January 11, 2019

The Honorable Governor Gavin Newsom
State Capitol, Suite 1173
Sacramento, CA 95814

Re: California Transportation Commission Appointments

Dear Governor Newsom:

We are writing to recommend replacements for two expiring appointments and one vacant seat to the California Transportation Commission (CTC). The current composition of the CTC lacks adequate diversity, representation, and expertise to address the significant climate, air quality, and equity goals set by state leaders. The undersigned organizations represent a broad cross section of stakeholders that are actively involved in improving our state’s transportation system – particularly for our most vulnerable and marginalized residents.

This letter comes from a place of grave concern – that without an active, equitable, and innovative CTC, California will fail at meeting its vital climate, social equity, and public health goals. The CTC needs leaders who can speak from and for communities that are experiencing the dire consequences of vehicle-caused pollution and its negative social costs. The CTC needs leaders who understand the tremendous benefits of multi-modal transportation, and the needs of core transit-dependent populations. The CTC needs leaders with deep knowledge and know-how around evidence-based vehicle mile reduction strategies.
The CTC’s void of leadership on not only climate and air quality issues, but also environmental and transportation justice, is a critical signal that Commissioner diversity and expertise is lacking. Representation on the existing Commission is failing our state. California needs commissioners with the following values and experience in order to meet the state’s climate, equity, and health goals:

- Strong commitment to transportation justice and improving our transportation system for low-income and communities of color, including access, mobility, and pollution burden;
- Strong understanding of greenhouse gas (GHG) emission impacts, and related vehicle miles traveled (VMT) reduction strategies, and the connection to planning and implementation of the transportation network to meet state targets;
- Deep understanding of the needs of core transit-dependent populations, and the benefits of multi-modal transportation including walking and biking;
- Knowledge of the impacts of limited transportation options and long commute times, especially as they relate to socio-economic factors and social mobility.

We strongly urge you to take this opportunity to help the state meet our state goals by adding commissioners that represent these viewpoints. To this end, we are recommending eight individuals (please see attached as Appendix A, 2019 CTC Commissioner Candidates).

All eight individuals have applied online using the Appointments Application; we urge you to learn more about each of them and we offer any supplementary support you might need to get to know them and what they would bring to the CTC. We endorse these individuals for their wide-ranging transportation expertise – specifically those areas mentioned above that focus on environmental and transportation justice, public health, and sustainable modes of transportation.

The forthcoming appointment process triggers the application of a new state law, Assembly Bill 179 (Cervantes), which requires the CTC to have “diverse membership” with specific mention that diversity include “socioeconomic background” and “experience working in, or representing, disadvantaged communities”. With the infusion of billions of dollars in new transportation funds under SB 1, California is now well-positioned to redress long standing transportation injustices.

The increased responsibility of the CTC makes it the perfect time to add three new commissioners who will bring the diversity of perspectives and the demonstrated commitment to social equity that AB 179 intended. Senator Jim Beall, Chair of the Senate Committee on

---

1 Transportation justice entails an affordable, accessible, sustainable, clean, efficient, and safe transportation system that provides the greatest mobility and safety benefits and other co-benefits to our most vulnerable residents, while protecting them from harm. It requires that a fair share of transportation funding be set aside to meet the needs that underserved and overburdened communities identify as priorities, and that transportation investments generally avoid harming those communities.

2 Current CTC Commissioners’ understanding of and support for sustainable modes of transportation is limited to single-occupancy electric vehicles, but we know from CARB’s 2017 Scoping Plan Update and recent 2018 Progress Report of California’s Sustainable Communities and Climate Protection Act that electric vehicles are insufficient to meet environmental goals. Therefore, we define sustainable modes of transportation as necessarily including non-single-occupancy vehicle modes, such walking, biking, carpools and public transit -- all modes which currently lack any representation on the CTC.
Transportation, stated on the dais while voting for AB 179 that, with SB 1, it is “imperative we have all viewpoints” on the Commission. Now is the time to increase the diversity of an exceedingly homogenous and imbalanced Commission to better meet the needs — and match the diversity of — our state.

With your new leadership, California can build on great strides in setting ambitious statewide climate change, air quality, and social equity goals. To get there, however, leadership needs change at the CTC. Many state agencies’ boards and commissions have already added members who bring the needs and perspectives of burdened, vulnerable, disadvantaged, and environmental justice communities.

The California Air Resources Board, and the California Coastal Commission provide precedent for this transformation, per AB 1288 (Atkins) and AB 2616 (Burke), respectively. By increasing diversity and representation on state boards and commissions, we’ve seen state agencies develop policy that helps us achieve our statewide goals and address the needs of the most vulnerable and disadvantaged communities.

Despite the groundbreaking achievements at these other agencies, the state’s transportation sector continues to be a major blind spot. California has ambitious climate and equity goals but has yet to attempt a more significant transformation in the way the state plans, invests, and implements our transportation system. We have seen almost no action to remedy long-standing injustices maintained and perpetuated by our state’s transportation planning, budgetary, and policy decision-making.

It is well documented that the majority of our state’s GHG emissions and air pollution are from mobile sources (i.e., the transportation sector) that disproportionately harm low-income populations and people of color. Stationary sources of pollution have long been the focus of elected officials and stakeholders, and well-known policies such as the Renewables Portfolio Standard (RPS) have made documented reductions in emissions. However, given that transportation represents such a large share of GHGs and toxic air, now is the time to think more broadly about transforming transportation policy decision-making. As reporting on the impact of California’s state climate goals and the development of the Air Resources Board’s Mobile Source Strategy in 2017 make abundantly clear, transportation planning and investment

3 We are encouraged by recent changes in direction — such as Executive Orders B-48-18 and B-55-18, California’s commitment to the Transportation Decarbonization Alliance (TDA), and an improved focus on transportation using the Greenhouse Gas Reduction Fund (GGRF). However, these changes are insufficient in terms of actually transforming the way transportation funding is allocated which is significantly under the control of the CTC.

4 This has been most notably discussed in detail by the state’s Air Resources Board (ARB) in its publication of the 2018 Progress Report of California’s Sustainable Communities and Climate Protection Act, mandated by SB 150 (Allen). See here: https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf

5 Most recently, the Legislative Analyst’s Office surveyed major policies taken by the state to reduce transportation emissions and determined not only that transportation is the largest source of emissions, but also that such policies are numerous, lack coordination, and too often are a costly means to reduce GHGs. The report failed to assess, however, the simple distribution of funds, often directed by budget decisions, that are extremely imbalanced and have the potential to divert and invest in existing programs without developing new policies in meeting our important goals. See here: https://lao.ca.gov/reports/2018/3912/climate-policies-transportation-122118.pdf
are key areas that impact our climate, air quality, and equity goals. Despite reports, policy, and comments by leading state representatives that we will not meet our 2030 GHG targets per SB 32 or substantially improve air quality for disadvantaged communities without focusing more intently on our transportation sector, there has been little action taken to evaluate and improve transportation planning and implementation. **We desperately need commissioners who understand the climate and air quality impacts of our transportation investments and who are willing to reassess how transportation decisions are made and funded.**

If we want to achieve our state’s ambitious climate and equity goals, we need coordinated, holistic state action. **Your appointment authority on the CTC can continue to provide significant leadership on climate change, air quality, and social, economic, and environmental justice.** Thank you for the opportunity to provide these comments. We look forward to contributing our experiences and expertise to this very important process.

Sincerely,

Jared Sanchez, Senior Policy Advocate  
California Bicycle Coalition

Bryn Lindblad, Deputy Director  
Climate Resolve

David Diaz, Executive Director  
Bike San Gabriel Valley

Bill Magavern, Policy Director  
Coalition for Clean Air

Richard Marcantonio, Managing Attorney  
Public Advocates Inc.

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

Sarah de Guia, Executive Director  
California Pan-Ethnic Health Network

Chione Flegal, Managing Director  
PolicyLink

Matthew Baker, Policy Director  
Planning & Conservation League
Tony Dang, Executive Director  
California Walks  

Luis Cabrales, Executive Director  
Inquilinos Unidos (United Tenants)  

Eli Kaufman, Executive Director  
Los Angeles County Bicycle Coalition  

Phoebe Seaton & Veronica Garibay, Co-Directors  
Leadership Counsel for Justice and Accountability  

Ella Wise, Acting Co-Director  
ClimatePlan  

Joshua Stark, State Policy Director  
TransForm  

David Azevedo  
Pasadena Complete Streets Coalition  

Denny Zane, Executive Director  
Move LA  

Emilia Crotty, Executive Director  
Los Angeles Walks  

Cc: Ronda Paschal, Deputy Legislative Secretary, Office of Governor  
Stuart Thompson, Chief Deputy Appointments Secretary, Office of Governor  
Brian Annis, Secretary, California State Transportation Agency  
Laurie Berman, California Department of Transportation  
Susan Bransen, Executive Director, California Transportation Commission
Appendix A. 2019 CTC Commissioner Candidates

Marlon G. Boarnet
Professor and Chair, University of Southern California
CTC Appointment Application ID: 73670

Marlon Boarnet is Professor of Public Policy and Chair of the Department of Urban Planning and Spatial Analysis in the Sol Price School of Public Policy at the University of Southern California. Prior to that appointment, he served as Vice Dean for Academic Affairs in USC’s Price School. Boarnet also served as Director of Graduate Programs in Urban Planning and Development at USC Price from 2012 through 2015, directing one of the nation’s largest and oldest Master of Planning degrees and directing the Ph.D. in Urban Planning and Development.

His research focuses on land use and transportation, links between land use and travel behavior and associated implications for public health and greenhouse gas emissions, urban growth patterns, and the economic impacts of transportation infrastructure. He has ranked among the top twenty-five most cited U.S. planning scholars for the past three years. He is a fellow of the Weimer School of the Homer Hoyt Institute for Real Estate, and he is a fellow of the Regional Science Association International. He is vice-president and president-elect of the Association of Collegiate Schools of Planning. Boarnet has advised California state agencies on greenhouse gas emission reduction in the transport sector, the World Bank on transportation access as a poverty reduction tool, and numerous public and private entities.

Boarnet has published over 80 articles, book chapters, and non-book-length monographs in scholarship journals and outlets. He has been principal investigator on over two million dollars of funded research, supported by agencies that include the U.S. and California Departments of Transportation, the U.S. Environmental Protection Agency, the California Policy Research Center, the California Air Resources Board, and the Robert Wood Johnson Foundation. Boarnet’s academic web page is at: http://priceschool.usc.edu/marlon-boarnet/.

Cheryl Brinkman
Chairman of the Board, San Francisco Municipal Transportation Agency
CTC Appointment Application ID: 73906

Cheryl Brinkman serves on the SFMTA Board of Directors and the Caltrain Joint Powers Board. She was appointed to the MTA board in 2010 by Mayor Newsom, elected Vice-Chair in 2012, re-appointed by Mayor Lee, elected Chair in 2017, and finally, reappointed to her third and final term on the Board by Mayor Farrell. Her usual means of transportation in and around San Francisco and the Bay Area is bicycling, taking transit, walking, and, on occasion, driving.

6 Candidates are listed in alphabetical order by last name.
As a former chair of the Board of Directors of Livable City San Francisco, Cheryl was an original organizer of San Francisco’s very successful Sunday Streets events. She has been involved with many pedestrian and bicycle organizations and committees as well as neighborhood associations including the San Francisco Bicycle Coalition, Walk SF, the Market Octavia Citizens Advisory Council and the Duboce Triangle Neighborhood Association, and Panhandle Park Stewards.

Cheryl's focus is on affordable, sustainable and active transportation, and supporting a transportation system which is safe, reliable, efficient and accessible.

Tamika L. Butler
Director of Planning for California | Director of Equity and Inclusion, Toole Design
CTC Appointment Application ID: 74182

Tamika L. Butler, Esq. is Toole Design’s Director of Planning for California and the Director of Equity and Inclusion. In addition to her responsibilities on planning projects, Tamika leads Toole Design’s internal efforts to become a more diverse, inclusive workplace that employs people of all backgrounds. This includes collaborating with Human Resources on recruiting and hiring practices, leading trainings for staff, and serving as a resource for colleagues across the country.

Tamika has a diverse background in law, community organizing and nonprofit leadership. As the Principal of Tamika L. Butler Consulting she focused on shining a light on inequality, inequity, and social justice. She provided consulting, training, and public speaking for a wide range of organizations in the public and private sectors. Recently she was the Executive Director of the Los Angeles Neighborhood Land Trust, a non-profit organization that addresses social and racial equity, and wellness, by building parks and gardens in park-poor communities across Greater Los Angeles. Before that, she was the Executive Director of the Los Angeles County Bicycle Coalition. Prior to leading LACBC, Tamika was the Director of Social Change Strategies at Liberty Hill Foundation, and worked at Young Invincibles as the California Director.

She transitioned to policy work after litigating for three years as an employment lawyer at Legal Aid at Work in San Francisco, CA (formerly Legal Aid Society-Employment Law Center). Tamika previously served on the board of the Alliance for Biking and Walking. She also served as the co-chair of the National Center for Lesbian Rights Board of Directors and served on the board of an affordable housing land trust, T.R.U.S.T. South LA . She currently serves on the boards of the New Leaders Council - Los Angeles and Lambda Literary Foundation and is an advisory board member for Legal Aid at Work’s Fair Play for Girls in Sports program.

Tamika received her J.D. from Stanford Law School, and received her B.A. in Psychology and B.S. in Sociology in her hometown of Omaha, Nebraska. She currently lives in Leimert Park with her wife Kelly, son Atei, and their adorable Schnoodle Stewart Little.
Tony Dang  
**Executive Director, California Walks**  
CTC Appointment Application ID: 73942

Tony Dang is the Executive Director of California Walks and oversees the organization’s policy advocacy, development, community engagement programs, technical assistance services, and operations. Tony has worked extensively with groups across the state to create more vibrant, livable communities through the intersections of health, transportation, sustainability, and equity. His experience includes efforts to educate and equip community residents with skills to engage in local, regional, and statewide transportation planning and policy processes and has successfully assisted communities secure millions of dollars to implement their community-driven vision of walkability.

Tony serves on numerous advisory committees—including the Caltrans Active Transportation Program-Technical Advisory Committee. Tony previously served as the immediate past Co-Chair of the California Strategic Highway Safety Plan’s Pedestrian Safety Committee, where he shepherded the Committee’s action plan development for the 2015 SHSP Update—as well as a member of the CalSTA California Transportation Infrastructure Priorities (CTIP) Work Group and the Caltrans District 4 Pedestrian Advisory Committee. Tony is a certified instructor of the Safe Routes to School National Course, a League Certified Instructor, and also serves on the Board of Directors of the California Pan-Ethnic Health Network (CPEHN) and as a member of the Steering Committee of ClimatePlan.

Tony holds a BA from Stanford University in Comparative Studies in Race & Ethnicity.

Craig Martinez  
**Program Manager, The California Endowment**  
CTC Appointment Application ID: 73787

Craig Martinez, MPH, DrPH, joined The California Endowment in May 2012 as a program manager tasked with supporting policy and system change efforts to create healthier neighborhoods. His portfolio focuses on the nexus of health equity and the built environment, namely transportation, housing, open space, and toxin-free communities. Martinez has worked closely with local and state advocates to ensure low-income communities incorporate unmet health concerns into land use planning and are prioritized for investment in healthy promoting community development such as affordable housing, active transportation, and parks/open space.

He is based in The California Endowment’s Los Angeles office and began serving on the steering committee of Smart Growth California, a collaborative of statewide funders advocating for equitable, sustainable, and economical development, in 2013. Martinez has also been a member of the board of the Funders’ Network for Smart Growth and Livable Communities since
2015, a national funder collaborative dedicated to equitable and sustainable growth and development, and was selected Vice-Chair in 2018.

Prior to joining The Endowment, Martinez served as Health Policy Advisor in the Majority Health Policy Office of the Senate Health, Education, Labor & Pensions (HELP) Committee, first under the Chairmanship of the late Senator Edward M. Kennedy, and subsequently under the Chairmanship of Senator Tom Harkin. His legislative portfolio on the HELP Committee included issues relating to public health, disease prevention, health disparities, mental health, HIV/AIDS, and public health preparedness. He also worked legislation that authorized the National Safe Routes to School Program.

Martinez received his Bachelor of Science from Stanford University, and holds both a Master of Public Health and a Doctorate in Public Health in child and adolescent health and development from the Johns Hopkins Bloomberg School of Public Health. He has also worked in numerous community-based organizations addressing adolescent health concerns including HIV/AIDS, violence prevention, and environmental health.

Jessica Meaney  
Executive Director, Investing in Place  
CTC Appointment Application ID: 73988

Jessica moved to Los Angeles over 20 years ago and for several reasons chose not to own a car. It was a choice she was privileged to make as part of her professional commitment to work to improve the Los Angeles County region to become more safe, reliable, and accessible for all - especially for those with the least options. It’s this passion that led her to create Investing in Place in January 2015. A non-profit organization that is focused on expanding the voices at the decision-making table, improving transparency in budget decisions, and using data to inform and prioritize transportation and land use investments.

Investing in Place is a leader in ensuring local dollars are invested in first/last mile access to transit, safe routes to school, and a regional active transportation network. One of their recent victories was Measure M, a voter-approved countywide transportation sales tax, dedicated 6%-8% of its $122 billion expenditure plan to active transportation - a first for the Los Angeles Region.

And after voters approved the Measure M sales tax measure, Metro leadership formed the Policy Advisory Council (PAC), a 27-member body comprised of jurisdictions, transportation providers, and consumers. The PAC provides recommendations to Metro, guiding the implementation of Measure M and its $122 billion expenditure plan with Jessica as the inaugural PAC chair.

Jessica has her Master of Arts in Urban Sociology from California State University, Los Angeles. Prior to Investing in Place, Jessica worked at the the Southern California Association of
Governments as Regional Transportation Planner, the Safe Routes to School National Partnership as the Southern California Policy Director.

Kate White
Associate Principal | Planning Policy Leader, Arup
CTC Appointment Application ID: TBD

Kate White is an Associate Principal and Planning Policy Leader at Arup, a global design, engineering and consulting firm. Prior to joining Arup, Kate was appointed to Deputy Secretary of Environmental Policy and Housing Coordination by Governor Edmund G. Brown, Jr. in September 2013. Kate spent two decades in the sustainable development field, including as Initiative Officer at The San Francisco Foundation's Great Communities Collaborative, Executive Director of the Urban Land Institute Bay Area District, founding Executive Director of the San Francisco Housing Action Coalition, and founding Co-Director at City CarShare. Kate also worked for Urban Ecology and the National Low Income Housing Coalition.

Kate earned a bachelor’s degree in political science at Oberlin College, and Master of Public Administration degree from San Francisco State University.

Ellen Wu
Executive Director, Urban Habitat
CTC Appointment Application ID: 73874

Ellen Wu is the Executive Director of Urban Habitat, whose mission is to democratize power and advance equitable policies to create a just and connected Bay Area for low-income communities and communities of color. Urban Habitat brings race and class to the forefront of transportation, land use, and housing policies and supports community leaders to serve on boards and commissions.

Urban Habitat played a leadership role in successfully advocating for free transit passes for youth, seniors, and people with disabilities in San Francisco; has been instrumental in developing transportation expenditure plans for county transportation funding measures, particularly in San Francisco, San Mateo, and Santa Clara Counties; and has recently published a discussion paper, Driving Deeper into the Climate Crisis: Who Gets Priority on Our Streets, which identified the challenges our public transportation system faces from increased privatization and presents an alternative framework.

Previously Ellen was the Executive Director of the California Pan-Ethnic Health Network (CPEHN), a statewide health advocacy organization. At CPEHN, she worked on AB 411 (Monning), which requires local transportation projects that promote health to be highlighted in the state’s Regional Transportation Planning guidance.
She is chair of Oakland’s Affordable Housing and Infrastructure Bond Public Oversight Committee and is Board Treasurer for both East Bay Housing Organizations and Asian Pacific Environmental Network. She was recently on the Metropolitan Transportation Commission’s CASA Steering Committee, a process to develop a regional housing plan. She received her Master’s in Public Health from UCLA.