

BILL: SB 1423 (Stern, D-Sherman Oaks)
Amended March 25, 2026
Introduced February 20, 2026

SUBJECT: SB 1423 would require a minimum allocation of State Transportation Improvement Program funds to “safe streets” projects and would modify the Active Transportation Program.

STATUS: Pending in Senate

SUMMARY AS OF MARCH 31, 2026:

SB 1423 proposes significant changes to state transportation funding programs by requiring that at least 50 percent of funds in both the Interregional Transportation Improvement Program (ITIP) and the Regional Transportation Improvement Program (RTIP) be programmed for “safe streets” projects in transit-oriented development zones.

The bill defines “safe streets” projects as those focused on pedestrian, bicycle, and traffic calming improvements, including sidewalks, protected bike lanes, safe crossings, and Safe Routes to School projects. The bill explicitly excludes roadway widening or capacity expansion projects from qualifying as safe streets projects.

SB 1423 further requires that these investments be prioritized within transit-oriented development (TOD) zones, as defined in state law. This definition cross-references provisions established under SB 79 (Chapter 512, Statutes of 2025), which apply only in certain “urban transit counties.” As a result, this requirement may have uneven applicability across the state, concentrating funding requirements in regions that meet the SB 79 threshold while limiting applicability in others. It is unclear how this prioritization would be implemented in practice, including whether regions would be required to direct a greater share of their State Transportation Improvement Program (STIP) funding to projects located near qualifying transit stops or whether adjustments to funding distribution across regions would be necessary to meet the statewide threshold.

In addition, the bill renames the Active Transportation Program as the “Safe Streets Program” and modifies program guidelines to include additional project selection criteria, including benefits to TOD zones. The bill also establishes a two-step application process, allowing applicants to first submit a simplified application before advancing to a full application with detailed engineering requirements.

EFFECTS ON ORANGE COUNTY:

SB 1423 is directly relevant to the Orange County Transportation Authority's (OCTA) role in developing and programming the STIP for Orange County. The STIP is a formula-based funding program that allocates approximately 75 percent of funds to regional shares through the RTIP, which are programmed by county transportation agencies over a five-year period, and 25 percent to interregional projects through the ITIP, which focuses on projects of statewide or interregional significance.

OCTA has already programmed its regional share of STIP funds across a balanced set of projects for the current cycle. While SB 1423 would not apply to any portion of a county share reserved before January 1, 2027, for a future programming year, this could inhibit an agency from shifting STIP funding to meet project needs and would limit future programming. It is also unclear how the 50 percent would be calculated in future years, including whether it would apply to future funding capacity or the entire 5-year STIP estimate. To meet the requirements of SB 1423, OCTA may need to reprogram funding from previously approved projects to meet the proposed 50 percent threshold. Many of these projects may not qualify under the bill's definition of "safe streets," even when they include multimodal elements. This could impact projects that address congestion relief, goods movement, and interregional connectivity. Additionally, because ITIP funding is intended for projects of interregional significance, it is unclear whether "safe streets" projects would meet the statutory purpose of that program.

OCTA's 2026 State Transportation Improvement Program totals approximately \$151 million and reflects a balanced, multimodal approach to transportation investment. This funding supports a range of critical projects across Orange County, including freeway improvements such as the Interstate 5 improvements to reduce congestion and improve reliability, goods movement and operational enhancements such as the State Route 57 Truck Climbing Lane, rail infrastructure projects such as the Pacific Coast Highway Coastal Rail Bridge that maintain and improve service along key corridors, and active transportation investments such as segments of the OC Loop that expand bicycle and pedestrian connectivity. This approach is designed to address diverse regional transportation needs while aligning with state goals and maintaining flexibility to deliver priority projects.

By requiring that at least 50 percent of STIP funds be dedicated to safe streets projects, SB 1423 would significantly alter this balanced approach and reduce regional flexibility in programming funds. Projects currently included in OCTA's STIP may not qualify under the bill's definition of "safe streets," even when they incorporate multimodal improvements, creating a mismatch between existing programming and proposed funding requirements.

The bill's prioritization of funding within TOD zones may further constrain funding eligibility, particularly in areas where qualifying TOD zones are limited or where transportation needs extend beyond those areas. This could reduce the ability of OCTA to address critical congestion, goods movement, and reliability challenges across the broader regional transportation network. Additionally, the bill represents a shift from the

existing STIP framework, which allows regional agencies to develop programs that balance local priorities with statewide policy goals. By imposing a fixed funding allocation and prioritization structure, SB 1423 may limit the ability of regional agencies to respond to evolving transportation needs and deliver voter-approved projects.

Overall, SB 1423 would significantly restructure STIP programming in a manner that may constrain regional decision-making, shift funding away from critical infrastructure projects, and impact OCTA's ability to deliver a balanced, multimodal transportation program. An OPPOSE position is consistent with OCTA's 2025–26 State Legislative Platform principle to “oppose policies that change existing formula funding structures to redistribute funds in a way that would inhibit a local agency from delivering critical transportation projects and programs.”

OCTA POSITION:

Staff recommends: OPPOSE

AMENDED IN SENATE MARCH 25, 2026

SENATE BILL

No. 1423

Introduced by Senator Stern

February 20, 2026

~~An act to amend Section 8654.10 of the Government Code, relating to wildfire prevention.~~ *An act to amend Sections 14526 and 14527 of the Government Code, and to amend Sections 2380, 2381, and 2382 of, and to amend the heading of Chapter 8 (commencing with Section 2380) of Division 3 of, the Streets and Highways Code, relating to transportation.*

LEGISLATIVE COUNSEL'S DIGEST

SB 1423, as amended, Stern. ~~Wildfire prevention: California Wildfire Mitigation Financial Assistance Program.~~ *Transportation funding: State Transportation Improvement Program: Active Transportation Program.*

Existing law generally provides for programming and allocation of available state and federal transportation funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation through the adoption of an interregional transportation improvement program, and 75% of available funds to be programmed and expended on regional improvement projects nominated by transportation planning agencies through the adoption of a regional transportation improvement program.

This bill would require at least 50% of funds programmed in the interregional transportation improvement program, and 50% of funds programmed in a regional transportation improvement program, to be

programmed for safe streets projects, as specified. The bill would require those funds to be prioritized for safe streets projects located in areas of transit-oriented development zones, as defined, that lack adequate pedestrian safety and mobility access.

Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines with regard to project selection that include, among other criteria, the benefit to disadvantaged communities and the potential for increasing and improving connectivity and mobility of nonmotorized users. Existing law requires the guidelines adopted by the commission for the program to address, among other things, application timelines and application rating and ranking criteria.

This bill would rename the Active Transportation Program as the Safe Streets Program. The bill would require the guidelines with regard to project selection to also include as criteria the benefit to transit-oriented development zones, as defined. The bill would require the guidelines to establish an application process under which an applicant submits an initial application that would not require detailed engineering drawings and, if that application is deemed to be in conformance with the guidelines and project selection criteria, the applicant would be requested to submit a final and more comprehensive application for review.

~~Existing law, contingent upon an appropriation, requires the Office of Emergency Services to enter into a joint powers agreement with the Department of Forestry and Fire Protection to develop and administer a comprehensive wildfire mitigation program to, among other things, encourage cost-effective structure hardening and retrofitting to create fire-resistant homes, businesses, and public buildings. Existing law requires the State Fire Marshal and the Department of Forestry and Fire Protection to identify activities that are eligible for financial assistance under the program and requires the joint powers authority to develop criteria and a scoring methodology to prioritize financial assistance provided through the program based on specific factors, as provided. Existing law requires the joint powers authority, no later than July 1, 2028, to submit a report to the Legislature regarding the implementation of the wildfire mitigation financial assistance program, as provided.~~

~~This bill would instead require the joint powers authority to submit the report to the Legislature regarding the implementation of the wildfire mitigation financial assistance program no later than January 1, 2028.~~

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 *SECTION 1. The Legislature finds and declares all of the*
2 *following:*

3 *(a) Increasing active transportation is essential to reducing*
4 *vehicle miles traveled and meeting greenhouse gas reduction*
5 *targets.*

6 *(b) Active transportation infrastructure, including protected*
7 *bike lanes and safe crossings, significantly improves safety for*
8 *children, seniors, and persons with disabilities, who are*
9 *disproportionately impacted by traffic violence.*

10 *(c) Projects such as first- and last-mile connections and trails*
11 *deliver high-return benefits to local economies and transit ridership*
12 *at a fraction of the cost of traditional roadway expansion.*

13 *(d) Access to safe outdoor spaces for walking and rolling*
14 *contributes to improved physical and mental health outcomes for*
15 *all Californians.*

16 *(e) Under current practice, active transportation projects*
17 *compete poorly in regional transportation improvement programs,*
18 *and smaller counties often lack the fiscal capacity to advance*
19 *nonautomobile projects.*

20 *(f) To achieve equity and safety, the state must distinguish*
21 *between genuine active transportation investments and roadway*
22 *widenings that offer only incidental pedestrian improvements.*

23 *SEC. 2. Section 14526 of the Government Code is amended to*
24 *read:*

25 14526. (a) Not later than October 15 of each odd-numbered
26 year, based on the guidelines established pursuant to Section
27 14530.1, and after consulting with the transportation planning
28 agencies, county transportation commissions, and transportation
29 authorities, the department shall submit to the commission the
30 draft five-year interregional transportation improvement program
31 consisting of all of the following:

1 (1) Projects to improve state highways, pursuant to subdivision
2 (b) of Section 164 of the Streets and Highways Code.

3 (2) Projects to improve the intercity passenger rail system.

4 (3) Projects to improve interregional movement of people,
5 vehicles, and goods.

6 (b) Projects included in the interregional transportation
7 improvement program shall be consistent with the state
8 interregional transportation strategic plan prepared pursuant to
9 Section 14524.4.

10 (c) Projects may not be included in the draft interregional
11 transportation improvement program without a project study report
12 or major investment study.

13 (d) Major projects shall include current costs updated as of
14 November 1 of the year of submittal and escalated to the
15 appropriate year, and shall be consistent with, and provide the
16 information required in, subdivision (b) of Section 14529.

17 (e) Projects included in the draft interregional transportation
18 improvement program shall be consistent with the adopted regional
19 transportation plan.

20 (f) (1) *At least 50 percent of the funds programmed in the*
21 *interregional transportation improvement program shall be*
22 *programmed for safe streets projects. The funds programmed*
23 *pursuant to this subdivision shall be prioritized in the interregional*
24 *transportation improvement program for safe streets projects*
25 *located in areas of transit-oriented development zones that lack*
26 *adequate pedestrian safety and mobility access.*

27 (2) *For purposes of this subdivision, the following definitions*
28 *apply:*

29 (A) *“Safe streets project” means a project that meets all of the*
30 *goals set forth in paragraphs (1) to (3), inclusive, of subdivision*
31 *(b) of Section 2380 of the Streets and Highways Code. Safe streets*
32 *projects include sidewalk and curb ramp networks, protected*
33 *bicycle facilities, safe crossings, traffic calming measures, and*
34 *Safe Routes to School projects. A project consisting of roadway*
35 *widening or capacity expansion shall not be classified as a safe*
36 *streets project solely because it includes incidental bicycle lanes*
37 *or sidewalks.*

38 (B) *“Transit-oriented development zone” has the same meaning*
39 *as defined in Section 65912.156.*

40 (f)

1 (g) On or before November 15 of each odd-numbered year, the
2 commission shall hold at least one hearing in northern California
3 and one hearing in southern California to attempt to reconcile any
4 objections by any member of the public or other stakeholder to
5 the draft interregional transportation improvement program.

6 ~~(g)~~

7 (h) The department shall consider the input received at the
8 hearings conducted pursuant to subdivision ~~(f)~~ (g) and shall develop
9 a final interregional transportation improvement program. The
10 final interregional transportation improvement program shall
11 include a summary of the major comments received at the hearings
12 and responses to those comments, and shall be submitted to the
13 commission for approval not later than December 15 of each
14 odd-numbered year.

15 ~~(h)~~

16 (i) The commission shall, when approving the final interregional
17 transportation improvement program pursuant to subdivision ~~(g)~~,
18 (h), evaluate the extent to which the program is consistent with
19 funding priorities established in Section 167 of the Streets and
20 Highways Code.

21 *SEC. 3. Section 14527 of the Government Code is amended to*
22 *read:*

23 14527. (a) After consulting with the department, the regional
24 transportation planning agencies and county transportation
25 commissions shall adopt and submit to the commission and the
26 department, not later than December 15, 2001, and December 15
27 of each odd-numbered year thereafter, a five-year regional
28 transportation improvement program in conformance with Section
29 65082. In counties where a county transportation commission has
30 been created pursuant to Chapter 2 (commencing with Section
31 130050) of Division 12 of the Public Utilities Code, that
32 commission shall adopt and submit the county transportation
33 improvement program, in conformance with Sections 130303 and
34 130304 of that code, to the multicounty-designated transportation
35 planning agency. Other information, including a program for
36 expenditure of local or federal funds, may be submitted for
37 information purposes with the program, but only at the discretion
38 of the transportation planning agencies or the county transportation
39 commissions. As used in this section, "county transportation
40 commission" includes a transportation authority created pursuant

1 to Chapter 2 (commencing with Section 130050) of Division 12
2 of the Public Utilities Code.

3 (b) (1) The regional transportation improvement program shall
4 include all projects to be funded with the county share under
5 paragraph (2) of subdivision (a) of Section 164 of the Streets and
6 Highways Code. The regional programs shall be limited to projects
7 to be funded in whole or in part with the county share that shall
8 include all projects to receive allocations by the commission during
9 the following five fiscal years. For each project, the total
10 expenditure for each project component and the total amount of
11 commission allocation and the year of allocation shall be stated.
12 The total cost of projects to be funded with the county share shall
13 not exceed the amount specified in the fund estimate made by the
14 commission pursuant to Section 14525.

15 (2) (A) *At least 50 percent of the funds described paragraph*
16 *(1) shall be programmed in the regional transportation*
17 *improvement program for safe streets projects. The funds*
18 *programmed pursuant to this paragraph shall be prioritized in the*
19 *regional transportation improvement program for safe streets*
20 *projects located in areas of transit-oriented development zones*
21 *that lack adequate pedestrian safety and mobility access.*

22 (B) *Subparagraph (A) does not apply to any portion of a county*
23 *share reserved before January 1, 2027, for a future programming*
24 *year pursuant to Section 188.8 of the Streets and Highways Code.*

25 (C) *For purposes of this paragraph, the following definitions*
26 *apply:*

27 (i) *“Safe streets project” means a project that meets all of the*
28 *goals set forth in paragraphs (1) to (3), inclusive, of subdivision*
29 *(b) of Section 2380 of the Streets and Highways Code. Safe streets*
30 *projects include sidewalk and curb ramp networks, protected*
31 *bicycle facilities, safe crossings, traffic calming measures, and*
32 *Safe Routes to School projects. A project consisting of roadway*
33 *widening or capacity expansion shall not be classified as a safe*
34 *streets project solely because it includes incidental bicycle lanes*
35 *or sidewalks.*

36 (ii) *“Transit-oriented development zone” has the same meaning*
37 *as defined in Section 65912.156.*

38 (c) The regional transportation planning agencies and county
39 transportation commissions may recommend projects to improve
40 state highways with the interregional share pursuant to subdivision

1 (b) of Section 164 of the Streets and Highways Code. The
2 recommendations shall be separate and distinct from the regional
3 transportation improvement program. A project recommended for
4 funding pursuant to this subdivision shall constitute a usable
5 segment and shall not be a condition for inclusion of other projects
6 in the regional transportation improvement program.

7 (d) The department may nominate or recommend the inclusion
8 of projects in the regional transportation improvement program to
9 improve state highways with the county share pursuant to
10 paragraph (2) of subdivision (a) and subdivision (e) of Section 164
11 of the Streets and Highways Code. A regional transportation
12 planning agency and a county transportation commission shall
13 have sole authority for determining whether any of the project
14 nominations or recommendations are accepted and included in the
15 regional transportation improvement program adopted and
16 submitted pursuant to this section. This authority provided to a
17 regional transportation planning agency or to a county
18 transportation commission extends only to a project located within
19 its jurisdiction.

20 (e) Major projects shall include current costs updated as of
21 November 1 of the year of submittal and escalated to the
22 appropriate year, and shall be consistent with, and provide the
23 information required in, subdivision (b) of Section 14529.

24 (f) The regional transportation improvement program may not
25 change the project delivery milestone date of any project as shown
26 in the prior adopted state transportation improvement program
27 without the consent of the department or other agency responsible
28 for the project's delivery.

29 (g) Projects may not be included in the regional transportation
30 improvement program without a complete project study report or,
31 for a project that is not on a state highway, a project study report
32 equivalent or major investment study.

33 (h) (1) Each transportation planning agency and county
34 transportation commission may request and receive an amount not
35 to exceed 5 percent of its county share for the purposes of project
36 planning, programming, and monitoring.

37 (2) Notwithstanding any other law, but to the extent consistent
38 with applicable federal law or regulation, the department may
39 make an advance payment up to three hundred thousand dollars
40 (\$300,000) per year to transportation planning agencies and county

1 transportation commissions for programming, planning, and
2 monitoring under paragraph (1) where the total allocation under
3 that paragraph is equal to or less than three hundred thousand
4 dollars (\$300,000). Funds advanced shall be programmed in the
5 State Transportation Improvement Program and allocated by the
6 California Transportation Commission prior to payment.

7 *SEC. 4. The heading of Chapter 8 (commencing with Section*
8 *2380) of Division 3 of the Streets and Highways Code is amended*
9 *to read:*

10
11 CHAPTER 8. ~~ACTIVE TRANSPORTATION~~ SAFE STREETS PROGRAM
12

13 *SEC. 5. Section 2380 of the Streets and Highways Code is*
14 *amended to read:*

15 2380. (a) There is hereby established the ~~Active~~
16 ~~Transportation Safe Streets~~ Program in the department for the
17 purpose of encouraging increased use of active modes of
18 transportation, such as biking and walking. ~~Any reference in any~~
19 ~~law or regulation to the Active Transportation Program shall be~~
20 ~~deemed to refer to the Safe Streets Program.~~

21 (b) It is the intent of the Legislature that the program achieve
22 all of the following goals:

23 ~~(a)~~
24 (1) Increase the proportion of trips accomplished by biking and
25 walking.

26 ~~(b)~~
27 (2) Increase safety and mobility for nonmotorized users.

28 ~~(c)~~
29 (3) Advance the active transportation efforts of regional agencies
30 to achieve greenhouse gas reduction goals as established pursuant
31 to Senate Bill 375 (Chapter ~~728~~, 728 of the Statutes of 2008) and
32 Senate Bill 391 (Chapter ~~585~~, 585 of the Statutes of 2009).

33 ~~(d)~~
34 (4) Enhance public health, including reduction of childhood
35 obesity through the use of programs including, but not limited to,
36 projects eligible for Safe Routes to School Program funding.

37 ~~(e)~~
38 (5) Ensure that disadvantaged communities fully share in the
39 benefits of the program.

40 ~~(f)~~

1 (6) Provide a broad spectrum of projects to benefit many types
2 of active transportation users.

3 *SEC. 6. Section 2381 of the Streets and Highways Code is*
4 *amended to read:*

5 2381. (a) ~~The Active Transportation Safe Streets Program~~
6 shall be funded by state and federal funds from appropriations in
7 the annual Budget Act. Funds for the program shall be appropriated
8 to the department, for allocation by the commission. The amount
9 to be appropriated shall include 100 percent of the federal
10 Transportation Alternative Program funds described in Section
11 133(h) of Title 23 of the United States Code, except for any federal
12 funds for recreational trails projects described in Section 133(h)(5)
13 of Title 23 of the United States Code appropriated to the
14 Department of Parks and Recreation; twenty-one million dollars
15 (\$21,000,000) of federal Highway Safety Improvement funds or
16 other federal funds; and State Highway Account funds. Future
17 funding may be augmented if state or federal funds increase, or if
18 other funding sources are identified. Funds appropriated for the
19 ~~Active Transportation Safe Streets Program~~ shall be distributed as
20 follows:

21 (1) Forty percent to metropolitan planning organizations in
22 urban areas with populations greater than 200,000, in proportion
23 to their relative share of population. Funds allocated under this
24 paragraph shall be obligated for eligible projects selected through
25 a competitive process by the metropolitan planning organizations
26 in consultation with the department and the commission and in
27 accordance with guidelines established pursuant to this chapter.

28 (2) Ten percent to small urban and rural regions with populations
29 of 200,000 or less, with projects competitively awarded by the
30 commission to projects in those regions.

31 (3) Fifty percent to projects competitively awarded by the
32 commission on a statewide basis.

33 (b) For the purpose of paragraph (1) of subdivision (a), the
34 following shall apply in the region served by the multicounty
35 designated transportation planning agency described in Section
36 130004 of the Public Utilities Code:

37 (1) The multicounty designated transportation planning agency
38 shall consult with the county transportation commissions created
39 pursuant to Sections 130050, 130050.1, and 132800 of the Public
40 Utilities Code, the commission, and the department in the

1 development of competitive selection criteria to be adopted by the
2 multicounty designated transportation planning agency, which
3 should include consideration of geographic equity, consistent with
4 program objectives.

5 (2) The multicounty designated transportation planning agency
6 shall place priority on projects that are consistent with plans
7 adopted by local and regional governments within the county where
8 the project is located.

9 (3) The multicounty designated transportation planning agency
10 shall obtain concurrence from the county transportation
11 commissions, adopt the projects selected in a comprehensive
12 program of projects, and make funds available to selected project
13 recipients.

14 (c) The Legislature finds and declares that the program described
15 in this chapter constitutes a highway purpose under Article XIX
16 of the California Constitution and justifies the expenditure of
17 highway funds therefor, and all expenditures of Article XIX funds
18 under this program shall be consistent with Article XIX.

19 *SEC. 7. Section 2382 of the Streets and Highways Code is*
20 *amended to read:*

21 2382. (a) The California Transportation Commission shall
22 develop guidelines and project selection criteria for the ~~Active~~
23 ~~Transportation Safe Streets~~ Program in consultation with the ~~Active~~
24 ~~Transportation Safe Streets~~ Program Workgroup, which shall be
25 formed for purposes of providing guidance on matters including,
26 but not limited to, development of and subsequent revisions to
27 program guidelines, schedules and procedures, project selection
28 criteria, performance measures, and program evaluation. The
29 workgroup shall include, but not be limited to, representatives of
30 government agencies and active transportation stakeholder
31 organizations with expertise in pedestrian and bicycle issues,
32 including Safe Routes to School programs.

33 (b) (1) The guidelines shall be the complete and full statement
34 of the policies and criteria that the commission intends to use in
35 selecting projects to be included in the program. The guidelines
36 shall address subjects that include, but are not limited to, project
37 eligibility, application timelines, application rating and ranking
38 criteria, project monitoring, reporting, and transparency, and project
39 performance measurement.

1 (2) *The guidelines shall establish an application process under*
2 *which an applicant submits an initial application that shall not*
3 *require detailed engineering drawings and, if that application is*
4 *deemed to be in conformance with the guidelines and project*
5 *selection criteria, the applicant shall be requested to submit a final*
6 *and more comprehensive application for review.*

7 (c) The guidelines shall include a process to ensure that no less
8 than 25 percent of overall program funds benefit disadvantaged
9 communities during each program cycle. The guidelines shall
10 establish a program definition for disadvantaged communities that
11 may include, but need not be limited to, the definition in Section
12 39711 of the Health and Safety Code and the definition of
13 low-income schools in paragraph (7) of subdivision (b) of former
14 Section 2333.5, as that section read on January 1, 2013. A project
15 eligible under this subdivision shall clearly demonstrate a benefit
16 to a disadvantaged community or be directly located in a
17 disadvantaged community.

18 (d) The guidelines shall allow streamlining of project delivery
19 by authorizing an implementing agency to seek commission
20 approval of a letter of no prejudice that will allow the agency to
21 expend its own funds for a project programmed in a future year
22 of the adopted program of projects, in advance of allocation of
23 funds to the project by the commission, and to be reimbursed at a
24 later time for eligible expenditures.

25 (e) The California Transportation Commission shall adopt the
26 guidelines and selection criteria for, and define the types of projects
27 eligible to be funded through, the program following at least two
28 public hearings. Projects funded in this program shall be limited
29 to active transportation projects. The guidelines shall ensure that
30 eligible projects meet one or more of the goals set forth in Section
31 2380 and may give increased weight to projects meeting multiple
32 goals.

33 (f) In developing the guidelines with regard to project eligibility,
34 the commission shall include, but need not be limited to, the
35 following project types:

36 (1) Development of new bikeways and walkways, or
37 improvements to existing bikeways and walkways, that improve
38 mobility, access, or safety for nonmotorized users. On and after
39 January 1, 2026, the guidelines with regard to project eligibility
40 shall not include the development of Class III bikeways, as

1 described in Section 890.4, or the marking in Figure 9C-9 of the
2 2014 California Manual on Uniform Traffic Control Devices,
3 Revision 8, unless any of the following apply:

4 (A) The Class III bikeway or marking is on a highway with a
5 design speed limit of 25 miles per hour or less.

6 (B) The project will implement improvements to reduce the
7 design speed limit to 25 miles per hour or less.

8 (C) The project applicant demonstrates that the use of the Class
9 III bikeway or marking is appropriate for the local community
10 context and advances a lower stress environment or a low-stress
11 network.

12 (2) Secure bicycle parking at employment centers, park and ride
13 lots, rail and transit stations, and ferry docks and landings.

14 (3) Bicycle-carrying facilities on public transit, including rail
15 and ferries.

16 (4) Installation of traffic control devices to improve the safety
17 of pedestrians and bicyclists.

18 (5) Elimination of hazardous conditions on existing bikeways
19 and walkways.

20 (6) Maintenance of bikeways and walkways.

21 (7) Recreational trails and trailheads, park projects that facilitate
22 trail linkages or connectivity to nonmotorized corridors, and
23 conversion of abandoned railroad corridors to trails.

24 (8) Safe Routes to School projects that improve the safety of
25 children walking and bicycling to school, in accordance with
26 Section 1404 of Public Law 109-59.

27 (9) Safe routes to transit projects, which will encourage transit
28 by improving biking and walking routes to mass transportation
29 facilities and schoolbus stops.

30 (10) Educational programs to increase biking and walking, and
31 other noninfrastructure investments that demonstrate effectiveness
32 in increasing active transportation.

33 (g) In developing the guidelines with regard to project selection,
34 the commission shall include, but need not be limited to, the
35 following criteria:

36 (1) Demonstrated needs of the applicant.

37 (2) Potential for reducing pedestrian and bicyclist injuries and
38 fatalities.

39 (3) Potential for encouraging increased walking and bicycling,
40 especially among students.

1 (4) Identification of safety hazards for pedestrians and bicyclists.

2 (5) Identification of walking and bicycling routes to and from
3 schools, transit facilities, and community centers.

4 (6) Identification of the local public participation process that
5 culminated in the project proposal, which may include noticed
6 public meetings and consultation with local stakeholders.

7 (7) Benefit to disadvantaged communities. In developing
8 guidelines relative to this paragraph, the commission shall consider,
9 but need not be limited to, the definition of disadvantaged
10 communities as applied pursuant to subdivision (c).

11 (8) *Benefit to transit-oriented development zones, as defined in*
12 *Section 65912.156 of the Government Code.*

13 ~~(8)~~

14 (9) Cost-effectiveness, defined as maximizing the impact of the
15 funds provided.

16 ~~(9)~~

17 (10) The adoption by a city or county applicant of a bicycle
18 transportation plan, pursuant to Section 891.2, a pedestrian plan,
19 a safe routes to school plan, or an overall active transportation
20 plan.

21 ~~(10)~~

22 (11) Use of the California Conservation Corps or a qualified
23 community conservation corps, as defined in Section 14507.5 of
24 the Public Resources Code, as partners to undertake or construct
25 applicable projects in accordance with Section 1524 of Public Law
26 112-141.

27 ~~(11)~~

28 (12) Other factors, such as potential for reducing congestion,
29 improving air quality, reducing greenhouse gas emissions, and
30 increasing and improving connectivity and mobility of
31 nonmotorized users. On and after January 1, 2026, increasing or
32 improving connectivity of nonmotorized users shall not include
33 the addition of a bikeway connecting to a Class III bikeway, as
34 described in Section 890.4, or the marking in Figure 9C-9 of the
35 2014 California Manual on Uniform Traffic Control Devices,
36 Revision 8, unless the bikeway or marking is on a highway with
37 a design speed limit of 25 miles per hour or less or the project will
38 implement improvements to reduce the design speed limit to 25
39 miles per hour or less.

1 (h) For the use of federal Transportation Alternative Program
2 funds, or other federal funds, commission guidelines shall meet
3 all applicable federal requirements.

4 (i) For the use of federal Highway Safety Improvement Program
5 funds for active transportation projects specific to reducing
6 fatalities and serious injuries, the criteria for the selection of
7 projects shall be based on a data-driven process that is aligned
8 with the state's Strategic Highway Safety Plan.

9 (j) The guidelines may include incentives intended to maximize
10 the potential for attracting funds other than program funds for
11 eligible projects.

12 (k) In reviewing and selecting projects funded by federal funds
13 in the Recreational Trails Program, the commission shall
14 collaborate with the Department of Parks and Recreation to
15 evaluate proposed projects, and to ensure federal requirements are
16 met.

17 (l) To ensure that regional agencies charged with allocating
18 funds to projects pursuant to paragraph (1) of subdivision (a) of
19 Section 2381 have sufficient discretion to develop regional
20 guidelines, the commission may adopt separate guidelines for the
21 state and for the regional agencies relative to subdivision (g).

22 ~~SECTION 1. Section 8654.10 of the Government Code is~~
23 ~~amended to read:~~

24 ~~8654.10. (a) The operation of this article is contingent upon~~
25 ~~an appropriation by the Legislature in the annual Budget Act or~~
26 ~~another statute for purposes of this article.~~

27 ~~(b) No later than January 1, 2028, the joint powers authority~~
28 ~~shall submit a report to the Legislature, in compliance with Section~~
29 ~~9795, regarding the implementation of the wildfire mitigation~~
30 ~~financial assistance program administered pursuant to this article.~~
31 ~~The report shall include, but is not limited to, all of the following:~~

32 ~~(1) An evaluation of the cost-effectiveness of the wildfire~~
33 ~~mitigation program compared to other structure hardening,~~
34 ~~defensible space, vegetation management, and fuel reduction~~
35 ~~incentive programs.~~

36 ~~(2) An evaluation of the overall wildfire risk reduction achieved~~
37 ~~statewide through awards of financial assistance under the wildfire~~
38 ~~mitigation program.~~

- 1 ~~(3) Detailed information about the quantity, monetary value,~~
2 ~~geographic distribution, and categories of awards of financial~~
3 ~~assistance made under the wildfire mitigation program.~~
4 ~~(4) Detailed information about the sources and amounts of funds~~
5 ~~appropriated or granted to the wildfire mitigation program.~~
6 ~~(5) Detailed information about barriers encountered to~~
7 ~~completing work awarded financial assistance under the wildfire~~
8 ~~mitigation program, including state, regional, or local permitting~~
9 ~~requirements.~~
10 ~~(6) Any other information the Office of Emergency Services~~
11 ~~determines is necessary or convenient to evaluate the financial~~
12 ~~assistance awarded under the program.~~
13 ~~(e) This article shall remain in effect only until July 1, 2029,~~
14 ~~and as of that date is repealed.~~

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