

Transportation Equity Bill Package

Transportation policies that put low-income people first

Current transportation investments don't serve all Californians

For too long, the vast majority of our state's transportation funding has gone to highways, leaving millions of vulnerable Californians gasping for air and struggling to get around on unsafe streets and unreliable public transportation

- Transportation investments have not only left people out, they have done harm by building freeways that divide low-income communities of color and worsen air pollution, causing asthma and heart disease.
- Pedestrian and traffic injuries and deaths are higher in low-income neighborhoods, which often lack sidewalks and safe crossings, safe space for biking, and safe routes to bus stops or train stations.
- As lower income families face rent increases and displacement, affordable and reliable transportation alternatives become even more necessary beyond urban centers.

Sponsoring organizations

California Bicycle Coalition
California Pan-Ethnic Health Network
Center for Community Action and Environmental Justice
ClimatePlan
Move LA
PolicyLink
Public Advocates
Student Senate for California Community Colleges
TransForm

Equitable transportation benefits everyone

The Transportation Equity Bill Package will direct transportation resources to communities that have been harmed or left behind by the priorities of the past. Righting these wrongs will improve access to opportunity, transportation choices, and public health for all Californians.

Bill	What it does	Why it's important
AB 1640 (E. Garcia): Priority funding for transportation in low-income communities	Target 25% of each region's transportation improvement program (RTIP) funds for projects that provide direct, meaningful benefits to low-income communities. Require Caltrans to develop guidelines for prioritizing investments and how to assess meaningful benefits; and fund the participation of low-income residents in the development of the guidelines, as well as project planning and selection.	Ensuring a fair share of transportation dollars benefit disadvantaged communities and protects them from harm will make a healthier environment and climate and expand access to opportunity, so our economy and society will work better for everyone. This would also begin to help communities emerge from under the burden created by years of inequitable transportation investments, and have a voice in planning future investments.
AB 179 (Cervantes): More equitable representation on the California Transportation Commission	Restructure the California Transportation Commission (CTC) to require that six of its 11 commissioners have expertise in sustainable transportation, public health, climate, and/or environmental justice. Require better coordination with the California Air Resources Board and create an Environmental Justice Advisory Committee to the CTC.	The CTC is responsible for the allocation and programming of the majority of transportation investments. The members of this body must have relevant expertise, and should represent the needs of transit riders and communities disproportionately burdened by air pollution from transportation. To make policy decisions that serve all Californians, the CTC must reflect the diversity of the state.
AB 17 (Holden): Free and reduced-fare transit passes for youth	Provide free or reduced-fare transit passes to low-income California students in middle school, high school, and college.	By helping students get to and stay in school, student transit passes support a well-educated workforce to keep California competitive. Student transit passes reduce traffic congestion and air pollution, improve educational outcomes, and help students and families save money to spend in local economies and get to jobs as well as school.

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