



HOW DO WE MAKE CALIFORNIA'S TRANSPORTATION SYSTEM BETTER FOR ALL CALIFORNIANS?

Transportation is the civil rights issue of our time. Access to affordable and reliable transportation widens opportunity for everyone to succeed. As Investing in Place, a key transportation advocacy group in Los Angeles County says: walking, bicycling, safe routes to school and access to transit is not a special interest, it's a common interest. It is something we all do to get around our neighborhoods. And – most importantly - it's a necessity for some of our most disadvantaged communities. Right now, there are FOUR BILLS before the Legislature that, if passed, will be a step to:

- **Provide real transportation choices** so everyone can walk, bicycle, and take public transportation easily
- **Improve public health and reduce chronic disease** by reducing asthma caused by air pollution, reducing obesity--which costs the state \$21 billion a year--and increasing daily physical activity!
- **Meet the greatest needs first** by prioritizing transportation funding to address mobility and safety of vulnerable residents living in disadvantaged communities
- **Fight climate change** and ensure California meets its ambitious climate goals

AB 2332 (E. GARCIA): PRIORITIZE INVESTMENTS IN CALIFORNIA'S MOST DISADVANTAGED COMMUNITIES

Requires Caltrans to put our state's most disadvantaged communities first when determining which roads to maintain and improve, requiring at least 35% of state transportation funding go toward providing meaningful benefits to those communities, and ensure transportation investments create valuable job opportunities for individuals with employment barriers.

For our transportation system to benefit all Californians, we must start with communities who have been overlooked for years. Without a meaningful investment in transportation, these disadvantaged communities continue to suffer from a lack of basic transportation infrastructure such as bicycle lanes and sidewalks. This bill starts to rectify years of underinvestment by putting disadvantaged communities first with real mobility benefits when funding transportation improvements.

Contact: Kimberly Chen, California Pan-Ethnic Network (CPEHN) at kchen@cpehn.org or (916) 447-1299

AB 2796 (BLOOM): PLANNING AND EDUCATION FOR SAFER STREETS WHERE IT'S MOST NEEDED

Requires at least 5% of state funding for walking and bicycling projects through the Active Transportation Program (ATP) to go toward planning for this infrastructure in disadvantaged communities. Also requires 10-30% of ATP funding go toward safety education and encouragement programs, like Safe Routes to School, that make our streets less dangerous for children.

If underserved communities don't have the funding to identify the most-needed transportation improvements, such as sidewalks and bike lanes, they'll never get built. This bill is essential to ensure that local agencies have the resources to plan transportation improvements as well as the education and awareness activities to make their communities safer.

Contact: Jeanie Ward-Waller, California Bicycle Coalition at jeanie@calbike.org or (401) 241-8559

AB 2222 (HOLDEN): PROVIDE AFFORDABLE TRANSPORTATION CHOICES FOR YOUTH

Invests \$50 million of the Greenhouse Gas Reduction Fund into a new transit-pass program for K-12 and college students.

For many Californians, public transit is the only way to get around. But as transit fares increase, public transportation quickly becomes unaffordable for students and their families, particularly in low-income communities and communities of color. This bill provides funding to enable transit agencies to offer free or discounted transit passes to those who need it most.

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AB 1982 (BLOOM): IMPROVE ROAD SAFETY FOR PEOPLE WHO WALK AND BICYCLE

Require that any traffic-light-synchronization projects funded with Greenhouse Gas Reduction Fund dollars only pay for changes in traffic light timing that make the street safer and easier to walk, ride a bicycle, and take the bus.

Safety that puts the priority on people walking and bicycling is paramount as we invest in sustainable communities. Synchronizing traffic lights to high speeds can make cars travel faster, but also makes streets much more dangerous for everyone else, especially those in low-income communities where travel by foot and bikes is preferred. This would discourage climate-friendly transportation such as walking and bicycling. This bill would incentivize projects that set traffic lights to transit and bicycling speeds (12-15 mph) to ensure everyone can safely travel on our roads.

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