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THIRD READING

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Bill No: AB 954  
Author: Bennett (D), et al.  
Amended: 6/30/25 in Senate  
Vote: 21

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SENATE TRANSPORTATION COMMITTEE: 11-4, 7/8/25

AYES: Cortese, Archuleta, Arreguín, Blakespear, Cervantes, Gonzalez, Grayson, Limón, Menjivar, Richardson, Umberg

NOES: Strickland, Dahle, Seyarto, Valladares

SENATE APPROPRIATIONS COMMITTEE: Senate Rule 28.8

ASSEMBLY FLOOR: 59-19, 6/2/25 - See last page for vote

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**SUBJECT:** Interregional transportation strategic plan: bicycle highways

**SOURCE:** Author

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**DIGEST:** This bill requires the Department of Transportation (Caltrans), to the extent feasible, assess incorporating bicycle highways into the interregional transportation strategic plan (ITSP), as specified.

**ANALYSIS:**

Existing law:

- 1) Specifies that the Interregional Transportation Improvement Program (ITIP) fund projects that improve interregional movement for people and goods throughout California on the State Highway System (SHS) and develop Intercity Passenger Rail corridors of strategic importance.
- 2) Requires projects included in the draft ITIP be consistent with the adopted regional transportation plan and the State Transportation Improvement Program (STIP).

- 3) Requires Caltrans to prepare and submit to the California Transportation Commission (CTC) an ITSP directed at achieving a high functioning and balanced interregional transportation system, and requires the interregional transportation strategic plan be consistent with the California Transportation Plan (CTP).
- 4) Requires ITIP to be programmed in the following categories:
  - a) 25% for interregional improvements, including transportation improvement projects such as state highway, intercity passenger rail, mass transit guideway, or grade separation projects;
  - b) 75% for regional improvements, including transportation improvement projects that are needed to improve transportation within the region, such as state highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, safety, and providing funds to match federal funds;
  - c) At least 60% to be programmed to projects outside urbanized areas on the Interregional Road System (IRRS) and intercity passenger rail;
  - d) Of this amount, at least 15% (9% of the ITIP) must be programmed for intercity passenger rail projects, including grade separation projects; and,
  - e) The projects funded by the ITIP may include state highway, intercity passenger rail, mass transit guideway, or grade separation projects.
- 5) Requires Caltrans and local agencies to develop design criteria and symbols for signs, markers, and traffic control devices for bikeways and roadways where bicycle travel is permitted.
- 6) Defines a “bikeway” as a facility that is provided primarily for bicycle travel.

This bill requires Caltrans, to the extent feasible and consistent with the California Transportation Plan, to assess incorporating bicycle highways into strategic interregional corridors within the ITSP.

### **Comments**

- 1) *Purpose of this bill.* According to the author, "Cycling is one of the cleanest and least expensive methods of transportation. However, the state needs to do more

to ensure that cyclists feel safe and secure in their transportation choices. The standardization of signage and lane markers is the first step in the overall establishment of bicycle highways, and this simple first step will give cyclists the confidence to use these lanes with greater and greater frequency.”

- 2) *Interregional Transportation Strategic Plan and ITIP*. Caltrans developed the first ITSP in 2015 and updates the plan every five years. ITSP is a statewide plan that guides investment throughout California’s 11 strategic interregional corridors (e.g. Sacramento to Fresno) with project funding ultimately provided through ITIP. Specifically, these interregional projects are intended to improve the interregional transportation system between various regions prioritizing the movement of people and goods.

The ITSP aligns with the Climate Action Plan for Transportation Infrastructure, California Transportation Plan 2050, California Freight Mobility Plan, and the California State Rail Plan. It also establishes criteria for prioritizing transportation investments that safely move people and goods between regions. ITSP provides direction to programs, districts, and partner agencies on the policies and strategies that should be considered when assessing the interregional transportation system and identifying improvements.

Some of the evaluation criteria provided in the ITSP includes: How does the project impact single occupancy vehicle miles traveled? Does the project minimize the impact on natural resources and ecosystems? Does the project demonstrate potential for interregional travel mode shift, including to rail, transit, or active transportation?

The ITSP provides policy direction for Caltrans’ development of the ITIP. Projects included in the ITIP complement transportation improvements made within the state’s urbanized areas funded by regional transportation improvement programs and other locally controlled funds.

- 3) *What are bicycle highways?* Bicycle highways are specialized bicycle paths designed for longer-distance travel than traditional bike lanes / routes. While no bicycle highways currently exists in the United States, a significant number of bicycle highways have been constructed in Europe with distances ranging from a hundred miles to distances ranging in the thousands of miles (e.g. the EuroVelo network). Key characteristics of bicycle highways include, but are not limited to, dedicated cycling infrastructure (i.e. no pedestrians), uniform

signage and markings, detailed lighting, and wider lanes than typical bicycle lanes.

- 4) *Planning for the future.* Over the past several years, various pieces of legislation have been enacted to consider / incorporate multimodal approaches to transportation planning and design in efforts to reach the State's climate goals. As mentioned, no bicycle highways are currently constructed in the United States. While the United States Bicycle Route System is a network of bicycle routes and trails throughout a portion of the country, the network does not encompass most of the traits that are standard in bicycle highways in other countries. Thus, directing Caltrans to assess the feasibility of bicycle highways within the State's interregional corridors through the planning process appears to be a reasonable first step.

**FISCAL EFFECT:** Appropriation: No    Fiscal Com.: Yes    Local: No

**SUPPORT:** (Verified 8/18/25)

Amgen  
Bicycle Transit Systems  
Car-lite Long Beach  
City of Goleta  
County of San Mateo  
LA Critical Mass  
Lake Tahoe Bicycle Coalition  
Livable Communities Initiative  
Move Santa Barbara County  
Napa County Bicycle Coalition  
National Coalition for Safer Roads  
Pasadena Complete Streets Coalition  
Peopleforbikes  
Slow Down Sacramento  
Streets are for Everyone  
Union of Concerned Scientists

**OPPOSITION:** (Verified 8/18/25)

None received

**ASSEMBLY FLOOR:** 59-19, 6/2/25

**AYES:** Addis, Aguiar-Curry, Ahrens, Alvarez, Arambula, Ávila Farías, Bauer-Kahan, Bennett, Berman, Boerner, Bonta, Bryan, Calderon, Caloza, Carrillo,

Connolly, Elhawary, Fong, Gabriel, Garcia, Gipson, Mark González, Haney, Harabedian, Hart, Irwin, Jackson, Kalra, Krell, Lee, Lowenthal, McKinnor, Muratsuchi, Nguyen, Ortega, Pacheco, Papan, Patel, Pellerin, Petrie-Norris, Quirk-Silva, Ramos, Ransom, Celeste Rodriguez, Michelle Rodriguez, Rogers, Blanca Rubio, Schiavo, Schultz, Sharp-Collins, Solache, Soria, Stefani, Valencia, Ward, Wicks, Wilson, Zbur, Rivas

NOES: Alanis, Castillo, Chen, Davies, DeMaio, Dixon, Ellis, Flora, Gallagher, Jeff Gonzalez, Hadwick, Hoover, Lackey, Macedo, Patterson, Sanchez, Ta, Tangipa, Wallis

NO VOTE RECORDED: Bains

Prepared by: Manny Leon / TRANS. / (916) 651-4121  
8/20/25 23:22:53

\*\*\*\* END \*\*\*\*