

AMENDED IN ASSEMBLY APRIL 5, 2016

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

**ASSEMBLY BILL**

**No. 2332**

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**Introduced by Assembly Member Eduardo Garcia**  
**(Coauthors: Assembly Members Alejo, Bloom, Campos, and Holden)**

February 18, 2016

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~~An act to add Section 14528.2 to the Government Code, relating to transportation. An act to amend Sections 14526, 14526.4, and 14526.5 of, and to add Section 14031.9 to, the Government Code, and to amend Section 167 of the Streets and Highways Code, relating to transportation.~~

LEGISLATIVE COUNSEL'S DIGEST

AB 2332, as amended, Eduardo Garcia. ~~Transportation. Transportation funding: complete streets.~~

*Existing law provides that the Department of Transportation has full possession and control over the highways of the state and is responsible for preparing the state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Existing law requires the department to submit a draft 5-year interregional transportation improvement program that consists of, among other things, projects to improve state highways.*

*Existing law also creates the California Transportation Commission, with specified powers and duties relative to the programming of transportation capital improvement projects and the allocation of state transportation funds for state transportation improvement projects. Existing law requires the department, in consultation with the commission, to prepare an asset management plan to guide selection*

*of projects for the state highway operation and protection program consistent with any applicable state and federal requirements. Existing law requires the commission, in connection with the asset management plan, to adopt targets and performance measures reflecting state transportation goals and objectives.*

*This bill would require the department to increase the annual number of complete street projects undertaken by the department by 20% over the 2016 baseline by the year 2020 and increase accessibility for low-income and disadvantaged communities by increasing multimodal transportation proximity to employment, jobs, housing, and recreation areas. The bill would establish department goals to reduce by 10% based on the 2016 baseline the number of transit, pedestrian, and bicyclist fatalities, and reduce by 15% statewide per capita the vehicle miles traveled by the year 2020, and to increase travel by nonautomobile modes of travel, as specified.*

*This bill would require the draft 5-year interregional transportation program to include projects to implement complete streets, as defined, and the state highway operation and protection program to include capital improvements relative to multiuse, including complete streets. The bill would require the department to hold at least one public hearing in each of its districts on state highway operation and protection program projects and would require the hearing to be accessible by public transit, held at times that are convenient for disadvantaged community residents, and upon request, provide translation services. The bill would require the commission, no later than July 1, 2017, in connection with the asset management plan, to also adopt targets and performance measures that reflect state transportation goals and objectives that, among other things, improve mobility, access, and safety for nonmotorized users in disadvantaged communities by requiring not less than 35% of state highway operation and protection program projects be located in urban and rural disadvantaged communities. The bill would also require that funds in the State Highway Account in the State Transportation Fund be programmed for specified safety improvements that would reduce fatalities and the number and severity of injuries to pedestrians.*

~~Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for~~

the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program administered by the California Transportation Commission, which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified.

This bill, by January 1, 2018, would require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified. The bill would require the commission to adopt guidelines to implement these provisions and would authorize the commission to withhold future funding allocations to an applicant from these programs if it determines that previous use of funding by the applicant has not adequately furthered the objectives of these provisions. The bill would require the commission to report biannually to the Legislature in this regard.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1     *SECTION 1. The Legislature finds and declares all of the*
- 2     *following:*
- 3     *(a) For over a century, California has invested in a state*
- 4     *highway system that allowed our state economy to flourish and*
- 5     *ensured that over 38 million residents have access to places of*
- 6     *employment, education centers, and recreation areas.*
- 7     *(b) However, low-income and disadvantaged communities have*
- 8     *faced historic patterns of inequity and disinvestment from our state*
- 9     *highway system.*
- 10    *(1) Low-income and disadvantaged communities bear the burden*
- 11    *of disproportionate impacts from substandard air quality in the*
- 12    *form of higher rates of respiratory illness, hospitalizations, and*
- 13    *premature death.*
- 14    *(2) Due to historic disinvestment, low-income and disadvantaged*
- 15    *communities suffer from lack of safe infrastructure such as bicycle*

1 *paths and sidewalks, which leads to increased injuries and fatalities*  
2 *when traveling on the state highway system.*

3 *(3) Due to the low level of car ownership in low-income and*  
4 *disadvantaged communities, many residents do not have access*  
5 *to transit or safe infrastructure such as bicycle paths and sidewalks*  
6 *to travel safely to employment, education centers, and recreation*  
7 *areas.*

8 *(c) The Department of Transportation has updated its mission*  
9 *to include sustainability, greater focus and awareness on safety*  
10 *for all users of the transportation system, developing a multimodal*  
11 *transportation system that expands transit, walking, and bicycling,*  
12 *and the need for a fix-it-first focus that also achieves cobenefits*  
13 *such as public health and social equity to address all users of the*  
14 *transportation system.*

15 *(d) It is the intent of the Legislature that this act continues the*  
16 *Department of Transportation's greater focus on sustainability*  
17 *and awareness for all users of the transportation system by*  
18 *directing resources to the state's most impacted and disadvantaged*  
19 *communities to ensure that activities taken in pursuit of*  
20 *sustainability will also provide economic and health benefits to*  
21 *these communities.*

22 *SEC. 2. Section 14031.9 is added to the Government Code, to*  
23 *read:*

24 *14031.9. (a) The department shall increase the annual number*  
25 *of complete streets projects undertaken by the department by 20*  
26 *percent over the 2016 baseline by the year 2020.*

27 *(b) As used in this section, "complete street" means a*  
28 *transportation facility that is planned, designed, operated, and*  
29 *maintained to provide safe mobility for all users, including*  
30 *bicyclists, pedestrians, transit vehicles, truckers, and motorists,*  
31 *appropriate to the function and context of the facility.*

32 *(c) The department shall have as a goal the reduction by 10*  
33 *percent, based on the 2016 baseline, of the number of transit,*  
34 *pedestrian, and bicyclist fatalities and the reduction by 15 percent*  
35 *of the statewide per capita the vehicle miles traveled (VMT) relative*  
36 *to 2010 levels reported by district by the year 2020.*

37 *(d) It shall also be a goal of the department to increase travel*  
38 *by nonautomobile modes by doing all of the following:*

39 *(1) Tripling the amount of bicycle travel relative to 2010-2012*  
40 *California Household Travel Survey levels.*

1     (2) *Doubling the amount of pedestrian travel relative to*  
2     *2010-2012 California Household Travel Survey levels.*

3     (3) *Doubling the amount of transit travel relative to 2010-2012*  
4     *California Household Travel Survey levels.*

5     (e) *The department shall increase accessibility for low-income*  
6     *and disadvantaged communities by increasing multimodal*  
7     *transportation proximity to employment, jobs, housing, and*  
8     *recreation areas.*

9     SEC. 3. *Section 14526 of the Government Code is amended to*  
10    *read:*

11    14526. (a) Not later than October 15 of each odd-numbered  
12    year, based on the guidelines established pursuant to Section  
13    14530.1, and after consulting with the transportation planning  
14    agencies, county transportation commissions, and transportation  
15    authorities, the department shall submit to the commission the  
16    draft five-year interregional transportation improvement program  
17    consisting of all of the following:

18    (1) Projects to improve state highways, pursuant to subdivision  
19    (b) of Section 164 of the Streets and Highways Code.

20    (2) Projects to improve the intercity passenger rail system.

21    (3) Projects to improve interregional movement of people,  
22    vehicles, and goods.

23    (4) *Projects to implement or improve complete streets, as defined*  
24    *in subdivision (b) of Section 14031.9.*

25    (b) Projects included in the interregional transportation  
26    improvement program shall be consistent with the state  
27    interregional transportation strategic plan prepared pursuant to  
28    Section 14524.4.

29    (c) Projects may not be included in the draft interregional  
30    transportation improvement program without a project study report  
31    or major investment study.

32    (d) Major projects shall include current costs updated as of  
33    November 1 of the year of submittal and escalated to the  
34    appropriate year, and shall be consistent with, and provide the  
35    information required in, subdivision (b) of Section 14529.

36    (e) Projects included in the draft interregional transportation  
37    improvement program shall be consistent with the adopted regional  
38    transportation plan.

39    (f) On or before November 15 of each odd-numbered year, the  
40    commission shall hold at least one hearing in northern California

1 and one hearing in southern California to attempt to reconcile any  
2 objections by any member of the public or other stakeholder to  
3 the draft interregional transportation improvement program.

4 (g) The department shall consider the input received at the  
5 hearings conducted pursuant to subdivision (f) and shall develop  
6 a final interregional transportation improvement program. The  
7 final interregional transportation improvement program shall  
8 include a summary of the major comments received at the hearings  
9 and responses to those comments, and shall be submitted to the  
10 commission for approval not later than December 15 of each  
11 odd-numbered year.

12 (h) The commission shall, when approving the final interregional  
13 transportation improvement program pursuant to subdivision (g),  
14 evaluate the extent to which the program is consistent with funding  
15 priorities established in Section 167 of the Streets and Highways  
16 Code.

17 *SEC. 4. Section 14526.4 of the Government Code is amended*  
18 *to read:*

19 14526.4. (a) The department, in consultation with the  
20 commission, shall prepare a robust asset management plan to guide  
21 selection of projects for the state highway operation and protection  
22 program required by Section 14526.5. The asset management plan  
23 shall be consistent with any applicable state and federal  
24 requirements.

25 (b) The department may prepare the asset management plan in  
26 phases, with the first phase to be implemented with the 2016 state  
27 highway operation and protection program, and the complete asset  
28 management plan to be prepared no later than the 2020 state  
29 highway operation and protection program.

30 (c) In connection with the asset management plan, the  
31 commission shall do both of the following:

32 (1) ~~Adopt~~ *Not later than July 1, 2017, adopt* targets and  
33 performance measures reflecting state transportation goals and  
34 ~~objectives~~ *objectives, that shall include, but are not limited to, all*  
35 *of the following:*

36 (A) *Improving mobility, access, and safety for nonmotorized*  
37 *users in disadvantaged communities by requiring not less than 35*  
38 *percent of state highway operation and protection program projects*  
39 *be located in urban and rural disadvantaged communities.*

1     (B) *Providing targeted and meaningful benefits to residents in*  
2 *those disadvantaged communities. Projects that provide meaningful*  
3 *benefits to those residents shall include, but are not limited to,*  
4 *both of the following:*

5     (i) *Walkways, bikeways, and crossing facilities that connect*  
6 *residents to community-identified amenities such as transit stops,*  
7 *employment centers, schools, medical facilities, grocery stores,*  
8 *and other community services.*

9     (ii) *Pedestrian or bicycle traffic control devices to improve the*  
10 *safety of nonmotorized users.*

11     (C) *Prioritizing projects identified by the community through*  
12 *strong public participation in disadvantaged communities.*

13     (D) *Prioritizing projects that recruit, hire, or train low-income,*  
14 *formerly incarcerated, underrepresented, or disconnected youth*  
15 *and adults and other individuals with barriers to employment,*  
16 *pursuant to Section 14005 of the Unemployment Insurance Code.*  
17 *Priority shall be awarded for projects that utilize any of the*  
18 *following:*

19     (i) *Community workforce agreements.*

20     (ii) *Project labor agreements with targeted hire commitments*  
21 *requiring at least 30 percent of work hours performed by*  
22 *individuals with barriers to employment, pursuant to Section 14005*  
23 *of the Unemployment Insurance Code, or local hire commitments*  
24 *requiring at least 30 percent of work hours performed by California*  
25 *residents to be performed by residents of the city in which the*  
26 *project takes place.*

27     (iii) *Partnerships with community-based workforce training*  
28 *entities preparing low-income youth and adults for employment.*

29     (iv) *State certified pre-apprenticeship and registered*  
30 *apprenticeship programs.*

31     (v) *State certified community conservation corps.*

32     (vi) *“Earn while you learn” models.*

33     (vii) *YouthBuild programs.*

34     (viii) *California Workforce Development Board programs*  
35 *serving disadvantaged populations.*

36     (2) *Review and approve the asset management plan, including*  
37 *the final version of the first phase and the complete plan prepared*  
38 *by the department pursuant to subdivision (b).*

39     (d) *As used in this section, “asset management plan” means a*  
40 *document assessing the health and condition of the state highway*

1 system with which the department is able to determine the most  
2 effective way to apply the state's limited ~~resources~~; *resources and*  
3 *advance meaningful benefits in disadvantaged communities.*

4 (e) As used in this section, "disadvantaged community" means  
5 a community with any of the following characteristics:

6 (1) An area with a median household income less than 80  
7 percent of the statewide median household income based on the  
8 most current census tract-level data from the American Community  
9 Survey.

10 (2) An area identified by the California Environmental  
11 Protection Agency pursuant to Section 39711 of the Health and  
12 Safety Code.

13 (3) An area where at least 75 percent of public school students  
14 are eligible to receive free or reduced-price meals under the  
15 National School Lunch Program.

16 (f) As used in this section, "meaningful benefits" means  
17 transportation projects that address any of the following:

18 (1) Health harms suffered disproportionately by low-income  
19 and disadvantaged communities due to copollutants, including  
20 poor air quality and a lack of public health benefits.

21 (2) Increasing job readiness and career opportunities with  
22 workforce development programs, local hiring, or on-the-job  
23 training.

24 (3) Increasing travel for non-motorized users by improving  
25 active transportation infrastructure such as bicycle paths,  
26 sidewalks, and other non-motorized means of travel.

27 (4) Investing in transportation that will meet an unmet need  
28 that has been identified as a high priority by disadvantaged  
29 community residents and groups.

30 SEC. 5. Section 14526.5 of the Government Code is amended  
31 to read:

32 14526.5. (a) Based on the asset management plan prepared  
33 and approved pursuant to Section 14526.4, the department shall  
34 prepare a state highway operation and protection program for the  
35 expenditure of transportation funds for major capital improvements  
36 that are necessary to preserve and protect the state highway system.  
37 Projects included in the program shall be limited to capital  
38 improvements relative to maintenance, safety, *multiuse, including*  
39 *complete streets, as defined in subdivision (b) of Section 14031.9,*



1 and rehabilitation of state highways and bridges that do not add a  
2 new traffic lane to the system.

3 (b) The program shall include projects that are expected to be  
4 advertised prior to July 1 of the year following submission of the  
5 program, but which have not yet been funded. The program shall  
6 include those projects for which construction is to begin within  
7 four fiscal years, starting July 1 of the year following the year the  
8 program is submitted.

9 (c) The department, at a minimum, shall specify, for each project  
10 in the state highway operation and protection program, the capital  
11 and support budget, as well as a projected delivery date, for each  
12 of the following project components:

13 (1) Completion of project approval and environmental  
14 documents.

15 (2) Preparation of plans, specifications, and estimates.

16 (3) Acquisition of rights-of-way, including, but not limited to,  
17 support activities.

18 (4) Start of construction.

19 (d) The program shall be submitted to the commission not later  
20 than January 31 of each even-numbered year. Prior to submitting  
21 the plan, the department shall make a draft of its proposed program  
22 available to transportation planning agencies for review and  
23 comment and shall include the comments in its submittal to the  
24 commission.

25 (e) The commission may review the program relative to its  
26 overall adequacy, consistency with the asset management plan  
27 prepared and approved pursuant to Section 14526.4 and funding  
28 priorities established in Section 167 of the Streets and Highways  
29 Code, the level of annual funding needed to implement the  
30 program, and the impact of those expenditures on the state  
31 transportation improvement program. The commission shall adopt  
32 the program and submit it to the Legislature and the Governor not  
33 later than April 1 of each even-numbered year. The commission  
34 may decline to adopt the program if the commission determines  
35 that the program is not sufficiently consistent with the asset  
36 management plan prepared and approved pursuant to Section  
37 14526.4.

38 (f) *The department shall hold at least one public hearing in each*  
39 *of its districts on state highway operation and protection program*  
40 *projects. The hearing shall be accessible by public transit and held*

1 *at times that are convenient for disadvantaged community*  
2 *residents. Upon request, translation services shall be provided to*  
3 *ensure meaningful participation by non-English-speaking residents.*

4 ~~(f)~~

5 (g) Expenditures for these projects shall not be subject to  
6 Sections 188 and 188.8 of the Streets and Highways Code.

7 *SEC. 6. Section 167 of the Streets and Highways Code is*  
8 *amended to read:*

9 167. (a) Funds in the State Highway Account in the State  
10 Transportation Fund shall be programmed, budgeted subject to  
11 Section 163, and expended to maximize the use of federal funds  
12 and shall be based on the following sequence of priorities:

13 (1) Operation, maintenance, and rehabilitation of the state  
14 highway system.

15 (2) Safety improvements where physical changes, other than  
16 adding additional lanes, would reduce fatalities and the number  
17 and severity of ~~injuries~~. *injuries to pedestrians.*

18 (3) Transportation capital improvements that expand capacity  
19 or reduce congestion, or do both.

20 (4) Environmental enhancement and mitigation programs.

21 (b) With respect to the funds in the State Highway Account, in  
22 the Public Transportation Account, and in the Passenger Rail Bond  
23 Fund, the proposed budget shall be organized on a program basis.  
24 The proposed budget shall list the proposed expenditures for the  
25 transportation program under the following program elements:

26 (1) Administration.

27 (2) Program development.

28 (3) Maintenance.

29 (4) State highway operation and protection.

30 (5) Local assistance.

31 (6) Interregional improvements.

32 (7) Regional improvements.

33 (8) Environmental enhancement and mitigation programs.

34 (c) State operations expenditure amounts of the department for  
35 interregional and regional transportation improvement projects  
36 shall be listed as required by subdivision (b) of Section 14529 of  
37 the Government Code, but those amounts other than those for the  
38 acquisition of rights-of-way, construction, and construction support  
39 shall not be subject to allocation by the commission.

1 (d) To align the annual budget with the adopted state  
2 transportation improvement program, the department may submit  
3 to the Department of Finance revised capital outlay support and  
4 capital outlay budget estimates as part of its May Revision process.  
5 Budget proposals related to these changes shall be provided to the  
6 Legislature no later than May 1.

7 (e) The budget shall not include specific appropriations for  
8 specific transportation improvement projects, and the Legislature  
9 shall not enact legislation containing specific individual  
10 transportation projects.

11 (f) The basis for defining major and minor capital outlay projects  
12 shall be established by the commission.

13 (g) The Legislative Analyst shall prepare an analysis of the  
14 proposed expenditures for each program element as a part of the  
15 budget analysis.

16 (h) The department shall submit to the Legislative Analyst, and  
17 the Senate Committee on Budget and Fiscal Review and the  
18 Assembly Committee on Budget, on an annual basis, supplemental  
19 information to substantiate the department's proposed capital outlay  
20 support budget. The information shall be provided no later than  
21 May 1 of each year, and may be provided at an earlier date. The  
22 information shall include, but not be limited to, the following:

23 (1) A list of projects for which the department will perform  
24 capital outlay support work in the budget year. For each project,  
25 the department shall include:

26 (A) The planned project support budget for support of  
27 environmental, design, right-of-way, and construction phases.

28 (B) The planned capital costs, including construction capital  
29 costs and right-of-way capital costs.

30 (C) The estimated or actual construction start date and  
31 completion date.

32 (D) The name and year of the state transportation program in  
33 which the project is programmed, if applicable.

34 (E) Total prior fiscal year expenditures for capital outlay support.

35 (F) The number of full-time equivalent positions requested to  
36 perform support of environmental, design, right-of-way, and  
37 construction work in the fiscal year of the budget request.

38 (G) Milestones of project work by phases that are planned to  
39 be completed in the fiscal year of the budget request.

1 (H) The ratio of support to capital costs based on current  
2 programming.

3 (2) The capital-to-support ratio for all projects completed in the  
4 prior fiscal year in each program in each district.

5 (3) The current total number of authorized and vacant positions  
6 in the capital outlay support program in headquarters and in each  
7 district.

8 (4) A five-year projection of the department's staffing needs to  
9 support the state's transportation capital programs and any  
10 workload performed by the department related to federal or local  
11 funding for highway capital projects.

12 (5) The average cost of a personnel-year equivalent in each  
13 district based on the department's existing contracts for capital  
14 outlay support work performed by a private company under  
15 contract with the department. For each average cost, the department  
16 shall provide a description of what factors are included in that cost.

17 (6) The average cost of a state staff personnel-year in the capital  
18 outlay support program in each district and in headquarters. The  
19 cost shall include the salary and wages, benefits, program overhead,  
20 administrative overhead, and other associated costs. The  
21 department shall provide a description of each component of the  
22 average cost.

23 (7) A summary of expected capital outlay support workload for  
24 the budget year that includes the following:

25 (A) The total full-time equivalents requested for each type of  
26 the following activities: environmental, design, right-of-way, and  
27 construction.

28 (B) The total full-time equivalents requested for each type of  
29 project, including, but not limited to, the state transportation  
30 improvement program, the state highway operation and protection  
31 program, bond programs, regional and local agency partnership  
32 workload, and any other program.

33 (8) The total number of projects with requested resources, as  
34 well as the number of projects in which the department is limited  
35 to an oversight role.

36 (9) The number of milestones scheduled, including  
37 environmental, design, right-of-way, and construction deliverables,  
38 as well as the number of projects expected to begin construction  
39 and reach completion.

(10) A summary for the most recently completed fiscal year for the following:

(A) Full-time equivalents and related funding expended, including support of environmental, design, right-of-way, and construction activities.

(B) Approved and filled positions as of the end of the fiscal year.

~~SECTION 1. Section 14528.2 is added to the Government Code, to read:~~

~~14528.2. (a) On or before January 1, 2018, the commission shall establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents as identified by the community through strong public participation. Projects that provide meaningful benefits in this regard shall include, but are not limited to, any of the following:~~

~~(1) Construction of new walkways, bikeways, and crossing facilities, or improvements to existing bikeways, walkways, and crossing facilities, that improve mobility, access, and safety for nonmotorized users in disadvantaged communities, and that connect residents to community-identified amenities such as transit stops, employment centers, schools, medical facilities, grocery stores, and other community services.~~

~~(2) Transit capital improvements that address community-identified mobility and safety needs, including, but not limited to, shelters, benches, and lighting.~~

~~(3) Open space preservation adjoining parallel active transportation routes, providing for recreation and wildlife connectivity, or buffers to minimize impacts of air pollution.~~

~~(4) Pedestrian or bicycle traffic control devices to improve the safety of nonmotorized users.~~

~~(b) In order to implement subdivision (a), the commission shall do all of the following:~~

~~(1) Establish a funding floor where no less than 35 percent of rehabilitation and reconstruction projects are located in urban and rural disadvantaged communities and provide meaningful benefits to community residents in those disadvantaged communities.~~

~~(2) Include robust public stakeholder engagement on the development of guidelines relating to prioritization of projects in disadvantaged communities. The engagement shall include at least two public hearings in each region around the state at locations that are accessible by public transit and that are held at times that are convenient for disadvantaged community residents, with the provision of translation services to ensure meaningful participation by non-English-speaking residents. “Region,” for the purpose of this paragraph, means southern California, the Inland Empire, northern California, and the San Joaquin Valley.~~

~~(3) Adopt guidelines and performance criteria for the department and local agencies relative to social, economic, and regional equity and public health impacts of highway projects funded from the State Highway Operation and Protection Program or the State Transportation Improvement Program.~~

~~(4) Require the lead agency on each project to provide a description of how a proposed project located in a disadvantaged community provides meaningful benefits to the community. The location of a project in a disadvantaged community by itself does not mean that the project provides meaningful benefits to that community in the absence of a well-grounded description. In order for a benefit to be meaningful, it shall be direct and assured.~~

~~(5) Prioritize projects that recruit, hire, and train low-income, formerly incarcerated, or disconnected youth and adults and other individuals with barriers to employment pursuant to Section 14005 of the Unemployment Insurance Code, including projects that utilize community workforce agreements, project labor agreements with targeted hire commitments, and partnerships with community-based workforce training entities preparing low-income youth and adults for employment.~~

~~(6) Require the lead agency on each project to report to the commission with documentation on each of the following upon completion of the project:~~

~~(A) A description of and the location of the project, including a map that delineates the location of targeted persons that will benefit from the project in relationship to the project site.~~

~~(B) The amount of funds expended on the project.~~

~~(C) The completion date of the project.~~

~~(D) The project’s estimated useful life.~~

1     ~~(E) A description of mobility benefits provided as a result of~~  
2 ~~the project to transit, bicycling, and pedestrians.~~

3     ~~(F) A description of the community engagement process and~~  
4 ~~its accessibility to disadvantaged community residents, and the~~  
5 ~~contribution of that process to identification of benefits to those~~  
6 ~~residents from the project and resident engagement in~~  
7 ~~implementation of project.~~

8     ~~(G) An analysis of how mobility benefits of the project are~~  
9 ~~accessible to disadvantaged community residents within the project~~  
10 ~~area.~~

11     ~~(H) A description and, if feasible, a quantification of the public~~  
12 ~~health and safety, economic, and environmental cobenefits resulting~~  
13 ~~from the project. To the extent the performance criteria for each~~  
14 ~~cobenefit category have not been met, documentation shall be~~  
15 ~~provided that identifies any statutory or regulatory barriers, or~~  
16 ~~alternatively, a demonstrated absence of need.~~

17     ~~(I) Documentation of the number of disadvantaged project area~~  
18 ~~residents or individuals with employment barriers who were~~  
19 ~~employed by the project or were provided workforce training~~  
20 ~~opportunities through the project, including hours worked, hourly~~  
21 ~~wage, types of benefits, occupation or trainee classification, and~~  
22 ~~documentation of any partnerships with community based~~  
23 ~~workforce training entities preparing low-income youth and adults~~  
24 ~~for employment.~~

25     ~~(J) Levels of particulate matter, oxides of nitrogen, and sulphur~~  
26 ~~oxides in the project area prior to completion of the project, and~~  
27 ~~projected levels upon completion of the project.~~

28     ~~(K) An analysis of the air pollution burden on low-income and~~  
29 ~~disadvantaged community residents within the project area.~~

30     ~~(7) Evaluate the documentation provided pursuant to paragraph~~  
31 ~~(6) to determine the effectiveness of each completed project relative~~  
32 ~~to all of the following:~~

33     ~~(A) Improvement of access and mobility for disadvantaged~~  
34 ~~community residents and connection to community-identified~~  
35 ~~amenities.~~

36     ~~(B) Improvement of public health and air quality in the project~~  
37 ~~area, and particularly benefits and burdens on disadvantaged~~  
38 ~~community residents.~~

1     ~~(C) Improvement of access to workforce development~~  
2     ~~opportunities and living wage jobs and careers for individuals with~~  
3     ~~barriers to employment and disadvantaged community residents.~~

4     ~~(e) The commission may withhold future funding allocations~~  
5     ~~to an applicant from the State Highway Operation and Protection~~  
6     ~~Program and the State Transportation Improvement Program if it~~  
7     ~~determines that previous use of funding by the applicant has not~~  
8     ~~adequately furthered the objectives of subdivision (a).~~

9     ~~(d) The commission shall provide a biannual report to the~~  
10    ~~Legislature on the implementation of this section. The report shall~~  
11    ~~be submitted pursuant to Section 9795 of the Government Code.~~

12    ~~(e) As used in this section, “disadvantaged community” means~~  
13    ~~a community with any of the following characteristics:~~

14    ~~(1) An area with a median household income less than 80~~  
15    ~~percent of the statewide median household income based on the~~  
16    ~~most current census tract-level data from the American Community~~  
17    ~~Survey.~~

18    ~~(2) An area identified as among the most disadvantaged 25~~  
19    ~~percent of areas in the state according to the California~~  
20    ~~Environmental Protection Agency, based on the latest version of~~  
21    ~~the California Communities Environmental Health Screening Tool~~  
22    ~~(CalEnviroScreen) scores.~~

23    ~~(3) An area where at least 75 percent of public school students~~  
24    ~~are eligible to receive free or reduced-price meals under the~~  
25    ~~National School Lunch Program. To the extent the characteristics~~  
26    ~~of this paragraph are used to determine that an area is~~  
27    ~~disadvantaged, the applicant shall either demonstrate how the~~  
28    ~~proposed project benefits those public school students in the project~~  
29    ~~area or, if the proposed project does not provide meaningful~~  
30    ~~benefits to those public school students, demonstrate how the~~  
31    ~~characteristics are applicable in determining that the larger~~  
32    ~~community is disadvantaged.~~