



Clean & Just Transportation

Investment Priorities

Transportation dollars must be used in ways that deliver the best investments possible to help build a more efficient, affordable, clean and just transportation system for all. People living in urban and rural Washington should have a diverse options to get around, so they can be active and healthy; access opportunities like health care, good jobs and education; and live in a sustainable climate. Investments must be prioritized in communities that experience the greatest burden of climate and air pollution, predominantly low-income and communities of color across our state.

The following set of investments best help achieve a clean & just transportation system in Washington:

Invest in structural equity

Structural Equity Investments - *Embed the recommendations of the State Environmental Justice Task Force and the Clean Energy Transformation Act requirement that all benefit from the transition to clean transportation*

- **Transportation Equity Plan.** Develop statewide transportation equity plan to identify inequities, set goals and metrics and guide programming and investment to the greatest need, including support for tribal nations.
- **Equitable engagement.** Apply best practices from Task Force recommendations and create an equity advisory board of paid community members to represent and liaise with underrepresented communities, including tribal nations and indigenous communities.
- **Just Investment.** Make up for the historical gap in investment by directing no less than 35% of investments in a new transportation package to benefit the communities facing the greatest barriers, including indigenous communities, tribal nations and all communities of color.

Reduce vehicle miles traveled

Transit & Public Transportation

- **Service & operations.** Fund transit operations to fill COVID revenue shortfalls and unmet capacity need.
- **Capital & COVID needs.** Fully fund transit capital needs, including maintenance, bus retrofits and driver PPE.
- **Affordability.** Provide state support for transit agencies to do low-income or free fare pilots.

Active Transportation

- **Walking & biking infrastructure.** Fund networks of sidewalks, crosswalks and protected bike lanes.

Transportation Demand Management

- **Transportation Demand Management.** Fund TDM programming, including support for students and work-from-home.
- **Home support.** Support for transit agencies and nonprofits delivering groceries, meals, and prescriptions.

Transit-Oriented Development (TOD)

- **Equitable TOD.** Coordinate with Commerce to create a set-aside for a TOD program at WSDOT to plan for, support, and fund affordable/targeted off market housing and commercial space in high opportunity areas.

Transition to clean transportation

Transportation Electrification

- **Targeted electrification.** Emphasize transit and public fleets, freight, trucks, port facilities and railways, especially in areas with high impacts from tailpipe pollution, in order to meet statutory GHG requirements.
- **Support Transportation Network Company (TNC) & port electrification.** Create a fund to transition driver-owned trucks and TNC vehicles to electric; pair with a mandate on TNCs and ports to steadily reduce the number of internal combustion vehicles in their fleets.

Ensure current transportation assets are safe, efficient and modernized

Highway Investments

- **Road safety, maintenance & preservation.** Prioritize safety, maintenance and preservation of highways over new capacity; new capacity should meet a demonstrated need and create no new pollution or displacement in communities already highly impacted by the greatest burden of climate and air pollution, along with no new habitat degradation.

Stormwater

- **Stormwater Infrastructure.** Stormwater Infrastructure. Invest in and prioritize salmon needs in 1) standalone and opportunity-based retrofits for existing roads, culverts, and transportation infrastructure and 2) enhanced maintenance to protect water quality and habitat.

Principles for Investment

Protect tribal treaty rights. State investments in our transportation infrastructure should align with and protect tribal treaty rights, including addressing salmon passage along with other culturally significant resources.

Spend to achieve outcomes. As the state legislature looks to invest in the transportation system, we must assess how our spending reduces greenhouse gas emissions and air pollution, creates great jobs, improves safe multimodal transportation choices, and ensures fair and equitable outcomes. In a time where funds are limited, every dollar counts, and should be tied to helping our state achieve better outcomes for its residents. We must improve our state policy goals to include climate, access, and environmental justice, and then rigorously tie spending to metrics associated with these goals.

Prioritize Equity. Investment decisions should be made with the input of underrepresented groups, and dollars should be prioritized to provide economic benefits and access to essential needs as well as rectify transportation harms to those most impacted by environmental and other structural racism and disenfranchisement. Investments should meet the needs of Black, indigenous and tribal, communities of color, low-income, disabled, small and rural communities, unbanked, and immigrant communities. Historical investment trends should be analyzed to ensure underserved populations are reinvested with community-driven projects. At minimum 35% of the investments must benefit vulnerable populations in highly impacted communities as defined by Clean Energy Transformation Act, the Dept. of Health and the Environmental Justice Task Force.

Create great jobs, quickly. We must spend on transportation investments that bring well-paid jobs with high labor standards to local communities and minority/women-owned businesses. We should prioritize modes that provide more labor hours right away, such as transit, maintenance, and operations, jobs for impacted communities, and jobs that transition us away from the fossil fuel economy.

Clean up the environment. Transportation is the largest source of GHG emissions and a huge contributor to air pollution, water degradation, and consumption of resource lands. We have a duty not only to move away from polluting modes, but to reduce our footprint and remedy the harms we have caused. Projects that transition people to modes with lower environmental lifecycle costs should be prioritized, and infrastructure should be built and retrofitted to clear our water and air. Mitigation and repair should be prioritized in communities that suffer disproportionate health outcomes from pollution.

Prioritize intersectionality. Housing, transportation, and land use are inexorably linked, and we cannot achieve our policy goals without aligning investments across these sectors. We must invest in transportation that encourages compact, walkable neighborhoods, and invest in affordable housing and commercial spaces that allow people to live and work near affordable transit. As we invest in transportation, we must also invest in communities to reduce displacement and increase ownership. We must reward and prioritize projects and programs that address these issues holistically.

Create a resilient system. We must prioritize investments that prepare us for significant changes to our climate, our economy, and our social practices. This means, Investing to create complete networks that create redundancy under a variety of scenarios and considering who is impacted and who has access to redundant networks when making cuts and investing.

Keep people safe - in all meanings of the word. Safety is one of the most important measures of performance in transportation. We must prioritize investing in modes that have lower injury and fatality rates (such as transit), create safe biking/walking networks for most vulnerable users, and prioritize projects that go above and beyond basic safety measures. We must also broaden our definition of safety to include protection from virus transmission, and the safety of Black and brown community members, women and trans people, immigrants, and people with mental and physical disabilities to be free from civilian and police assault and harassment. We must design systems that make it easy to comply, rather than rely on enforcement.

The Climate Alliance for Jobs and Clean Energy is a coalition of environmental advocates, labor unions, health professionals, businesses, faith communities, and communities of color, working with tribal nations—plus thousands of volunteers from across Washington State—committed building a resilient climate justice movement.

Together, we envision a clean and equitable transportation system for Washington that reduces climate pollution, and improves community health, economic opportunity, and create sustainable alternatives to congestion management. We also believe transportation solutions must be built by those most those most adversely impacted by pollution and economic injustice to ensure we create a transportation system that works for everyone.