



April 4, 2019

Fran Inman, Chair  
California Transportation Commission  
1120 N Street MS 52  
Sacramento, CA 95814

Mary Nichols, Chair  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95819

**Subject: Support for productive joint CTC/ARB meetings**

Dear Chair Inman and Chair Nichols:

The undersigned organizations are appealing to you both, as leaders of your respective agencies, to continue to seize the opportunity created by the joint meetings. We offer ourselves as partners in this endeavor, and extend our collaborative support of your efforts to work together to align mobility, climate, health, and equity goals. In addition, we would like to thank your staff for meeting with advocates, including many of the undersigned, on a bi-weekly basis since the December joint meeting. We appreciate their time and consideration of our input. In particular, we want to show our appreciation for revising the agenda to move public comment before the Board and Commission's discussion.

For the April joint meeting, we offer three recommendations for your consideration:

1. Leverage new mobility, including autonomous vehicle technology, to benefit disadvantaged communities and reduce emissions by prioritizing walking, biking, and public transit.
2. Maintain focus on aligning state transportation funding with state climate and equity goals
3. Take advantage of immediate opportunity for collaboration to update SB 1 Funding Program Guidelines.

**1. Leverage new mobility, including autonomous vehicle technology, to benefit disadvantaged communities and reduce emissions by prioritizing walking, biking, and public transit.**

New mobility technology and services, including autonomous vehicle technology, can be harnessed for public benefit. For example, there are more Jump bike rides in Sacramento than Uber car trips.<sup>1</sup> The Jump bikes have helped reduce time spent in traffic, reduced climate pollutants, and helped provide a low-cost mobility option within the city. However, new technology and services can also be harmful to the public. For example, in San Francisco, transportation network companies like Uber and Lyft have caused a 50 percent rise in congestion from 2010 to 2016.<sup>2</sup> In terms of autonomous vehicles, as stated in Greenlining Institute's *Autonomous Vehicle Heaven or Hell: Creating a Transportation Revolution that Benefits All*<sup>3</sup>: "If left up to the free market without adequate regulation, we can expect a "hell" scenario dominated by personally-owned autonomous vehicles that are only accessible to those who can afford them, while further congesting our streets and polluting our air, leaving others to cope with worse traffic, longer commutes and under-resourced public transit."

New mobility technology and services will only be beneficial if within a **context of sustainable land use, a comprehensive multi-modal system, and an equitable economy**. As explained in *Autonomous Vehicle Heaven or Hell*: "In this equitable and sustainable vision, we must continue to prioritize walking, biking, and public transit—still the healthiest, most sustainable alternatives—over FAVES [fleets of autonomous vehicles that are electric and shared] and all other autonomous vehicles, to the maximum extent possible. To get there, we must put marginalized people first, reclaim our streets for people and not cars, and utilize this autonomous vehicle revolution as a tool to address the transportation, environment, and economic injustices of the past."<sup>4</sup>

**2. Maintain focus on aligning state transportation funding with state climate and equity goals.**

We are disappointed that the agenda for the April 2019 meeting is not focused on transportation funding. New mobility, including private, shared, electric vehicles will only provide public benefit as a complement to a public system that expands convenient and affordable multi-modal transportation system that prioritizes the needs of low-income households and communities of color. We encourage the Board and Commission to maintain focus, independently but also in

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<sup>1</sup> Tony Bizjak. "What's more popular than Uber? Shockingly, Jump bikes." The Sacramento Bee. February 25, 2019.

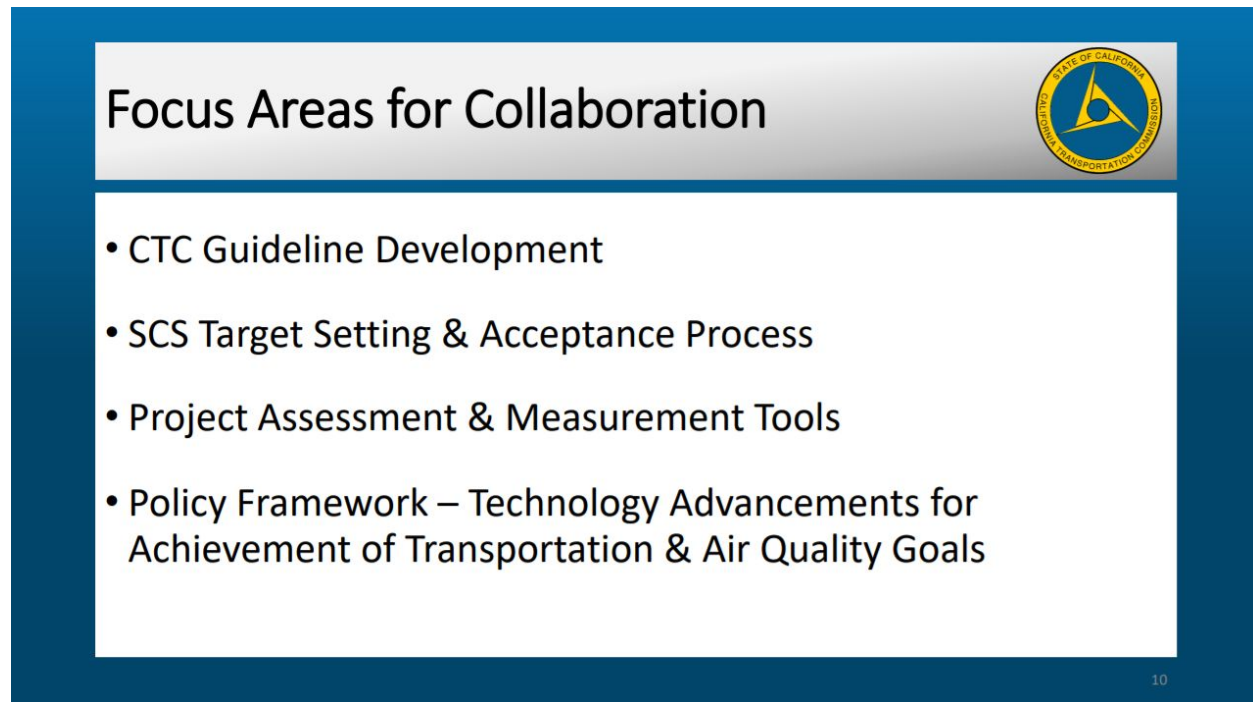
<https://www.sacbee.com/news/local/article226640274.html>

<sup>2</sup> San Francisco County Transportation Authority. *TNC's and Congestion, Draft Report*. October 2018. [https://www.sfcta.org/sites/default/files/content/Planning/TNCs/TNCs\\_Congestion\\_Report\\_181015\\_Final.pdf](https://www.sfcta.org/sites/default/files/content/Planning/TNCs/TNCs_Congestion_Report_181015_Final.pdf)

<sup>3</sup> The Greenlining Institute. "Autonomous Vehicle Heaven or Hell: Creating a Transportation Revolution that Benefits All" January 2019. [http://greenlining.org/wp-content/uploads/2019/01/R4\\_AutonomousVehiclesReportSingle\\_2019\\_2.pdf](http://greenlining.org/wp-content/uploads/2019/01/R4_AutonomousVehiclesReportSingle_2019_2.pdf)

<sup>4</sup> The Greenlining Institute. "Autonomous Vehicle Heaven or Hell: Creating a Transportation Revolution that Benefits All" January 2019. [http://greenlining.org/wp-content/uploads/2019/01/R4\\_AutonomousVehiclesReportSingle\\_2019\\_2.pdf](http://greenlining.org/wp-content/uploads/2019/01/R4_AutonomousVehiclesReportSingle_2019_2.pdf)

increased collaboration, on the work of aligning the state's funds with the state's climate and equity goals. A recent white paper from UC Davis and the National Center for Sustainable Transportation states: "Recent research finds that the state's ambitious climate objectives are not fully reflected in its practices for allocating transportation revenue."<sup>5</sup> Both the Commission and Board have discussed the need to align transportation funding. At the first joint meeting in June 2018, Director Bransen suggested "four areas of collaboration", including CTC Guideline Development and Project Assessment & Measurement Tools (as shown in the image of the CTC's slideshow presentation below).



**Focus Areas for Collaboration**

- CTC Guideline Development
- SCS Target Setting & Acceptance Process
- Project Assessment & Measurement Tools
- Policy Framework – Technology Advancements for Achievement of Transportation & Air Quality Goals

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Source: California Transportation Commission presentation, June 27, 2018

### **3. Take advantage of immediate opportunity for collaboration to update SB 1 Funding Program Guidelines.**

Fortunately, there is a great opportunity to start this work immediately—CTC is starting the process to update the guidelines for three SB 1 funding programs: the Local Partnership Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program. In fact, the CTC's Sacramento workshop was held on March 21 concurrent with the Board's March meeting. This guidelines update process provides the state with a perfect opportunity to incorporate well-researched performance measures and best practices to ensure the state is funding projects that help meet its climate and equity goals, without the need for new

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<sup>5</sup> Sciara, Lee. National Center for Sustainable Transportation. "Aligning California's Transportation Funding with its Climate Policies." January 2018.  
<[https://ncst.ucdavis.edu/wp-content/uploads/2017/08/NCST\\_Sciara\\_Transportation-Finance\\_Final-White-Paper\\_JAN-2018.pdf](https://ncst.ucdavis.edu/wp-content/uploads/2017/08/NCST_Sciara_Transportation-Finance_Final-White-Paper_JAN-2018.pdf)>

legislation. We appreciate that Director Bransen made it clear in the Director's Executive Report at the March CTC meeting and during the March 21 workshops that the CTC will focus on improving on Cycle 1 of the SB 1 program with metrics that help align funding with state goals.

In alignment with ARB staff's recommendation in the *2018 Progress Report: California's Sustainable Communities and Climate Protection Act*, we recommend that the Board offer its expertise and analytical capabilities to work with the CTC on climate-related performance metrics and monitoring.

Thank you for your consideration. We look forward to working with you and your agencies in confronting today's challenges. It is critically important that we shift our planning, policies, and investments to significantly improve public health, our shared environment, and access to opportunity. The joint meetings are a powerful place to start.

Sincerely,

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Planning and Conservation League

Rev. Earl W. Koteen  
Sunflower Alliance

Bryn Lindblad, Deputy Director  
Climate Resolve

Jonathan Matz, California Senior Policy Manager  
Safe Routes to School National Partnership

Carter Rubin, Mobility and Climate Advocate  
Natural Resources Defense Council

Jared Sanchez, Senior Policy Advocate  
California Bicycle Coalition

Ella Wise, Acting Co-Director  
ClimatePlan