

**Environmental Justice Advisory Committee's (EJAC)  
Draft Initial Recommendations for Discussion Draft Version of  
2030 Target Scoping Plan Update**

**EJAC Initial Recommendation Drafted at April 4, 2016 and May 24-25 Meetings**

<b>Transportation</b>	<b>Flagged by</b>
<p><b>a. Sustainable Community Strategies (SCSs) must be improved in the following ways:</b></p> <ol style="list-style-type: none"> <li><b>1. SCS compliance with ARB GHG reduction targets must only be based on documented land use and transportation changes.</b></li> <li><b>2. Metropolitan Planning Organizations should only be allowed to authorize implementation of projects that are included in the most recent SCS.</b></li> <li><b>3. Transit agencies must be required to adhere to projected routes and costs in the adopted SCS.</b></li> <li><b>4. Implementation of SCSs must prioritize investments in disadvantaged communities.</b></li> </ol>	
<p>b. Expand transit services to provide neighborhood level access, use different vehicle sizes and types to ensure economies scale &amp; ensure sustainability; ensure accessibility to disadvantaged communities.</p>	
<p><b>c.</b></p>	<p>Gisele Note: Combined with E</p>
<p>d. Define infrastructure; not just highways &amp; freeways (new fueling stations, roads); support new vehicle types, reach neighborhoods and small communities. x New technologies: CNG, electric. Improve existing transit resources such as bus stops (e.g., covered bus stops). Need inventory assessment – COGs have this inventory; interagency communication.</p>	
<p><b>e. Transportation programs and investments plans must prioritize:</b></p> <ol style="list-style-type: none"> <li><b>1. community needs and mobility assessments,</b></li> <li><b>2. robust community participation,</b></li> <li><b>3. affordable, reliable, and safe access to clean mobility options in disadvantaged communities,</b></li> <li><b>4. battery refueling stations located within freight corridors</b></li> <li><b>5. job and workforce training opportunities in disadvantaged communities, and</b></li> </ol>	

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	<b>6. ground truthing the actual impacts of program implementation.</b>	
f.	Financially support transit operations and restoration of transit service and routes and expansion of services where lacking in disadvantaged communities.	
g.	There should be a holistic approach for transit options to rectify disadvantaged communities' history of inequities, also shared mobility.	
h.	Look at mobility regionally as there are different challenges in distinct areas of California.	
i.	An increase from the current 10% to 30% by 2030 for LCFS should be put in place.	
j.	<b>Eliminate the assumption in the low-carbon fuel standard Life Cycle Analysis that methane is a necessary byproduct of dairies. This will eliminate the awarding of methane emissions credit to dairies. Instead, the methane emissions must count as an emissions debit against the fuel.</b>	
k.	<b>All SCSs and transportation project analyses must include metrics around displacement and gentrification.</b>	
l.	Target truck fleets and vehicle fleets to achieve the quickest, most significant reductions in emissions.	
m.	Reduce vehicle miles traveled (VMT) while increasing alternative transportation options and accessibility.	
n.	<b>Design and implement new incentives beyond tax credits to encourage infield development over sprawl. Consider code and permitting changes to streamline planning. Help pay for infrastructure improvements, and mandate that activities target the most pressing needs.</b>	Rey
o.	Promote and support clean and renewable energy sources to power vehicles, and coordinate those activities with energy and transportation agencies to help ensure their success.	
p.	<b>Study the emissions reduction benefits from increasing gasoline prices.</b>	
q.	Conduct equity analyses when evaluating and implementing transportation options, to prevent adverse secondary effects in disadvantaged communities (e.g., the Los Angeles FasTrak program, which resulted in more vehicles on artery streets, creating even worse air quality problem for those communities).	
r.	Conduct equity analyses in transportation projects to ensure that investments go to the highest area of need. Track where projects are implemented.	
s.		Note: Combined with A
t.	Measure emissions reductions by per capita VMT.	
u.	<b>State agencies give local transit authorities more direction about Title VI expectations, specifically regarding any fare increases and route changes that may limit access to transit.</b>	
v.	<b>In support of state electric vehicle goals, such as SB 1275, the state must develop and provide</b>	

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	<p><b>funding for a program that ensures deep penetration of electric vehicle use and charging station access in disadvantaged communities. This program should include a pilot program that:</b></p> <ol style="list-style-type: none"> <li><b>1. Places new and used electric vehicles and electric vehicle infrastructure in at least seven low-income and disadvantaged communities to demonstrate how to accelerate electric vehicle use in these communities,</b></li> <li><b>2. Ensures a proper diversity of population density - urban, suburban, and rural areas,</b></li> <li><b>3. Prioritizes areas with aging infrastructure.</b></li> </ol>	
<p><b>W.</b></p>		<p>Note: Combined with V</p>

**General Recommendation (formerly part of C above):** The state must prioritize the advancement of economic benefits in disadvantaged and low-income communities, including increasing access to and ownership of clean energy and clean transportation technologies, increasing access to affordable alternative transportation options (bike/walk infrastructure, transit), increasing access to clean energy and clean transportation jobs, and promoting a just transition to clean energy and clean transportation for communities, individuals, and small businesses reliant on fossil fuel based transportation.