



June 16, 2017

Susan Bransen, Executive Director  
 California Transportation Commission  
 1120 N Street, MS-52  
 Sacramento, CA 95814

**RE: 10 Guiding Principles for SB 1 Implementation**

Dear Ms. Bransen:

Our organizations represent a broad mobilization of transportation stakeholders that helped shape SB 1, and will be deeply engaged in its implementation. We write to share 10 guiding principles that we hope will make SB 1 implementation a truly accountable process and ultimately a success for all Californians. Importantly, SB 1 will shape our transportation system for decades to come. Let's take this opportunity to redress transportation injustices Californians currently face, rather than cement the many documented inequities and unsustainable practices that are embedded in the current systems. To that end, SB 1 investments should be consistent with current state policies and goals related to social equity, climate, health, economy and natural and working lands conservation.

**To realize the promise of SB 1, implementation across all of its programs should emphasize the following 10 principles:**

1. **Funding the 'highest needs' should be based on social equity.** SB 1 intent language mentions *directing investments to the state's highest transportation needs*, included accountability and performance goals. To honor this intent:

- a. All agencies should start their funding decisions with a needs assessment, rather than simply drawing on a pre-existing list of projects;
  - b. Needs assessment should specifically identify and address the mobility, health and safety needs that *low-income and minority residents in both urban and rural communities* prioritize through an inclusive public process;
  - c. *Accountability* requires demonstrating that investments directly meet priority needs identified through the above process;
  - d. A fair share of investments in all programs should provide *direct, meaningful, and assured benefits*, as identified by impacted residents in those communities, to low-income and disadvantaged communities;
  - e. Provide adequate planning and capital funds to underserved regions and geographies of the state to ensure investments align with highest needs.
2. **CTC should undertake inclusive outreach and engagement** with community groups to solicit input for guidelines' development across all programs. We recommend modeling the outreach process after ARB's *Barriers to Clean Mobility Options for Low-Income Communities* effort, where the agency held workshops in impacted communities to solicit their input directly. In addition, CTC could engage the ARB Environmental Justice Advisory Committee (EJAC), or create and regularly consult its own standing EJ advisory group.
    - a. **Require local and regional agencies to undertake and partner with local community based organizations to undertake meaningful community engagement at the project level** with residents and other local stakeholders in general, and low-income residents in particular. Include community engagement as a scoring criteria for competitive programs.
  3. **Reduce air pollution, climate change impacts, and incorporate climate resilience especially for the most vulnerable communities.** All programs should have strong performance measures and criteria that align with statewide and regional climate and air quality standards, and fund only those projects that reduce greenhouse gas emissions as well as criteria and toxic air emissions. To that end, transportation funds should be used to support smart, equitable growth in existing communities and cities instead of supporting new towns and increased road capacity. All projects should be consistent with efforts to meet state and regional air quality and climate protection targets, such as SB 32, the California Transportation Plan 2040, RTPs/SCSs, the Caltrans Strategic Management Plan 2015-2020, and the California Sustainable Freight Action Plan. In addition, projects should use natural and green infrastructure components, based on recommendations in the *Safeguarding California Plan*, for example to reduce the urban heat island effect, improve stormwater management and absorb sea level rise and storm surges.<sup>1</sup>
  4. **Projects should promote healthy communities and improve health outcomes**, and seek to avoid worsening health impacts, especially in disadvantaged communities that have faced significant and persistent health inequities due to historical marginalization,

---

<sup>1</sup> See draft May 2017 update led by the California Natural Resources Agency:  
<http://resources.ca.gov/wp-content/uploads/2017/05/DRAFT-Safeguarding-California-Plan-2017-Update.pdf>

pollution, discriminatory land use and investment patterns and lack of resources and opportunities to support good health. If health impacts cannot be avoided, mitigation measures must be required and project applicants should explain how they will minimize burdens. Projects should undergo health impact assessments that identify health benefits, negative impacts, and related mitigation strategies.

5. **Expand access to workforce training and jobs** for individuals with barriers to employment. The Workforce Development Board is the lead on drafting guidelines for the SB 1 workforce program, and we recommend that CTC coordinate with the Board.
6. **Develop strong performance measures tied to state goals.** SB 1 promotes accountability in its name, and the CTC should develop performance measures for all programs to track intended and actual benefits and impacts of all projects on the basis of projected and actual VMT reduction, projected direct benefits to communities in greatest need, health and air quality improvements, and the conservation of natural and working landscapes. Criteria for awarding competitive grants should be consistent with the agreed upon performance measures for each program.
7. **Support mode shift to healthier and cleaner transportation options across all programs.** Investments should improve mobility and connectivity for active transportation and transit networks, and embrace Vision Zero as well as mode shift strategies for freight transport that contribute to a zero-emission goods movement system.
8. **Complete Streets should be a requirement of all projects.** Specifically, repaving of streets and repair/rebuilding of bridges and tunnels should require walking and bicycling improvements for streets and bridges/tunnels (except for culverts and similar structures). Further exceptions to this can be granted by Department Directors or equivalent, so long as exceptions are in writing with explanation for an exception.
9. **Projects should avoid impacts to natural and working lands and enhance regional sustainability.** The state has made cross-agency commitments to improved integration of development and conservation planning and policy.<sup>2</sup> Investment in existing communities rather than sprawl, reducing impacts to habitat, open space and farmland and proactively investing in priority landscapes are essential to preserving California's rich biodiversity, our agricultural economies, and myriad benefits and values nature provides, including clean water supply, flood abatement, mental and physical health benefits and carbon sequestration. Tools such as Regional Greenprints and strategies such as Regional Advance Mitigation Planning are effective in enabling transportation agencies to reduce costs and risks to their projects while protecting our environment.
10. **Planning should advance housing affordability, and both planning and projects should seek to mitigate displacement.** At the SB 1 opening workshop on June 8, Department of Housing and Community Development Director Ben Metcalf explained that the state is producing less than half of the homes needed. The affordability crisis is not only harming families and communities but fueling long commutes that increase

---

<sup>2</sup> See Vibrant Communities and Landscapes, Sept. 2016:  
<https://www.arb.ca.gov/cc/scopingplan/meetings/091316/vibrant%20communities.pdf>

congestion and air pollution.<sup>3</sup> Because investments can boost property values and lead to displacement, programs should require that, in places with a high threat of displacement, applicants must include a Displacement Avoidance Plan (DAP) that analyzes displacement vulnerability among existing households and small businesses within and along project areas.

These 10 principles simply reflect existing state-developed goals influencing transportation. The state is already on a path to redress the inequitable and unsustainable outcomes of past transportation infrastructure investments, but needs to make significant progress still. Therefore, SB 1 implementation must focus on strategies that will meet the state's equity, climate, clean air, public health, housing, natural resources conservation and sustainability goals.

Thank you for your consideration of these principles. We appreciate the first steps in last week's Kickoff Forum and recognize the potential SB 1 funds will do to deliver a transportation system based on our state's goals. Goals that are strongly steeped in 21st century priorities and in statute. We need a forward-looking transportation system, planned for current and future Californians. We would be happy to discuss these further in future meetings and in workshops that we will attend.

Sincerely,

Jared Sanchez, Policy Associate  
California Bicycle Coalition

Richard A. Marcantonio, Managing Attorney  
Public Advocates Inc.

Tony Dang, Executive Director  
California Walks

Liz O'Donoghue, Director of Infrastructure and Land Use  
The Nature Conservancy

Angela Glover Blackwell, CEO  
PolicyLink

Susan Shaw, Director  
North Bay Organizing Project

Dave Campbell, Advocacy Director  
Bike East Bay

---

<sup>3</sup> Karner, Alex, and Benner, Chris (May 2016). "Job Growth, Housing Affordability, and Commuting in the Bay Area." Bay Area Regional Prosperity Housing Working Group.

Matthew Baker, Policy Director  
Planning and Conservation League

Joshua Stark, State Policy Director  
TransForm

Marty Martinez, Northern California Policy Manager  
Safe Routes to School National Partnership

Shrayas Jatkar, Policy Associate  
Coalition for Clean Air

Carey Knecht, Director  
ClimatePlan

Phoebe Seaton, Co-Director  
Leadership Counsel for Justice and Accountability

Fernando Cázares, CA Manager, Climate-Smart Cities  
The Trust for Public Land

Bryn Lindblad, Associate Director  
Climate Resolve

Cc: Mitchell Weiss, Deputy Director, California Transportation Commission  
Garth Hopkins, Deputy Director, California Transportation Commission  
Eric Thronson, Deputy Director, California Transportation Commission  
Rick Guevel, Associate Deputy Director, California Transportation Commission  
Laura Pennebaker, Associate Deputy Director, California Transportation Commission  
Dawn Cheser, Assistant Deputy Director, California Transportation Commission  
Laurie Waters, Associate Deputy Director, California Transportation Commission  
David Van Dyken, Associate Deputy Director, California Transportation Commission  
Jose Oseguera, Assistant Deputy Director, California Transportation Commission