



## **AB 179 (Cervantes)**

### **Promoting Equity, Health and Diverse Representation in Transportation Policy**

#### **Summary**

AB 179 (Cervantes) would restructure the California Transportation Commission (CTC) to ensure diverse representation that promotes equitable transportation planning, investments and air quality in California.

#### **Background**

The California Transportation Commission (CTC) is tasked with forging a single, unified California transportation policy. The CTC approves and allocates transportation funds to construct highways, passenger rail, active transportation and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. Nine members are appointed by the Governor, one is appointed by the Senate Rules Committee, and one is appointed by the Speaker of the Assembly. The two ex-officio non-voting members are appointed from the State Senate and Assembly, usually the respective chairs of the transportation policy committee in each house.

#### **Problem**

- Currently CTC commissioners are not required to have expertise in transportation, public health, or environmental justice. Understanding the impact of transportation investments on low-income communities of color requires knowledge of transportation policy, and how it relates to public health and environmental justice.
- In the selection of members for advisory boards and developing public participation strategies for transportation guidelines, there have been various barriers preventing meaningful community engagement. To ensure all Californians are represented in transportation decisions, it is essential to have commissioners who understand the importance of including community representatives from designated environmental justice areas on CTC advisory boards as well as providing an appropriate timeline, translation services, and multiple locations to ensure the transportation guidelines represent all of California.
- Over 80% of nitrogen oxide emissions (NoX), harmful ozone gases, are the direct result of mobile sources. We need commissioners who understand how the intersection between transportation investments and air quality and the disparate impacts and burdens these harmful greenhouse gases (GHGs) place on California's most vulnerable communities.
- Current transportation policy continues to elevate single occupancy vehicles, goods movement, and leapfrog development patterns. While these elements play a role in economic growth, it has come at a cost, at times destroying and dividing low-income

communities and communities of color. This is why it is more important than ever to ensure the CTC reflects the diversity of our state.

## **Solution**

*Restructure the California Transportation Commission (CTC) to ensure diverse representation that promotes equitable transportation planning, investments and air quality in California:*

- Six voting members should be required to have background and/or expertise in sustainable transportation, public health, climate, and environmental justice.
- The CTC and Air Resources Board (ARB) should regularly coordinate on transportation policy implementation, especially on inter-agency efforts, either through joint meetings and/or having ARB board members sit on CTC as ex-officio members and vice versa.
- Establish an Environmental Justice Advisory Committee to the CTC.

## **Sponsors**

- California Pan-Ethnic Health Network (CPEHN)
- Center for Community Action & Environmental Justice (CCA EJ)
- ClimatePlan

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