

2014 EJAC Recommendations

Transportation: Vehicles/Equipment, Sustainable Communities, Housing, Fuels, and Infrastructure

Outstanding Issues

1. Provide guidance to transit agencies on the co-benefits of well-coordinated transit systems. Implementing agencies can and should incentivize the co-location of first/last-mile electric vehicle car sharing programs, safe routes with transit, etc. with increased incentives for income qualified core transit riders and rural farmworker communities.
2. Preserving and investing in current transit services is as important to reducing VMT as is creating new ridership via expansion projects. Prioritization should be placed on the preservation of the existing transit systems (operations and maintenance/replacement) rather than continued emphasis on expansion projects.
3. Recommend that jobs/housing fit, and other racial and economic equity criteria for allocation of public monies targeted in support of equitable TOD planning, development, and supporting infrastructure be weighted heavily.
4. Highway expansion and road repaving should not be considered eligible GHG mitigation strategies for purposes of the Cap-and-Trade investment plan.
5. Public funding for infrastructure should be prioritized and focused to achieve the upfront benefits of more rapidly transitioning communities to transit based modes of transport. Specifically, this would include strategically leveraging public resources among agencies and departments to equitable TOD that includes benefits to the existing core transit riders such as those residing in low-income and affordable housing, and other investments near transit nodes that enhance mobility and affordability for our communities.
6. Support and encourage efforts to strengthen AB32/SB375 mandates and incentives to ensure public benefits by ensuring strong equity focused TOD. Specifically, 1) remove barriers to and create resources for public land banking at the time of transit siting, 2) requiring or incentivizing meaningful anti-displacement measures and inclusion of affordable and low-income housing, and 3) requiring a jobs-housing fit analysis to be conducted concurrent with SCS preparation.

Priority Changes

1. Financially support transit operations and restoration of transit service and routes in disadvantaged communities. The Plan should recognize and promote the GHG reduction and co-benefits of providing free youth transit passes for public school students and low-cost transit services for low-income families.

Draft prepared by Sekita Grant on April 1, 2016. This draft will be considered at the April 4, 2016 EJAC meeting and does NOT represent any formal position of the EJAC.

Possible New Recommendations

1. Shared mobility
2. Just transition for communities, individuals, and small-businesses heavily reliant on fossil fuel-based transportation
3. Prioritizing EJ and equity in pre-policy transportation research

Strengthening Progress toward Meeting Recommendations

1. Quantifiable metrics
2. Assign accountable agencies (and EJAC members?)
3. Reporting requirements or follow-up meetings