

Equity, Active Transportation, and Transit Recommendations for Transportation Package

- 1. Require state transportation dollars to provide direct and quantifiable benefits to low-income and transportation disadvantaged communities**
 - a. Establish a process and minimum percentage set-aside whereby state transportation funds are prioritized to provide direct benefits for transportation disadvantaged communities and populations (TDC/Ps).
 - b. Caltrans, in consultation with the most impacted communities and interested stakeholders, the Air Resources Board, Strategic Growth Council, and California Department of Public Health, will develop guidelines to define TDC/Ps and benefits. Identify alternate source(s) of revenue to support community-based organizations with planning support and technical assistance to TDC/Ps to develop projects that meet their needs.
- 2. Align the State Transportation Improvement Program (STIP) to statewide and regional climate goals**
 - a. For the 2018 STIP and all future STIPs, regional agencies and Caltrans will provide a report to the Air Resources Board and California Transportation Commission to show how their transportation projects that use STIP funds will help them achieve their 2020 and 2030 SB 375 and SB 391 GHG targets. If by 2020, regional agencies and Caltrans have not shown that they are on track to meet the 2020 and 2030 GHG targets, for the 2022 STIP and all following, they should be mandated to prioritize VMT-reducing transportation projects with STIP funds until they are on track to meet the 2030 GHG target.
- 3. Require the California Transportation Plan (CTP) to direct state and federal transportation investments to ensure progress toward statewide 2030 and 2050 climate goals**
 - a. Require future California Transportation Plans to be fiscally-constrained and make specific recommendations as to how state and federal funds should be spent toward reaching 2030 and 2050 climate targets, including recommending consistency from regional transportation plans.
- 4. Restructure the California Transportation Commission (CTC)**
 - a. Six voting members should be required to have background and/or expertise in sustainable transportation, public health, climate, and environmental justice.
 - b. The CTC and Air Resources Board (ARB) should regularly coordinate on transportation policy implementation, especially on inter-agency efforts, either through joint meetings and/or having ARB board members sit on CTC as ex-officio members and vice versa.
 - c. Establish an Environmental Justice Advisory Committee to the CTC.
- 5. Ensure a significant, secure funding source for equitable investment in public transit**
 - a. Extend the ¼ cent sales tax sunsetting this year, to go to the Public Transportation Account to be distributed via State Transit Assistance earmarked specifically for transit operations and fare reduction, in addition to the current proposal of tripling of the diesel sales tax for transit operations.
 - b. Earmark a portion of the ¼ cent sales tax to create a \$150M student transit pass program (based on AB 2222).
 - c. Do not support additional GGRF allocation in the Special Session.

6. **Direct the Caltrans State Highway Operation Protection Program (SHOPP) to build complete streets with improvements identified through robust community engagement**
 - a. Revise the priorities and performance measures for the Asset Management Plan to include condition of complete streets elements and accessibility for all users of the transportation system.
 - b. By 2020 Caltrans must meet minimum complete streets standards that address the needs of local communities on all non-freeway projects, including where local streets cross freeways and freeway interchanges, and until that time 3% of new SHOPP funds shall be allocated for safe, convenient, and meaningful bike/pedestrian/transit access improvements.
7. **Mitigate negative impacts of the Trade Corridor Improvement Fund's (TCIF) freight investments and align TCIF with the Sustainable Freight Action Plan**
 - a. Require that one-third (Prop 1B precedent) of TCIF funds be spent on air quality mitigation at freight facilities, along freight corridors, or in freight-impacted communities, such as: cleaner freight vehicles and equipment, air filters, vegetative barriers, expansion of electrification infrastructure for freight vehicles and equipment, and adjacent transit/bicycle/pedestrian facilities.
 - b. TCIF investments should be prioritized in the Sustainable Freight Action Plan, not to increase personal auto VMT, and require community input in development of projects.
 - c. The California Transportation Commission should update the TCIF Guidelines in a manner that ensures consistency between trade corridor investments and the State's air quality, climate change, and freight system targets as outlined in the Sustainable Freight Action Plan (or Executive Order B-32-15).
8. **Expand access to transportation workforce training and jobs for individuals with barriers to employment**
 - a. Align California policy with federal DOT workforce guidance:
 - i. 30 percent of the work hours on federally, state-, and locally funded projects be reserved for individuals with barriers to employment as defined by Section 14005, letter J of the Unemployment Insurance Code
 - ii. 10 percent of privately-funded projects should go to disadvantaged business enterprises (DBE's); AND
 - iii. One percent of project funds from both highway, bridge, and transit programs to be used for workforce education and apprenticeship opportunities for low-income individuals with barriers to employment.
9. **Protect the integrity of CEQA and avoid unintended environmental damage**
 - a. Broadly, we are concerned about undermining the integrity of CEQA and implementation of SB 743, and recommend avoiding unintended environmental damage with the following changes:
 - i. In PRC 21080.37, define "negligible" and expand the scope of the waterway language.
 - ii. Rather than deleting the sunset on NEPA delegation (Streets and Highways Code Section 820.1), extend it and require the next CalTrans report to examine how delegation impacts the type and extent of mitigation and public participation.