to announce the new funding programs and start the stakeholder engagement process of developing guidelines for them. The Guidelines process will take several months, and most programs should announce a Call for Projects later this year.

PUBLIC HEALTH FOCUS IN SB 1

Our transportation system has major impacts on public health. In California, transportation accounts for approximately 39% of greenhouse gas emissions. Cars and trucks on our roads and freeways generate pollution that is linked to diseases including asthma: pavement and impervious surfaces lead to an urban heat island effect; and fuels and other materials left on pavement surfaces run off and settle into water, causing water pollution. Lack of transportation access can affect people's ability to get to and from essential destinations including jobs, schools and stores that provide essential goods and services. People without safe places to walk, bike and play are less physically active, contributing to obesity and chronic disease. Injuries and fatalities are higher in places with heavy traffic and higher speed limits, and disproportionately affect low income communities and communities of color.

With billions of dollars of new transportation funding about to be spent, we have a chance to improve upon many of these existing health inequities or make them worse by continuing to invest the way we have. We could spend this funding to make our communities safer places to walk and bike by investing in more active transportation, complete

REVENUE SOURCES FOR SB 1

Senate Bill 1 raises money through a variety of taxes and user fees. It will generate approximately \$5-6 billion per year, with inflation adjustments built into most revenue sources.

- 12-cent gas tax increase
- 4% diesel sales tax increase
- 20-cent diesel excise tax increase
- \$25 to \$175 increase in vehicle license fee, based on vehicle value
- \$100 annual vehicle registration fee for zero-emissions vehicles model year 2020 or later
- General fund loan repayments

streets and Safe Routes to School, and also provide greater access to opportunity for low-income communities of color by improving our public transportation systems and first and last mile connections. We can also mitigate climate change by investing in pavement materials that minimize runoff into water sources, reduce greenhouse gas emissions and mitigate the urban heat island effect. This new funding should have a public health focus than transportation funding sources have in the past, and now is a critical opportunity to ensure that it does.

The existing SB 1 legislation states that the majority of new funding will go towards road and highway projects meant to facilitate travel by cars and trucks. However, there is also funding for active transportation projects, and the legislation lists “safety improvements” and “complete streets components” as eligible project types for the road and highway funding. The legislation also contains several provisions that require or recommend health and environmental considerations to be taken into account in project selection. To the extent possible and cost effective, projects should use:

- Advanced technologies
- Material recycling techniques
- Materials and construction methods that exhibit reduced levels of GHG emissions
- Systems that can accommodate zero-emission vehicles and future communications technologies developed in autonomous vehicles.
- Materials that can better adapt streets to withstand negative effects of climate change and become more resilient to extreme weather events such as fires, floods and sea level rise.

The legislation also recommends incorporating complete streets elements to make it safer to walk and bike, as well as environmental mitigation on projects that could adversely impact public health.

TRANSPORTATION PROGRAMS WITH A PUBLIC HEALTH FOCUS

SB 1 will provide additional resources for several existing programs that fund active transportation projects and that improve air quality. It also creates several new programs that have the potential to fund healthy transportation projects and programs, as well as reduce the pollution burden in disadvantaged communities. Details on these programs and the implementation process for them are detailed below:

- The **Active Transportation Program (ATP)** will receive an additional \$100 million per year for the next 10 years, an 80% annual increase. ATP funds infrastructure, non-infrastructure and plans that increase walking and bicycling and improve safety. The CTC [released Guidelines](#) for how to spend the additional funding on June 2. The first two years of funding will be allocated in a special Call for Projects this summer. Only projects that applied for last year’s Cycle 3 are eligible. Future years of funding will be rolled into the existing Cycle process. Cycle 4 is expected to be announced in the spring of 2018.
- The **Sustainable Planning Grant** program will provide \$25 million per year to local governments and MPOs to advance local and regional planning initiatives that reduce greenhouse gas emissions and vehicle miles traveled, and achieve other state goals related to climate change. Caltrans will administer this program and is expected to release Guidelines in late June and hold workshops over the summer. These grants will be similar to the existing [Sustainable Transportation Planning Grant](#) program but have a broader focus on climate change, public health, land use and social equity.
- The **Congested Corridors Program** is a new \$250 million per year program that will fund multimodal improvements along busy streets and highways. It will not fund capacity expansions, and it instead focused on accommodating more users within the existing right-of-way through high-occupancy toll lanes, transit, complete streets and other alternatives. The CTC will be developing Guidelines and holding public workshops this summer to shape this program.
- The **Local Partnership Program** is a new program will \$200 million available per year for road rehabilitation and maintenance projects. It is limited to counties that have passed voter-approved sales taxes or fees to pay for



transportation or development projects. The legislation is vague on what this program will fund, so CTC will create Guidelines and receive public comments this summer. It is not yet known if this will be a competitive or formula program, but CTC staff are proposing it be 75% competitive and 25% formula, according to the [Implementation Plan](#).

- The **Local Streets & Roads** program receives an additional \$1.5 billion per year, and new oversight by the CTC (it previously had no oversight by the state). The CTC will release Guidelines and hold workshops this summer to develop criteria and eligibility for the additional funding.
- The **State Highway Operations Protection Program (SHOPP)**, an existing program that funds maintenance of streets and highways to improve safety, receives an additional \$1.9 billion per year. This funding has been used by many jurisdictions to make complete streets improvements as streets undergo routine maintenance. CTC also received additional oversight responsibilities with this funding and plans to develop performance measure criteria for how the funding is spent.
- The **Trade Corridor Enhancement Account** is a new \$300 million fund for freight improvements along trade corridors. This could potentially fund improvements that reduce pollution and congestion in Southern California's major freight corridors. Guidelines will be released this summer and workshops will follow.
- **Public Transportation** programs would receive approximately \$700 million per year. Caltrans has not yet announced their implementation plan for this funding, though it will go to several existing state programs. For more information on public transportation funding included in SB 1, see the California Transit Association's [breakdown](#).

The following table details the key processes and important dates for each of these programs. Dates are subject to change as implementation gets underway and CTC staff have a more realistic timeframe for each program. Check the CTC's [SB 1 website](#) for updates.

Program	Process	Dates
Active Transportation Program (\$220M/year, \$100M from SB 1)	Workshops to Develop Guidelines (guidelines here)	June 2017
	Guidelines Approved	June 28-29 CTC Meeting in Sacramento
	Call for Projects	June 30, 2017
	Applications Due	August 1, 2017
	Awards Approved, Statewide & Small Urban Rural Components	October 18-19 CTC Meeting in Modesto
	Awards Approved, MPO Component	December 6-7 CTC Meeting in Riverside
Congested Corridors (\$250M/year)	Workshops to Develop Guidelines	June to October 2017
	Presentation of Draft Guidelines	October 18-19 CTC Meeting in Modesto
	Adoption of Guidelines	December 6-7 CTC Meeting in Riverside
	Applications Due	February 2018



	Awards Approved	May 2018
Local Streets & Roads (\$1.5B/year)	Workshops to Develop Guidelines	June & July 2017
	Presentation of Draft Guidelines	August 16-17 CTC Meeting in Oakland
	Adoption of Guidelines	October 18-19 CTC Meeting in Modesto
Local Partnership Program (\$200M/year)	Workshops to Develop Guidelines	June to September 2017
	Presentation of Draft Guidelines	August 16-17 CTC Meeting in Oakland
	Adoption of Guidelines	October 18-19 CTC Meeting in Modesto
	Applications Due	March 2018
	Awards Approved	June 2018
SHOPP (\$1.9B/year)	Presentation of Draft Interim Guidelines	May 17 CTC Meeting in San Diego
	Adoption of Interim Guidelines	June 28-29 CTC Meeting in Sacramento
Sustainable Planning Grants (\$25M/year)	Workshops to Develop Guidelines	June to July 2017
	Adoption of Guidelines	August to September 2017
	Applications Due	Fall 2017
	Awards Approved	Winter 2018
Trade Corridor Enhancement Account (\$300M/year)	Workshops to develop guidelines	June to November 2017
	Presentation of draft guidelines	December 6-7 CTC Meeting in Riverside
	Adoption of guidelines	January 2018
	Applications due	February 2018
	Awards approved	May 2018

WHAT CAN PUBLIC HEALTH DEPARTMENTS DO?

Implementation of SB 1 is moving very quickly, so it is important for public health departments to be aware of important dates for workshops and deadlines for funding availability. Since SB 1 included some overarching public health language,



and several of these programs are new, the next few months are a critical opportunity for the public health community to weigh in and shape the next ten years of transportation funding the state allocates. Below are some recommended actions that public health departments can take.

- **Attend workshops on program guidelines** when they are held in Southern California locations, or remotely in other locations (most CTC workshops will have a call-in or webcast option). These workshops are key opportunities to provide feedback on the programs and let CTC staff and other stakeholders know that public health is important consideration in how we spend our state's transportation funding, and share ideas of the types of projects and programs that should be eligible.
- **Submit written comments on program guidelines** when appropriate. CTC staff will be taking public comments on all of these programs before they are adopted, so if you cannot attend a workshop, or want to supplement what you said in those forums, you can submit comments on behalf of your local health department or other organization. The Public Health Alliance of Southern California (Alliance) may also consider submitting comments on some of these programs.
- **Communicate with other departments including transportation, public works and planning** about the importance of public health to these transportation programs. Speak with them about ways to incorporate public health considerations into the guidelines, as well as ideas for eligible projects and programs that can advance public health in your community.
- **Partner with neighboring communities, your regional council of governments, and other agencies** to submit comments and speak up in support of public health considerations in the development of these Guidelines. SCAG, county transportation commissions and local transportation agencies are likely to submit feedback and you can ensure that the local health departments are a part of these collective discussions.
- **Work with professional associations** such as APHA, ASTHO, NACCHO, HOAC, CHEAC, and the National Association of Counties, to communicate your department's position to the California Transportation Commission, Caltrans and state legislators.
- **Consider applying for funding** for some of these existing or new programs to further your local health departments' goals.

HOW CAN I GET INVOLVED?

Join the Public Health Alliance of Southern California in tracking SB 1 transportation funding programs and ensuring a strong public health focus. We encourage you to join our monthly Healthy Transportation calls, which occur on the first Monday of every month at 9:00 a.m. For more information contact Bill Sadler at bsadler@phasocal.org.

ADDITIONAL RESOURCES

The [California Transportation Commission's website](#) is the best resource to keep up-to-date on SB 1 transportation programs and get updates on guidelines, workshop dates, comment deadlines and funding availability.

California Transportation Commission's SB 1 website, <http://catc.ca.gov/programs/SB1.html>

California Transportation Commission's SB 1 Implementation Plan, http://catc.ca.gov/programs/SB_1/SB%201_Implementation_Plan_053117_FINAL_ADOPTED.pdf

California Transportation Commission's SB 1 Press Release, http://catc.ca.gov/Press_Releases/SB_1/SB_1_Press_Release_051917_FINAL.pdf

Active Transportation Program homepage, <http://www.catc.ca.gov/programs/ATP.htm>

Senate Bill 1 language, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1



SPUR, 2017, April 26. Why California's New Transportation Bill is a Really Big, Historic Deal,
<http://www.spur.org/news/2017-04-26/why-california-s-new-transportation-bill-really-big-historic-deal>

Streetsblog, 2017, April 5. "What's in the Gas-Tax-Raising Transportation Funding Bill?"
<http://cal.streetsblog.org/2017/04/05/whats-in-the-gas-tax-raising-transportation-funding-bill/>

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