

JOINT MEETING  
STATE OF CALIFORNIA  
CALIFORNIA AIR RESOURCES BOARD  
CALIFORNIA TRANSPORTATION COMMISSION  
AND  
CALIFORNIA DEPARTMENT OF HOUSING AND  
COMMUNITY DEVELOPMENT

ZOOM PLATFORM

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THURSDAY, APRIL 7, 2022

9:55 A.M.

JAMES F. PETERS, CSR  
CERTIFIED SHORTHAND REPORTER  
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APPEARANCES

CARB BOARD MEMBERS:

Liane Randolph, Chair

Hector De La Torre

Davina Hurt

Gideon Kracov

Supervisor Phil Serna

Professor Daniel Sperling

Diane Takvorian

Supervisor Nora Vargas

CTC COMMISSIONERS:

Lea Ann Eager, Chair

Carl Guardino, Vice Chair

Jay Bradshaw

Rocco Davis

Clarissa Reyes Falcon

Darnell Grisby

Joseph K. Lyou, PhD

Michelle Martinez

Hilary Norton

APPEARANCES CONTINUED

CALIFORNIA STATE TRANSPORTATION AGENCY:

Toks Omishakin, Agency Secretary

CARB STAFF:

Richard Corey, Executive Officer

Edie Chang, Deputy Executive Officer, Planning, Freight  
and Toxics

Chanell Fletcher, Deputy Executive Officer, Environmental  
Justice

Annette Hebert, Deputy Executive Officer, Southern  
California Headquarters & Mobile Source Compliance

Edna Murphy, Deputy Executive Officer, Internal Operations

Rajinder Sahota, Deputy Executive Officer, Climate Change  
and Research

Craig Segall, Mobile Sources and Incentives

Ellen Peter, Chief Counsel

Katie Estabrook, Board Clerk

Lindsay Garcia, Board Clerk

Caitlin Greenway, Air Pollution Specialist

CTC STAFF:

Mitch Weiss, Executive Director

Tanisha Taylor, Chief Deputy Director

Brigitte Driller, Assistant Deputy Director

Doug Remedios, Clerk of the Commission

APPEARANCES CONTINUED

CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
STAFF:

Tyrone Buckley, Assistant Deputy Director

Marisa Prasse, Housing Policy Manager

SPECIAL GUESTS:

Tony Boren, Fresno Council of Governments

James Corless, Sacramento Are Council of Governments

Elizabeth Deakin, University of California, Berkeley

Kalieh Honish, Los Angeles County Metropolitan  
Transportation Authority

Sarah Jepson, Southern California Association of  
Governments

Jim Schaad, City of Marysville

Egon Terplan, Governor's Office of Planning and Research,  
California Strategic Growth Council

ALSO PRESENT:

Keith Dunn, Self-Help Counties Coalition

Kyle Heiskala, Environmental Health Coalition

Bill Higgins, California Association of Councils of  
Governments

Matt Maloney, Association of Bay Area Governments

Sarkes Khachek, Santa Barbara County Association of  
Governments

Nailah Pope-Harden, ClimatePlan

APPEARANCES CONTINUED

ALSO PRESENT:

Jennifer Tendick, California Association of Councils of Governments

Maura Twomey, Association of Monterey Bay Area Governments

Kiana Valentine, Tulare County Association of Governments

Dawn Vetesse, San Diego Association of Governments

Michael Woodman, Nevada County Transportation Commission

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CTC CLERK REMEDIOS: Commissioner Davis?

CTC COMMISSIONER DAVIS: Yes.

CTC CLERK REMEDIOS: Commissioner Falcon?

CTC COMMISSIONER REYES FALCON: Here.

CTC CLERK REMEDIOS: Thank you.

CTC CLERK REMEDIOS: Commissioner Grisby?

Commissioner Guardino?

CTC VICE CHAIR GUARDINO: Here.

CTC CLERK REMEDIOS: Commissioner Lyou?

CTC COMMISSIONER LYOU: Here.

CTC CLERK REMEDIOS: Commissioner Martinez?

CTC COMMISSIONER MARTINEZ: Present.

CTC CLERK REMEDIOS: Commissioner Norton.

CTC COMMISSIONER NORTON: Present.

CTC CLERK REMEDIOS: Commissioner Tavaglione?

Chair Eager?

CTC CHAIR EAGER: Here.

CTC CLERK REMEDIOS: Vice Chair Guardino

CTC VICE CHAIR GUARDINO: I'm still here.

CTC CLERK REMEDIOS: Okay. I wasn't sure.

Senator Newman?

Assemblymember Friedman?

Vice Chair Guardino, we have a quorum.

CARB BOARD CLERK GARCIA: Okay. Mr. De La Torre?



1 CARB BOARD MEMBER DE LA TORRE: Here.

2 CARB BOARD CLERK GARCIA: Ms. Hurt?

3 CARB BOARD MEMBER HURT: Here.

4 CARB BOARD CLERK GARCIA: Mr. Kracov?

5 CARB BOARD MEMBER KRACOV: Here.

6 CARB BOARD CLERK GARCIA: Senator Leyva?

7 Supervisor Serna?

8 CARB BOARD MEMBER SERNA: Here.

9 CARB BOARD CLERK GARCIA: Professor Sperling?

10 CARB BOARD MEMBER SPERLING: Here.

11 CARB BOARD CLERK GARCIA: Ms. Takvorian?

12 CARB BOARD MEMBER TAKVORIAN: Here.

13 CARB BOARD CLERK GARCIA: Supervisor Vargas?

14 Supervisor Vargas?

15 CARB BOARD MEMBER VARGAS: (Hand raised).

16 CTC CLERK REMEDIOS: We see your hand raised.

17 CARB BOARD MEMBER VARGAS: I'm here.

18 CARB BOARD CLERK GARCIA: Thanks.

19 Chair Randolph?

20 CARB CHAIR RANDOLPH: Here.

21 CARB BOARD CLERK GARCIA: Madam Chair, we have a  
22 quorum.

23 (No sound or in audible for 1 minute 10 second.)

24 CTC VICE CHAIR GUARDINO: ...understand there are  
25 challenges on your time today.

1           TRANSPORTATION AGENCY SECRETARY OMISHAKIN: Thank  
2 you very much. Can everybody here me well? (Inaudible)

3           Very good morning, everybody. Thanks for taking  
4 the time to be with us for this particular meeting. I  
5 know it's one of two that will be held this year.

6           (Inaudible) I know that he is unfortunately not  
7 feeling well. (Inaudible)

8           (Multiple voices.)

9           TRANSPORTATION AGENCY SECRETARY OMISHAKIN: You  
10 know, when I think about these issues that we'll be  
11 addressing today, there's clearly a lot of overlap from --  
12 between housing, air quality, and transportation. And we  
13 need to coordinate, we need to collaborate on these  
14 issues. We need to build partnerships on these issues.  
15 It's more important to --

16           (Multiple voices.)

17           TRANSPORTATION AGENCY SECRETARY OMISHAKIN:

18           -- because we now have policies, we now have  
19 resources from a funding standpoint like we've never had  
20 before in these varying spaces. And if we go about doing  
21 this work independently and not together, all of this work  
22 is going to struggle, this work is going to suffer.

23           So it's more incumbent upon on us to --

24 (inaudible)

25           (Multiple voices.)

1           TRANSPORTATION AGENCY SECRETARY OMISHAKIN: --

2 and I know this meeting presents (inaudible)

3           (Multiple voices.)

4           TRANSPORTATION AGENCY SECRETARY OMISHAKIN:

5           (Inaudible). So as I mentioned, historic  
6 investment is happening in transportation, both at the  
7 federal level, at the State level, and local level. This  
8 unprecedented funding starting with the federal  
9 government --

10          (Multiple voices.)

11          TRANSPORTATION AGENCY SECRETARY OMISHAKIN: -- is  
12 to the tune of a \$1.2 trillion. A lot of us (inaudible).  
13 But there's clearly alignment with the funding, alignment  
14 with the (inaudible)....

15          And while I was CalTrans Director for only two  
16 and a half years, the (inaudible) shift, the foundational  
17 tenet focus areas during my tenure will move forward in my  
18 new role at CalSTA. Climate -- climate action, safety,  
19 and (inaudible) will continue to be focus -- focus areas  
20 in this new broader responsibility. And I know many of  
21 you again believe in that that we can do foundational  
22 principles as well.

23          But we also recognize that there are ancillary  
24 impacts that these goals have on many of the areas that we  
25 want to achieve and did for our state from economic goals

1 to health goals for our state. We know if we focus on  
2 these goal areas, it will have broader impacts on many of  
3 the other things we want to -- want to achieve as a state.

4 Next slide.

5 --o0o--

6 TRANSPORTATION AGENCY SECRETARY OMISHAKIN: So  
7 (inaudible) is also making (inaudible) --

8 (Multiple voices.)

9 TRANSPORTATION AGENCY SECRETARY OMISHAKIN: --  
10 work 1.1 to 1.2 trillion dollars that's coming from the  
11 federal government to all (inaudible) government put forth  
12 transportation (inaudible) of this country, but also  
13 Governor Newsom is making unprecedented investment as  
14 well. Never before have we seen general fund money come  
15 to the transportation sector like this (inaudible) to do,  
16 in the last year and the year coming ahead is when this  
17 project was proposed \$9.1 billion to go to infrastructure,  
18 \$4.2 billion specifically for high speed rail, \$2.3  
19 billion to address improving the freight and goods  
20 movement in our state.

21 And so we have again a tremendous opportunity in  
22 front of us with the goal that we want to achieve together  
23 and now with funding like we never seen before to achieve  
24 the things that we want to achieve.

25 I already mentioned the federal funding, but

1 California will also be going after the discretionary  
2 money that's going to be available at the federal level to  
3 help us achieve these goals. It's been estimated that  
4 anywhere from 25 to 40 percent of the federal money that's  
5 now in place is going to be discretionary, money that we  
6 can compete for with other states. I know we will fare  
7 well as it relates to being able to get that money, to  
8 bring that money to California, because a lot of these  
9 issues that the Federal government wants us to focus on  
10 and achieve we're already leading the country on, leading  
11 the way on.

12           So I look forward to many of you helping us --  
13 many of you listening at home and in this room today  
14 helping us go after that competitive -- those competitive  
15 dollars from the federal government.

16           Next slide.

17                           --o0o--

18           TRANSPORTATION AGENCY SECRETARY OMISHAKIN: So  
19 what will continue to be the guide for a lot of our work  
20 from CalSTA will be CAPTI. If you're not familiar with  
21 it, it something that I'm hoping that you get a chance to  
22 lock up and learn a little bit more about it. But  
23 everything from our investment in zero-emission transit,  
24 to rail, to improving safe access to walking and biking  
25 all that direction for where need to head as a state just

1 embedded in this document. And the departments and the  
2 CalSTA team, like Caltrans and High-Speed Rail, and OTS,  
3 and even the Commission itself, the CTC, are embracing  
4 CAPTI, and looking forward to seeing the fruits of what  
5 this policy document, this plan, can achieve -- achieve  
6 for our State.

7 Next slide.

8 --o0o--

9 TRANSPORTATION AGENCY SECRETARY OMISHAKIN: And  
10 the final slide here, and I don't know if there will be  
11 any particular questions for me, but we have the policies.  
12 We have a lot of funding, but it's also been recognized  
13 very recently in AB 285 that you will hear a little bit  
14 more about today that we have an opportunity to better  
15 align our projects and funding priorities. CP -- CTP  
16 2050, the long-range plan -- transportation plan for our  
17 State that Caltrans develops was a visionary document that  
18 was adopted just a little over a year ago. And it sets  
19 out a good vision and direction for us our state. But one  
20 thing that's clear that AB 285 has identified is that  
21 we -- we need more alignment. We need more alignment in  
22 how funding is going to actually be spent in all these  
23 priority areas.

24 And I look forward to working with many of you  
25 again in this room with our local, regional, and State

1 partners and stakeholders at large to help achieve the  
2 goals of AB 285, because we can't -- we can't get to where  
3 we want to get to, if we don't make sure the policies, and  
4 the funding, and the projects that we're building now, not  
5 in the future, the projects that we're building now align  
6 with these goals. And that's what AB 285 is looking to  
7 achieve and so I look forward to again working with you to  
8 achieve -- achieve the many goals. I think five goals  
9 have been identified in AB 285, working we need to achieve  
10 those.

11 So again, thank you for the opportunity for  
12 CalSTA to be a part of this meeting this -- this meeting  
13 this morning. To the leadership on the dais, thank you,  
14 and to many of you in the room -- all of you in the room  
15 as well, thank you as well.

16 Is there time for questions or --

17 CTC VICE CHAIR GUARDINO: Mr. Secretary, I was  
18 just going to ask you if you have time for questions.

19 TRANSPORTATION AGENCY SECRETARY OMISHAKIN: Yes.  
20 I've got roughly probably 20 minutes or so. Yeah, 20  
21 minutes.

22 CTC VICE CHAIR GUARDINO: Wonderful. Thank you,  
23 sir. And again, for those who are remotely participating,  
24 we have taken our agenda slightly out of order, so that we  
25 can accommodate the slightly delayed start time we had

1 today and still meet Secretary Omishakin's calendar.

2 With that, I'm going to ask if any of our  
3 colleagues from the California Air Resources Board have  
4 questions as well as my colleagues on the California  
5 Transportation Commission. I would like to recognize our  
6 immediate past Chair Hilary Norton.

7 CTC COMMISSIONER NORTON: Thank you. Secretary  
8 Omishakin, I really appreciate your presentation today and  
9 the goals to make sure that we go after as much of the  
10 federal IIJA funds as you can. It seems as though the  
11 Justice40 Initiative is a wonderful opportunity for us to  
12 identify where -- as we are making great strides in the  
13 equity conversations together, where some of those  
14 Justice40 projects are located in California and how we  
15 can make sure that they're going to compete nationally, so  
16 that we can have those projects go after the federal  
17 competitive funds and compete very well, and leverage the  
18 other funds that are going to come naturally to the state.

19 Can you tell us who is in charge, along with you,  
20 to make those things happen and how we can have those  
21 conversations about where those Justice40 projects could  
22 be and how we put them up very quickly, so that we can  
23 make sure that we get the most money that's intended for  
24 communities of need?

25 TRANSPORTATION AGENCY SECRETARY OMISHAKIN: I



1 almost said Chair Norton, but --

2 (Laughter.)

3 TRANSPORTATION AGENCY SECRETARY OMISHAKIN:

4 Commissioner Norton, former Chair Norton, thank  
5 you for the question. I think it's a very important  
6 question, especially during this time that we all keep  
7 talking about our passion for equity. But what I'm  
8 reminding everybody, what I keep continuing to remind  
9 folks of is we need to move from symbolic gestures on  
10 equity, to systemic efforts on our equity. So we --  
11 again, we talk a lot about it and we want to achieve some  
12 things, but we've got to get beyond the very symbolic  
13 nature of the history of the work we've done to things  
14 that are going to be systemic, and lasting, and change  
15 lives for people.

16 The Justice40 program that the President has  
17 proposed I think will help us get there. If you're not  
18 familiar it, it's a part of IIJA. You should look it up,  
19 but the intent of the program is to spend 40 percent of  
20 that 1.1 or 1.2 trillion dollars to spend 40 percent of it  
21 in communities that need -- that we should address from an  
22 EJ standpoint that have been left behind historically.

23 The full tenets of that program have not been  
24 laid out yet from the federal government. So we don't  
25 know fully what that's going to mean. We're still going

1 to be looking to them for rulemaking and policy ideas  
2 around Justice40.

3           But CalSTA will take the lead along with the CTC  
4 and any -- any -- any other departments, CalTrans will  
5 play a significant role in this as well. But I'll tell  
6 you just quickly one other key thing about this. One  
7 thing they have laid out is the \$1.1 billion that they  
8 want to invest in reconnecting communities. That's where  
9 they want to see how we can -- from the transportation  
10 sector, we can better connect communities that have been  
11 divided by the infrastructure that we built over the last  
12 60 or 70 years.

13           Now, it's only a billion dollars. The initial  
14 proposal from the President was \$23 billion. And  
15 Congress, through negotiations, knocked it down to a  
16 billion. But regardless of how much that money is, we  
17 all, as a community, State leaders local leaders, we need  
18 to be committed to this as well. The Governor has  
19 proposed \$150 million for a Highways to Boulevard Program.  
20 We're going to be working with Director Weiss and his team  
21 at Caltrans to implement that Highways to Boulevard  
22 Program. So this is something that we need to be locked  
23 into, again not just as a symbolic effort, but something  
24 that we -- we really try to bring change to communities  
25 across the state. Thank you for the questions,

1 Commissioner Norton.

2 CTC VICE CHAIR GUARDINO: Former Chair Norton,  
3 thank you.

4 DO we have other questions from California Air  
5 Resources Board members or CTC Commissioners?

6 Yes. Dan Sperling.

7 CARB BOARD MEMBER SPERLING: So I have the  
8 advantage of sitting next to you here. You know, CAPTI  
9 is, in my mind, a great initiative. How would you relate  
10 that, for instance, to the -- some of these equity, social  
11 justice programs? How would you like think about  
12 prioritizing new roads, maintenance, bikeways, other --  
13 you know, other modes of travel, how -- you know, kind of  
14 at a high level, how do you think about that, you know,  
15 especially given that there's going to be issues with  
16 revenue shortfalls going into the future, unless we change  
17 the revenue system also, and that's mixing together  
18 several ideas. But I thought, you know, you've been  
19 thinking about all of this a lot, I know. So maybe give  
20 us kind of at a high level philosophical strategic  
21 thoughts on these topics.

22 TRANSPORTATION AGENCY SECRETARY OMISHAKIN: A  
23 professor from UC Davis would ask a question like this.

24 (Laughter.)

25 TRANSPORTATION AGENCY SECRETARY OMISHAKIN: He's

1 sending me back to the classroom.

2           So very layered and complex question, Dr.  
3 Sperling. I can tell you that from a many transportation  
4 investment standpoint, a lot of the investment is coming  
5 through -- coming through CalTrans, that CalTrans' budget  
6 this year will be the largest its been in its -- in the  
7 history, since its inception, over \$20 billion. And the  
8 money that is passing through the CTC, the Commission --  
9 that the Commission is signing off on to make those  
10 investments, historic numbers as well, based on general  
11 fund money, and department money, so a more opportune time  
12 than ever to think about how CAPTI relates to those  
13 investments.

14           One of the things that's happening is within the  
15 Department -- I'm not longer directly within the  
16 Department, but is where are we thinking the investments.  
17 One of the questions that I often get -- Commissioner --  
18 Commissioner Lyou has asked me this question before is  
19 there's still projects that are being built that don't  
20 necessarily relate to the CAPTI goals. How is -- how is  
21 that -- how is that happening?

22           And I'm reassuring people that the pipeline --  
23 the pipeline is being looked at very differently. There  
24 are some projects that are so far along, that they just  
25 have to -- we just have to move forward. If we've got

1 right-of-way, and we've designed it, and it's in the -- in  
2 the final stages of construction, it is too late to be  
3 making changes there.

4 But the remainder of the pipeline, the Department  
5 is completely taking a different look at that and making  
6 sure the key tenets of CAPTI, equity, and climate, and  
7 safety-related issues are being addressed in those  
8 projects.

9 It's going to take a while for that full pipeline  
10 to transform into what we want to see, but I can tell you  
11 the leadership there now, the leadership that will be  
12 there in the future is looking at things in that way. I'm  
13 not sure I completely answered your question, but we're  
14 shifting gears in that direction for sure.

15 CARB BOARD MEMBER SPERLING: Thank you.

16 CTC VICE CHAIR GUARDINO: Secretary Omishakin,  
17 thank you.

18 Any other questions on the dais?

19 With that -- and Secretary Omishakin, when you  
20 need to depart in about 13 minutes, feel free just to do  
21 so. We won't think it was because of anything I just  
22 said.

23 (Laughter.)

24 CTC VICE CHAIR GUARDINO: One other --

25 TRANSPORTATION AGENCY SECRETARY OMISHAKIN: Thank

1 you, Vice Chair.

2 CTC VICE CHAIR GUARDINO: You're well, Mr.  
3 Secretary. We do have one final question from one of our  
4 CTC Commissioners participating from a remote location.  
5 If Clarissa Reyes Falcon could take herself off of mute  
6 and go ahead with your question. We'll see how the sound  
7 system works in the room.

8 CTC COMMISSIONER REYES FALCON: Okay. Can you  
9 all hear me?

10 CTC VICE CHAIR GUARDINO: If you could speak up  
11 just a little bit?

12 CTC COMMISSIONER REYES FALCON: Okay. There you  
13 go. I had to -- we're working off of two devices here.  
14 So I had to mute one.

15 I appreciate Secretary Omishakin's remarks very  
16 much in terms of, you know, what we do about equity and  
17 really, you know, applying this, and, you know, not -- you  
18 know, not making this just aspirational, but how we  
19 actually, you know, put equity into practice. And, you  
20 know, I wanted to kind of piggyback on Commissioner  
21 Norton's comments and questions on Justice40 and  
22 reconnecting communities and really -- you know, really  
23 seeing equity put into action. And interested, you know,  
24 as you -- as we look at how we can leverage federal  
25 funding for -- for equity type of projects, Secretary, if

1 you can kind of hone in on, you know, what those guide --  
2 guidelines are going to look like, what that process is  
3 going to look like, so that, you know, our regions can  
4 start to really think about, you know, how -- how they  
5 leverage the opportunities to, you know -- to create  
6 projects that, you know, help undue some the injustices to  
7 some of these communities that have been impacted by our  
8 transportation projects.

9 Thank you.

10 TRANSPORTATION AGENCY SECRETARY OMISHAKIN: Yeah.  
11 Chair, Commissioner Falcon, you were not completely  
12 audible, but I think Tanisha is going to -- the Deputy  
13 Director is going to help you

14 CTC CHIEF DEPUTY DIRECTOR TAYLOR: I will do my  
15 best. So forgive me, Commissioner Falcon. So what I  
16 heard Commissioner Falcon essentially ask us is how --  
17 going back to Commissioner Norton questions about the  
18 Justice40 initiative and how we connect those things. One  
19 thing -- the first question is how can we leverage the  
20 federal funding that's outside of the Justice40 of further  
21 that?

22 TRANSPORTATION AGENCY SECRETARY OMISHAKIN: Just  
23 one second. Please.

24 CTC CHIEF DEPUTY DIRECTOR TAYLOR: How can we --  
25 how can we leverage the federal funding from other areas

1 to further the Justice40 initiative, what will the  
2 guidelines look like, and how will we determine that the  
3 projects are successful and what they should look like to  
4 achieve those goals in communities that were really  
5 talking about? I think that was it, but I admit I didn't  
6 quite hear everything.

7           TRANSPORTATION AGENCY SECRETARY OMISHAKIN: Yeah  
8 I'm not -- I'm not sure I completely understood that. But  
9 one part of -- sorry Tanisha, you weren't as audible for  
10 me as well. One thing I heard you say clearly was that  
11 what will the guidelines -- what will the guidelines look  
12 like? And hopefully, Commissioner Falcon, that is part of  
13 what your question was. And we're going to have an  
14 opportunity to frame that together as a transportation  
15 community and this -- really the people in this room,  
16 CARB, I believe -- I think we'll all have an opportunity  
17 to frame that, because again the Justice40 program is  
18 about making sure the sustainability and environmental  
19 related funds that are coming from IIJA from the bill and  
20 helping EJ -- EF communities.

21           So the federal government will have -- will have  
22 guidelines through the Justice40 program whenever those  
23 are finalize. But again, we're going to have an  
24 opportunity to claim a little of that where we want to  
25 put the money in the State as money, whether it be formula



1 money or discretionary -- discretionary money. I hope  
2 that helps a little bit with Commissioner Falcon's  
3 question, but I didn't quite hear -- but thank you,  
4 Tanisha as well for helping with that.

5 CTC VICE CHAIR GUARDINO: And I would ask our  
6 Commissioners participating remotely if they also text in.  
7 their questions or comments. As best we can, we'll be  
8 able to all communicate today. And again, the Secretary  
9 is going to be stepping away in about 10 minutes. We're  
10 going to go back to our agenda, if we may, as I would like  
11 to hear from Chair Randolph and I have some very brief  
12 remarks to make as well. And then we will, you know,  
13 continue with our program with Tyrone Buckley who is  
14 filling in for Gustavo Velasquez today as Gustavo  
15 continues to take care of his health.

16 So if I may, with some very brief comments again  
17 a thank you especially to our professional teams for  
18 working together so successfully and putting together a  
19 substantive and thoughtful agenda for today, as well as  
20 our fellow Commissioners on the CTC, the CARB Board  
21 members, and the leadership at Housing and Community  
22 Development.

23 This is our first gathering together since  
24 October of 2019, where we were physically present  
25 together. For 25 months I think many of us have been

1 wearing masks. And it's nice to not have those on.  
2 Although, it was kind of nice for 25 months I didn't have  
3 to shave or brush my teeth and still get away with that.

4 (Laughter.)

5 CTC VICE CHAIR GUARDINO: But I changed that this  
6 morning. I promise.

7 I want to take a moment also to welcome the  
8 California Transportation Commission's newest member Jay  
9 Bradshaw. We're delighted you are here with us in person.  
10 Appreciate your service to our state. Jay began his  
11 tenure on appointment by the Governor in January of this  
12 year, as well as our new Chair who is participating  
13 remotely today, Lee Ann Eager. We're delighted by your  
14 unanimous selection as Chair of the Commission starting on  
15 March 1.

16 I'd also like to recognize and welcome California  
17 Air Resources Board Member Nora Vargas from San Diego.  
18 Glad she -- oh she's remotely. Nora, that explains why I  
19 didn't see you on the dais. Lee Ann, thanks for the save  
20 on that one.

21 Lastly, I want to acknowledge that this will be  
22 California Air Resources Board Executive Officer Richard  
23 Corey's last joint meeting, as he will be stepping down  
24 from his role later this year. And I think we all are  
25 indebted to Mr. Corey's leadership and service to our

1 state for well over a decade.

2 Will you join me in thanking Richard Corey.

3 (Applause.)

4 CTC VICE CHAIR GUARDINO: I want to thank all of  
5 those who have joined us today, both in person and online.  
6 We are all looking forward to today's presentations and I  
7 want to thank our team for hosting today's hybrid joint  
8 meeting, the staff of the Rocklin Event Center ballroom  
9 for their assistance in hosting our meeting, and the  
10 Placer County Transportation Planning Agency for their  
11 help with meeting logistics, as well as the refreshments  
12 they provided. Those muffins are a thousand calories  
13 each. I'm just giving you a heads up.

14 I would like -- I would like to turn it over to  
15 our Commission Clerk, Doug Remedios, to share how members  
16 of the public can provide comments during each item. And  
17 I would also like to mention that we will endeavor to take  
18 a 60-minute lunch break, as close to 12 noon today as I  
19 can. Doug, would you like to share how people can  
20 participate effectively today.

21 CTC CLERK REMEDIOS: Thank you, Vice Chair  
22 Guardino. For members of the public, we welcome comments  
23 from the public as part of each item at this meeting. For  
24 those attending in person, please submit a speaker's slip  
25 to the clerk, that's me, up here at the front of the room

1 and let us -- to let us know you want to comment on an  
2 item. For those attending via GoToWebinar, you should see  
3 a webinar control panel likely located on the right-hand  
4 side of your screen. There you'll find the raise hand  
5 feature, as well as the questions tab. We encourage you  
6 to use the raise hand feature as early into the item as  
7 you can to give the system time to acknowledge you.  
8 Alternately, you may use the questions tab to submit your  
9 comments. Please be sure to include the agenda item  
10 number you are commenting on. Commission staff will read  
11 the comment on your behalf.

12 As a reminder, each registered attendee is  
13 provided a unique link and phone number to access the  
14 webinar. These should not be shared with other  
15 participants as they are registered to a specific attendee  
16 and can create confusion for staff when making comments.

17 For everyone providing comments, please do your  
18 best to be concise. Please make sure that your comments  
19 add new information. If you agree with the comments of a  
20 previous speaker, simply make that statement. Please  
21 remember to speak at a steady pace to allow our  
22 translating services adequate time for accurate  
23 translation.

24 Since we could have many speakers, we ask that  
25 you make your point in three minutes or less. If for some

1 reason we have many speakers on a topic, we reserve the  
2 right to limit comments to one minute each as needed.

3 Thank you for joining us today.

4 CTC VICE CHAIR GUARDINO: Doug Remedios, thank  
5 you. Before I turn it over to our California Air  
6 Resources Board Chair, Liane Randolph, let me provide a  
7 few brief remarks on behalf of the California  
8 Transportation Commission.

9 The CTC is committed to promoting safe,  
10 equitable, healthy, and sustainable transportation through  
11 our work that supports job creation and economic  
12 development. We're excited to engage with partners across  
13 all levels of government to discuss opportunities and  
14 challenges presented within the California transportation  
15 assessment, the draft progress report on sustainable  
16 communities implementation, and the second iteration of  
17 regional early action planning grants.

18 As we make our way out of a global pandemic, we  
19 are facing significant infrastructure challenges,  
20 including stark inequities in how our built environment is  
21 experienced by marginalized communities, the call to  
22 continue to reduce transportation's climate footprint, the  
23 need to provide more housing, especially affordable homes  
24 to combat the State's housing affordability crisis, how to  
25 reinvigorate our transit ridership, and the critical need

1 for climate resiliency in our transportation systems. But  
2 we are a state and a nation that values innovation and  
3 partnership, and we are certainly not afraid of a  
4 challenge.

5           We are now entering an era of unprecedented  
6 opportunity with significant State and federal funding  
7 opportunities on the horizon. Now is the time for us to  
8 come together. We look forward to a robust discussion  
9 today of how we can collectively deliver transportation  
10 and housing investments that move us closer to our goals  
11 as combating climate change, providing better air quality,  
12 addressing equity, providing safe and healthy mobility,  
13 and increasing affordable homes for all Californians.

14           The CTC is working diligently with stakeholders  
15 to implement our racial equity statement and to better  
16 integrate transportation, equity, and climate change  
17 considerations into our funding programs, including the  
18 incorporation of the Climate Action Plan for  
19 Transportation Infrastructure, CAPTI. Our next Senate  
20 Bill 1 program workshop for those participating is Monday,  
21 April 11th.

22           We also continue to advocate for increased  
23 funding for transit and active transportation investment  
24 in California. We greatly appreciate the commitment of  
25 funding for these purposes in the State and federal

1 budget.

2           The California Transportation Assessment and the  
3 progress report on sustainable communities implementation  
4 highlight the continued need for close dialogue with  
5 stakeholders to ensure we achieve appropriate milestones,  
6 so that we meet our ambitious goals.

7           I look forward to the discussion of revenue  
8 neutral pricing during the progress report on sustainable  
9 communities implementation update. The successes and the  
10 challenges of the Regional Early Action Plan Program  
11 showcase how the continued evolution of our State,  
12 regional, local partnerships is key to funding  
13 transformative investments that connect housing, land use,  
14 and transportation.

15           We're also looking forward to the practitioner  
16 panel later this afternoon. We greatly appreciate the  
17 engagement and time of our regional and local partners.  
18 And what we know will be candid and fruitful dialogue to  
19 move our mutual goals forward.

20           We couldn't invite all of our regions to  
21 participate on the panel, but we hope that those from  
22 geographies organizations not represented on our panel  
23 will participate during public comment. We all benefit  
24 from hearing diverse perspectives.

25           Thank you all again for participating today.

1           And now I'm delighted to turn the microphone over  
2 to Chair Randolph of the California Air Resources Board  
3 for her opening remarks.

4           CARB CHAIR RANDOLPH: Thank you so much, Vice  
5 Chair Guardino, and the Commission for the introduction  
6 and for hosting us at today's meeting. And good morning  
7 to everyone who is here with us. I will take a moment to  
8 extend my congratulations to you for your appointment as  
9 Vice Chair of the Commission and also to the new Chair Lee  
10 Ann Eager for her recent appointment and welcome newly  
11 appointed Commission Jay Bradshaw. Looking forward to  
12 working with all of you.

13           As Vice Chair Guardino noted, today's meeting  
14 will highlight some of the challenges and opportunities in  
15 the State's efforts to promote equitable, resilient, and  
16 sustainable communities through thoughtful regional  
17 planning that expand having opportunities and reduces  
18 dependence on driving.

19           The agenda will highlight the many collaborative  
20 efforts between our agencies, other partner agencies, and  
21 regional and local governments. I'm particularly pleased  
22 to hear today's presentation of the Strategic Growth  
23 Council's AB 285 transportation assessment. This report's  
24 impressive scope helps us tie together all of California's  
25 State and regional transportation funding and planning



1 frameworks, and including, as Secretary Omishakin  
2 mentioned, areas where they might misalign with State  
3 climate goals. So this work highlights the institutional  
4 barriers to regional agencies work of lowering greenhouse  
5 gas emissions through integrated land use and  
6 transportation planning. The on-the-ground consequences  
7 of those barriers are consistent with the draft findings  
8 from CARB's second SB 150 progress report, which CARB  
9 staff will present today.

10 SB 150 directs CARB to report on the  
11 implementation of Senate Bill 375, which is intended to  
12 foster the integrated planning needed to lower greenhouse  
13 gas emissions from light-duty trucks and cars. The first  
14 SB 150 report released in 2018, and our initial findings  
15 in the second report, consistently show that  
16 implementation is not happening at a rate that will  
17 achieve the expected reductions from the program. The  
18 consistent findings from those reports underscores the  
19 mounting challenges to aligning transportation funding and  
20 planning with our climate and our equity commitments,  
21 which the pandemic has compounded.

22 One clear outcome from CARB's analysis is that  
23 metropolitan planning organizations need resources to  
24 implement their Sustainable Communities Strategies. In  
25 response, the State established a Regional Early Action

1 Planning Grant of 2021 or REAP 2.0, which we will also  
2 hear about today. It dedicates \$600 million to accelerate  
3 infill housing and promote sustainable communities. I  
4 look forward to hearing more details about this promising  
5 program from HCD during their presentation, including how  
6 our three agencies collaborated in its development.

7 I also look forward to the afternoon practitioner  
8 panel, as noted earlier, from regional, local, and  
9 government practitioners who will share their  
10 on-the-ground experience in planning for sustainable and  
11 resilient communities.

12 It's really important to hear the direct feedback  
13 from these critical partners. And so with that, I will  
14 pass it back to you, Vice Chair Guardino.

15 CTC VICE CHAIR GUARDINO: Thank you, Chair  
16 Randolph. We do have a very substantive and full agenda.  
17 As I mentioned earlier, unfortunately, HCD Director  
18 Gustavo Velasquez is under the weather today, but we are  
19 delighted that the Deputy Director of Fair Housing, Tyrone  
20 Buckley, can participate.

21 Assistant Director Buckley.

22 HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Great.  
23 Can everyone hear me?

24 CTC VICE CHAIR GUARDINO: I you could use your  
25 parent voice and project just a little more, it will help

1 us all.

2 HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: I have  
3 one of those. Does that help?

4 CTC VICE CHAIR GUARDINO: Yes.

5 HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Great.  
6 Great. Okay. Good morning, everyone. I am Tyrone  
7 Buckley. I am Assistant Deputy Director of Fair Housing  
8 at the Department of Housing and Community Development  
9 stepping in, as mentioned, for Director Velasquez, who is  
10 taking care of his health. I'll try to fill his big shoes  
11 and relay a few of the thoughts that he wanted to make  
12 sure that were related to you today.

13 And I'll just say also Vice Chair Guardino,  
14 congratulations on your first in-person meeting. I am  
15 jealous and I hope to get there one day myself.

16 First, I'd like to acknowledge and express our  
17 appreciation that the California Transportation Commission  
18 and the California Air Resources Board have continued to  
19 be highly collaborative and productive partners with us as  
20 a partner. This coordination and collaboration remains  
21 vital to achieving California's goal for housing  
22 production, for transportation, for climate change, and  
23 air quality, which each present a complex puzzle. And as  
24 we'll see today, our agencies' respected missions often  
25 intersect making our partnerships even more important as

1 we work in the same sand box.

2 Today's such discussion ties directly to HCD's  
3 work. Our Department recently went through an extensive  
4 effort to produce and establish and publish a statewide  
5 housing plan, which in addition to providing interactive  
6 data and story-telling about the state of housing in  
7 California, it also identifies three objectives to address  
8 the current housing crisis.

9 Objective 1 is keeping Californians in their  
10 homes. Objective 2 is produce more affordable and  
11 climate-smart housing. Objective 3 is continue to act  
12 with urgency to address homelessness and housing. The  
13 presentations that you will hear today are most deeply  
14 connected to Objective number 2 of the statewide housing  
15 plan, producing more affordable and climate-smart housing.  
16 Though producing affordable housing is our Department's  
17 mission, we seek to do so in a sustainable and equitable  
18 way.

19 Accelerating housing production in jobs-rich  
20 areas must be part of the solution, because reducing  
21 vehicle miles traveled has as much to do with the  
22 destinations as it does with conveyance between them. And  
23 housing density is essential to promoting ridership and  
24 creating successful public transportation systems.

25 Whether we are better connecting transportation

1 options to housing and jobs, or more efficiently locating  
2 housing near transit and amenities, we are dedicated to  
3 housing that provides long-term benefits to the climate  
4 and to all Californians.

5           As was mentioned a little bit earlier in other  
6 folks remarks, we'll hear a presentation today from our  
7 great staff, Marisa, from HCD, on the new Regional Early  
8 Action Planning Grant Program or REAP 2.0. That will put  
9 more than \$500 million in funding to help regional  
10 organizations and their communities accelerate housing  
11 production, reduce their greenhouse gas emissions, and  
12 vehicle miles traveled through planning support. This  
13 program represents the interconnectivity of our work, as  
14 these grants help regions plan for and implement policies  
15 that reduce greenhouse gas emissions and vehicle miles  
16 traveled.

17           The location efficiency of housing is essential  
18 for these outcomes. Our Department has been working  
19 productively with the Office of Planning and Research,  
20 OPR, the Strategic Growth Council, and the California Air  
21 Resources Board to make funding available to MPOs planning  
22 and implementation activities to meet housing goals and  
23 reduction in vehicle miles traveled.

24           Together, we incorporated public comments from  
25 stakeholders and comment letters, as well as balance

1 program -- balanced our program goals with federal  
2 recovery funds.

3           Also, like Chair Randolph, I look forward to  
4 hearing from the Strategic Growth Council and the Air  
5 Resources Board on both the California transportation  
6 assessment and the progress report on sustainable  
7 communities implementation. Our Department has been  
8 closely monitoring these reports, along with a range of  
9 other agencies, and stakeholders because of the consistent  
10 interconnectivity of these issues and their alignment with  
11 our housing and climate goals. As such, HCD recognizes  
12 the importance of the progress report on California's  
13 sustainable communities implementation, and reiterates our  
14 commitment to support high density housing and housing  
15 production to accomplish the goals laid out in SB 375.

16           The same goes for aligning State  
17 transportation -- the state California Transportation Plan  
18 and regional transportation plans Sustainable Communities  
19 Strategies to achieve greenhouse gas reduction goals.  
20 These plans highlight the importance of working with not  
21 only our State agency partners, but with MPOs who need  
22 State support to implement these ambitious goals. This is  
23 one reason why our Department has been so focused on  
24 infill and transportation efficient housing production as  
25 a means of supporting both reports.

1           HCD moves forward this agenda in other ways as  
2 well. HCD oversees the Regional Housing Need Allocation  
3 process, better known as RHNA, and directly administers  
4 for rural counties. This includes administering new  
5 statutory directives in this planning tool in the 6th  
6 cycle of RHNA to promote infill development, protection of  
7 environmental and agricultural resources, growth near  
8 transit, reductions in greenhouse gases, and affirmatively  
9 furthering fair housing.

10           HCD also awarded its first Prohousing Designation  
11 to the City of Sacramento. Sacramento's designation  
12 included their policies and programs that not only  
13 accelerate housing production, but help to curb vehicle  
14 miles traveled and support our climate goals. For  
15 instance, Sacramento eliminated maximum density for mixed  
16 use projects. The City also eliminated parking  
17 requirements city-wide for ADU developments - that's  
18 accessory dwelling unit developments - and reduced parking  
19 requirements for affordable and senior housing, small  
20 lots, and for vertical mixed use developments.

21           They went above and beyond by offering incentives  
22 for higher density developments near transit by  
23 eliminating or reducing parking requirements. Sacramento  
24 adopted a policy for Enhanced Infrastructure Finance  
25 Districts, better know EIFDs, particularly in Aggie

1 Square, which is near my home in Sacramento that has a 20  
2 percent set-aside for affordable housing.

3 So HCD also directly funds the housing and  
4 transportation improvements necessary to give more  
5 Californians living options closer to where they need to  
6 be every day. But as we all know and we'll talk about  
7 today, these investments by themselves fall short of the  
8 total need. To truly address California's affordable  
9 housing crisis and to truly bring down greenhouse gases  
10 from the transportation sector, we need more  
11 transformative change. And transformative change can't be  
12 done by a single agency. We recognize that and that's why  
13 we value the connection we're making today.

14 So I believe that these discussions are vital and  
15 I look forward to working with my colleagues at the  
16 Transportation Commission, and the Air Resources Board to  
17 help equitably move California forward.

18 Thank you.

19 CTC VICE CHAIR GUARDINO: Assistant Deputy  
20 Director Tyrone Buckley thank you for those opening  
21 remarks, Chair Randolph, thank you, as well, to Secretary  
22 Toks Omishakin. If we have any questions from those  
23 opening comments from any member of either of our boards,  
24 please signal now by either texting me or raising your  
25 hand.



1           Anyone remotely or in person?

2           Not seeing anyone. We want to make sure that  
3 members of the public also have an opportunity if they  
4 have any questions or comments from the opening remarks.  
5 Again to ensure that members of the public who wish to  
6 speak have an opportunity to do so after each agenda item  
7 today, we will do our best to provide that opportunity,  
8 but we will limit each comment to no more than three  
9 minutes. And if the list of speakers is longer than the  
10 time allocated, by direction of the Chair, we may bring  
11 that time down, but we'll always let you know in advance  
12 so that you can plan accordingly.

13           Is there any member of the public who would like  
14 to comment on our initial agenda item?

15           Justin?

16           CTC STAFF: Vice Chair Guardino, we do have  
17 public comments at this time. We have Kyle Heiskala.

18           Kyle, you're free to unmute yourself and comment

19           CTC VICE CHAIR GUARDINO: Now, does the clock --  
20 will the clock appear on the screen to assist on?

21           CTC CLERK REMEDIOS: Yes.

22           CTC VICE CHAIR GUARDINO: Great. Thank you,  
23 Doug.

24           CTC VICE CHAIR GUARDINO: Kyle, welcome. When  
25 you start speaking, the clock will start running. We

1 appreciate you joining us today.

2 KYLE HEISKALA: Good morning, Joint Tran --  
3 California Transportation Commission, CARB, and HCD  
4 meeting. My name is Kyle Heiskala and I am climate  
5 justice policy advocate with Environmental Health  
6 Coalition.

7 I wanted to just start by saying that the latest  
8 climate science and reports from the IPCC have made it  
9 extremely clear, we are out of time. Across the globe, we  
10 need immediate and drastic cuts to greenhouse gas  
11 pollution at the source and without delay. Failure to do  
12 so is nothing short of gambling with the fate of humanity.  
13 We need bold and immediate departure from business as  
14 usual, especially one that embraces mass transit  
15 investments as one of the best solutions for the climate  
16 crisis.

17 With soaring gas prices, pain at the pump hurts  
18 low-income communities the hardest. We have -- there has  
19 never been a better time for the state to transition away  
20 from fossil fuel powered transportation and away from our  
21 reliance on cars by investing in transit and making the  
22 CTP 2050 and the CAPTI a reality.

23 In San Diego, 71 percent of jobs are not  
24 reachable by transit and 88 percent of San Diego County's  
25 low-income residents do not have access to fast and

1 frequent transit service. These statistics are mirrored  
2 across the state. Transportation emissions at 41 percent  
3 represent the largest source of California's emissions and  
4 they're increasing as vehicle miles traveled are going up.  
5 The housing affordability crisis is causing more workers  
6 and families to live farther away from job centers. And  
7 so we are at this pivotal turning point and you all, as  
8 the State regulatory agencies, have the opportunity to set  
9 California on the path to be a global leader in tackling  
10 the interconnected issues of climate change,  
11 transportation, and housing.

12 A coalition of over 20 environmental justice and  
13 public health organizations has called on CARB for a bold  
14 2022 Scoping Plan that meets the urgency of this crisis by  
15 phasing out fossil fuels. And this strategy depends  
16 heavily on reducing vehicle miles traveled and it needs  
17 interagency collaboration from the CTC as well to  
18 implement this bold vision. EVs alone will not solve our  
19 climate goals or the problems of traffic congestion and  
20 high costs to own and operate cars.

21 Decarbonizing the state's transportation system  
22 is an opportunity for an equitable transition to increase  
23 access to opportunity. And sitting in traffic for two  
24 hours in an electric car won't improve our collective  
25 quality of life. EJ communities can be a model and San

1 Diego is setting the stage for leadership in this arena  
2 with the launch of a PRONTO Card last summer. We saw a 16  
3 percent increase in transit. And from the last two weeks,  
4 a 45 percent increase year over year. And May 1st a youth  
5 opportunity pilot program is launching.

6 As advocates, we understand that no agency is  
7 responsible and we can work together to solve these  
8 challenges.

9 Thank you.

10 CTC VICE CHAIR GUARDINO: Kyle, thank you. Thank  
11 you so much for your thoughtful remarks and for  
12 participating remotely today.

13 Doug or Justin are there -- is there -- are there  
14 other members of the public who would like to speak.

15 CTC STAFF: I see no other public comment at this  
16 time.

17 CTC VICE CHAIR GUARDINO: Justin, thank you.

18 We that, we will move on to the second on our  
19 agenda, which are State perspectives on housing and  
20 transportation.

21 And I want to thank our two presenters today.  
22 First, I'd like to introduce Egon Terplan, Senior Advisor  
23 for Economic development and Transportation at the  
24 Strategic Growth Council who will provide an overview of  
25 the Strategic Growth Council's newly released California

1 Transportation Assessment Report, which fulfills the  
2 requirement of Assembly Bill 285.

3 Our second presentation will be provided by  
4 Caitlin Greenway, the Air Pollution Specialist at the  
5 California Air Resources Board who will provide an  
6 overview of the Sustainable Communities draft progress  
7 report.

8 Egon.

9 EGON TERPLAN: Thank you very much Vice Chair  
10 Guardino. And can everybody hear me that's in the room.  
11 I'm speaking to you remotely.

12 CTC VICE CHAIR GUARDINO: We can hear you. Thank  
13 you.

14 EGON TERPLAN: Great. Thank you very much.

15 (Thereupon a slide presentation.)

16 EGON TERPLAN: It's a pleasure to be with you  
17 remotely. I wish I could be with you in person. Thank  
18 you Vice Chair and Chair Eager. Congratulations to both  
19 of you. Thank you Chair Randolph, Deputy Director --  
20 Assistant Deputy Director Buckley and many others that are  
21 there. Very happy to give you an update on the AB 285  
22 report. And you heard from Secretary Omishakin just a  
23 short while ago about the report and about the opportunity  
24 that it presents.

25 So I'm going to give you an update on it and

1 share some of the findings and potential areas of action.  
2 But most importantly, I really want to present this as an  
3 invitation to all of you to connect with us in the larger  
4 conversation that we are trying to put forth and the  
5 discussion of crafting solutions. One of what -- the  
6 ideas that we have learned from this process is that  
7 transportation is a system that is complex across many  
8 levels of government and environments that really requires  
9 partnership and trust building at all levels in order  
10 (inaudible) on solutions. And so with that, we can go to  
11 the second slide that we have here.

12 --o0o--

13 EGON TERPLAN: We begin with -- we begin with an  
14 image -- one slide back here -- that is -- certainly this  
15 is not an image that reflects most of California, but it  
16 reflects a sentiment that transportation itself isn't --  
17 isn't the end in and of itself. It's how we support a  
18 broad range of goals that we all have, how we access on a  
19 daily basis jobs, education, health, and recreation. And  
20 over the years, our expectations for our transportation  
21 system have shifted. An early focus, may be earlier this  
22 -- or last century, there was really a focus on building  
23 and designing infrastructure for mobility and economic  
24 growth.

25 And those still remain important. We also have a

1 broader set of responsibilities that we're trying to plan  
2 for with a multi-modal focus about promoting a healthy  
3 environment, vibrant economy, social equity. And so how  
4 we deliver transportation is important to achieve those  
5 outcomes, public health, access to affordable homes,  
6 managing our growth in a way that supports compact  
7 development. And in some ways, that idea is reflective of  
8 the three agencies gathered today to work jointly on  
9 solving these issues.

10 If we go to the next slide --

11 --o0o--

12 EGON TERPLAN: -- this gets into a little bit of  
13 what was this charge for AB 285 that the Strategic Growth  
14 Council was asked for. It was, in many ways, a look writ  
15 large at the entire transportation system in California,  
16 and how we sometimes describe it as unpeeling this complex  
17 onion that we're a part of, but really trying to  
18 understand the relationship between the many long-range  
19 plans that we have. We a State Transportation Plan, we  
20 have 18 metropolitan plans, the Sustainable Communities  
21 Strategies, and we have many funding programs at multiple  
22 levels of government. And is the collective vision that's  
23 put forth in the plan and the dollars that are put forth  
24 in those programs towards a series of projects, how are  
25 they advancing the common goals that we have set?

1           And we know that transportation, as I stated  
2 before, is trying to meet a series of goals and so how are  
3 we doing relative to that? And so that entire structure  
4 of the system had asked us, the Strategic Growth Council,  
5 to really put forth this report that was prepared by a  
6 University of California Institute of Transportation  
7 study. So a huge thank you to them, UC Davis, UCLA, UC  
8 Berkeley for the analytic work that they did. But it  
9 really then becomes upon all of us collectively to work on  
10 moving forth these ideas.

11           If we go to the next slide.

12                           --o0o--

13           EGON TERPLAN: So who is the Strategic Council?  
14 Some of you may be familiar with, but we are an  
15 institution that has seven agencies, and three public  
16 members. So Secretary Omishakin is a -- is a member of  
17 the Strategic Growth Council as are the Secretary levels  
18 of the agencies that are also involved here in today's  
19 conversation. And we reflect that perspective of a  
20 multi-issue approach to solving issues, in particular,  
21 looking at transportation from the perspective of public  
22 health and natural lands, land use writ large, support for  
23 agriculture and food, and a variety of other issues. And  
24 so that multi-issue approach is really endemic to how SGC  
25 approaches this work as well as reflective of today.



1           If we go to the next slide.

2                           --o0o--

3           EGON TERPLAN:  So where are we in this process  
4 and what was it?  So we got given the assignment to put  
5 forth the -- to do the initial work.  We hired UC ITS to  
6 prepare the analytic papers.  Last summer, they did a  
7 significant amount of work, dozens of interviews across  
8 their different state, transportation and regional  
9 systems, many of you may have been spoken to by some of  
10 the researchers.  And then we put forth a summary report  
11 to the State Legislature just a couple of months ago.

12           Now, that was the assignment.  Vice Chair  
13 Guardino, I think you mentioned the sort of assignment  
14 that we were given, but that was really just, in a sense,  
15 the beginning of the process, that the most important part  
16 now is the shift to the conversation with all of you, and  
17 many other -- many others about what do we do about it?  
18 How do we move forward.  How do we relate these ideas to  
19 what is important for local governments, local governments  
20 in various parts of the state, to the MPOs -- to the 18  
21 Metropolitan Planning Organizations and the various sales  
22 tax authorities?  And we have begun that communication  
23 with them.  So this is an invitation not just to share  
24 your comments with us today, but also to invite us to come  
25 to some of the gatherings that you may have for those



1 put into that system. And so in a sense, it's incumbent  
2 upon on us to make sure that the system as the -- as the  
3 funds flow through are really leading to projects and  
4 outcomes that are helping us meet the goals that we set,  
5 given the urgency of the challenges, the equity challenges  
6 that are long-standing and continue to be a challenge, the  
7 climate commitments we have made, and we are continuing to  
8 move forward on meeting.

9 So if we got to the next slide here --

10 --o0o--

11 EGON TERPLAN: -- I think we are clear, and  
12 many -- many -- certainly our CARB colleagues and many  
13 others recognize that transportation in and of itself is  
14 the single largest contributor to greenhouse gas emissions  
15 in California, roughly half of all emissions when we  
16 include the refining, in addition to the vehicles and  
17 fuels.

18 And we also -- I think the speaker just before  
19 spoke to this that while technology changes are critical  
20 to meeting our climate commitments, technology alone is  
21 insufficient, and actually reducing driving becomes a core  
22 part, how we have to meet those climate commitments. But  
23 also what we saw in a lot of the research that reducing  
24 driving is also critical to meet other goals in terms of  
25 housing affordability. The cost of housing and

1 transportation in a combined way is one of the challenges  
2 many people are facing.

3           The protection of natural and working lands is  
4 another critical issue that reducing driving is a part of.  
5 But also, we recognize that automobility and the  
6 investment in automobility alone isn't solving some of the  
7 core issues people face daily, whether it's congestion, as  
8 well as the maintenance cost of our overall road system.  
9 So really tackling this question of how do we get around  
10 providing people with alternatives to the automobile being  
11 the core necessary vehicle for each trip becomes incumbent  
12 upon each of us. And, yes, we have to design solutions  
13 that fit our respective communities.

14           But what we've seen in the research, the first  
15 finding from -- coming out of the researchers was that we  
16 have a vision to do all the things I just said to meet our  
17 climate commitments, to expand access to housing  
18 affordability. However, there's a gap between that vision  
19 and the dollars that we're spending. And in part there  
20 were a number of programs that we were asked to look at or  
21 the researchers were to asked to look at that are really  
22 about advancing climate and equity goals, but were only  
23 about two percent of spending writ large. So there's a  
24 lot of opportunity to really think about the dollars that  
25 we have moving us as quickly as we need to in the

1 direction we're trying to go. So that's really one of the  
2 first findings we heard.

3 If we go to the next slide.

4 --o0o--

5 EGON TERPLAN: The second component of this is --  
6 is looking at that transportation plan itself. And we  
7 have a State Transportation Plan. It's very  
8 comprehensive. It looks long term. It has a series of  
9 eight goals as identified here. However, it's not being  
10 used as much to shape funding decisions and policy  
11 decisions.

12 And so it begs the question how can this plan  
13 itself be one that we -- that gets put into practice? How  
14 does it relate to the regional plans that are already out  
15 there and something we have heard from a lot of the  
16 regional agencies themselves is they have to put plans  
17 that are fiscally constrained, where they identify the  
18 reasonable resources they have to meet the plans, but the  
19 State is not under the same sort obligation with its  
20 transportation plan. Does that lead to a suggestion that  
21 we ought to rethink how that plan is structured? Should  
22 the plan itself have some series of implementing actions  
23 or identification of top projects that really would move  
24 forward the advancement of those goals.

25 So that's an example of how some of the ideas can

1 move forward. But that California Transportation Plan  
2 itself does remain an extremely important document to  
3 reflect that long-range vision.

4 If we go to the next slide here.

5 --o0o--

6 EGON TERPLAN: This is actually a slightly  
7 updated chart from what was included in the summary report  
8 prepared by the researchers at UCLA. And this is trying  
9 to big picture look at where do we spend our dollars in  
10 transportation in California? And I think big picture  
11 what we see is where it's about \$30 billion, but about  
12 half of it is local. And I think for any -- many of you  
13 are very aware of this, but when we think about it,  
14 where -- where are the dollars coming from? The State  
15 dollars you can see are much more involved in highway than  
16 transit. Much of the transit funding is coming at the  
17 local level.

18 And, in fact, the researchers looked through.  
19 And if you add up all the various sales tax measures  
20 across California, many of them have significant transit  
21 funding in them. That's the largest quote/unquote single  
22 transportation program in California, over six and a half  
23 billion on an annual basis.

24 So we have a system with dollars coming from many  
25 different levels. And CAPTI, as we've heard about today,

1 was an attempt to really align the State funding with  
2 better meeting climate outcomes and goals. There are  
3 other State controlled funds that are listed here that  
4 were not included as part of CAPTI. And as well, there  
5 are many other sources of funding in transportation all  
6 across the State that are also not subject to CAPTI. So  
7 we've gotten the question of how does CAPTI relate to AB  
8 285. And this is part of it. What AB 285 is looking at a  
9 larger scale of transportation investments.

10 If we go to the next slide.

11 --o0o--

12 EGON TERPLAN: What we were also then really  
13 asked to do was what is the role of the Metropolitan  
14 Planning Organization? And speaking personally as someone  
15 that spent much more of my career working at the regional  
16 level than the State level, I think it's extremely  
17 important for all of us to see our -- the regional  
18 institutions, the Metropolitan Planning Organizations, as  
19 the partner to the State, but also much closer to the  
20 ground, much more understanding of the distinct needs of  
21 the communities. Where will the best bus line be that's  
22 going to really get people onto it successfully in each  
23 respective region.

24 Chair -- Chair Eager looking at you and thinking  
25 of, you know, Blackstone corridor in Fresno, or other

1 places. That that level of much more local knowledge is,  
2 in part, why the MPO is a core partner working with local  
3 governments, envisioning that long range land use plan,  
4 and the set of transportation investments that get us to  
5 the climate goals, that get us to the housing.

6           However, the challenge that was identified is  
7 that the metropolitan planning organization may not have  
8 all the levers and tools to accomplish the goals set forth  
9 in their plan. Their plan has to meet a GHG goal, but not  
10 necessarily other levels of government connected to the  
11 implementation of that plan.

12           So we have a gap between the vision of the plan  
13 and the implementation of it. And this second line here  
14 you see on this slide that the MPOs have no choice but to  
15 bank on State and local action to implement the plans.  
16 And I think we're going to hear more about this in the  
17 afternoon from some of the regional governments. Just as  
18 an example, Sacramento, SACOG listed here, their Green  
19 Means Go initiative is very much the notion of how do you  
20 unlock and advance infill development as a land use  
21 strategy that's a core way to achieve the greenhouse gas  
22 goal in the regional plan. But in order to do so requires  
23 additional State investment.

24           And so to jump ahead, kind of -- the idea of REAP  
25 2.0 is part of filling that gap. REAP 2.0 is part of an



1 idea to how -- how to make that happen. But I think  
2 across the board that we see too few tools and too little  
3 investment in helping implement the plans. So that was  
4 really a core finding of this work.

5 If we go to the next slide here.

6 --o0o--

7 EGON TERPLAN: Another core finding looking at  
8 the regional plans was actually where the dollar is going  
9 writ large. And I recognize that there are many MPOs that  
10 look at this and feel like this is not necessarily a fair  
11 reflection of the overall emphasis, but the dollars added  
12 up across the regional transportation plans do show that a  
13 majority of the funds are going towards investment in  
14 roads. Now, we have broken this out to show the  
15 distinction between new capacity, and maintenance and  
16 operation, because it's extremely important to look at  
17 those differences. And can you those vary across the  
18 various -- the various regions in the state.

19 I will say we have also heard a comment that in  
20 the road investment, this may be obscuring some of the  
21 dollars that are spent on a -- on a complete street, on a  
22 road that includes bike lanes. And so some of the active  
23 transportation dollars may be in roadways. Those are all  
24 fair comments and please continue sending those to us. I  
25 will speak on behalf of the researchers that there is a

1 challenge to produce this information in a way that's  
2 helpful for the public. And I think that it is not  
3 consistent across all our regions how it's put forth. And  
4 that might be one area that we can collectively look at  
5 how can information be reported in a way that's truly  
6 clear. But it does speak to the fact that many of the  
7 dollars embedded in the long-range plans do include  
8 capacity expansion and that capacity expansion is going to  
9 increase greenhouse gas emissions, which does move us away  
10 from our climate commitments. And so that's sort of a  
11 core notion that's embedded in this.

12           And then finally, from the findings -- next  
13 slide, please.

14                           --o0o--

15           EGON TERPLAN: Finally from the findings  
16 perspective, what -- there is a lot of progress and a lot  
17 of opportunity. And we don't have listed here all the  
18 various MPOs and the great work that's happening there,  
19 but there is evidence of work to align. And CAPTI, as  
20 we've heard, is a very important State perspective on what  
21 does alignment look like? And that is about a portion of  
22 the funds, as we saw from the prior slide. There were  
23 also examples of regional plans that are really trying to  
24 align their dollars with growth vision.

25           And San Diego that's listed here has an

1 identification of five big moves. And they've really  
2 looked at what are the opportunities to move people  
3 differently across the San Diego region, and actually have  
4 brought an employment focus and from a land use  
5 perspective to the housing.

6           And I think Assistant Director Buckley, you spoke  
7 about this as well and the importance of destination. We  
8 have to think about not just where people live, but where  
9 they are traveling to, and so the location of work, the  
10 location of health care, education, other destinations is  
11 going to be the core piece that shapes our travel  
12 decision.

13           So a lot of the regions are trying to go at that.  
14 We also have a series of State programs that are trying to  
15 line many goals. The Strategic Growth Council has the  
16 Affordable Housing Sustainable Communities, the  
17 Transformative Climate Communities Program, and many other  
18 acronyms that I won't get into. But those are really  
19 trying to be bottom-up efforts that put equity at the  
20 center, put community voice at the center, but really try  
21 to connect across where we build, where we invest in our  
22 infrastructure and how people can get around with other  
23 options.

24           And so these examples -- and I would also kind of  
25 end with it at a kind of bigger picture level, the State's

1 investment and commitment to high-speed rail across  
2 California is a very big picture notion of how to do that,  
3 of really how to provide the backbone of a different way  
4 to travel up and down the state, that then unlocks other  
5 transformative transit investments and ways to get around  
6 each community. And I think that's part of it. And I  
7 know Chair Eager, we've spoken about this before within  
8 the Central Valley that if we really want to imagine a  
9 different way of traveling and a different way of growing,  
10 having rail at the core of communities and then other  
11 transit investments then unlocks the infill within those  
12 places that will reduce the greenhouse emissions.

13           And I think that kind of multi-level thinking and  
14 system is what is happening, and thinking about. But the  
15 sort of punch line as it were is that not enough progress  
16 is happening on implementation. And so to kind of -- let  
17 me close with the sort of five issue areas that we've  
18 been -- we are looking at.

19           We can go to the next slide.

20                           --o0o--

21           EGON TERPLAN: And we'll go through these  
22 quickly, because I know we're a little behind. We've  
23 identified five issue areas where the Strategic Growth  
24 Council and other State agencies want to partner with  
25 stakeholders to develop recommendations. And these -- the

1 Secretary mentioned these earlier. So the first one, if  
2 we go to the next slide --

3 --o0o--

4 EGON TERPLAN: -- is around aligning our existing  
5 funding programs with the State goals. So some of our big  
6 sources of funding investment in state of California don't  
7 necessarily have climate and equity in core parts of what  
8 those programs are trying to accomplish. Can we rethink  
9 that? Should we look at that? Should we look at some of  
10 the programs that we were asked to look at in AB 285 in  
11 particular that are a small source of State investment?  
12 Should that investment be expanded? Should those be  
13 combined into larger programs? I think an opportunity of  
14 how do we advance State goals through the delivery of our  
15 funding programs is one big area of work.

16 Next slide, please.

17 --o0o--

18 EGON TERPLAN: The second kind of issue area that  
19 we've looked at, and I spoke to this before, is how do we  
20 do a better job of aligning between our various planning  
21 programs and our planning systems. So we have a  
22 California Transportation Plan. Caltrans also has a  
23 series of other modal plans. Some of this list individual  
24 projects. Some of them don't. And AB 285 asked us to  
25 look at the California Transportation Plan. I think what

1 we've understood is that it presents a vision that's quite  
2 strong, but it doesn't have this core implementation  
3 element. And because it doesn't have a fiscal analysis,  
4 we don't identify the gap between what the vision that  
5 it's put forth, and the dollars, and the policy structures  
6 we currently have.

7 And that could help inform the public of  
8 identifying that gap. And so that's again another area of  
9 work that we are inviting comment on.

10 Next slide, please.

11 --o0o--

12 EGON TERPLAN: The third are of work is the  
13 questions of looking at -- at project pipeline. And I  
14 think we heard also Secretary Omishakin speak to this  
15 well, this idea that we have -- we -- it takes a long time  
16 to go from visioning -- envisioning projects to actually  
17 building them. And over that time frame, we may come up  
18 with other ways to solve the initial problem that was  
19 identified, whether it was a congestion problem in a  
20 particular place, perhaps it could be solved with a  
21 bus-only lane. Perhaps it could be solved with a complete  
22 street investment adjacent to the highway. Perhaps it  
23 could be solved with a land use change, so that -- to have  
24 access to more opportunities in their surrounding areas.

25 So that idea of reevaluation the pipeline then

1 becomes a question of where in the pipeline are you  
2 looking at it. And I think we're very excited for  
3 engaging in that. But this really also came out of the  
4 research and the opportunity of rethinking that especially  
5 now with a significant amount of investment coming  
6 forward.

7 Next slide as well.

8 --o0o--

9 EGON TERPLAN: Fourth, and, then I'll be at the  
10 fifth in just a moment, is the question of the  
11 institutions that we have across California, that we have  
12 a complex set of institutions. And in many ways what's  
13 wonderful about California is also the local investment  
14 and the sales tax authorities and the self help counties  
15 to try to solve local issues.

16 There are also a number of State agencies  
17 involved in transportation spending. Of course, some are  
18 here in this room. The Strategic Growth Council has  
19 transportation programs, Air Resources Board. And so to  
20 the public, there might be a sense of we need to solve  
21 issues, but there's quite a number of institutions working  
22 on it, and the funding can be -- is decentralized to an  
23 extent. And so it's a question of is it worth looking at  
24 that structure and the various relationships among those  
25 institutions to see if we can deliver better for the

1 public.

2           And then finally, five -- our fifth issue area,  
3 if we go to the next slide.

4   --o0o--

5           EGON TERPLAN: The final one is really leaning  
6 into this question of the Metropolitan Planning  
7 Organization. And I -- and I spoke to this before, but  
8 this really speaks to the notion that we in California --  
9 this is a cliché at it were, but it's a very large state  
10 that is -- it's to effectively implement this work  
11 requires action at the metropolitan scale. That's where  
12 so many of the systems of travel and housing affordability  
13 and employment opportunities sit. And much of my work  
14 in -- since I've been at the State has been thinking about  
15 that. And we are doing a significant amount of work on  
16 the Community Economic Resilience Fund and trying to  
17 promote economic diversification at the regional level.  
18 As well, here in this transportation conversation, it also  
19 has to be regional, because that's where a lot of the  
20 systems are in place in the mobility options. But the  
21 institution, the Metropolitan Planning Organization, made  
22 need more tools to move forward and be successful in  
23 implementing that work.

24           And so just as a -- to end with an idea around  
25 kind of housing in particular, the Sustainable Communities



1 Strategy envisions how much housing needs to be built to  
2 meet the climate goals of the region. But the MPO itself  
3 is not in a position to deliver a significant amount of  
4 that housing. And it relies on actions very much at the  
5 local level. But as we move forward and we hear about  
6 REAP 2.0 shortly, what are the ways that that regional  
7 institution can be strengthened to help unlock the infill  
8 that's in those communities -- unlock the infill that's  
9 expected as part of the regional trans - the regional  
10 transportation plan and the Sustainable Communities  
11 Strategy.

12 So those are five areas. There's a lot of  
13 potential work underneath those and we recognize a kind of  
14 a significant amount of effort.

15 If we go to the final slide here --

16 --o0o--

17 EGON TERPLAN: -- what we just wanted to share  
18 forth is that we took very seriously this assignment of  
19 looking across the system and really trying to say where  
20 can we collectively work on some of these. And those five  
21 issues areas are, one, that we are beginning to speak with  
22 people about. We invite many of you. We have heard from  
23 local government leaders, and sales tax entities,  
24 advocates at various levels, and continue to look forward  
25 on that. We are going to have a public webinar in a

1 couple of weeks speaking to that.

2 I and others would be happy to speak with your  
3 organizations going forward because this is only work that  
4 we're going to successfully get to in partnerships with  
5 all of you.

6 So I'll close with that. Thank you very much for  
7 your time. Look forward to questions and pass it along to  
8 my colleague Caitlin at ARB.

9 CTC VICE CHAIR GUARDINO: Egon Terplan, thank  
10 you. As always, well presented and substantive.

11 And now we would welcome a presentation by  
12 Caitlin Greenway, Air Pollution Specialist for the  
13 California Air Resources Board.

14 Caitlin.

15 (Thereupon a slide presentation.)

16 CARB AIR POLLUTION SPECIALIST GREENWAY: Oh,  
17 great. You can hear now?

18 All right. Just checking.

19 All right. Good morning. My name is Caitlin  
20 Greenway. And today, I'll be presenting initial findings  
21 from CARB's draft 2022 progress report on SB 375  
22 implementation.

23 Next slide, please.

24 --o0o--

25 CARB AIR POLLUTION SPECIALIST GREENWAY: In 2008,

1 the State Legislature passed AB 375, which tasked  
2 California's 18 Metropolitan Planning Organizations, also  
3 known as MPOs, to develop Sustainable Communities  
4 Strategies, or SCSs, with the regional transportation  
5 plans. These plans include strategies to meet greenhouse  
6 gas, or GHG, emission reduction targets set by CARB. They  
7 support development of sustainable communities in each  
8 region, by focusing on providing housing closer to jobs,  
9 and other key destinations, and supporting transit and  
10 active transportation options.

11 SB 375 is a key part of a broader suite of state  
12 land use and transportation initiatives that are needed to  
13 meet state climate goals. And despite the aggressive work  
14 California is doing on vehicle technology and low carbon  
15 fuels, advancing vehicle electrification alone is not  
16 enough to get to carbon neutrality.

17 Next slide, please.

18 --o0o--

19 CARB AIR POLLUTION SPECIALIST GREENWAY: SB 150  
20 requires CARB to prepare a report to the Legislature  
21 assessing progress made by each MPO in meeting our  
22 targets. Today, we're presenting initial findings from  
23 the 2022 progress report. Later this month, we'll publish  
24 a draft report for public review and comment. And today's  
25 presentation is an opportunity to hear a preview of our

1 findings and provide comments.

2 To develop this report, CARB staff analyzed data  
3 for over two dozen indicators to help tell a more complete  
4 story regarding SCS implementation. Our focus was on the  
5 available data up to 2019. So in most cases we're talking  
6 about trends prior to the pandemic. CARB also interviewed  
7 key stakeholders, conducted polling, and held a public  
8 workshop to identify changes to regional strategies,  
9 implementation challenges, as well as opportunities for  
10 further action. Achieving the regional targets, the  
11 objectives of the SB 375 Program, and ultimately the  
12 State's climate, air quality, and public health goals  
13 requires implementation of the adopted SCSs.

14 A key theme you'll hear throughout this  
15 presentation, and in the draft report, is that we, the  
16 collective we, the State, regional, and local governments,  
17 need to work in partnership to take additional action to  
18 support implementation of these adopted plans.

19 Next slide, please.

20 --o0o--

21 CARB AIR POLLUTION SPECIALIST GREENWAY: Let's  
22 turn now to talk about what the data show. Over the next  
23 few slides, I'll highlight some findings regarding travel  
24 patterns, growth patterns, and housing. These metrics  
25 provide an indication of what's occurring to effect

1 vehicle miles traveled, or VMT, and greenhouse gas  
2 emissions.

3 Next slide, please.

4 --o0o--

5 CARB AIR POLLUTION SPECIALIST GREENWAY:

6 California is not meeting the SB 375 greenhouse  
7 gas emission reduction targets. As this slide shows, the  
8 statewide per capita GHG emissions for passenger vehicles  
9 and passenger vehicle travel per person, or VMT per  
10 capita, continue to increase. Reducing emissions from  
11 person vehicle travel has proved challenging for nearly  
12 all regions across the state, with 2019 data indicating  
13 nearly all regions were not on track to meet their 2020  
14 targets.

15 Next slide, please.

16 --o0o--

17 CARB AIR POLLUTION SPECIALIST GREENWAY: So to  
18 understand more about what has happened and give us some  
19 more insights into some of the whys, we reviewed data on  
20 people's travel choices and the options they had  
21 available. Results show Californians continued to drive  
22 as their primary mode of travel. And at the same time,  
23 the relatively small percentage of people who take  
24 transit, walk, and bike to work is decreasing.

25 CARB observed exceptions to this trend in the Bay

1 Area, San Diego, Monterey Bay, Santa Barbara, and San Luis  
2 Obispo regions. The trends in road building and vehicle  
3 ownership reflect an increase in driving, and the data  
4 indicate both are continuing to grow.

5 Looking at transit, trends in transit ridership  
6 in most MPO regions decreased with a sharp decline in all  
7 regions due to the pandemic. While transit service  
8 remains steady or growing in most regions, transit  
9 boarding numbers in most MPO regions decreased.

10 Next slide, please.

11 --o0o--

12 CARB AIR POLLUTION SPECIALIST GREENWAY: However,  
13 some of the trends are moving in the right direction. One  
14 of -- one way to reduce the need to drive long distances  
15 is to build homes, jobs, and other key destinations closer  
16 together. CARB staff reviewed nearly -- newly developed  
17 acres per resident, agricultural land loss to development,  
18 and acres of land conserved for open space to access  
19 whether or not land use development patterns were becoming  
20 more compact.

21 Overall, CARB found that growth became more  
22 compact since 2005, although rural regions generally less  
23 compact than more urbanized regions. The Bay Area,  
24 Sacramento, Southern California, and San Diego regions  
25 have increased their compactness substantially, while the

1 San Joaquin Valley MPO regions have become less compact.

2 Next slide, please.

3 --o0o--

4 CARB AIR POLLUTION SPECIALIST GREENWAY: So  
5 despite more compact development patterns, most residents  
6 do not yet enjoy good accessibility to key destinations.  
7 When people live closer to key destinations, they don't  
8 need to travel as far and they may not need to use a  
9 vehicle for as many trips.

10 New to this report cycle, CARB staff measured the  
11 percent of people who currently have access to four key  
12 destinations, the nearest park open space, educational  
13 facility, transit stop, and grocery store within 15  
14 minutes by walking.

15 This is not only important to make it convenient  
16 to drive less, but it's crucial to supporting quality of  
17 life, health, and economic opportunities for people who do  
18 not drive or have a car.

19 Less than half of the population in every region  
20 can access these destinations with 15 minutes by walking.  
21 For most MPOs access to transit stops is highest among all  
22 four key destinations. But on the other hand, in most  
23 cases, grocery stores typically had least access.

24 Next slide, please.

25 --o0o--

1 CARB AIR POLLUTION SPECIALIST GREENWAY: At the  
2 last joint meeting, staff from CARB, HCD, and CTC spoke  
3 about working together due to shared recognition that the  
4 housing crisis, climate crisis, and long history of racial  
5 injustice are entwined and must be address together.

6 When people cannot find homes they can afford,  
7 they must drive longer distances. This is not -- this not  
8 only impacts traffic and climate, it significantly impacts  
9 health, well-being and household budgets by -- of many  
10 Californians in ways that continue racially unjust  
11 outcomes.

12 CARB staff reviewed the latest housing data to  
13 assess what types of housing are being built and see how  
14 well regions are meeting housing need in priority growth  
15 areas. Housing construction is not keeping pace with  
16 need. The number of very low and low income housing  
17 projects being permitted and built is especially low in  
18 all MPO regions. On the positive side, in most urban  
19 regions, permit data shows movement trends toward more  
20 compact residential development due to growth in attached,  
21 multi-family, and accessory dwelling units. And  
22 exceptions to this are in the Sacramento-San Joaquin  
23 Valley and Monterey regions where more single-family homes  
24 are being built. In the northern regions of Butte Sha --  
25 and Shasta, we see unique cases with declines in total



1 housing units, primarily due to wildfires.

2 Next slide, please.

3 --o0o--

4 CARB AIR POLLUTION SPECIALIST GREENWAY: Now, I'm  
5 going to switch gears to talk policy. So based on the  
6 results, although there are some positive signs, trends  
7 are generally moving in the wrong direction. Over the  
8 next few slides, I'll share more about the major  
9 strategies in SCSs, and the challenges and opportunities  
10 to further support SCS implementation.

11 Next slide, please.

12 --o0o--

13 CARB AIR POLLUTION SPECIALIST GREENWAY: Today,  
14 MPOs have either adopted or are currently developing the  
15 third SCS, and for many, their first SCS subject to the  
16 new targets adopted by CARB in 2018.

17 The four major MPO regions have recently adopted  
18 SCSs and include key strategies like that facilitating  
19 infill development to accelerate housing in places that  
20 support lower vehicle travel, authorizing transportation  
21 pricing strategies to raise revenue to expand travel  
22 choices and manage travel demand, and focusing investments  
23 to support transit and active transportation.

24 Not many of the SCSs in the San Joaquin Valley or  
25 northern and coastal MPOs have been updated yet. But with

1 the exception of pricing, the strategies in those SCSs are  
2 expected to be similar. To implement these SCSs, we need  
3 State action to authorize funds and establish supporting  
4 policies. We also need regional change-makers to initiate  
5 partnerships and encourage locals to align and accelerate  
6 good projects. And ultimately, we need local government  
7 to align their plans and projects with strategies in the  
8 SCSs.

9 Next slide, please.

10 --o0o--

11 CARB AIR POLLUTION SPECIALIST GREENWAY: All SCSs  
12 include strategies to guide growth into regionally  
13 identified priority areas. There are many existing  
14 challenges to accelerating infill. Potential infill  
15 development sites often remain vacant or underutilized  
16 because local jurisdictions, particularly since  
17 redevelopment ended, don't have the fiscal capacity to  
18 provide upgrades necessary to make sites development  
19 ready. Also, local politics continue to make  
20 well-resourced neighborhoods inaccessible to new  
21 development.

22 At the same time, tools are needed to address  
23 growth in existing rural communities in ways that bring  
24 daily needs closer to where people already live and access  
25 regional opportunities.

1           The Governor recently identified housing as a  
2 critical piece in the State climate strategy in the  
3 January budget. Focused coordination at the intersection  
4 of housing and climate is a really important start to  
5 ensuring that these opportunities get implemented and  
6 leveraged. Some regions have taken the initiative to help  
7 encourage locals to align development with the SCS and  
8 accelerate good projects. For example, one way MTC and  
9 ABAG is supporting housing need in their region was to  
10 establish the first regional housing finance authority to  
11 help address affordable housing and housing stability.  
12 And SCAG's developed a data tool to help provide housing  
13 information to support local jurisdiction's housing  
14 element updates. We'd like to see more regions  
15 undertaking these types of efforts to support and  
16 encourage local governments to take actions that support  
17 SCSs.

18           Next slide, please.

19                           --o0o--

20           CARB AIR POLLUTION SPECIALIST GREENWAY: The SCSs  
21 in the four major MPO regions all include Transportation  
22 pricing strategies. Pricing strategies vary, but include  
23 strategies for road user fees for mile drive -- miles  
24 driven in a region, cordon fees for operating vehicles in  
25 designated areas, parking fees, fees for ride-hailing

1 services like Lyft and Uber, and dynamic fees on highway  
2 lanes to manage congestion and prioritize transit and  
3 pooling.

4 In addition to enabling GHG reductions, pricing  
5 strategies generate revenue to invest in transit and  
6 active transportation projects. This data has a number of  
7 existing efforts to advance pricing, building off findings  
8 from the California Road Charge Pilot Program and  
9 convening the Road Charge Technical Advisory Committee.

10 Regions are also working to study regional  
11 pricing strategies. Leadership by the State is essential  
12 to authorizing and implementing these tools and must --  
13 and work must be accelerated in time to implement these  
14 strategies by 2030, as reflected in the SCS plans.

15 Next slide, please.

16 --o0o--

17 CARB AIR POLLUTION SPECIALIST GREENWAY: So  
18 pricing alone is unlikely to fully address the need to  
19 reduce VMT. We also need to continue investments in  
20 sustainable transportation options. The State regions and  
21 locals must reimagine and reprioritize investments away  
22 from projects that increase driving and towards projects  
23 that support transit and active transportation.

24 In particular, we need investments in transit  
25 experience so that it becomes convenient and cost

1 competitive to driving, as well as investments in safe and  
2 reliable first/last mile travel options, which are  
3 critical to implementing a transit system for all.

4           Some regions have also initiated efforts to  
5 better align transportation and climate goals. SACOG has  
6 begun a pilot to prioritize local transportation projects  
7 in the region that includes consideration of SCS goals.  
8 And valley MPOs are taking steps to reimagine transit  
9 service in ways that better serve community needs through  
10 new mobility programs like Miocar share and VanGo.

11           Next slide, please.

12   --o0o--

13           CARB AIR POLLUTION SPECIALIST GREENWAY: So the  
14 good news is that there are several promising important  
15 workstreams underway at the State level that seek to  
16 improve alignment between the state's climate goals and  
17 regional housing, transportation, and equity needs to  
18 support SCS implementation.

19           As shown here, efforts like the State's Climate  
20 Action Plan for Transportation Infrastructure, the AB 285  
21 research and policy recommendations, and the California  
22 Transportation Plan all identify important actions. In  
23 addition, through REAP 2.0, the California Department of  
24 Housing and Community Development in collaboration with  
25 CARB and other State agency partners are working together

1 to expand investments that help implement regional plans.

2 This SB 150 progress report and CARB's  
3 forthcoming 2022 Scoping Plan update, also highlight  
4 policy opportunities to reduce VMT and support the goals  
5 of the SCS. These efforts represent crucial opportunities  
6 for partnership and further supporting SCS implementation.

7 Next slide, please.

8 --o0o--

9 CARB AIR POLLUTION SPECIALIST GREENWAY: So to  
10 ensure SCS plans get implemented, bolder action and  
11 partnership is needed. California is at a defining  
12 moment. Meeting the state's carbon neutrality goal will  
13 require full implementation of SCSs and other strategies  
14 that support sustainable communities. However, the  
15 current toolbox is not sufficient to support  
16 implementation with measurable results, and time is  
17 running out to get the tools -- the needed tools in place.  
18 There is a need for immediate State leadership,  
19 partnership, and action across all levels of government to  
20 accomplish this.

21 Next slide, please.

22 --o0o--

23 CARB AIR POLLUTION SPECIALIST GREENWAY: So  
24 before concluding, I'll share some next steps for  
25 completing the 2022 progress report. At the end of this

1 month, we're anticipating releasing a draft for public  
2 comment. We'll then incorporate comments and bring  
3 forward a final draft this summer to meet the fall  
4 deadline.

5 Next slide, please.

6 --o0o--

7 CARB AIR POLLUTION SPECIALIST GREENWAY: For  
8 those interested in viewing the draft report later this  
9 month, we'll plan to send out a notification of posting on  
10 our website through our sustainable communities listserv.  
11 And for those who are not already connected with us, we  
12 invite you to please reach out to us at  
13 sustainablecommunities@arb.ca.gov.

14 Next slide, please.

15 --o0o--

16 CARB AIR POLLUTION SPECIALIST GREENWAY: So one  
17 question we've been posing to MPOs and other stakeholders,  
18 and one we'd like to tee up for everyone today concerns  
19 what actions would you suggest the State undertake to  
20 support implementation of the SCSs? What would you like  
21 to see happen? What opportunities do you think can be  
22 taken advantage of?

23 And with that, I'll conclude. Thank you.

24 CTC VICE CHAIR GUARDINO: Caitlin Greenway, that  
25 was outstanding. Thank you so much. Good information

1 there that we can now hear from people on the dais as well  
2 as the public, both in person and remotely. I would ask  
3 for the folks on the dais physically with us today to  
4 please raise your hands. We're going to hear first from  
5 our colleague Michele Martinez and then Hector De La  
6 Torre. Hector, I like your style with the vertical. Feel  
7 free to do that, because it is hard to see everyone. Then  
8 third Dan Sperling.

9 Oh, thank you. And if you want to do as well,  
10 that would be terrific. Thank you.

11 Michele Martinez.

12 CTC COMMISSIONER MARTINEZ: Thank you, Vice  
13 Chair. And thank you Caitlin for the presentation. I  
14 want to speak specifically on the SCS and specifically on  
15 the role of MPOs. And so I would say 13 years ago, I  
16 served for 10 years on the Southern California Association  
17 of Governments and also served as President. And so as  
18 the SCS came about, one of the questions that we all asked  
19 as change agent leaders was how were we going to be able  
20 to accomplish those goals when we don't have the authority  
21 of land use, zoning. And we knew that we would not be  
22 able to reduce greenhouse gas emissions at the levels that  
23 they were asking us to.

24 And those conversations were not just had with  
25 SCAG, as the MPO back then, it was had with various -- the



1 various MPOs that are here in California. I think it's  
2 imperative as we move forward and we have these plans when  
3 we're talking about transportation, when we're talking  
4 about how the -- in nature, it should be regional, but  
5 when you don't give MPOs the authority and/or -- or the  
6 opportunity to really mandate local government to do its  
7 job, here we are.

8           And so the questions that I would ask, as we move  
9 forward just beyond -- and I think it's important that  
10 we're asking these questions, because we can sit here and  
11 dialogue, and get knowledge, but knowing that there's --  
12 you know, is an opportunity to look at these feedback  
13 loops that we're not meeting our targets. So what does --  
14 what do we need to do to move forward to help these MPOs  
15 accomplish these goals? Obviously, we can't do it alone  
16 us up here, as we sit on these various boards or the State  
17 Legislature, or local government. The reality is that if  
18 we're going to move forward, are we going to give the  
19 authority to the MPOs to do their job, and if not, what  
20 are those next steps?

21           We can go head and say that we want to reduce  
22 VMT, that electrical vehicles are -- is not going to, you  
23 know, help us reduce our greenhouse gas emissions. We  
24 have to look at our land use. We have to look at our  
25 zoning. But when the full authority of land use and

1 zoning falls on local government, you know -- I will share  
2 with you that when we have these discussions at the MPOs,  
3 local government says, well, okay, well, you can't force  
4 us to do X, Y, and Z. And I -- and I served on the city  
5 council for 12 years. And rightfully so, we have that  
6 power.

7           So the State couldn't force us to do it. SCAG  
8 couldn't force us to do it. And obviously, that's where  
9 we're at, you know. And now we're going through our  
10 housing element and what are cities doing, what are  
11 counties doing? They're suing, right, because we don't --  
12 we don't give folks the opportunity and other tools to  
13 accomplish these goals to reduce VMT. We're not going to  
14 move the ball forward.

15           And so I would hope as we continue these  
16 conversations that we do look at the root causes of the  
17 problem. I support CAPTI. I support us acting in regards  
18 to climate. But at the end of the day, it's not just  
19 about land use and zoning. It's not just about ensuring  
20 that we give MPOs authority, but let's look at our social  
21 economic system. Who are we building for and why?

22           Because it always come down to our social  
23 economic systems and we don't have that discussion.  
24 Because when we're asking who we're building for, we  
25 really want to focus on our well-being. We don't measure

1 well-being. We measure our GDP. And our GDP progress  
2 does not measure our well-being and how we want to move  
3 California forward.

4 AND that's a question that we should be all  
5 asking ourselves. Who are we building for and what are we  
6 really trying to measure? And we're trying to measure  
7 well-being. GDP is not going to do that for us.

8 Thank you.

9 CTC VICE CHAIR GUARDINO: Commissioner Martinez,  
10 thank you. And we have at least seven Commissioners or  
11 CARB Board members who would like to speak, or ask a  
12 question, or both. We'll get to everyone and we also  
13 already have numerous cards from the public as well.

14 We're going to do our best to hear everyone and  
15 still break for lunch right at around noontime.

16 Hector De La Torre.

17 CARB BOARD MEMBER DE LA TORRE: Thank you. I  
18 have one question for CTC and one for Housing and  
19 Community Development.

20 On the AB 285 report, it shows clearly a  
21 misalignment between our transportation investments and  
22 our climate goals. There's a number of recommendations in  
23 the report that do not require legislative initiative.  
24 It's authority that's already there. So for CTC, do you  
25 see any of those recommendations being workable, doable,

1 that we can do relatively quickly and how can CARB help in  
2 doing those that are -- they're recommended, don't require  
3 legislation, and so how can we move ahead with those?

4 For the Housing and Community Development on the  
5 SB 150 report, again same thing, kind of what Commissioner  
6 Martinez just said about the misalignment with VMT and the  
7 RHNA, regional housing needs assessment, process and cycle  
8 that we're in, is there an opportunity to collaborate on  
9 the RHNA process and our Sustainable Communities  
10 Strategies to try to sync those two up better. And again,  
11 you know, how can CARB help there?

12 So I want to -- they're very kind of focused  
13 action items. You all know I've been saying this since we  
14 started meeting together. I want to see us do more action  
15 items here between the two entities -- or the three  
16 entities with Housing and Community Development.

17 Thank you.

18 CTC VICE CHAIR GUARDINO: Mitch, would you like  
19 to respond on AB 285?

20 CTC EXECUTIVE DIRECTOR WEISS: Yeah, sure. I'll  
21 just mention real quickly. One of the key things we're  
22 doing relative to this is incorporating CAPTI into our SB  
23 1 competitive programs. And we're in the process right  
24 now to do that. But there are some significant hurdles  
25 that are -- that are beyond what are our capabilities.

1 Most of the State funds that the Commission allocates are  
2 restricted by Article 19. And so we have very little  
3 flexibility there. And I think that's kind of a -- the  
4 biggest thing we're struggling with. And then -- well, I  
5 wouldn't say struggle with. That's clearly the intent of  
6 the people of California, so that's just the situation we  
7 have.

8 I would point out also our SB 1 -- even our SB 1  
9 committed programs, which were created after SB 375, all  
10 have specific goals, some of which include things like  
11 adding -- adding not necessarily general purpose lanes,  
12 but the toll lanes, which perhaps may not be as viewed by  
13 some as an alignment. And so those -- those bills were  
14 all passed. And so we're following that statutory  
15 requirement.

16 So we're doing everything we can within the  
17 statutory constraints we have now. I think there are a  
18 number of questions that we have related to the report and  
19 kind of how -- what the next steps are. And if you don't  
20 mind, I'll wait till after people answer questions and  
21 then if they haven't come up, I'll go ahead and answer  
22 them.

23 CTC VICE CHAIR GUARDINO: And for the question to  
24 HCD, is Mr. Buckley still participating online?

25 HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Yes, I

1 am. Can you hear me?

2 CTC VICE CHAIR GUARDINO: Yes, we can. Thank  
3 you.

4 HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: I would  
5 just add that we are engaging in a process of re-examining  
6 RHNA through the long-term RHNA reform project that we've  
7 been working on. This is something that comes out of the  
8 budget from a few years ago that has us as a Department in  
9 partnership with the Department of -- with, I'm sorry, the  
10 Office of -- OPR -- of Planning and Research, and coming  
11 up with a stakeholder engagement process to get feedback  
12 on the RHNA process and look for improvements.

13 And I think some of the issues that were  
14 discussed in the comments today could be things that can  
15 be discussed in that pro -- in that process. So please  
16 reach out to me and we can get folks tied into the  
17 long-term RHNA reform process, which would be a place to  
18 answer some of these questions.

19 CTC VICE CHAIR GUARDINO: Tyrone, thank you.

20 We're next going to hear from Dan Sperling.

21 CARB BOARD MEMBER SPERLING: Thank you very much.  
22 I think -- I mean, many of us that have been involved in  
23 these questions for literally decades know this is really  
24 hard what we're talking about. As Commissioner Martinez  
25 said, there's issues about who has authority to do what.

1 We -- also, the question of even coming up with a metric  
2 about what we're trying to achieve, converting these, you  
3 know, vague goals, operate -- operationalize them into  
4 metrics is a really important thing to do. And even that,  
5 we haven't really done, as Commissioner Martinez also  
6 said -- you know, even -- you know, and so this is not  
7 official CARB position here, but, you know, VMT -- you  
8 know, reducing VMT is probably -- given our history is  
9 probably not a useful goal. You know, we have -- there's  
10 parts of it we want to increase accessibility and mobility  
11 for some groups. We want to increase utilization of  
12 vehicle, including increasing load factors and so on. So  
13 I think that we -- you know, that's just one example. You  
14 know we should be converting, you know, that vague idea  
15 into some more specific metrics, and programs, and  
16 initiatives.

17 So, you know -- and I listened to these  
18 presentations we just had, and there were lots of great  
19 thoughts, but they're all vague. And, you know, words  
20 like "aligning" and "partnering", I mean, we've been using  
21 these, you know, forever. I get -- maybe I've been on the  
22 Board too long or...

23 (Laughter.)

24 CARB BOARD MEMBER SPERLING: And so, you know,  
25 even including the SGC report, which my friend and

1 colleague Professor Betty Deakin was the lead author on.  
2 It didn't actually come up with any specific action. So  
3 my fellow Board Member Hector De La Torre I think nailed  
4 it. And I think if we're going to continue these  
5 meetings, I would strongly urge that we be much more  
6 action oriented and focused. And so we come up -- so I'm  
7 going to suggest that, you know, we create some  
8 subcommittees of staff, and it could include some of Board  
9 Members and Commissioners, come up with a strawperson list  
10 of actions that different agencies, including the  
11 Legislature -- actions of Legislature could or should  
12 take. It's not necessarily endorsing all of them, but  
13 let's at least start coming up with this, and all of us  
14 can work from that.

15           Otherwise, we're just talking. And we've been  
16 talking a lot. And, you know, these meetings -- even  
17 these meetings we've been talking a lot for several years  
18 now.

19           So that's kind of my suggestion. And I think  
20 that would be a way of both focusing these meetings, but  
21 also focusing our staff, and our Boards, and Commission --  
22 and Commission Members going forward.

23           Thank you.

24           And that was -- by the way, that was not endorsed  
25 by upper management. That is a -- as my -- our former



1 Chair used to say, oh, that's Professor Sperling talking  
2 again, but -- but I -- so that's my proposal.

3 CTC VICE CHAIR GUARDINO: Dan, thank you. And I  
4 think there are many who share that point of view. If  
5 we're going to come together, let's come together around  
6 an agenda that we work on between meetings and move so  
7 (inaudible). So thank you again.

8 Darnell Grisby, Commissioner.

9 CTC COMMISSIONER GRISBY: Thank you, Vice Chair.  
10 My question is really around the AB 285 report,  
11 particularly Issue 3 that was addressed around the  
12 pipeline reevaluation. I think it's clear that we do not  
13 look at projects in the pipeline and evaluate them based  
14 on our current priorities of the state. So I'm really  
15 interested in what concrete steps we can take to look at  
16 that pipeline, if there's any ideas around that, as well  
17 as any efforts or current thinking in the administration  
18 to address that.

19 Thank you.

20 CTC VICE CHAIR GUARDINO: Commissioner, Grisby  
21 thank you.

22 Dr. Joseph Lyou.

23 CTC COMMISSIONER LYOU: Thank you, Mr. Vice  
24 Chair.

25 CTC VICE CHAIR GUARDINO: Commissioner Grisby,

1 did you want to direct that to --

2 CTC COMMISSIONER GRISBY: To Egon.

3 CTC VICE CHAIR GUARDINO: Oh, great. Egon, would  
4 you mind.

5 EGON TERPLAN: Oh, to address it, thank -- yeah,  
6 thank you so much, Commissioner Grisby and maybe to build  
7 on -- on the question from before of -- this sort of  
8 challenge of the vagueness of the kind of discussion and  
9 recommendations. I think part of it I was actually going  
10 to speak to the notion of reevaluating project pipeline is  
11 a specific idea. The devil of course is in the specific  
12 details of how to do that.

13 And so this is actually one where we heard from  
14 the Secretary before that there is a process going on  
15 within the Agency to really think about that. And so I'll  
16 just elevate that I think that coming out of the find --  
17 the findings is this is critical to do at all levels and  
18 to really think about whether the projects that we have --  
19 we're advancing now are going to advance those goals.

20 So I think that's -- that becomes a question. I  
21 will leave it to the Agency itself to determine kind of  
22 how actually that would happen, but I just wanted to kind  
23 of respond to the notion of the vagueness of the  
24 recommendations, and that being one that really could be  
25 advanced and moved forward.

1 Thank you.

2 CTC COMMISSIONER GRISBY: Yeah, thanks for that.  
3 I follow up with the Agency then. I'm really curious  
4 about how we actually know what the cutoff point is for  
5 when a project is in the pipeline too long to be  
6 withdrawn, what that actually looks like? That's the key  
7 question.

8 CTC VICE CHAIR GUARDINO: Commissioner Grisby,  
9 thank you.

10 Commissioner Joe Lyou.

11 CTC COMMISSIONER LYOU: Thank you, Vice Chair.  
12 Maybe not withdrawn, but maybe improved.

13 Okay. I'm going to -- first want to thank the  
14 Strategic Growth Council and the Institute for  
15 Transportation Studies for these series of reports on AB  
16 285. They're, I think, excellent. And this is one area  
17 where I will disagree with Professor Sperling, but I also  
18 agree with him on something. So I'll say that I don't  
19 think it was too vague. I think -- I mean, you had to put  
20 things clearly and succinctly as you could. And I thought  
21 you did an excellent job of really pinpointing the things  
22 that are some of our greatest challenges. And I  
23 definitely agree with Professor Sperling that we've been  
24 looking at these things for decades and we really need to  
25 do some assessment as to what our path forward should be.

1           So thank you for the analysis and thank you for  
2 presenting it. I know the panel this afternoon we'll get  
3 into some more of this. But whenever in California,  
4 we're -- we have created priorities around transportation,  
5 around climate change, around air quality, around housing.  
6 And these are really big issues in California.

7           And someone comes forward and identifies needs  
8 like have been identified in this study, then someone is  
9 going to act. There is going to be change. There's going  
10 to be something that's done in response to this. And we  
11 can either be the chef and the servers or we can be on the  
12 menu here.

13           And I think if we're on the menu, we're going to  
14 get consumed and digested. And that's not what we want to  
15 do. So not only does CTC need to think about how to  
16 respond to this, but I think we need to do this in  
17 conjunction with our allies here at the table, at HCD and  
18 Air Resources Board, but also our regional, our -- and our  
19 local partners who are also going to be on the menu with  
20 us, if we don't respond appropriately to this.

21           So here is where I definitely agree with Board  
22 Members De La Torre and Professor Sperling. We need to  
23 figure out how to respond and do it in coordination with  
24 each other and come up with a plan process, a proposal on  
25 how to deal with the opportunities, and threats, and the

1 strengths and the weaknesses that we have. And I would  
2 like to -- and I -- Mitch, I know you're down there  
3 somewhere. I can't really see you, but I would like to  
4 ask staff to come back to us, at least the CTC level, with  
5 a proposal on how to move forward to address the key  
6 issues that have been identified in this AB 285 study.  
7 Mitch, could you do that for us?

8 CTC EXECUTIVE DIRECTOR WEISS: Yes.

9 CTC COMMISSIONER LYOU: Thank you.

10 CTC VICE CHAIR GUARDINO: Mitch is a man of few  
11 words.

12 (Laughter.)

13 CTC VICE CHAIR GUARDINO: Dr. Lyou, thank you.

14 Commissioner Lee Ann -- forgive me, Board  
15 Chair -- Commission Chair Lee Ann Eager.

16 CTC CHAIR EAGER: Yes. Thank you. Hopefully,  
17 you all can hear me.

18 I wanted to start by telling you that I'm here in  
19 the beautiful central coast of California at the San Luis  
20 Obispo Council of Governments. I got here a little bit  
21 early today. And I was looking around the room here and  
22 looked at all of the projects that they're doing in the  
23 central coast, all the outreach that they're doing. And I  
24 think that reminds us of what we need to do to support  
25 those local agencies.

1           And Egon, I'm so glad that you're there at the  
2 Strategic Growth Council. I know in working with you for  
3 I think over a decade now in looking at how we get folks  
4 from one end of this state to the other and looking at  
5 multi-modal facilities, and systems, and plans that you  
6 also support, let's make sure that we do that community  
7 outreach. Let's make sure that we're looking at those  
8 local agencies, those regional agencies, and how is it  
9 that we can support them in putting these plans together  
10 to make sure that they're looking at climate and those  
11 equity issues as they put their plans together, and their  
12 projects together.

13           I also want to make sure that I support Dr.  
14 Sperling. I went to UC Davis King Hall, so go Aggies.  
15 But my staff I think they'll laugh when I tell you, when  
16 somebody puts together a plan in my office, and they say,  
17 oh, here's all these wonderful ideas. Here's some things  
18 that, you know, we need to make sure that we put in place,  
19 my response is always, "And"? And what? Where do we go  
20 from here, right? What are those activities that get us  
21 to that goal? What are those actual outcomes that we want  
22 to get to and the steps to get there?

23           And so I know, Egon, when you were talking about  
24 let's make sure we put these plans in place, let's make  
25 sure we do it together. You know, none of us can do this

1 separately. We all know that the state of California is  
2 certainly not a one-size-fits-all, so we need to make sure  
3 that we have those voices up and down the state of  
4 California. The Strategic Growth Council has always been  
5 that organization that brings people from different areas  
6 together to look at these goals together.

7           So I Egon, I would like to put that invitation  
8 out to you for us to get back together, work towards these  
9 same goals, making sure that the -- all the people of the  
10 state of California have a voice. And so I'm wondering if  
11 you have a plan for all of our agencies to work towards  
12 those specific activities and goals?

13           EGON TERPLAN: Thank you very much. Yeah, Chair  
14 Eager, just maybe a quick response to that. I mean, I  
15 think part of what we've put forth is a set of cate --  
16 ideas that we want to then develop the recommendations  
17 about. And starting with a conversation today, starting  
18 with some of the smaller conversations we've already begun  
19 of how do we move forward specific implementation ideas  
20 coming out of this work.

21           I think what you're also addressing though is  
22 that there's all the critical work at the regional level.  
23 And we're not trying to replicate that as well, right?  
24 What happens if Fresno COG, and Kern COG, and San Luis  
25 Obispo -- I mean, that's the work at the regional scale

1 that we want our effort here in this process to come up  
2 with policy ideas, programmatic ideas that advance the  
3 implementation of those plans.

4           And so we're -- we're sorting of seeing ourselves  
5 as messengers of a set of ideas that hope -- hopefully  
6 opens up a policy dialogue that leads to some real  
7 tangible changes. We know the Legislature is talking  
8 about these issues. There's other actions that could be  
9 taken at the administrative level to really look at moving  
10 that forward, but always in partnership with you all as  
11 institutions and in the communities. So we're -- we're  
12 happy to come out and kind of continue further,  
13 particularly to get to what are the specific ideas that  
14 are implementable.

15           CTC CHAIR EAGER: Get to the "and". I appreciate  
16 it. Looking forward to it.

17           EGON TERPLAN: Thank you.

18           CTC VICE CHAIR GUARDINO: Egon, thank you.

19           We have three more members of either the CARB or  
20 Commission, and then several members of the public. So  
21 let me next go to CARB Member Diane Takvorian.

22           Diane.

23           CARB BOARD MEMBER TAKVORIAN: Hello. Can you  
24 hear me?

25           CTC VICE CHAIR GUARDINO: We sure can, Diane.



1 Thank you.

2 CARB BOARD MEMBER TAKVORIAN: Can you hear me?

3 CTC VICE CHAIR GUARDINO: Yes.

4 CARB BOARD MEMBER TAKVORIAN: Perfect. Thank  
5 you. Sorry about that. We're still getting our  
6 technology here together in San Diego. I'm joined by CARB  
7 Board Member Nora Vargas and Commissioner Falcon. Just  
8 want to say we're a little distracted in celebrating the  
9 Supreme Court having confirmed our Ketanji Jackson,  
10 historic confirmation. So we're all celebrating down here  
11 and hope up all are whenever you are, so onto the topic at  
12 hand.

13 I want to thank everyone for the reports.  
14 They're compelling and they really reflect a bit of a  
15 pivot from a traditional siloed approach, which is  
16 obviously why we're all here together, but I also think  
17 that I would agree with fellow Commissioners and Board  
18 members that it's really not a dissimilar conversation  
19 from ones that we've had previously.

20 So to call for an action agenda I think is really  
21 right, because to see that the report really says that the  
22 programs -- the funding programs, the money is misaligned  
23 with our climate and air pollution goals is really  
24 concerning, and that we're still emphasizing roads and  
25 auto capacity projects and not investments that reduce VMT

1 or advance equity.

2           If only two percent of our funding is focused on  
3 climate and equity, and the locals are essentially stuck  
4 with funding local transit and State is still funding  
5 roads, we're not going to -- we're not going to make our  
6 goals and we're not going to serve our communities.

7           So the IPCC report is clear. Our action has to  
8 be more aggressive. So my question is how can we all  
9 participate more meaningfully? And I can only speak kind  
10 of from my CARB perspective, that I think we have some  
11 very compelling programs that are intended to be  
12 intersectional. So if you think about CARB's community  
13 emission reduction plans that are coming forward in the  
14 Community Air Protection Program, we have communities  
15 across the state of California that are demanding  
16 alignment, calling for alignment. They have specific  
17 goals in their programs. And I know that Caltrans is  
18 involved, and in our region SANDAG is involved, and other  
19 local governments are involved.

20           So can we -- I agree that we have to do more and  
21 it needs to be bigger, but I also think we can look at  
22 local communities. They have really good ideas and  
23 they're calling on that intersectionality that's so  
24 critical. So I'd say let's look at those programs and see  
25 what we can do at the local...

1 CTC VICE CHAIR GUARDINO: Diane, you may have  
2 frozen. Diane, if we able to get you back, you will --

3 CARB BOARD MEMBER TAKVORIAN: Thank you. Can you  
4 hear me?

5 CTC VICE CHAIR GUARDINO: Now, we can. We lost  
6 you.

7 CARB BOARD MEMBER TAKVORIAN: Okay. I was on my  
8 last point. I think our Scoping Plan is also a critical  
9 opportunity for everyone to align. So thank you,  
10 Supervisor Vargas for loaning me your computer. Mine just  
11 died. I'll get back online.

12 Thank you.

13 CTC VICE CHAIR GUARDINO: See, you're already  
14 showing the strong bond between our agencies by sharing a  
15 space down there and celebrating together.

16 Diane, thanks for the substantive comments.  
17 Sorry that you did cut out for a moment. And it looks  
18 like you may have a frozen screen again.

19 CARB Member Davina Hurt.

20 CARB BOARD MEMBER HURT: Thank you, Vice Chair.  
21 (Inaudible).

22 CTC VICE CHAIR GUARDINO: The mic helps so that  
23 people listening remotely can hear you.

24 CARB BOARD MEMBER HURT: Yeah. No, I was just  
25 joking.

1 All right. So thank you, Vice Chair. Just a  
2 couple of thoughts. When you think about all the pledges  
3 that we've made around our climate change and  
4 transportation goals, I really think threading the needle  
5 is an understatement, because not only do we need to  
6 maintain existing infrastructure, support economic  
7 development, meet air quality standards, protect the  
8 natural environment, connect urban transport and housing  
9 policies, while also being equitable in what I would call  
10 inequitable frameworks, with all that in mind,  
11 Commissioner Martinez hit it right on the nose when she  
12 said local control and action are the gatekeepers to  
13 meeting this vision and implementation plans. And I think  
14 for them, being someone who is a past Mayor and a Council  
15 Member today, it's the resources that the local agencies  
16 have and do not have to make these plans a reality.

17 There's been a lot of conversation around those  
18 projects already in the pipeline. I can already think in  
19 my own county how long it takes us to get through  
20 transportation projects, and how hard it is for staff to  
21 move it along, and to get it shovel ready. And it can  
22 take decades, as has been said before.

23 So at a State level, how can we help with those  
24 ample resources around staffing, around technical support  
25 and expertise, around making those pivots, so that the

1 money can be put into active transportation or, as I like  
2 to look forward to those bicycle super highways that we  
3 need to have all up and down the state.

4 I also want to remind folks this idea of  
5 political will and the harsh reality of folks right now  
6 especially when certain bills have passed - I think of SB  
7 9 and 10 - there were some folks in my community that had  
8 pitchforks out. And how do we vision with the populace to  
9 bring them along, that all these plans are for the greater  
10 good, for the long term. How do we bring them along and  
11 being a part of the change in that mode shift that we need  
12 to be about?

13 Right now, I think we're lacking a little bit in  
14 that visioning for the populace. How do you put 5 or 10  
15 different plans together for someone in a disadvantaged,  
16 highly-impacted community, who has to get in their car to  
17 get to the places that they work, the places that they  
18 need food? I think on the peninsula where I live how many  
19 folks are traveling by car and they don't have the ability  
20 to use transit.

21 I was really happy to see the slide, I think it  
22 was number 11, that showed MTC is putting a lot of money  
23 transit that was really a bonus for me. But if you look  
24 at many of the others, and I won't speak negatively, but  
25 that needs to be the same height throughout California.

1           So we have work to do. We have a new lens to put  
2 on and we need to do that with the populace. And I wish  
3 it was as simple as just do the plans and there, you're  
4 done, but I think we need to do more for the people, the  
5 people who are getting in their cars, and the local  
6 agencies who are at the front line of explaining why we're  
7 doing the things that we need to do.

8           Thank you.

9           CTC VICE CHAIR GUARDINO: Thank you, Board Member  
10 Hurt. If she doesn't mind, I'm going to call on Chair  
11 Randolph for a couple of quick comments before we go to  
12 members of the public. We do have several cards from  
13 members of the public. We are eager to hear you. And  
14 after we do so, we will break for lunch.

15          CARB CHAIR RANDOLPH: All right. Thank you.

16          I thought that was a really great present --  
17 couple of -- great couple of presentations and really good  
18 discussion. I think there are -- as several Commissioners  
19 and Board members have mentioned, I think there's some  
20 opportunities for our staff to kind of get together and  
21 think about potential action items. And I sort of think  
22 about that in two buckets, like, you know, are there  
23 specific items that we can consider as a Commission and a  
24 Board, you know, that are within our authority that we --  
25 that we could consider taking.

1           But secondarily, I think, you know, one of the  
2 things we should consider is as we have discussed and as  
3 Commissioner Martinez mentioned, you know, it is -- a lot  
4 of this is not within our authority. So are there some  
5 policy statements that we can make, sort of, you know,  
6 joint policy points that we can really hone in on and use  
7 our bully pulpit to advance some of the important concepts  
8 that we've talked about. And I really appreciated the  
9 Commissioners and Board members who mentioned, you know --  
10 Board Member Hurt and Chair Eager about community  
11 engagement and the importance of working with community.  
12 I think we all recognize that all of this has to be done  
13 together. And it's not -- it's not a simple, well, let's  
14 go do this and have it -- and have it actually show up.  
15 But making some clear joint policy statements and showing  
16 our commitments I think might be a good opportunity for  
17 our staffs to work on between meetings.

18           So looking forward to hearing from the public on  
19 these topics.

20           CTC VICE CHAIR GUARDINO: Chair Randolph, thank  
21 you. And we do have one more Commissioner who would like  
22 to make a quick comment. Jay Bradshaw. And again,  
23 welcome to the Commission.

24           CTC COMMISSIONER BRADSHAW: So I guess speaking  
25 in a new capacity.

1 CTC CLERK REMEDIOS: Is your microphone on?

2 CTC COMMISSIONER BRADSHAW: How is that --

3 CTC CLERK REMEDIOS: Is your microphone on?

4 CTC COMMISSIONER BRADSHAW: It was on. How is  
5 that?

6 CTC CLERK REMEDIOS: Perfect.

7 CTC COMMISSIONER BRADSHAW: I'll start over. I  
8 don't want to hold up the public, because I'm looking  
9 forward to hearing the comment. But as the newest  
10 Commissioner on the CTC, a couple of things I just wanted  
11 to share. I'm going to come primarily from the  
12 perspective of working class folks. And, you know, I live  
13 in the Bay Area. I've been there for many decades and  
14 I've watched over and over again the housing crisis has  
15 led to this crush in the transportation crashes, which  
16 leads to things historically like SB 1 funds, and  
17 frustration, and folks that I represent in a different  
18 capacity in the carpenters union are under this tremendous  
19 pressure, where an 8-hour day is a 14-hour day. And try  
20 to find housing to live in, you move further, and further,  
21 and further out.

22 I'm very excited about this meeting today,  
23 because the -- it's housing, it's environmental, it's air  
24 quality, and it's transportation. However, it appears to  
25 me that if we're going to take action items - which I'll



1 echo everyone on the -- my colleagues up on the dais  
2 today, we need to take action - we should know what if we  
3 have statutory limitations to where funding can go, what  
4 we -- that we should be discussing that as a team before  
5 the meeting and to lay out actually things we can do,  
6 because there's going to be folks who have control above  
7 these boards and commissions that we should be talking to.  
8 And primarily, we should be engaging the public in that  
9 process as much as possible as well. I'm not saying you  
10 don't do that. Again, I'm the newbie here, but I'm  
11 excited to help push that.

12 But at the end of the day, especially when we  
13 talk about equity, and opportunity, and diversity, and  
14 certainly looking from again a working class perspective,  
15 that you have to come up with ways to fill those bridges.  
16 You know, if you look at the Bay Area itself, there's no  
17 way really for someone to come into the construction  
18 trades and be able to be -- have a viable career there,  
19 and we -- to bring in women, and folks who traditionally  
20 haven't been given access, which we certainly would like  
21 to do, and the trades would like to do, there's no way to  
22 do that career viably without a car. And that's the fact  
23 of the matter.

24 So when we look at that - and it was mentioned up  
25 here earlier - there has to be an economic view to look at

1 how we address these issues and they're all interrelated.  
2 But with the escalating challenges in housing, it's going  
3 to continue to exacerbate what we want to try to do with  
4 transportation, and actually leads to other social  
5 problems like the lack of child care affordability for  
6 working folks. So it's all tied together.

7           So I just wanted to share some perspective there.  
8 I appreciate the time and I look forward to hearing from  
9 the public.

10           CTC VICE CHAIR GUARDINO: Commissioner Bradshaw,  
11 thanks for bringing such an important perspective to the  
12 Conversation.

13           I'm going to ask our members of the public who  
14 are here in person to come closer to the mic, so that we  
15 can be as time efficient as possible.

16           We're going to go in the order of Keith Dunn with  
17 the Self-Help Counties Coalition, then Kiana Valentine  
18 with the Tulare County Association of Governments. If  
19 Kiana could come close to the front, who will be followed  
20 by Jennifer Tendick with the California Association  
21 Council of Governments.

22           Keith, welcome.

23           KEITH DUNN: Thank you.

24           CTC VICE CHAIR GUARDINO: You have three minutes.  
25 We'll go ahead and start the clock.

1 CTC CLERK REMEDIOS: Do you have the mic on.

2 KEITH DUNN: There you go. I don't want to  
3 become between you and your sandwich, so I'll try and be  
4 as quick as I can in my comments. I appreciate the  
5 opportunity. I think on one of your slide shows, you did  
6 see that the self-help counties, which are the sales tax  
7 counties, contribute \$30 billion of the funding partner  
8 with the State of California investing in our system.

9 I appreciate and look forward to working with  
10 you, Commissioner Bradshaw. Your comments, we call it  
11 drive until you qualify. Quite frankly, the working  
12 people - and I have the pleasure of working with many of  
13 them as well - that do our service industries in the inner  
14 cities live in far out Riverside, San Bernardino.  
15 Northern California, same kind of issues. So we do have  
16 to have a solution there.

17 I think as a funding partner and organizations  
18 that have obligated funds, voter-approved sales tax  
19 measures that are obligated to expenditure plans on direct  
20 projects, we're looking to partner with the state to  
21 provide some incentives so we can get additional  
22 information. Analytics, planning money, we need to be  
23 partners with you in establishing the type of information,  
24 so that we can go forward and maybe deliver projects in a  
25 different manner, so we're not having the kind of equity

1 impact with heavy-duty trucks coming in, having different  
2 delivery mechanisms that new innovations have brought to  
3 project delivery that has less of an impact on  
4 communities, that reduces the carbon emissions from  
5 vehicles.

6           So I think there's a lot that we can do. And  
7 I've heard a consistent theme from the opening remarks  
8 from Secretary Omishakin to the commissioners and everyone  
9 else, that partnership and communication. And what I want  
10 to pledge to you is self-help counties and many other  
11 organizations are actively participating, not only in the  
12 285 report analysis, the 743 working groups, the CAPTI  
13 discussions, legislation in the committees, the entire  
14 process, we are here. We are your partners. I think that  
15 there are opportunities, and Commissioner Lyou in asking  
16 for some action from Mitch. I think there's budget  
17 opportunities. We do have historic resources right now.

18           I think that we should be asking this  
19 administration, not only for all the great investments  
20 that they've already put forward in their budget, and then  
21 they're going to come forward with a May Revise, which may  
22 or may not be augmented as well. But we need to start  
23 investing in information, so that there are the analytics  
24 that can be used to analyze how we're doing, where we're  
25 doing it? And the Commission is a great place to house

1 those resources. People can come and apply and then come  
2 back and report to you on how that information is being  
3 processed, how we're using it to change our direction.

4 (Phone ringing.)

5 KEITH DUNN: That's my phone, so it must be my  
6 time to shut-up.

7 Sorry.

8 I appreciate the opportunity. Again, I pledge to  
9 you all that the self-help counties who come in at 30  
10 billion -- let me say that again with a B -- \$30 billion  
11 of locally approved sales tax measures, who've gone out in  
12 our communities, worked with all of the interest groups,  
13 then got a two-thirds endorsement by vote for the projects  
14 that we're delivering are your partners. And we're here  
15 to help improve our State, improve our infrastructure, and  
16 provide those citizens with the ability to get back to  
17 their families and have a clean healthy environment.

18 Thank you.

19 CTC VICE CHAIR GUARDINO: Keith Dunn, thank you.  
20 Thanks for your partnership throughout the years.

21 Next is Kiana Valentine and then Jennifer  
22 Tendick. Welcome Kiana.

23 KIANA VALENTINE: Thank you. Good afternoon.

24 I'm going to make my remarks on the AB 285 report  
25 on behalf of the Tulare County Association of Governments

1 this morning. Thank you so much for this opportunity and  
2 hello to Egon, because my remarks will come as no surprise  
3 to him. And I want to assure that with you, because we've  
4 been working closely with the SGC since the report has  
5 been released. And we are definitely grateful for the  
6 working groups and the effort that they have put behind  
7 reviewing the SB -- or AB 285 report, excuse me, SB 150,  
8 AB 285, and working on how we can operationalize some of  
9 the recommendations within that document.

10 TCAG supports many of the different  
11 recommendations within that report. Better alignment of  
12 State goals, which is something that I used to represent  
13 county governments for many, many years, and it's  
14 something that we've talked about at the local government  
15 level the alignment of State goals. The need for fiscal  
16 analysis of certain transportation documents in CTP. I  
17 would go further and say the CAPTI document needs to have  
18 a needs assessment to understand where we are today, and  
19 where we want to get to, and what it's going to take to  
20 get there. So some of those things we're in full support  
21 of.

22 With the remainder of my time, I do want to point  
23 out though that TCAG does have some concerns with the data  
24 in the AB 285 report. They were one of the five case  
25 studies used to analyze the regional TPs. And the

1 conclusions that the report makes based on, from our  
2 perspective, incomplete data are troublesome.

3 I think in summary the report doesn't fully  
4 capture the investments that the Tulare County region is  
5 making in maintenance and operations, and active  
6 transportation. And there are reasons for this, right?  
7 It's a federal document. It doesn't roll-up all the  
8 various State, local, and Federal investments that the  
9 regional receives.

10 For instance, Tulare County is incorporating  
11 bicycle and pedestrian infrastructure in every single  
12 interchange and widening project going on in the region.  
13 When they are doing an interchange or a widening, it is  
14 being accommodated for bicycle and pedestrian  
15 infrastructure at the same time. It also significantly  
16 underrepresents regional investments in operations and  
17 maintenance.

18 And I know with my limited time, I won't get into  
19 too many of the details. I'll just say that taken  
20 together, as we read the report, it seemed to paint a  
21 picture of Tulare County as a region that is primarily  
22 investing in new capacity for single-occupancy vehicles.  
23 And we just don't feel that is the case. And so we look  
24 forward to working with SGV and UC ITS to refine the  
25 report and make sure that it's comprehensive.

1           You know, 285 report is already being used in the  
2 Legislature to support legislation. And so it's really  
3 important that this report is comprehensive and accurate,  
4 so that we're all working from the same set of data  
5 towards common goals.

6           Thank you so much.

7           CTC VICE CHAIR GUARDINO: Thank you. You were  
8 right on time. Thank you and thanks for continuing the  
9 conversation with Egon and others.

10           Next, we are going to hear from Jennifer Tendick  
11 with CALCOG. And after Jennifer Nailah Pope-Harden with  
12 ClimatePlan

13           Jennifer, welcome.

14           JENNIFER TENDICK: Hi. Thank you. I won't  
15 repeat the comments from TCAG, but I will second  
16 everything that the previous commenter just said. I think  
17 we've heard that from many of our other members around the  
18 state as well, many of those same sentiments.

19           I'm Jennifer Tendick with CALCOG. I am also  
20 going to be commenting mostly on the 285 report. Lots of  
21 good work in there. Lots of hard work. I don't want to  
22 discount any of that. But with my two minutes, I'm going  
23 to be a little bit more constructive with my comments.

24           We think that the CTP is a very good aspirational  
25 vision for the state, and we definitely need that and



1 appreciate that, but we think that the 285 report missed  
2 the opportunity to highlight some of the really key  
3 assumptions from that CTP that -- that it needs to achieve  
4 its goals, like a 50 percent increase in vehicle operating  
5 costs.

6           That, said another way, is the equivalent to  
7 increasing the gas tax by over \$2 a gallon. That's one of  
8 the assumptions in the CTP is how it's reaching its goals.  
9 So I think for us that -- not so much fiscally  
10 constraining the CTP, but fiscally explaining the CTP,  
11 having that conversation where we can elevate those  
12 important parts of the plan like pricing that are critical  
13 to achieving our goals of the CTP, so we can really  
14 understand how we get from where we are today to where  
15 that document vision is taking us.

16           Lastly, we are encouraged by the SB 150 report,  
17 because we've seen that -- we think that that has the  
18 opportunity to really highlight some of these State  
19 actions. We appreciate the work that CARB is putting in  
20 to talk about pricing and other things, and the State  
21 actions that are needed to really implement those SCSs.

22           Thanks.

23           CTC VICE CHAIR GUARDINO: Thank you.

24           And kudos, you gave us a minute back, as well.  
25 So all of your recommendations will be taken.

1 (Laughter.)

2 CTC VICE CHAIR GUARDINO: We will next hear from  
3 Nailah Pope-Harden with ClimatePlan.

4 NAILAH POPE-HARDEN: Thank you so much. Nailah  
5 Pope-Harden with ClimatePlan.

6 I have to say it is a different experience  
7 watching this in person, because there are moments,  
8 especially during Commissioner Martins where I was like  
9 wanting to hoot and holler. And I'm -- look, oh, I'm not  
10 muted, so I had to contain myself.

11 I think the walk -- wonk in me is just really  
12 excited about the conversation that we're having today. I  
13 think this meeting -- these meetings in particular at the  
14 intersections -- I think Commissioner Bradshaw really hit  
15 on it, at the intersection of like these issues. We can't  
16 talk about housing without talking about land use. We  
17 can't that land use -- we can't have the conversation  
18 around transportation without talking about housing and  
19 land use and air quality, and where equity and  
20 environmental justice all mix. Like this meeting is  
21 really where the rubber meets the road.

22 And so it's really exciting to hear that the  
23 Board -- the joint body is talking about actionable next  
24 steps, is really talking about moving things forward. And  
25 I just want to push that as we're thinking about this and

1 we're thinking about what a goal looks like, it can't be  
2 another plan. It can't be just like, okay, we all came to  
3 these recommendations. Each one of our agencies made a  
4 wonderful joint statement, and we're walking away. We  
5 really -- this is the time. We can't keep passing the  
6 buck. As Board Member Sperling said, we can't keep  
7 passing the buck. The conversation needs to be had now.  
8 So I just really appreciate, you know, the comments made  
9 today and look forward to working with everyone moving  
10 forward.

11 Thank you.

12 CTC VICE CHAIR GUARDINO: Nailah, thank you. And  
13 you are allowed to hoot. You're just not allowed to  
14 holler.

15 (Laughter.)

16 CTC VICE CHAIR GUARDINO: Well stated.

17 Justin, do we have anyone else remotely who would  
18 like to address us?

19 CTC STAFF: Thank you, Vice Chair Guardino. We  
20 do have virtual attendees looking to make public comment  
21 at this time. Up first, we have Matt Maloney.

22 MATT MALONEY: Good morning, to the  
23 commissioners.

24 CTC VICE CHAIR GUARDINO: As soon as the clock  
25 starts. Thanks for joining us.

1 MATT MALONEY: Good morning, Commissioners, and  
2 to the agency staff assembled here today. I'm assuming  
3 you can hear me. Just gives me a thumbs down, if you  
4 can't.

5 Okay. My name is Matt Maloney. I'm the Director  
6 of Regional Planning for the Metropolitan Transportation  
7 Commission and the Association Bay Area Governments.  
8 We're the metropolitan planning organization serving the  
9 nine-county Bay Area.

10 Our latest SCS Plan Bay Area 2050 was adopted  
11 last year. It achieves the State requirement to reduce  
12 per capita GHG by 19 percent. And it includes a set of 35  
13 strategies to do that. As we now move in implementing our  
14 plan, we view the timing of these two reports to be  
15 extremely well timed in helping to lay the groundwork for  
16 a closer partnership between the State and the regions.

17 So there's three points that I'd like to make  
18 about the reports presented to you today. First, we very  
19 much appreciate that these reports highlight the important  
20 gap between regional planning responsibilities and  
21 regional implementation authorities. Our long-range plans  
22 are tasked with laying out the bold ideas needed to  
23 achieve GHG reductions, but regions do need more support  
24 in advancing and expanding successful programs like REAP  
25 to truly implement their plans.

1           Second, we agree that failure to realize GHG  
2 reduction needed to tackle the climate crisis is a  
3 situation of shared responsibility. As the AB 285 report  
4 correctly points out, funding at all levels has continued  
5 to invest in projects that increase GHG emissions.  
6 Furthermore, even those programs that fund GHG reducing  
7 projects are not always well targeted toward the most  
8 impactful investments. This has created a mismatch  
9 between long range transportation investment visions and  
10 near-term project implementation.

11           Third, we all focus considerable energy on  
12 getting the big projects funded and delivered, and that's  
13 important. And we have a lot of opportunity now to move  
14 capital projects forward via the new federal funding.  
15 However, I also want to emphasize two high-impact  
16 strategies -- really the two most impactful strategies to  
17 make headway on GHG reduction, at least for the Bay Area.

18           The first is a laser focus on incentivizing  
19 better land-use decisions. And this can take shape via  
20 increased funding to implement transit-oriented  
21 communities with increased densities and a range of  
22 housing types.

23           The second is moving toward a regional and  
24 statewide strategy for how we price our highway system and  
25 how we do so equitably. We believe these should be the

1 top priorities for joint action by the MPOs and the State.

2 Thank you again for the opportunity to speak  
3 today. And I just wanted to close by thanking the staff  
4 at all the State agencies for working so closely with the  
5 regions as you lay out these important new reports.

6 Thank you

7 CTC VICE CHAIR GUARDINO: Matt Maloney, thank  
8 you. I believe we have one final commenter before we  
9 break for lunch, is that accurate, Justin?

10 CTC STAFF: Yes, that is correct. We do have one  
11 more virtual attendee looking to comment at this time.

12 CTC VICE CHAIR GUARDINO: Thank you.

13 CTC STAFF: Up next we have Michael Woodman.

14 MICHAEL WOODMAN: Good afternoon, commissioners  
15 and agency partners. Mike Woodman, Executive Director of  
16 the Nevada County Transportation Commission. Thank you  
17 for providing the opportunity to add some comments from a  
18 rural perspective.

19 First, I'd like to thank the Strategic Growth  
20 Council and the University of California Institute of  
21 Transportation Studies for taking on the challenge of  
22 completing the analysis, as requested in AB 285.

23 Transportation professionals in the state  
24 understand just how complicated it can be to understand  
25 the nuances of local, State, and federal funding in the

1 State of California, and recognize the challenge this  
2 presented. Most of our RTP -- RTPA and MPO agendas are  
3 accompanied by four to six pages of funding acronyms  
4 highlighting the complexity of the task.

5 It's important, however, to point out that the  
6 regional TPs summarized in the report do not include all  
7 of the regional projects and do not always clearly  
8 identify all of the multi-modal benefits. That TPs also  
9 do not include information on the State and local funding  
10 that's allocated by the MPO RTPAs for transit and active  
11 transportation.

12 You know, I think one positive from the AB 285  
13 report is that it really will facilitate a more open and  
14 transparent discussion with the Strategic Growth Council  
15 and others that will allow the RTPAs and MPOs to help  
16 provide a more accurate picture and better understanding  
17 of the various funding programs and how they're programmed  
18 and allocated to meet both regional and State goals. NCTC  
19 supports CAPTI and the goals of the CTP 2050.

20 In terms of the recommendations, you know, NCTC  
21 does support better -- looking at better alignment of  
22 State goals, and also clarifying the assumptions in the  
23 CTP 2050 and how those documents -- how that document  
24 differs from the intent of the Regional Transportation  
25 Plans.

1           As we collectively work together to review and  
2 consider the recommendations from the report, we must  
3 recognize all of the goals and objectives of the CTP 2050  
4 and CAPTI, and how these goals are important to addressing  
5 both regional needs and State and federal goals across  
6 diverse state. Rural regions are vastly different from  
7 the urban areas of the state. Investments in rural areas  
8 of the state have really shifted to align with State  
9 climate goals, but these areas also must address safety,  
10 wildfire evacuation needs, accessibility, goods movement,  
11 and economic opportunities in rural disadvantaged  
12 communities.

13           We also must be careful because it's not accurate  
14 to say that all capacity-increasing projects will induce  
15 VMT. The research on induced demand is clear what factors  
16 must be present to drive induced demand. A rural highway  
17 project, its purpose is to improve safety or evacuation  
18 and located in an uncongested setting, and does not result  
19 in induced development is not the same as adding lane 15  
20 and 16 on I-405, in an attempt to reduce congestion.

21           As we continue these discussions, we have to  
22 acknowledge these differences in alignment with achieving  
23 State and federal goals.

24           CTC VICE CHAIR GUARDINO: Michael --

25           MICHAEL WOODMAN: Also, I --



1 CTC VICE CHAIR GUARDINO: With apologies --

2 MICHAEL WOODMAN: My time is up?

3 CTC VICE CHAIR GUARDINO: -- your time is up.

4 MICHAEL WOODMAN: I look forward to working with  
5 the State to address the challenges highlighted in the  
6 report and develop solutions to address the diversity of  
7 our state and allow us to meet State and federal goals.

8 Thank you.

9 CTC VICE CHAIR GUARDINO: Michael, thank you.

10 And Justin, that was our last comment.

11 CTC STAFF: Yes, it was.

12 CTC VICE CHAIR GUARDINO: Great. Thank you. I  
13 thought so. I want to -- I want to thank all of the  
14 speakers, especially those speakers with the public who  
15 have added so much value. We've had some great food for  
16 thought.

17 We're now going to make time for food for  
18 sustenance. So we are going to break for 40 minutes until  
19 1:05 p.m. Thank you.

20 (Off record: 12:26 p.m.)

21 (Thereupon a lunch break was taken.)

22

23

24

25



1 Marisa, can you hear us?

2 HCD HOUSING POLICY MANAGER PRASSE: I can hear  
3 you, yes. Can you hear me?

4 CTC CHIEF DEPUTY DIRECTOR TAYLOR: Yes, we can  
5 hear her.

6 CTC VICE CHAIR GUARDINO: I could not, but there  
7 was ambient noise.

8 HCD HOUSING POLICY MANAGER PRASSE: How about  
9 now? Can you all hear me?

10 Hi. Can everyone hear me?

11 CTC EXECUTIVE DIRECTOR WEISS: We can't hear  
12 anything.

13 HCD HOUSING POLICY MANAGER PRASSE: You can't  
14 hear anything?

15 CTC EXECUTIVE DIRECTOR WEISS: You're not mute.  
16 We just -- can you guys hear over there?

17 CTC CLERK REMEDIOS: Yes, a little bit. Real  
18 small.

19 CTC VICE CHAIR GUARDINO: Marisa, is there a way  
20 that you can get closer to your microphone and project  
21 for (inaudible) --

22 HCD HOUSING POLICY MANAGER PRASSE: Is this any  
23 better?

24 CTC VICE CHAIR GUARDINO: We want to hear every  
25 word.

1 HCD HOUSING POLICY MANAGER PRASSE: All right. I  
2 can try and sit closer. Is this any better?

3 CTC VICE CHAIR GUARDINO: Forgive me, Marisa. I  
4 can only speak for myself, but I'm having a little bit of  
5 a hard time hearing you.

6 HCD HOUSING POLICY MANAGER PRASSE: Let's see  
7 what we can do.

8 CTC VICE CHAIR GUARDINO: Marisa, could you try  
9 that again? We can see you. That's helpful

10 HCD HOUSING POLICY MANAGER PRASSE: Sure. It  
11 looks like it sounds fine for the remote participants, so  
12 it may be an issue with the in-person audio.

13 CTC CLERK REMEDIOS: (Inaudible). Go ahead,  
14 please. Marisa, go ahead, please.

15 CTC CHIEF DEPUTY DIRECTOR TAYLOR: Marisa, go  
16 ahead and start speaking.

17 HCD HOUSING POLICY MANAGER PRASSE: Sure thing.  
18 I can start speaking. Can you all hear me now?

19 CTC VICE CHAIR GUARDINO: A tiny bit, but the  
20 more you can project and be close to your mic, the more we  
21 will benefit from being able to hear you better.

22 HCD HOUSING POLICY MANAGER PRASSE: Sure thing.  
23 Should I get started on the presentation?

24 CTC CHIEF DEPUTY DIRECTOR TAYLOR: Yes.

25 HCD HOUSING POLICY MANAGER PRASSE: Yes. Okay.

1 Great.

2 (Thereupon a slide presentation.)

3 HCD HOUSING POLICY MANAGER PRASSE: Well, good  
4 afternoon, everyone. Thank you for having us to share  
5 about the Regional Early Action Planning grants of 2021,  
6 REAP 2.0 program today. So my name is Marisa Prasse. I  
7 am the Program Lead for REAP 2.0 at HCD.

8 And today, I'll spend a few minutes giving and  
9 overview of the REAP 2.0 Program, where we are in the  
10 process and what comes next for the program.

11 Next slide, please.

12 --o0o--

13 CTC VICE CHAIR GUARDINO: Marisa, I -- Marisa, I  
14 am so sorry to interrupt, I don't think it's just myself.  
15 I think many of us on the dais cannot hear you clearly.  
16 And that doesn't do you or your presentation justice. Is  
17 that accurate, colleagues on the dais? Are you also  
18 having a hard time hearing?

19 Yeah, regrettably, we cannot hear you clearly.

20 Marisa, if you have some flexibility today,  
21 this -- I offer my sincere apologies, because you've  
22 already been so flexible. Perhaps if we try to work out  
23 sound issues. Actually we don't have all of camera on  
24 person either, do we.

25 CTC CLERK REMEDIOS: Have her try it again, we

1 can turn this --

2 CTC VICE CHAIR GUARDINO: Can you?

3 CTC CLERK REMEDIOS: We can hear fine on this  
4 side of the speaker, so --

5 CTC VICE CHAIR GUARDINO: Oh, okay. Marisa,  
6 we're going the old fashioned way we're going to turn the  
7 speaker in the right direction and see if that work.

8 HCD HOUSING POLICY MANAGER PRASSE: Oh, great.  
9 Okay. Great. Can you hear -- I'll guess I'll just keep  
10 talking and let me know when you can hear me.

11 How about now?

12 CTC CHIEF DEPUTY DIRECTOR TAYLOR: Marisa,  
13 they're not getting any audio out of the speakers, please  
14 standby.

15 HCD HOUSING POLICY MANAGER PRASSE: I'm sorry. I  
16 din't catch that.

17 CTC CHIEF DEPUTY DIRECTOR TAYLOR: Tell her to  
18 standby, Doug.

19 CTC CLERK REMEDIOS: Can you please standby one  
20 more minute.

21 HCD HOUSING POLICY MANAGER PRASSE: Yep, no  
22 problem.

23 CTC CLERK REMEDIOS: Marisa, give us one more  
24 test, please.

25 HCD HOUSING POLICY MANAGER PRASSE: Sure thing.

1 Can everyone hear me now?

2 CTC VICE CHAIR GUARDINO: It's a little bit  
3 better, yes.

4 HCD HOUSING POLICY MANAGER PRASSE: A little bit  
5 better? It looks like we're fine digitally on the GoTo  
6 meeting.

7 CTC CLERK REMEDIOS: Can you hear that?

8 CTC VICE CHAIR GUARDINO: Marisa, might you try  
9 one more time?

10 HCD HOUSING POLICY MANAGER PRASSE: Sure thing.

11 CTC VICE CHAIR GUARDINO: And again if you could  
12 speak a little -- with a little more volume and perhaps  
13 slow down your pacing.

14 HCD HOUSING POLICY MANAGER PRASSE: Yep. I can  
15 do that. So can everyone hear me now?

16 CTC VICE CHAIR GUARDINO: I was able to make that  
17 out.

18 Colleagues?

19 Yeah. If you are intentional about slowing down  
20 your pacing and just a little louder, we'll do our best.

21 HCD HOUSING POLICY MANAGER PRASSE: Great. All  
22 right. Well I will continue on then. So as I will  
23 explain in this presentation, REAP 2.0 is a program that  
24 takes an approach of furthering multiple goals, such as  
25 housing, climate change, and affirmatively furthering fair

1 housing.

2 As a result, it is made up of a team of four  
3 State agencies with HCD as the facilitator and lead, in  
4 order to pull from the expertise of each agency across the  
5 State.

6 We're happy to be working in close partnership  
7 with the Office of Planning and Research, the Strategic  
8 Growth Council, and the California Air Resources Board to  
9 make REAP 2.0 a success. We meet together at least once a  
10 week as we work to launch this program, and the program is  
11 better meeting all of its objectives as a result.

12 Next slide, please.

13 --o0o--

14 HCD HOUSING POLICY MANAGER PRASSE: So to give a  
15 quick overview, REAP 2.0 is a \$600 million State and  
16 federal grant program that funds planning and  
17 implementation activities that accelerate infill housing  
18 development and reductions in per capita vehicle miles  
19 traveled. Five hundred million dollars is coming from the  
20 federal Coronavirus Fiscal Recovery Fund of 2021 and the  
21 \$100 million is coming from the State's general fund.

22 So in non-technical terms, this is a new funding  
23 source for projects that lead to more housing in areas  
24 across the state that lessen the need for using motor  
25 vehicles or make a place more walkable and connect folks



1 to daily destinations and services. It's a housing and  
2 climate change program.

3 So the four objectives of the program are first  
4 accelerating infill development that facilitates housing  
5 supply, choice, and affordability, centering equity by  
6 affirmatively furthering fair housing, or AFFH. So all  
7 proposed uses must combat discrimination, overcome  
8 patterns of segregation, and foster equitable and  
9 inclusive communities.

10 Third, facilitating Coronavirus economic  
11 recovery, particularly in service for those households  
12 most impacted by the pandemic, and then reducing vehicle  
13 miles traveled, or VMT.

14 Next slide, please.

15 --o0o--

16 HCD HOUSING POLICY MANAGER PRASSE: So a little  
17 background on how the REAP 2.0 Program came to be. So it  
18 was first brought out of a recognition that the State is  
19 not on track to meet its housing and climate goals and  
20 acknowledgement of the co-benefits of planning for housing  
21 in a way that reduces VMT for a host of other State  
22 planning priorities and goals.

23 The second is it builds on the success of the  
24 Regional Early Action Planning Grants of 2019, otherwise  
25 known as REAP 1.0 these days. And REAP 1.0 is a program

1 that HCD is currently administering, that was created by  
2 the Legislature in 2019 to accelerate housing production  
3 through planning activities.

4 So these two things, combined with the State  
5 surplus and the Coronavirus aid package led the California  
6 legislature to making a big investment in REAP 2.0 last  
7 summer.

8 Next slide, please.

9 --o0o--

10 HCD HOUSING POLICY MANAGER PRASSE: So a little  
11 more about how the program is structured. So the primary  
12 eligible entities are metropolitan planning organizations  
13 across the State, non-MPO counties in rural parts of the  
14 state, and tribal entities. These primary recipients can  
15 sub-allocate funds to local governments, transit agencies,  
16 and other eligible entities.

17 Second, unlike REAP 1.0, REAP 2.0 can fund both  
18 planning and implementation activities. And REAP 2.0 has  
19 an expanded list of program objectives. As mentioned a  
20 couple slides back, these include accelerating infill  
21 development, affirmatively furthering fair housing,  
22 Coronavirus economic recovery, and reducing vehicle miles  
23 traveled.

24 In addition, the program has a transformative  
25 emphasis and proposed uses are required to demonstrate a





1 the table on the left shows the allocations for each of  
2 the MPOs across the state. And again, those are based on  
3 the 2030 projected population numbers.

4 And then the table on the right shows the funding  
5 breakdown for the competitive rural and tribal allocation.  
6 So 25 percent of this 30 million, or seven and a half  
7 million, is set aside for tribal applicants. We heard  
8 from tribal stakeholders during our public outreach to  
9 date concerns about competing against the rural counties  
10 for funds. And so therefore, we introduced this set-aside  
11 in our draft guidelines.

12 Of the remaining 75 percent of the funds for the  
13 rural/tribal allocation, a little over 16 million is set  
14 aside based on sub-geographies as shown in the table, and  
15 then counties compete in their subgeographies with any  
16 unfunded projects then competing in the county residual  
17 until all funds are exhausted. And there's more  
18 information on this in our draft guidelines, if folks are  
19 interested.

20 Next slide, please.

21 --o0o--

22 HCD HOUSING POLICY MANAGER PRASSE: Great. So  
23 let's talk a little about what applicants have to  
24 demonstrate in their application. So at the heart of the  
25 program are those four objectives that we've covered.

1 Again, these are accelerating infill development that  
2 facilitates housing, supply, choice, and affordability,  
3 reducing VMT, affirmatively furthering fair housing, and  
4 Coronavirus economic recovery.

5 So each applicant must demonstrate that each  
6 proposed use meaningfully furthers each program objective,  
7 with the caveat that the tribal and rural allocations do  
8 not have this COVID-19 recovery requirement, because they  
9 aren't funded by the federal COVID relief dollars.

10 Next slide, please.

11 --o0o--

12 HCD HOUSING POLICY MANAGER PRASSE: Great. So  
13 I'll lay out a little more about the program requirements  
14 as it relates to the portions of the program funded by the  
15 U.S. treasuries, State and local fiscal recovery funds,  
16 those federal dollars, SLFRF.

17 So SLFRP is COVID relief money. And as a result,  
18 the U.S. Treasury has additional requirements for how the  
19 money is to be spent in order for it to address the  
20 negative economic impacts of COVID-19 for impacted  
21 households. As a result, REAP 2.0 activities funded by  
22 SLFRP dollars have a little bit of a narrower list of  
23 eligible uses than REAP 2.0 activities funded by the  
24 general fund dollars. And so our draft guidelines has a  
25 lot more information and detail on this topic.

1           But activities funded by the general fund portion  
2 of the program can be utilized for a broader set of  
3 eligible uses, as long as they demonstrate a nexus to  
4 those program objectives and meet all other program  
5 requirements.

6           So despite the more focused list of eligible uses  
7 for the federal dollars and those activities funded under  
8 the SLFRF dollars, we are still fully confident that a  
9 host of great projects can be funded that will meet all  
10 program objectives as all projects are required to be in  
11 infill areas.

12           And I will, on the next slide, detail some  
13 anticipated uses.

14           Next slide, please.

15                           --o0o--

16           HCD HOUSING POLICY MANAGER PRASSE: Great. So  
17 REAP 2.0 is a flexible program. A wide array of  
18 activities can be funded by these dollars, as determined  
19 by applicant outreach and priority setting, again, as long  
20 as they meet all program objectives and are in line with  
21 the funding requirements.

22           So MPOs and other applicants have flexibility to  
23 determine how to sub-allocate funds, based on those  
24 regional and local priorities. So on this slide, it's not  
25 an exhaustive list, but here is a sampling of the types of

1 activities and programs that we anticipate. So things  
2 such as: planning activities that lead to significant  
3 upzoning near transit or infill area; program level  
4 environmental clearance to eliminate need for  
5 project-specific review for new infill housing projects;  
6 Infrastructure investments to ready infill sites for  
7 housing development and other predevelopment costs; you  
8 know regional housing trust funds, as long as the funds  
9 are expended by the expenditure deadlines; and connecting  
10 new infill housing to daily services through things such  
11 as non-motorized transportation programs; as well as  
12 infrastructure investments that support new housing in  
13 infill areas.

14 So again, there's more information in our draft  
15 guidelines, but these are some of the samplings of  
16 activities that we're anticipating and excited to see  
17 funded through this program.

18 Next slide, please.

19 --o0o--

20 HCD HOUSING POLICY MANAGER PRASSE: Great. So  
21 this slide lays out our path forward for the REAP 2.0  
22 program. Like I said, we are currently in the public  
23 comment period. And so we anticipate final guidelines and  
24 NOFA for the MPO and tribal and rural allocations in late  
25 May, early June. Then late this summer, we intend to



1 release the higher impact transformative allocation. And  
2 then all applications will be due at the end of this year  
3 with the encumbrance deadlines of June 24 and expenditure  
4 deadlines in June 2026.

5 Next slide, please.

6 --o0o--

7 HCD HOUSING POLICY MANAGER PRASSE: So like I  
8 said, our draft guidelines are currently out for public  
9 comment. We appreciate any help spreading the word to get  
10 feedback on these documents. You know, we're excited to  
11 get public input on them. And the public comment period  
12 will close on April 15th, which is a Friday.

13 Next slide, please.

14 --o0o--

15 HCD HOUSING POLICY MANAGER PRASSE: So that's my  
16 presentation for this afternoon. Thanks for wanting to  
17 hear a little bit about the REAP 2.01 program. So the  
18 REAP 2.0 team is really excited about the potential for  
19 this program to move forward a number of impactful  
20 projects to accelerate housing in a manner that reduces  
21 VMT, creates housing supply, choice, and affordability  
22 options and does so in a manner that furthers fair housing  
23 and prioritizes the need of households that have borne the  
24 brunt of the pandemic.

25 So with that, that ends my presentation. In

1 addition on this slide, if you have any further questions  
2 after today's meeting, both the REAP 2.0 webpage and the  
3 inbox are shown on the screen.

4 Thank you.

5 CTC VICE CHAIR GUARDINO: I have at least one  
6 clarifying question on the dais.

7 Chair Randolph.

8 CARB CHAIR RANDOLPH: Thank you for that  
9 presentation. I have -- I'm trying to understand the  
10 interaction between the slide that talked about a 500  
11 million coming from the COVID-19 relief dollars, which  
12 have more limited -- you know, more restrictions, more  
13 limited ability to use the funds versus the possible use  
14 of funds slide. So does the possible use of funds slide  
15 refer to the 100 million, you know, delta between the 600  
16 and the 500? I just kind of wanted to understand how much  
17 of what is in that slide can be used from the full 600  
18 million?

19 HCD HOUSING POLICY MANAGER PRASSE: Sure. Thank  
20 you for the question. So everything on that slide is  
21 pretty safely eligible uses under the federal dollars. In  
22 addition from, you know, what our draft guidelines layout  
23 there's additional eligible uses that are, you know, not  
24 really allowed under the federal dollars. These are a  
25 couple different areas. If you'd like me to elaborate, I

1 can.

2           So I can elaborate on that. So (inaudible) at a  
3 high level, funding supportive planning activities must be  
4 focused on increasing housing units in specific areas, not  
5 in a general manner. And so, you know, the federal  
6 dollars can fund things like around a train station, but  
7 things that may not be eligible for the federal dollars  
8 are things like purchasing permit software or broadly  
9 updating planning processes for local government.

10           In addition, some transportation uses, primarily  
11 motorized transportation and transit, are limited because  
12 they are either explicitly ineligible under the federal  
13 rule or do not directly respond to needs of specific  
14 negative economic impacts of disproportionately impacted  
15 households as determined by the U.S. Treasury.

16           And then the (inaudible) uses are only eligible  
17 in as much as they directly support housing, so like  
18 things like bicycle, and pedestrian, and you know, water  
19 and sewer utilities, those things are eligible as long as  
20 they are in connection with housing developments.

21           CTC VICE CHAIR GUARDINO: Marisa, thank you.  
22 Thank you for your patience. I think perhaps the best  
23 path as we continue to have sound and echo problems here  
24 is the slide you have up. So you are prescient to have a  
25 slide on how we can follow up directly with you, both

1 members of CARB, the CTC, as well members of the general  
2 public. Would that be okay with my colleagues?

3 Thank you. And your slide deck was so helpful,  
4 because it also amplified what you were communicating to  
5 us. And under these circumstances, that helped a great  
6 deal.

7 So thanks for the preparation you put into this,  
8 the great work that you're doing, and I'm sure you're  
9 going to be hearing from members of the public as well as  
10 members of CARB and CTC as well.

11 HCD HOUSING POLICY MANAGER PRASSE: Great. Thank  
12 you.

13 CTC VICE CHAIR GUARDINO: Justin, I think in  
14 fairness though, I should ask you, is there any members of  
15 the public that were in the queue to ask questions or  
16 comments on this item?

17 CTC STAFF: Yes. We do have one in the queue  
18 looking to comment at this time

19 CTC VICE CHAIR GUARDINO: And hopefully, we'll be  
20 able to hear that person in the queue. Why don't we go  
21 ahead -- oh, good, right here in the room, even too. We  
22 will set the clock for you. When your lips start our  
23 clock starts.

24 BILL HIGGINS: I appreciate the time. My name is  
25 Bill Higgins and I --

1 CTC CLERK REMEDIOS: Is the mic on?

2 BILL HIGGINS: Then my time didn't start yet,  
3 right?

4 Can you hear me? I'll stand back.

5 My name is Bill Higgins and I represent the 18  
6 Metropolitan Planning Organizations that will be receiving  
7 \$510 million under the program. We're very -- while we  
8 appreciate that HCD has done the best that they could with  
9 the bad -- bad conference, a very important thing happened  
10 somewhere between when the legislation was adopted and  
11 when HCD got notice of the money that they got. The  
12 original sources of this money it was supposed to be more  
13 free. There's another tranche of Coronavirus relief  
14 funding that could used for any governmental service,  
15 which is when they read AB 140, which is the Governor's  
16 implementing legislation, it said specifically that this  
17 money can be used for transit, transportation projects,  
18 pricing studies, the very things that you guys were  
19 talking about this morning under the SB 150 and the 285  
20 report.

21 Because of the change of the color of money,  
22 we're much more limited now in housing. We have housing  
23 projects, but MPOs are not housing agencies. We do RHNA a  
24 lot, but we don't actually do construction of housing. We  
25 plan for where it goes, so we'll probably find ways to

1 fund that, but we'll probably put it on really good  
2 projects. Look, I know, SACOG will talk to you later  
3 about infrastructure that they can do around there. You  
4 know, so there's some good projects that we can do, but  
5 this is an example of failure in terms of what you're  
6 trying to achieve when you were in the SB 150 and SB 285  
7 reports. And it's very frustrating for us see this. We  
8 will be seeking, because this money is (inaudible) for  
9 housing, we will be seeking to try and work a budget deal  
10 where we can replace general fund money that may be going  
11 to a housing program to this program and release the  
12 Coronavirus funding that is more limited and won't let us  
13 do what we thought we were going to do.

14 I'm happy to take questions about that. I know a  
15 lot about this. I was involved in the drafting, so I can  
16 answer questions if you have them, if the Chair is  
17 willing.

18 CTC VICE CHAIR GUARDINO: Are there any questions  
19 from members of either CTC or CARB the Board at this time?

20 Of course, you can follow up with him as well  
21 with questions at a later time.

22 Bill, thank you for coming. We appreciate your  
23 perspective and your expertise.

24 We want to thank our after lunch panel. That way  
25 we are accurate it is after lunch.

1           CTC CLERK REMEDIOS: Chair Guardino, we do have  
2 remote comment on this item.

3           CTC VICE CHAIR GUARDINO: Oh, we -- oh, okay.  
4 When you said there was a commenter and you came forward,  
5 that's what you meant.

6           CTC CLERK REMEDIOS: On the phone.

7           CTC VICE CHAIR GUARDINO: Great. Thank you. We  
8 will reset the clock and appreciate our remote commenter.  
9 Justin, who is -- who is our remote commenter.

10          CTC STAFF: Thank you, Vice Chair Guardino. Wd  
11 do have one virtual attendee looking to comment at this  
12 time. We have Matt Maloney.

13          MATT MALONEY: Hi. Good afternoon, everyone.  
14 Audio check. Can you all hear me?

15          CTC VICE CHAIR GUARDINO: Yes, we can, Matt  
16 Maloney with MTC ABAG. Please continue.

17          MATT MALONEY: Fantastic. Thank you. So I'm  
18 going to be brief in the interests of time. I know we  
19 have a lot to do today. So from the perspective of MTC  
20 ABAG I just want to say first, we're very supportive of  
21 the REAP 2.0 objectives to advance infill development and  
22 housing for all incomes, reduce VMT, and respond to  
23 pandemic recovery, particularly in underserved  
24 communities.

25          This is an exciting program for us in the Bay

1 Area and we see a lot of opportunity, particularly on how  
2 we further the three "P"s of housing. We are reviewing  
3 the guidelines closely and we're prepare to submit  
4 comments. I will say we do have some concerns that  
5 achieving the full scope of the objectives is not aligned  
6 with the majority of the funding, given the eligibility  
7 constraints and you guys have covered that. So we share  
8 that concern.

9           We also have some concerns about some of the  
10 requirements that may make it difficult to achieve the  
11 objectives within the hard deadlines to encumber and  
12 expend the funds. So, for example, we'd like to confirm  
13 that for infill development-eligible activities, like  
14 pre-development work, environmental clearance, et cetera,  
15 that the guidelines only require completion of the  
16 eligible activity and do not require the that larger  
17 developments they serve must commence construction by June  
18 2026. The guidelines are, we think, a little bit  
19 internally inconsistent on this point and we will get into  
20 more detail on that in our comment letter.

21           Lastly, you know, the outreach and metrics  
22 requirements in the guidelines are significant. We, of  
23 course, focus heavily on all of this in our SCSs. We do  
24 have some concern that those requirements may be a little  
25 over the top and could actually have some unintended



1 consequences for our communities in understanding what we  
2 are all trying to accomplish together.

3 But again, I want to thank you all and thank the  
4 staff for all the collaboration on this.

5 Thank you.

6 CTC VICE CHAIR GUARDINO: Matt, thank you.

7 Is there anyone else, Justin, who would like to  
8 comment?

9 CTC STAFF: No, I see no other attendees  
10 indicating they wish to comment at this time.

11 CTC VICE CHAIR GUARDINO: Thank you.

12 And we are going to move on to our practitioner  
13 panel discussion, perspectives on regional trans --  
14 transformation and partnership.

15 And Elizabeth Deakin Professor Emerita from the  
16 University of California, Berkeley, has graciously agreed  
17 to be our moderator today. I don't see Elizabeth in the  
18 room. I assume that Elizabeth is online.

19 CTC CLERK REMEDIOS: She was. She is online.  
20 She's self muted. Elizabeth.

21 CTC VICE CHAIR GUARDINO: Elizabeth, if you could  
22 take yourself off of mute.

23 CTC CLERK REMEDIOS: Yep.

24 ELIZABETH DEAKIN: I'm unmuted.

25 CTC VICE CHAIR GUARDINO: After 25 months, we

1 still say that. Okay. (Inaudible)

2 ELIZABETH DEAKIN: Can you hear me now?

3 CTC VICE CHAIR GUARDINO: Elizabeth, are you able  
4 to take yourself off of mute?

5 ELIZABETH DEAKIN: I am off mute.

6 CTC VICE CHAIR GUARDINO: Good. And again, if  
7 you could use your professor in a very large class room on  
8 the Cal Berkeley campus voice.

9 ELIZABETH DEAKIN: I'm using a very loud voice.  
10 Are you having trouble hearing me?

11 CTC VICE CHAIR GUARDINO: It's kind of a buzz.  
12 So, yes, if you -- if you use -- if you use a loud voice  
13 and speak maybe just a little more slowly, we should be  
14 fine. Elizabeth, we're going to turn this panel over to  
15 you, which is both in the room and remote.

16 ELIZABETH DEAKIN: Thank you very much for  
17 inviting me here today. We've heard this morning that  
18 California's State, regional, and local plans are  
19 ambitious and inspirational, but we're not achieving our  
20 goals for climate or goals for equity, or meeting air  
21 quality standards that protect public health and assure  
22 safety, or protecting the broader environment while  
23 delivering housing and economic prosperity at the same  
24 time. And we've also heard that we're running out of time  
25 on the climate change goals, and that the equity goals

1 need action now, and not just talk.

2           Clean vehicles and fuels will help, but they're  
3 not enough to get us to our goals, so what can we do?  
4 Transportation is provided by local, regional, State, and  
5 federal agencies, but it is also significantly depends on  
6 the choices made by private companies and individuals.

7           Housing, and commercial, and industrial  
8 development can be assisted or impeded by government. But  
9 where to live, where to work, where to locate a business  
10 are heavily private decisions, so we need to find a way to  
11 get buy-in from everybody. Local proposals often have  
12 support from voters, although they cover so many decades  
13 in many cases, that the voters may no longer be with us,  
14 or they might want something different because conditions  
15 have changed over the years.

16           So we clearly need to work together to make sure  
17 we're all on the same page for State goals to be achieved  
18 and we know we have to change, but change is hard and it's  
19 all too easy to put it off. And this is not a new thing.  
20 Sixteen hundred years ago, Saint Augustine said, "Lord,  
21 make me pure, but not today".

22           The AB 285 reports that we led were aimed at  
23 identifying problems. And I want to add that we did them  
24 quickly. And we're Happy to hear about it, if we got some  
25 of the details wrong.

1           However, I would note that if we understood the  
2 amount of benefit from highway and operation projects  
3 proposed in the TP, it's most likely true as well for  
4 projects implemented earlier, it may mean that our gap is  
5 even bigger than we thought.

6           So we want to reiterate what Egon Terplan said  
7 earlier, which is that we really could use a consistent  
8 way of reporting on projects across the state, so that we  
9 can actually know what we're investing in and what's being  
10 accomplished.

11           And as my friend Dan Sperling said, we didn't get  
12 particularly specific on what to do. We didn't have the  
13 time or resources to do that, but more fundamentally, we  
14 didn't have a mandate to propose what to do and shouldn't  
15 do, so without the substantive engagement of all those  
16 would be affected.

17           And that's despite my having personally  
18 interviewed over 80 of you all for the reports. We did  
19 lag the need to develop specific implementation actions,  
20 but even more, to take another look at our institutional  
21 arrangements to review projects in the pipeline that might  
22 be actually setting us back or impeding our achievements,  
23 to strategize on how to use new federal and State lending  
24 opportunities to speed up the attainment of our shared  
25 goals. So there's clearly a lot of work to be done. And

1 I'm delighted to hear you beginning to talk about an  
2 action plan to get that work done.

3 So then the overarching question that I think  
4 this panel needs to address is what do we need to do  
5 differently? In the time available today, we're going to  
6 examine that. And we're going to do that from the  
7 perspectives of regional and local leaders, who actually  
8 have practical experience in trying to move forward with  
9 our goals.

10 So without further ado, let me introduce our  
11 panelists. With us today, we have James Corless, who's  
12 Executive Director of the Sacramento Area Council of  
13 Governments; Sarah Jepson, who's the Planning Director of  
14 the Southern California Association of Governments; Tony  
15 Boren, the Executive Director of the Fresno Council of  
16 Governments; Jim Schaad, the City Manager of the City of  
17 Marysville; and Kalieh Honish, who's the Long Range  
18 Transportation Planning Officer for the LA County  
19 Metropolitan Transportation Authority. So a good group of  
20 people with experience at the regional and local levels  
21 and with sales tax authority.

22 And so let's move right into some of the  
23 questions. That I'd like to pose.

24 First, let me go around and let each of our  
25 speakers in turn comment for just a minute or two on what

1 they see as some of the key issues that the reports have  
2 raised for them.

3 And James, why don't we start with you.

4 Hello, James.

5 JAMES CORLESS: Is that a prompt for me. Sorry.  
6 I'm having a hard time here.

7 I'm happy to go whenever you want me to go.

8 ELIZABETH DEAKIN: Please go. Get started.

9 CTC VICE CHAIR GUARDINO: You can begin.

10 JAMES CORLESS: Okay. Do the best we can. So --  
11 so we take this challenge incredibly seriously. SB 375  
12 reducing greenhouse gas emissions, we have a 19 percent  
13 greenhouse gas reduction target in our six-county region.  
14 By the way, I represent six counties, 22 cities. You're  
15 sitting in one of them right now. But we know that we  
16 can't do it alone. We don't necessarily disagree with  
17 much of the overall findings of the AB 285 report. We all  
18 have a role to play and we can all do better.

19 When we thought about our last plan of reducing  
20 to 19 percent, we took it very seriously and we went to  
21 work, and in part of it we have transportation priorities  
22 and challenges to reduce vehicle miles traveled, to  
23 promote a more efficient and multi-modal ways of travel,  
24 methods of travel.

25 But our greenhouse gas reduction strategy is also

1 a housing strategy. Our greenhouse gas reduction strategy  
2 is also an infill suburban revitalization, commercial  
3 corridor revitalization, small town revitalization  
4 strategy. So we went to work. We developed something we  
5 were very proud of. I think you heard this morning about  
6 our Green Means Go Program. Twenty-three of our 28 cities  
7 and counties, including the City of Marysville. And Jim  
8 Schaad here who's with me from the City of Marysville  
9 City, Manager, have adopted green zones. Infill areas  
10 with low VMT where they've committed to streamlining and  
11 getting more development in housing and mixed use, then  
12 they need help. We need help. We need more State grant  
13 programs, better guidelines, more flexibility to -- in  
14 order to be able to make sure that the City of Marysville  
15 is a success.

16           The REAP 1.0 was a fantastic thing, and thank you  
17 for that. In fact the REAP 1.0 money has helped the City  
18 of Marysville do a downtown-specific plan to get more  
19 housing, so the hospital in that -- in their city and  
20 Beale Air Force Base can actually have people who live  
21 right near they work -- where they work and reduce --  
22 reduce VMT.

23           The REAP 2.0 grants, that you've just heard about  
24 from HCD, we are going to use to stand up our Green Means  
25 Go Program, so we can invest in infrastructure to make

1 actually a lot of our housing and our infill areas more  
2 robust. We're going to use that money to do community  
3 engagement and put an equity lens on a lot of the  
4 engagement in a lot of our communities that are distressed  
5 and disadvantaged, and under invested. That's what the  
6 REAP 1.0 money can do for us.

7 I know we're doing quick opening comments, so I  
8 will save a lot of our thoughts maybe for the discussion.  
9 But I would just say, having worked in the Bay Area for a  
10 long time and on the coasts, the one-size-fits-all  
11 approach does not work. And so what do I mean by that?

12 Well, I love transit and we want more transit.  
13 Frankly, in this region we need to just protect the  
14 transit we have and make sure we can keep it running and  
15 keep people riding it. But a TOD, a transit-oriented  
16 development, measure leaves out much of our region. We  
17 don't have frequent transit or high-density development in  
18 a lot of our places. What will also lower VMT. We happen  
19 to know that if we build housing in places all over our  
20 region, people will drive less.

21 I love the 15 minute neighborhood idea, but a  
22 10-minute drive also has low VMT and has a lot of  
23 benefits. And we need to invest in those places, because  
24 we know they're ready to work, they're read to partner.  
25 REAP 1.0 and 2.0 is a great example of that. But I think



1 we need to loosen some of our State criteria, the  
2 guidelines, be more flexible, allow us to rise to the  
3 occasion, but to find those problems on our local terms,  
4 and meet you for your State goals you're trying to  
5 achieve, at a local level with iterative, short-term pilot  
6 tests. And we're ready to do that. So thanks so much for  
7 having us.

8 ELIZABETH DEAKIN: Thanks, James. Sarah, how  
9 would you like to go doe next. Maybe you could speak up.

10 SARAH JEPSON: Sure. Can you hear me okay?

11 ELIZABETH DEAKIN: Yes.

12 SARAH JEPSON: Okay. Great.

13 So, good afternoon everybody. My name is Sarah  
14 Jepson and I'm the Planning Director at SCAG. And I've  
15 been in this role now for about three years, but I have  
16 been working on SB 375 since its inception. And, in fact,  
17 I got my first job in California because of SB 375, not a  
18 SCAG, but at Metro, where I was hired to develop the  
19 Sustainability Program to better align transportation  
20 investments with land use to help SCAG with the region's  
21 first SCS. So I really appreciate this opportunity to be  
22 a part of this panel conversation today, as we reflect on  
23 the progress and the challenges of 375.

24 In 2009, there were a lot of conversations when  
25 we were setting targets about what would be both ambitious

1 yet achievable. And from some of the comments today, you  
2 know, I think there is concern that maybe we were aiming  
3 too high. But I, having worked in this field for 10  
4 years, am actually quite optimistic and see examples  
5 across Southern California where the good planning that  
6 you all have invested in has resulted in great projects  
7 that are making our communities more livable.

8 I've seen a significant in the policy and funding  
9 landscape to better align State funding programs with  
10 climate goals. The CTC's active transportation program  
11 has been tremendously impactful in the SCAG region, and it  
12 continues to be oversubscribed. And I think more  
13 importantly, it has inspired and supported most of our  
14 cities to develop active transport -- active -- active  
15 transportation plans that they now are funding with a mix  
16 of federal, State, and importantly their own local funds.

17 SB 1 and the funding that it tied to a region's  
18 ability to meet its greenhouse gas reduction targets has  
19 also provided a significant carrot for continuing to align  
20 our transportation plans with climate goals. And it  
21 pushed SCAG in our last plan to introduce a variety of new  
22 policies and strategies focused on using mobility  
23 incentives and pricing to change our travel behaviors.

24 And most recently, the funding that the State  
25 provided through REAP 1 for housing planning and policy

1 development in combination with the changes in State law  
2 and RHNA has laid the groundwork for Southern California  
3 to provide more capacity for housing near jobs and transit  
4 than the rest of the state combined.

5           And I appreciate that it was brought up this  
6 morning that MPOs are limited, in that the SCS does not  
7 require a local mandate. It doesn't have local  
8 jurisdictions update their plans or zones -- zoning codes,  
9 but RHNA does have a -- have that requirement. And the  
10 update of the plans in zoning that is going to be required  
11 in our local agencies to implement our RHNA is also a key  
12 measure to implement our plan, because of the tie between  
13 the two.

14           Our Regional Housing Needs Allocation plan  
15 certainly pushes the boundaries of what is ambitious yet  
16 achievable. But in taking this bold action, many of the  
17 leaders in our regional counsel acknowledge that housing  
18 policy is climate policy, and challenge their own cities  
19 to roll up their sleeves and work with the public to  
20 update their housing elements to facilitate infill  
21 development.

22           Over the last 10 years, our region has not only  
23 wrestled with where and how to access more funds, but also  
24 where we need to spend and build less. Several major  
25 capacity increasing projects, like the 710 north expansion

1 and high desert corridor were removed from our plans. And  
2 our county transportation commissions have been really  
3 forward thinking about how to leverage transportation  
4 mitigation funds to conserve critical habitats and  
5 preserve land through regional advanced mitigation  
6 programs that align and support our regional growth  
7 vision.

8           So despite the significant progress, we all  
9 recognize that changing travel behavior, at the scale we  
10 need here, is very difficult. You know, 95 percent of our  
11 housing was built before SB 375 was even adopted. So to  
12 change these travel behaviors as change in the built  
13 environment is very slow -- slow can be extremely  
14 challenging.

15           But we feel like we're headed in the right  
16 direction and really appreciate the additional support  
17 we're now getting and look forward to the collaboration  
18 with the State to figure out how we accelerate our  
19 progress.

20           Thank you, Sarah.

21           Tony, would you like to go, next please.

22           TONY BOREN: Thank you. Again, thanks for this  
23 opportunity everyone. I'm Tony Boren, the Executive  
24 Director of the Fresno Council of Governments. But my  
25 comments today, I'm really representing the eight San

1 Joaquin Valley COGs and the 4.2 million people that we  
2 represent, eight counties, 62 incorporated cities. So my  
3 comments will try to capture all of that, because the  
4 reality is that from north to south, we're all unique in  
5 our own way, right, depending on your values. A lot of it  
6 has to do with your population, the values that you're  
7 community may hold.

8           For example, Madera County is a much different  
9 environment physically in terms of the topography, the  
10 landscape, et cetera. So people who live in Madera County  
11 have a different set of values than maybe someone who  
12 lives in Fresno County, which is much more urbanized shall  
13 we say. So I just wanted to kind of put that into  
14 context.

15           So with regards to my comments, I'll be brief in  
16 these opening comments and get into them in a little more  
17 depth.

18           But one of the concerns we have --

19           CTC VICE CHAIR GUARDINO: Tony, I hate to --  
20 Tony, I had to interrupt, but we want to hear every word.  
21 Could you speak a little more slowly --

22           TONY BOREN: Okay. How is --

23           CTC VICE CHAIR GUARDINO: -- and just a little  
24 bit slower pace, and maybe just with a little more volume.

25           TONY BOREN: Okay. How is my volume now? Is

1 that better?

2 CTC VICE CHAIR GUARDINO: The volume doesn't  
3 sound change, but if you could go at a pace more like  
4 this.

5 TONY BOREN: Okay. I can do that.

6 Okay. So first thing that I would want to  
7 emphasize is that 375, it was a beginning -- it was a  
8 start, right? But for all intents and purposes, it really  
9 served as kind of an advisory document to our member  
10 agencies, right? They submit plans that basically  
11 identify that, yeah, we will meet our greenhouse targets  
12 at a planning level, but then there becomes, okay, now  
13 what?

14 Now, each of our member agencies has to go out  
15 there and actually construct infill housing, or whatever  
16 it may be. And then that's when it becomes challenging.  
17 And depending on the size of the region that you live in,  
18 it can be even more challenging.

19 For example, we're the largest COG in the valley.  
20 And so we've had some success with infill development, but  
21 it hasn't come without its challenges. If you plan on  
22 developing infill projects, you better assume that you're  
23 going to need to increase the size of your sewer and water  
24 pipes, because they're likely to be 75, 80 years old. So  
25 if you try to put higher density there, that's going to be

1 a cost. Who's going to fund that cost, the private side,  
2 the public side?

3 We have a measure that has money specifically for  
4 TOD projects. So we've tried to address that here in  
5 Fresno COG, but it's kind of unique to each of the  
6 individual COGs and their size agency.

7 One of the things that also -- and this goes to  
8 375, and what I think we refer to in the business as this  
9 integration of transportation, land use, housing, and air  
10 quality, right? I think we'd all agree our lives used to  
11 be a lot easier when everything was in a silo, because  
12 then everyone sort of had their specific lane. But as  
13 time marched on, we realized that didn't make sense from a  
14 statewide cumulative perspective. So now we're trying to  
15 bring -- kind of blend all these silos, and that's where  
16 it becomes challenging, because some of our member  
17 agencies at the COG level they don't want to get into land  
18 use issues at that regional level. They're content with  
19 the local land use decisions being made at the local level  
20 by their council people and their supervisors. So  
21 that's -- that's an ongoing concern.

22 Self help perspective. There is a concern that  
23 when we talk about pipeline projects, these are pipeline  
24 projects that have been in a sales tax measure, let's say.  
25 And as we know, it may take six to seven years to get to

1 construction.

2           So if we're talking about reevaluating a project  
3 that's already three-quarters of the way down the  
4 pipeline, there's a reality that we some significant sunk  
5 costs in those projects already. And these are projects  
6 that two-thirds of the voters in Fresno County supported.

7           So again, that would be something to consider if  
8 we had to go back and reevaluate, that would likely cause  
9 delays to the project, increased costs. So there would be  
10 some real issues there. I would suspect there would be a  
11 legal challenge by a lot of the self help counties.

12           One other thought that we had is that in terms of  
13 the review of the pipeline projects that we said, who  
14 would -- who would be conducting that review? Would it be  
15 a statewide body, or would it ideally hopefully be some  
16 people from Sacramento, people from the local agencies,  
17 regional agencies? So again, the result of that review  
18 would have a lot to do with who's involved in that  
19 process.

20           So I'll stop right there for now and turn it over  
21 to our next speaker.

22           ELIZABETH DEAKIN: So our next speaker is Jim  
23 Schaad from the City of Marysville. So we have a local  
24 participant here too.

25           Jim.



1 I'm not hearing Jim. Are other people hearing  
2 him?

3 JIM SCHAAD: You cannot hear me?

4 ELIZABETH DEAKIN: Okay. Now, I'm hearing him.

5 CTC VICE CHAIR GUARDINO: It seem that -- it  
6 seems that the people in the room can hear Jim in the room  
7 quite well. And it may be having some challenges -- they  
8 can hear now. Good. Let's take it down to the. Jim, go

9 JIM SCHAAD: All right. I thought I would -- I  
10 thought I would talk a little bit about Marysville first.  
11 It's quaint little community, just north of Sacramento,  
12 about 12,000 people, and a very compact community, about  
13 3.6 square miles. And it's that way because it is  
14 surrounded by levees and does not have the opportunity to  
15 grow. And it makes the city unique in that we cannot grow  
16 out. We have to grow up or grow within.

17 Another fact about Marysville is it's -- it has  
18 some of the lowest VMTs within the Sacramento area. And  
19 that's not necessarily because of high mass transit. It's  
20 really just the compact nature of the community where  
21 people can get from one point to the other very quickly.  
22 And most everything needed for the community is contained  
23 within that small footprint.

24 What Marysville really needs is economic  
25 development. And that's one of my major tasks for the

1 City. We've also found that our major employers, one of  
2 their biggest challenges is employ -- or is housing their  
3 employees.

4 We have a large hospital. We've talked to them.  
5 Very interested in housing. And so that is also one of  
6 our major goals. So our remedy is not likely more transit  
7 within the community. It's more how do we provide more  
8 housing in a limited footprint? And we have been working  
9 very hard to move that forward.

10 What that would do from a climate change  
11 perspective is it would continue to keep our vehicle miles  
12 traveled low and it would allow our employers, staff not  
13 to have to travel or commute outside of the city for  
14 housing.

15 To jump-start the effort, we had to receive the  
16 largest REAP grant awarded within the SACOG region, and  
17 with the goal of streamlining construction on small lots,  
18 infill, mixed use, and multi-unit housing, we're using  
19 that funding to do a specific plan for pretty much all of  
20 our downtown area.

21 We've designated that entire area as a green zone  
22 under SACOG's Green Means Go Program, and we'll hope --  
23 we're hopeful that we will receive some REAP 2.0 funding  
24 for implementation, particularly in the area of upgrading  
25 infrastructure, such as sewer, stormwater, and other

1 utilities.

2           We're also very happy to be participating in the  
3 commuter rail -- the State commuter rail program. There  
4 is an effort to run commuter rail up into the Chico area.  
5 And that would pass through our community, and we would  
6 see a station there as providing a very good benefit  
7 economically and will help revitalize our downtown area,  
8 as well as provide those who can't live in Marysville an  
9 opportunity to commute to other areas.

10           So to summarize, if you truly want to make State  
11 policy on housing and climate, change work, and  
12 simultaneously help us spark revitalization in our  
13 community, we need State programs that will work for us.  
14 We're excited about the REAP 2.0 program, but we need  
15 grants that will be more flexible and will work for us as  
16 a community.

17           Thank you.

18           ELIZABETH DEAKIN: Thanks, Jim. Kalieh Honish is  
19 our last speaker in this round. And, Kalieh, can you just  
20 jump right in.

21           KALIEH HONISH: I sure will. I hope you can hear  
22 me. I will talk loudly and slowly. I'm Kalieh Honish  
23 from Metro. And as many of you already know, the Los  
24 Angeles County Metropolitan Transportation Authority, aka  
25 Metro, has broad responsibilities in what we consider to

1 be one of the most complex urban regions, right, in the  
2 nation. We are also at the heart of the most congested  
3 region. We have some of the most challenging air quality  
4 situations for the country. So we have all of those  
5 needs, plus what metro deems to be very compelling equity  
6 needs in our region, based on historic disinvestment, and  
7 all of the demographics that go along with the need for  
8 more equity.

9           Earlier today, it was discussed that most  
10 agencies have significant investment plans in place. And  
11 I will talk only briefly about that for metro. That's  
12 something that we could go on and on about. During the  
13 comments, I believe self-help county coalitions spoke.  
14 And we are one of those self-help counties. And there are  
15 24. And they make up 80 -- 88 percent of Californians  
16 live in one of those counties. So that's where local  
17 sales tax measures have been approved. We are one of  
18 those counties with more than one such sales tax measure.  
19 In 2016, we approved Measure M. And that was more than 71  
20 percent of the votes voted yes.

21           Those super majorities are required for these  
22 staff measures to be approved and with them come detailed  
23 expenditure plans. So we consider those expenditure plans  
24 to be mandates for us. This was a ground-up part --  
25 grounds-up partnership that we took with our local

1 stakeholders in developing those projects and those  
2 expenditures as part of that. And it was also an effort,  
3 at the time, to develop a long-range plan for the future.  
4 So it wasn't just about the expenditures and the  
5 investment, it was a comprehensive approach.

6 In terms of equity, it's a priority for Metro.  
7 We've taken a strong and active role in addressing equity  
8 historical inequities in our region in 2020, when we  
9 adopted our long-range plan. We not only defined what  
10 equity means from metro from our perspective as the agency  
11 taking a lead, not just on mobility, but other -- other  
12 opportunities that transportation can improve, but we also  
13 defined performance measures on how to -- how to evaluate  
14 what our investments and what our services are providing  
15 in the region, what that means in the communities that are  
16 most in need -- in need of equity?

17 So we look at where those investments could have  
18 the most important benefit. And so we want to not only  
19 continue that work, but we want to see how those funding  
20 priorities from the State and others will align with that.  
21 So we want to make sure that the funding priorities match  
22 with the terms that we think are most beneficial for  
23 equity investment.

24 We -- we are heavily investing in transit  
25 expansion, as I mentioned. It's part of our Measure M.

1 It's certainly part of our long-range plan, and it's been  
2 measured -- it's been mentioned as part of SCAG's  
3 investment, but we need other mechanisms as part of  
4 transit expansion to -- to leverage those investments and  
5 to see how we can maximize the goals of the state in terms  
6 of the shifts that we're looking to. It's not just about  
7 housing. It's not just about sustainability. It's not  
8 just about equity. It's how all of those things come  
9 together.

10           And from Metro's perspective, like SCAG's as I  
11 mentioned, we have our limitations in terms of highways  
12 expansion. We need to better manage the capacity that we  
13 have. Like I said, we need to leverage those investments.  
14 And part of that is what we know is already an effective  
15 measurement, which is pricing. So we know we've studied  
16 it. We modeled it. We certainly demonstrated. Metro is  
17 coming up on the 10-year anniversary for their express  
18 lanes programs. It's been very successful.

19           It's exceeded our goals for reducing congestion  
20 and improving air quality. And it's increasing transit  
21 ridership and that's the type of thing that we have to see  
22 part of in the future. So these are things that all have  
23 to work together and they have to work together to support  
24 our plans that are in place. Because we have these  
25 planned investments, and while we discuss reexamining

1 them, we also have to recognize how much is involved, what  
2 we mean when we say reexamine them, because the  
3 investments all have a lot of meaning and purpose for  
4 these local contexts for Metro. This is something that we  
5 worked with all of our stakeholders to develop. And so we  
6 need to make sure that as we move forward that the State  
7 is empowering local agencies to continue these plans when  
8 they're going to see these very important benefits.

9           ELIZABETH DEAKIN: Okay. Thank you. We had a  
10 set of questions that are at the end of my comments in  
11 the -- in the chat that I hope you can see.

12           I think we covered the first one, which is what  
13 the plans mean in your local contexts. And I think  
14 there's some issues that became very clear there that  
15 there are differences in both what you can do and what  
16 issues you're facing in trying to implement your plans.  
17 In particular, I made note that it's not just  
18 transportation funding but also sewer, and water, and  
19 other infrastructure funding that's often the critical  
20 issue for local governments. And that needs to be taken  
21 into account if we want to do infill development and  
22 really push forward with this.

23           And also that, you know, being respectful of  
24 voter preferences, and local preferences, and at the same  
25 time figuring out how to meet those State goals that I

1 think we all understand we need to make, climate goals and  
2 equity goals in particular, but the other ones as well all  
3 become challenges that we have to face.

4           How do you see that we would be able to -- to do  
5 this best? What help do you need from the State? If you  
6 could quickly kind of go do a round robin and let's go in  
7 the same order we did before starting with James. If you  
8 can list one or two things that you could use from the  
9 State, could you just say that now and let's try to get  
10 those on the table.

11           James.

12           ELIZABETH DEAKIN: Of, if we've lost James,  
13 Sarah, do you want to go?

14           SARAH JEPSON: Sure, I'll jump in. Although I --  
15 well I'll just jump in and then James can interrupt me if  
16 he wants.

17           ELIZABETH DEAKIN: Well, if we can fix James --  
18 fix James's audio.

19           SARAH JEPSON: So I think -- you know, the report  
20 focused a lot on infrastructure spending. But one of the  
21 things that's really important for us here is, and as  
22 Kalieh would also mention is the operating funds. The  
23 resources that we need to operate transit and we're in an  
24 environment now, where I think that is even, you know,  
25 more of a challenge than it has been in the past.



1 ELIZABETH DEAKIN: Right.

2 SARAH JEPSON: But figuring out how to better  
3 manage the system that we have also has to do with having  
4 the resources to operate transit, as well as those new  
5 services that we're hoping will complement transit. So as  
6 we move more to mobility as a service, and we're looking  
7 for seamless integration, so people can, you know, take a  
8 scooter, or take a Lyft to the station, and then hop on a  
9 train, hop on a bus, there's going to continue to need to  
10 be resources for the operations side of our shared  
11 mobility system that we are moving towards in Southern  
12 California.

13 I think the other thing that, you know, a  
14 highlight that builds off of what James said earlier is  
15 that -- and as I mentioned in my opening comments, the  
16 implementation of our RHNA and the ability to actually  
17 produce those housing units that we're planning for is  
18 really a key strategy for moving forward in a more  
19 sustainable way, and we need to have the infrastructure  
20 funding, and other types of incentives to really spur that  
21 private development that needs to happen down here. So I  
22 think that's one way our --

23 ELIZABETH DEAKIN: And do you mean -- you mean  
24 all the infrastructure not just the transportation  
25 infrastructure, right?

1           SARAH JEPSON: All the -- all the housing support  
2 of infrastructure, that is going to be --

3           ELIZABETH DEAKIN: Okay.

4           SARAH JEPSON: -- need to be in place to  
5 accommodate more growth.

6           ELIZABETH DEAKIN: James, can we come back to  
7 you? Have we fixed your audio. If not, Tony, do you want  
8 to jump in?

9           TONY BOREN: Similar to Sarah, that money, right?  
10 And again, that money idea that would be targeted to  
11 infill types of projects -- (inaudible) just don't have  
12 the funds to (inaudible). There's still going to be --  
13 look at infrastructure requirements will be necessary and  
14 where will that money come from? Once upon a time, when  
15 we had the redevelopment agencies, that was kind of a very  
16 focused effort on trying to help improve downtowns.  
17 That's no longer with us. So I'd like to find some source  
18 to backfill it, because that was one of the very real  
19 benefits of the redevelopment portion.

20           ELIZABETH DEAKIN: Okay. So that's another  
21 way -- another that we possibly could rethink how we're  
22 funding some.

23           Kalieh, do you want to go?

24           KALIEH HONISH: Sure. I know there's some audio  
25 problems. Hope you can hear me. Obviously, as a

1 transportation agency, we're going to advocate for funding  
2 for transportation. And that's going to be in alignment  
3 with the goals for the State and the local region. And I  
4 would just remind people of the benefits of transportation  
5 in terms of locating people to infrastructure. So in our  
6 current expenditure plan, we go from having 80 percent of  
7 our population within a 10-minute walk to high quality  
8 transit or PRT to more than doubling that to 21 percent of  
9 the population. The same thing happens with job location  
10 for a 10-minute walk, it goes from being 16 percent to 36  
11 percent. So transportation can be a huge driver.

12 ELIZABETH DEAKIN: Okay. So -- and I think you  
13 said something that I want to underscore, not just  
14 housing, but it's also jobs that you're thinking about,  
15 and there's an economic development coordination piece of  
16 that in the transportation arena.

17 KALIEH HONISH: Right. Which from our  
18 perspective it's connection, right, to whether the  
19 mobility is driving economics benefits or improving  
20 equity. It's the -- connecting those opportunities.

21 ELIZABETH DEAKIN: Making those connections.  
22 Great. Thank you.

23 James.

24 JAMES CORLESS: Okay. Can you hear me? All  
25 right. So three things, three things. I mentioned a

1 little bit that we have the criteria like adjacent  
2 transit. There's a lot of communities like Marysville  
3 that Jim spoke of, right, that we're missing. We're  
4 missing huge opportunities. So it's not to say that ToD  
5 isn't important. It is. (inaudible) more transit. We  
6 want that. But ask us if the VMT -- we monitor VMT, ask  
7 us if places in the strategy that will reduce VMT. We'll  
8 give you a lot of our ideas, a lot more options. So  
9 that's a State criteria that need to be changed and more  
10 flexible.

11           Number two, we started this effort on Green Means  
12 Go about three years ago. And the State first responds to  
13 us, well, we have the infill structure. We're not  
14 (inaudible). It has infill and infrastructure in the  
15 title, so why not just apply for that.

16           The fact of the matter is our really important  
17 localities around our region would not follow that. They  
18 don't even bother submitting and application, so you  
19 didn't know that we have a problem with that criteria,  
20 because the application never shows up, because the  
21 criteria is written in a way that our communities fall  
22 (inaudible).

23           And that's the third point, which is (inaudible)  
24 focuses as last money in. Just like the ITIP conversation  
25 we had last month at CTC. We can't just -- everybody

1 can't be the last money in. Everybody can't be the last  
2 money in. You need to put patient money down. You need  
3 to take risks. We need to be your gatekeeper about those  
4 risk. We need early money. We need patient capital,  
5 right, because if we don't have that, we will not spark  
6 the kind of product type I think all up and down inland  
7 California that we need, which is what Marysville is  
8 trying to get, that many, many other communities are  
9 trying to get. So -- and that goes to the (inaudible).

10 ELIZABETH DEAKIN: So it's not just a question of  
11 expanding what you're doing, you're loosening up the  
12 criteria, but actually of also expanding the program, so a  
13 lot more people would be eligible, I take it. Is that --  
14 that a fair statement?

15 JAMES CORLESS: Yeah, I --

16 ELIZABETH DEAKIN: Jim, would you like to -- like  
17 to speak now. Jim Schaad.

18 JIM SCHAAD: Sure. I think many of my thoughts  
19 have already been covered. I do think that different  
20 communities have different needs --

21 (Multiple voices)

22 JIM SCHAAD: -- (inaudible) solution,  
23 specifically the (inaudible) went through some ToD  
24 (inaudible), in my previous employment.

25 (Multiple voices.)

1           JIM SCHAAD: And in the case of Marysville as an  
2 example, I would submit we need WOD, or work-oriented  
3 development. There's no benefit to building near our  
4 transit versus building near the work centers that are  
5 right there. So I think that would be a (inaudible)  
6 precedent an example of the flexibility that we need in  
7 gainfully.

8           Along those lines, I think, you know, that have a  
9 fairer playing field, I'm always interested in  
10 results-oriented focus, meaning okay, if we can reduce  
11 VMTs in a different manner or provide housing that  
12 provides for a workforce or low income community in a  
13 different manner, that should be considered.

14           ELIZABETH DEAKIN: So I'm mindful of our time and  
15 we want to leave opportunities for questions. So one more  
16 round, and if you could just go quickly through this round  
17 in the order in which we started, do you see any real  
18 issues or barriers that you're facing in trying to align  
19 your local or regional visions with the State vision? And  
20 do you see any opportunities for doing that with the new  
21 federal and State money that we're all hoping will become  
22 available in California.

23           James, do you want to start?

24           JAMES CORLESS: Sure. Happy to start. This goes  
25 to my last point, which is -- which is we can't always be

1 last money in. For a long time, we completely understand  
2 why that made a lot of sense, right? The state, in some  
3 ways, was the last -- was the last place that you would  
4 come. We'd building our funding stack. We'd come to you  
5 for the last money in. A hundred billion dollars in  
6 federal competitive grants means we've got to be able to  
7 put -- rethink our State process to put money in on some  
8 of it and be competitive for those federal grants, right?  
9 So that helps us not try to have that -- if we could -- if  
10 we could use those -- the fund sources as leverage.

11 The second thing I'd say, which maybe isn't a  
12 State issue, but I was going to call some federal agencies  
13 this week, we've never had a better problem on having so  
14 many federal funds available for California. And I know  
15 there's efforts on these, so I'm saying that this -- we  
16 are all working towards this, right? We have to be  
17 strategic. We have to have priorities. We have to  
18 understand what it means to have transportation projects  
19 that reduce carbon emissions, that tackle inequities and  
20 racial equities that really truly improve safety, right?  
21 That's the sort of triple bottom line approach.

22 And none of us are there yet. We're not perfect  
23 on this, but I think there's a role for the regions and  
24 the MPOs to help put the best projects forward, also maybe  
25 as a gatekeeper a little bit, because frankly the Feds are

1 about to get inundated with applications on all of these  
2 successive programs.

3 ELIZABETH DEAKIN: Okay. Good points.

4 Sarah, do you want to go next.

5 SARAH JEPSON: Sure. You know, I've already  
6 touched on some of our major funding priorities, but other  
7 program that I'll just mention that we're excited about  
8 is, you know, at the federal level all the resources that  
9 are being dedicated to broadband and building out the  
10 broadband network. We've done some studies in the SCAG  
11 region that suggest that region wide, if we are able to  
12 build out the network, that it could yield about a 15  
13 percent reduction in VMT.

14 So, you know, we're continuing to look, you know,  
15 in our very urban areas, where we're, you know, looking at  
16 transit access, and improved walkability. We know that  
17 the access to broadband and being able to access jobs more  
18 remotely, as well as all those services that you -- you  
19 have on a day-to-day basis, that to provide broadband  
20 could be a key part of our strategy down here. So we  
21 think that's an important new resources and are looking  
22 forward with our -- to work with our jurisdictions to  
23 access those funds.

24 ELIZABETH DEAKIN: Yeah, that -- another --  
25 another form of infrastructure that really could make a



1 difference.

2 Tony.

3 TONY BOREN: Is it my belief that if -- if we're  
4 (inaudible) of this, we're going to have to re --  
5 completely reconfigure the planning process, because right  
6 now, for example, the California Transportation Plan,  
7 it's -- you know, it's an aspirational document. But in  
8 terms of its day-to-day impact on what we do at the  
9 regional level, it's really not a consideration. And  
10 now -- now, the State wants it to be much more of a  
11 consideration, and they want it to sort of serve as an  
12 aspirational document for all of the regions. And we're  
13 going to have to reconfigure and set up a process.

14 I came from the land use background. So at a  
15 local level, your specific plans, your community plans  
16 they all have to line up with the general plan, right?  
17 That's the only way that things sort of makes work. Plan  
18 the work. Work the plan.

19 But in this case in the transportation world, we  
20 don't -- they all don't line up. So I would say that's  
21 probably the most important thing is getting our arms  
22 around what that would take, if this is to occur.

23 ELIZABETH DEAKIN: So if we're actually going to  
24 take that recommendation that's in that report, that we go  
25 to at least having an alternative that's fiscally

1 constrained and maybe legally constrained as well that  
2 takes a lot of thinking and discussion about what that  
3 would be.

4 TONY BOREN: Absolutely.

5 ELIZABETH DEAKIN: Yeah. Okay. Jim, from a  
6 local perspective, what would -- what would you say?

7 JIM SCHAAD: I'm constrained related to housing.  
8 And we have been striving to meet the RHNA goals. And we  
9 recently just completed -- or we're in construction of a  
10 71-unit low-income complex, which is all (inaudible) in  
11 some people (inaudible) for a city as (inaudible)

12 Thought we are doing very well, but we're asked  
13 to do more in our housing element and that's somewhat  
14 problematic, in that we obviously need market rate housing  
15 too and that's what drives our economy. So I think there  
16 could be some more robust communication between the local  
17 agencies and some of the State agencies just to work  
18 through plans that that would better suit hopefully all  
19 the jurisdictions and the State goals.

20 ELIZABETH DEAKIN: Okay. Thanks. And Kalieh,  
21 last words on this.

22 KALIEH HONISH: Well, in terms of I think what  
23 Tony said about a constrained point is really important.  
24 We spend a lot of time doing long-range planning that  
25 feeds into these requirements, that prioritize the funding

1 we know that we're going to get, and then trying to fit  
2 them into the more aspirational goals is a heavy lift for  
3 us. And in some cases, we get dinged for it. Like when  
4 you know that the State wants you to achieve VMT reduction  
5 and you have a multi-billion dollar transit investment,  
6 but you're not going to get credit for that as VMT  
7 reduction because you already planned it. So I think we  
8 have to be really thoughtful about how these things marry  
9 up.

10           And I do think that, you know, there are  
11 situations where the constrained plans are -- because they  
12 take a long time, I know that it's hard to turn them. SO  
13 the State wants to make sure that we're not just pushing  
14 them forward, because we've already done them, but they  
15 also have to take into consideration what went into  
16 evaluating them, whether or not they were thoughtful,  
17 whether or not they do benefit the region, is the context  
18 appropriate.

19           So those are things that are very important to  
20 us. And as a transportation agency, you're one of the  
21 most shovel-ready entities there is as an infrastructure  
22 provider. So for that reason, we look for those types of  
23 requirements on funding, because we're ready to go with  
24 our projects. And so that -- that is something too that  
25 we would look for, as well as the other things we've

1 already discussed.

2           ELIZABETH DEAKIN: So we've heard a lot, I think,  
3 from this panel. We've heard that to try to implement the  
4 ambitious transportation, and housing, and economic  
5 development goals, environmental goals that the State has,  
6 equity goals, we need to think holistically about not just  
7 transportation and housing, but also economic development,  
8 and all the infrastructure that's needed to support that,  
9 which these days is not just sewer, and water, and  
10 wastewater, but also broadband.

11           We heard that we shouldn't be forgetting about  
12 operations costs, because operating money for transit is  
13 critically important, operating money for new mobility as  
14 a service options is going to be important, thinking about  
15 how to operate the highway -- street highway system in a  
16 more high-tech way is probably going to be another thing  
17 where we're going to need some investment.

18           We heard that we ought to think about broadening  
19 what we think about as appropriate places for infill and  
20 community development to include smaller towns and main  
21 streets, and not just the big cities and the core areas,  
22 and that there are opportunities that we shouldn't leave  
23 on the table, both because we can bring additional people  
24 in on this and create more opportunities for working and  
25 living in environmentally, and sound, and equitable ways,

1 but also it gives everybody a shared responsibility in  
2 doing this.

3           We heard we have to be careful about bringing the  
4 public along, because a lot of voters have had a say about  
5 the transportation and land use that they want. I think  
6 we probably could have a whole longer -- much longer  
7 discussion about that point and how to do that. But it  
8 certainly raises some questions about how to evaluate  
9 projects that have been planned for a long time and maybe  
10 some investments have already been made toward moving them  
11 forward, and -- or maybe using some of the money that  
12 we're about to get to mitigate adverse impacts if they  
13 have both benefits and adverse impacts of those projects.

14           So with that, I want to say thank you to the  
15 panelists. I've learned a lot listening to you all. And  
16 I'm sure these discussions can continue to go on for a  
17 very long time. And I'll stop there and see what  
18 questions we have.

19           Thanks

20           CTC VICE CHAIR GUARDINO: Elizabeth Deakin, thank  
21 you. And to the James, Sarah, Tony, Jim Kaleih, thank you  
22 not only for these substantive comments, but your patience  
23 with the technological issues that we're facing today. We  
24 do have some on the dais who would like to weigh-in. So  
25 thank you all for staying online and we also have comment

1 cards from the public. We're going to go first with CTC  
2 Commissioner Darnell Grisby.

3 CTC COMMISSIONER GRISBY: Thank you. Thank you  
4 very much -- I almost said Madam Chair -- Vice Chair.

5 (Laughter.)

6 CTC COMMISSIONER GRISBY: (Inaudible)  
7 presentation. Really appreciate it.

8 So my question is around this communications  
9 question (inaudible) We know that most of the science  
10 (inaudible). The average driver does not understand how  
11 adding a lane could not help its situation.

12 Also, clearly the nomenclature that we use maybe  
13 interpreted as being punitive, such as terms like VMT  
14 taxes and (inaudible). These communications issues have  
15 global consequences. According to analysis of voter  
16 sentiment around Prop 6, which sought to appeal Prop 1 --  
17 or SB 1, voters were (inaudible) in the Inland Empire on  
18 the report compared to their (Inaudible), which is another  
19 way of saying that they voted against -- voted for repeal  
20 more than anticipated. These voters were more likely to  
21 have impacts from long drives and lack of (inaudible)  
22 alternatives. Have we noted the answer to driving  
23 (inaudible), if that's doubled down on the existing  
24 paradigm which got us here.

25 So how are -- how are each of you messaging to

1 the public to better understanding regarding the upside  
2 where we would like to go?

3 Thanks.

4 CTC VICE CHAIR GUARDINO: James Corless, I  
5 noticed you reached for your microphone. Please.

6 JAMES CORLESS: Well, I want to start out. And  
7 please understand when I'm speaking, I'm a huge fan of ToD  
8 and transit, transportation, right, life long. Somebody  
9 once said to me you know your problem with transportation,  
10 you have a box around you (inaudible). You turn it around  
11 (inaudible) people are expected to be excited about it.  
12 That is one of our problems, right? We do not communicate  
13 well. We do not connect well.

14 So when we we're worried about why the voters  
15 don't see the value in certain things or the value  
16 proposition of raising everyone's taxes, we have to do  
17 better.

18 One thing I will say and this kind of gets to a  
19 theme of that I wanted to impart today around price  
20 signals and economics both in transportation and in land  
21 use. We don't do enough of price signals and economic.

22 We had a really awesome, by the way, multi-agency  
23 grant that we won from CalTrans. And thank you CalTrans.  
24 Us, and SCAG and SANDAG, we're partnering on -- basically,  
25 we're each taking a little bit of a pricing (inaudible)

1 and our approach of here in this region is could we  
2 provide people positive (inaudible) What -- how much  
3 would it take to get somebody to not drive to work. What  
4 would it take to get them on their bike for the day? And  
5 I bet you if we add it all up, that would be (inaudible).

6 So stay tuned, because I think we do talk about  
7 things in a punitive way and we think that it wouldn't --  
8 we should at least understand the (inaudible) economics  
9 and the opportunity, right, to provide carrots in these  
10 things.

11 CTC VICE CHAIR GUARDINO: Would anyone else like  
12 to comment on Mr. Grisby's question before we move along?

13 Thank you. Go ahead.

14 CTC CLERK REMEDIOS: Sarah, go ahead.

15 SARAH JEPSON: Oh. I would just add in support,  
16 some of what James is saying with the mobility incentives  
17 and playing on the incentives side. One of the pilot  
18 projects down here in the City of Los Angeles is a  
19 universal basic mobility pilot, where you -- you know, you  
20 got a card with a certain amount of credits on it and you  
21 can use it for transit for a car share, for a variety of,  
22 you know, other types of mobility services. So, you know,  
23 again, it's -- it's encouraging you to take more  
24 sustainable forms of transportation, but it's more of an  
25 incentive than a penalty.



1 I think the other thing that, you know, has been  
2 a success down here that Kalieh mentioned is our express  
3 lanes program. You know, they've introduced pricing in a  
4 way where you have other options. And also the revenues  
5 that are being generated from pricing are really  
6 benefiting those communities in the corridor. So they now  
7 have a more sustained source of operating funds for the  
8 transit system. There's a certain amount of funding from  
9 that corridor that's going into active transportation  
10 improvement.

11 So, you know, I think as we have more of these  
12 examples and we, you know, start talking about pricing as  
13 a way of -- you know, in communities where there are  
14 options, we want to, you know, incentivize you to take  
15 those options, we'll be able to make more ground on this  
16 discussion. When we just talk about it, you know,  
17 regionally or statewide in very broad concepts, I think it  
18 is very difficult to explain to the public, and, you know,  
19 they feel like they're being penalized for driving, which  
20 in -- in a lot of our communities is the way that people  
21 access the economy and all the benefits of that, that we  
22 have in our region. So it's something we continue to work  
23 on, but I think we work on it by having good examples and  
24 pilots that show the benefits of it.

25 CTC VICE CHAIR GUARDINO: Sarah, thank you. We

1 have so many people who'd like to weigh in, if it is okay  
2 with our panel since we've heard from James and Sarah on  
3 that question, we'll move to CARB Member Davina Hurt.

4 CARB BOARD MEMBER HURT: Thank you, Vice Chair.  
5 Thank you all for the presentation. I really wanted to  
6 hear your opinion and take on where we are.

7 One of my big questions is around equity. We've  
8 heard a lot about equity -- through an equity lens. And  
9 I'd like to know what that looks like and what are the  
10 companion actions for implementation of all the things  
11 that we've been talking about, all the goals that we have?  
12 You know, and what are those best practices that can be  
13 replicated in other communities. And on top of that, are  
14 we asking the most impacted (inaudible) or are we telling  
15 them?

16 JAMES CORLESS: I'll start. I've love to hear  
17 from my fellow panelists as well. Again, I think maybe  
18 from the -- as I said earlier, I don't think we're doing  
19 nearly enough. We are not asking the right questions to  
20 the right people. We're not -- we don't -- we're not good  
21 at this. We're nota -- sorry, but we're not really good  
22 at engaging a lot of communities in these color-impacted  
23 communities, right?

24 So we -- our Board has been on a journey the last  
25 two years. We just adopted a State (inaudible) commitment

1 to process these counties, which was not easy at all. We  
2 are starting and engaging power to implement programs with  
3 some planning money (inaudible) six counties into those  
4 communities that really have not been at the table before.

5 So we're very mindful of engagement and also  
6 working with (inaudible) never had to do this who's  
7 frankly (inaudible).

8 I think the other thing I would say is we -- I  
9 know -- I know the State, and CalSTA, and others are doing  
10 a lot of stuff around metrics and data, right? So there's  
11 two pieces in my mind. One is a process question and  
12 (inaudible). The other is what kind of data can we bring  
13 to bear that actually does have some precedence with  
14 communities around equity (inaudible), because the thing  
15 that we've been using, I think, a little bit too much is a  
16 project (inaudible) --

17 (Multiple voices.)

18 JAMES CORLESS: It doesn't necessarily mean  
19 (Inaudible.) So -- and as I reminder our (inaudible) all  
20 the time, look, we're being -- we are going to be asked  
21 this question by the federal government, right now all of  
22 our --

23 (Multiple voices.)

24 JAMES CORLESS: (Inaudible) -- including  
25 engagement. We cannot check a box, or pretend that we --

1 (inaudible)

2 (Multiple voices.)

3 JAMES CORLESS: -- an answer to it, right? We've  
4 got to have a genuine response with that. And I think we  
5 do have do more.

6 CTC VICE CHAIR GUARDINO: Would any of our other  
7 panelists like to respond to Davina's question and  
8 comments?

9 KALIEH HONISH: Hi. I can tell you that LA  
10 County or what Metro did specifically in terms of  
11 addressing our equity needs from a long-range planning  
12 perspective and how we're moving forward. Recognizing  
13 first that LA County is predominantly non-white. We're 75  
14 percent non-white, you know, various communities of color.  
15 And we're very poor for a lot of counties within the state  
16 with about a quarter of us having households below  
17 \$25,000.

18 So finding the communities within that paradigm  
19 that are most in need of equity is really tuning those  
20 dials, because when you have finite resources, you can't  
21 say everyone in need of equity gets something, because  
22 that's not how equity works.

23 So what we did was look at communities of color,  
24 low income, transit dependent throughout the county, and  
25 say, all right, what -- what do those households look

1 like. And if we were going to, say, focus our investments  
2 on the 30 percent of the population that is most low  
3 income, most transit dependent, and most concentrated in  
4 non-white communities, how would we measure our -- our --  
5 the benefits of our investment?

6           So we put those tools and those measurements and  
7 definitions into our plan. It didn't mean we changed our  
8 investments at that point, because, as I mentioned  
9 earlier, we had this voter mandate for Measure M and we  
10 had this very specific expenditure plan, but it does mean  
11 moving forward that not only will we measure our  
12 investments, but when additional resources become  
13 available, or if resource -- resources that we have become  
14 more restrictive, then we have to look first to those  
15 equity impacts before we reevaluate.

16           And the other thing that we have is we've created  
17 an Office of Equity and race within Metro, where we have  
18 an Equity Officer who's taking the work that we did in the  
19 long-range plan and adopted in 2020. And she's refining  
20 that tool and further adapting it for all aspects of Metro  
21 investment, whether that's service, whether that's capital  
22 investments, whether that's fare programs, whatever that  
23 means, and she's creating a range of equity measurements  
24 and tools for moving forward to make sure that metro is  
25 committed to this effort and that it's evolving over time.

1           CTC VICE CHAIR GUARDINO: Kaleih, thank you. We  
2 have so many -- so many people on the dais who'd like to  
3 ask questions and a long queue of members of the public as  
4 well.

5           We're going to go to immediate past CTC Chair  
6 Hilary Norton.

7           CTC COMMISSIONER NORTON: Thank you so much. And  
8 I just wanted to talk about shared benefits and the  
9 opportunity for this sort of virtuous cycle, because I  
10 think you really touched on some great things there.

11           You talked about the enhanced infrastructure  
12 finance districts and the ways that increases in real  
13 estate can help also identify and dedicate sources of  
14 affordable housing money, and that congestion pricing and  
15 express lanes could identify funds that could be used  
16 further and further for transit operations, which are  
17 very, very scarce.

18           I wanted to ask you about how you are investing  
19 in those cycles those -- those virtuous cycles and also to  
20 look at how do we address the opportunity for upward  
21 mobility? I'm very concerned in our opportunities here to  
22 talk about housing, that we are going to have a problem  
23 with the missing middle. And that is that, you know, last  
24 century, when we had the opportunity with IIJA-type  
25 funding when we created the WPA, that was an opportunity

1 to invest large amounts of infrastructure dollars into  
2 giving people a good paying job, moving them off and into  
3 union labor, and having them have this great amount of  
4 prosperity in place.

5 Now, because we're really investing in housing  
6 (Inaudible), low-income housing, and then pretty much high  
7 income housing, what I'm hearing around the state is that  
8 people are concerned that if they take some of these great  
9 jobs that are being offered, that they're going to then  
10 make too much money to stay in the housing that they have.  
11 And they're going to have to go out to very far away and  
12 be part of those super commuters that can't afford to live  
13 close to where they work, and are going to be the  
14 drivers -- reluctant drivers rather than people who are  
15 getting that leg up in that prosperity mode.

16 So I wanted to ask you about again this virtuous  
17 cycles, but also how are you making sure that people are  
18 also going to be able to find housing for that missing  
19 middle, so that they can take the jobs that are going to  
20 be offered as part of the huge amounts of money that we're  
21 going to have from the federal government and the State  
22 government, and make sure that that doesn't then force  
23 them to move far away, because, as I was saying Vice Chair  
24 Alvarado was talking about the fact that it was his  
25 members -- his union members, that were the super

1 commuters driving in their trucks, because they could not  
2 afford to continue to own a house nearby.

3 Thanks.

4 CTC VICE CHAIR GUARDINO: Do we have a couple of  
5 panelists who could respond to that. Grab that mic  
6 (inaudible).

7 JIM SCHAAD: I can -- I can -- I don't know if I  
8 have the answer, but I saw that phenomenon 30 years ago in  
9 the Los Angeles area when I worked in manufacturing. We  
10 had people that had good paying union jobs within the  
11 Aerospace industry that were commuting all the way out to  
12 Palmdale, a two hour commute. And I -- I don't have an  
13 answer, but I do agree that we need to address providing  
14 affordable housing near the workplace or easy access  
15 through transit or some type of transportation preferably  
16 mass transportation, and in doing so, provide some  
17 incentive for those to move out of the affordable housing  
18 and into a -- I guess, a less-than-affordable housing, but  
19 reasonable price range. I wish I had a solution.

20 JAMES CORLESS: And Commissioner Norton, we used  
21 our REAP 1.0 funds for a lot of our 28 jurisdictions to  
22 actually push on the missing (inaudible). And I would say  
23 there is a lot of (inaudible). I just want to make sure  
24 everybody understands, REAP 1.0 funds have gone into  
25 getting the housing element cycles (inaudible) zoning



1 updates.

2           So there is a lot of support for the missing  
3 middle. (Inaudible) were used. And the regional  
4 agencies, right, the MPOs and the COGs, are the perfect  
5 place to actually aggregate these kinds of interest,  
6 needs, and technical assistance, so -- but that doesn't  
7 mean it's going to get built. And that's one of our  
8 issues. I'll let other panelists ask -- or answer the  
9 virtuous cycle piece.

10           CTC VICE CHAIR GUARDINO: We have time for one  
11 other panelist. Would anyone like to weigh in?

12           JIM SCHAAD: Just to add on to -- to answer to  
13 your question more specifically, one of the strategies  
14 that we have been looking at and specific to Marysville,  
15 if we can build some market-rate housing in the downtown  
16 area near the hospital, we'll attract hospital employees,  
17 professional nurses, doctors, et cetera. And that  
18 delivers for one market.

19           But we're also hoping in East Marysville, which  
20 is more single-family residential to keep that in tact.  
21 And we know that that is an aging population in that area  
22 that may eventually move into assisted living or  
23 downsizing. And so the intention would be to keep that  
24 Marysville, East Marysville housing in tact for that  
25 missing middle type.

1           The question will be though is will the market  
2 drive that up out of the city's control to the point where  
3 it won't be affordable?

4           CTC VICE CHAIR GUARDINO: Let's hear from CARB  
5 Board Member Gideon Kracov.

6           CARB BOARD MEMBER KRACOV: Thank you.  
7 Commissioner Grisby had asked my question. So I don't  
8 have a question. But I do want to say this, because the  
9 sound system is working now.

10           (Laughter.)

11           CARB BOARD MEMBER KRACOV: The SB 375 VMT  
12 challenge is a big one. But if we can tackle it with the  
13 perseverance, can-do attitude of our technical staff  
14 today, we're going to do great. This was a challenge.  
15 Thank you very much, folks. We appreciate it.

16           CTC VICE CHAIR GUARDINO: Gideon, thank you.  
17 Dan Sperling and then we have lost of questions  
18 from the public.

19           CARB BOARD MEMBER SPERLING: I'm going to be a  
20 little bit of a broken record here I'm going to say. You  
21 know, the report that was done by Professor Deakin, the  
22 discussion we had this morning, the discussion this  
23 afternoon has been great. You know, I think it's shed a  
24 lot of insight. But to be the broken record, I think that  
25 we can have tutorials, and discussions, and there's lots

1 of groups and lots of places for that to happen. This  
2 group should be focused on action.

3           And so I suggest -- so I'm not sure exactly what  
4 the best process moving forward is, but, you know,  
5 certainly I think we should take advantage of Professor  
6 Deakin, and James Corless, and some others, as well as our  
7 staffs, and some of our Board members. But, you know,  
8 we've been debating and discussing this for decades, as I  
9 said. You know some of the issues have changed a little  
10 bit. You know, we're putting more emphasis and we  
11 understand the equity issues much better. And we did  
12 the -- you know, the underserved communities, but, you  
13 know, fundamentally, when I was in graduate school 40  
14 years ago, we were talking about the same thing.

15           ELIZABETH DEAKIN: Yep.

16           CARB BOARD MEMBER SPERLING: So thank you. And I  
17 am please the technology is working, so I do now. I might  
18 have missed some of the conversations earlier, while  
19 others are on the Board, but I think we're ready to move  
20 forward.

21           CTC VICE CHAIR GUARDINO: Dr. Sperling, thank  
22 you. But my takeaway from your comments is you really  
23 should have solved this 40 years ago.

24           (Laughter.)

25           CTC VICE CHAIR GUARDINO: We have --

1 CARB BOARD MEMBER SPERLING: I would note that  
2 Professor Deakin and I were together 40 years ago. And I  
3 think we did come up with many of the solutions.

4 ELIZABETH DEAKIN: (Thumbs up).

5 CTC VICE CHAIR GUARDINO: Great. We have one  
6 other commissioner who would like to weigh in before we go  
7 to our public comments, Jon Rocco Davis.

8 Rocco.

9 CTC COMMISSIONER DAVIS: Thank you, Vice Chair.  
10 I just wanted to really take the opportunity to thank this  
11 panel for this presentation. I think far too often we  
12 have politicians who pass bills, we have commissions and  
13 boards that pass policies, and practitioners are then  
14 forced to figure out how to make it work.

15 And I appreciate the comments. I appreciate the  
16 work that you do. And I appreciate the fact that you  
17 reminded everybody that infrastructure is not just the  
18 bike lane, or the HOV lane, or, you know, any of -- any of  
19 those types things. There's other pieces that go into  
20 that. And as you're calcu -- doing your calculations for  
21 future projects, you need to figure out how you're going  
22 to electrify your entire system also, which is a cost that  
23 we hear a lot about. We're going to have to get, so that  
24 we can meet our climate goals. But unless, you know,  
25 where the pot is at the end of the rainbow, I'm not sure

1 where all the money is going to come from. So I just want  
2 to thank all of you.

3 CTC VICE CHAIR GUARDINO: ....(inaudible) part of  
4 the room, so I'm going to ask them if they are ready to  
5 come forward, so we can be as efficient with time as  
6 possible.

7 We'll hear from Maura Twomey with AMBAG, the  
8 Association of Monterey Bay Area Governments first. And  
9 if Dawn is also in the room, Dawn Vetesse. Forgive me if  
10 I've pronounced that incorrectly with SANDAG.

11 MAURA TWOMEY: Is it on? Yes.

12 Good afternoon. I'm Maura Twomey with the  
13 Association of Monterey Bay Area Governments, which is the  
14 MPO for Monterey, Santa Cruz, and San Benito counties.

15 First, I want to thank the Strategic Growth  
16 Council and UC ITS studies for their work on the AB 285  
17 report. AMBAG concurs with many of the findings,  
18 particularly the need for better alignment of State goals,  
19 the need for a fiscal analysis of State policies, and the  
20 recognition of the challenges MPOs face in implementing  
21 the Sustainable Communities Strategies.

22 I'd also like to offer some perspective on some  
23 of the issues raised in the report. First, I think it's  
24 important to note that the MPOs review and reevaluate the  
25 need and priority for the proposed projects every four

1 years as part of our RTP SCS process. This reevaluation  
2 is completed through an extensive public process, which  
3 identifies the region's needs and priorities, and  
4 culminates in a plan which balances the unique and diverse  
5 transportation needs of each region, while meeting State  
6 goals. In addition, the plan is subject to a CEQA  
7 analysis, and State and federal agency review and  
8 approval. It's also important to understand that the  
9 regional TPs do not include all regional projects, nor do  
10 the TPs clearly identify the nature of all improvements.

11 Projects on a highway corridor are identified as  
12 highway projects, regardless of the nature of the actual  
13 improvement. For example, in AMBAG region, the  
14 Watsonville to Santa Cruz multi-modal corridor project is  
15 listed as a highway project in the TP, even though the  
16 project focuses on the transit and active transportation  
17 improvements, including a bus line shoulder priority lane,  
18 23 priority transit intersections, five miles of protected  
19 bike lanes, and multiple bike-ped safety overcrossings.

20 Finally, it's important to recognize the rural  
21 nature of much of the state and the unique transportation  
22 challenges of rural regions. Rural regions are impacted  
23 by the effects of climate change daily and clearly  
24 understand the need for immediate solutions.

25 However, meeting our climate goals while also

1 addressing the critical priorities of safety,  
2 accessibility, economic opportunity, and equity in  
3 sparsely populated rural regions requires strategies and  
4 solutions that are different than those in densely  
5 populated urban regions.

6           AMBAG welcomes the opportunity to partner with  
7 the State to address the challenges highlighted in the  
8 report and develop contact-sensitive and fiscally-feasible  
9 solutions to meet our climate goals expeditiously.

10           Thank you.

11           CTC VICE CHAIR GUARDINO: Maura, thank you and  
12 it's always good to see you.

13           MAURA TWOMEY: Thank you for having us.

14           CTC VICE CHAIR GUARDINO: We're going to keep  
15 your five seconds that you left over. And thank you. A  
16 and forgive me, if I did not pronounce your last name  
17 correctly. Is Dawn Vetesse?

18           DAWN VETESSE: Yes. Thanks.

19           CTC VICE CHAIR GUARDINO: All right. Thank you,  
20 Dawn. Your time doesn't start until you start.

21           DAWN VETESSE: Okay. Great. I'm with the San  
22 Diego Association of Governments. I'm here on behalf of  
23 our CEO Hasan Ikhata and our team and thanks for the  
24 opportunity to speak today.

25           So almost a year ago, you three agencies met to

1 discuss the Draft Climate Action Plan for transportation  
2 infrastructure. And as was discussed then for us to be  
3 successful, it's critical that we not only all speak with  
4 one voice, but also make it one direction. Today's  
5 discussion is one more step in that direction.

6 We are really happy to see this conversation  
7 around aligning State plans and policies with our Regional  
8 Transportation Plans and provide more support for plan  
9 implementation. In the San Diego region, we have started  
10 a real policy debate around what it will take to achieve  
11 our goals. Our regional plan really forced us to look at  
12 those goals very closely. And while the plan passed, in  
13 order for it to be successful, we know we will need the  
14 State as our partner.

15 This means that together we have to align our  
16 goals and our plans around what is real, what is possible,  
17 and what is in our control. Plans for the regional or the  
18 State level have to truly be just more than words on  
19 paper. If we want to transform the future of mobility in  
20 California, we have to work together to advance the  
21 policies that will get us there.

22 We need to partner around and then compete to  
23 reach our targets. We need to use data to drive our  
24 decisions, and we also have to find a way to stretch out  
25 our funding programs so that regions have the flexibility



1 to do exactly what you want us to do. SANDAG is working  
2 harder than ever to integrate transportation and land use,  
3 housing, and the economy.

4 We are using our REAP funding to launch a brand  
5 new housing acceleration program that provides funding  
6 directly to our cities and county for technical assistance  
7 and infrastructure grants that will help us meet our RHNA  
8 commitments by building housing near transit and jobs.  
9 We're working with the private sector and the community to  
10 create mobility hubs around the region, neighborhood  
11 centers that cater to the needs and values of the people  
12 that live, work, and visit there.

13 The federal infrastructure funding and State  
14 surplus are huge opportunities for us to continue to carry  
15 out this vision, and we really look forward to continuing  
16 to partner with you all on this.

17 And just on a side note, I really wanted to  
18 applaud also the tenacity of your staffs here today. If  
19 we can all keep up that really, you know, strong,  
20 tenacious attitude, we can accomplish great things.

21 CTC VICE CHAIR GUARDINO: We agree and thank you,  
22 Dawn. I believe there may be one person online who would  
23 also like to speak, is that accurate?

24 CTC STAFF: We do have one virtual attendee  
25 looking to comment at this time. We have Sarkes Khachek.

1 CTC VICE CHAIR GUARDINO: Wonderful. Sarkes.

2 SARKES KHACHEK: Good afternoon. Can you hear  
3 me?

4 Can folks hear me?

5 (Head nods.)

6 SARKES KHACHEK: Okay. Thank you.

7 Good afternoon, Commissioners, ARB Board members,  
8 and HCD representatives. My name is Sarkes Khachek and  
9 I'm Director of Programming with the Santa Barbara County  
10 Association of Governments. We're the MPO for Santa  
11 Barbara County and we represent a small urban/rural region  
12 with the population less than 500,000. Also thanks to the  
13 will of our voters, we are one of the 25 self-help  
14 counties in California.

15 Our measure was approved with very strong support  
16 in 2008 with 79 percent support. Our measure helped  
17 provide critical local funds for priority State and local  
18 projects, including transit, rail, and active  
19 transportation. We would like to thank our State partners  
20 for the opportunity to provide the input today and thank  
21 you to SGC staff, Professor Deakin, and the UC ITS team  
22 for all their work.

23 I'd like to provide two points today. The first  
24 one is that while the AB 285 report provides thorough  
25 analysis of project programs that are implemented in our

1 regions, the reference to the Federal Transportation  
2 Improvement Program to demonstrate implementation of our  
3 projects, and how we plan on meeting State goals is not  
4 the best document.

5           Why? It's not the best document, because we  
6 program only federally funded or regionally significant  
7 projects in the FTIP and it only covers a four-year  
8 period. Not all projects in our region are in the FTIP  
9 document due to the level of administration required and  
10 resources required to update the TIP.

11           We have many other projects in our local sales  
12 tax measure representing millions of dollars that are  
13 going towards rail, transit, and bike-ped improvements  
14 that we fund and implement each year, but are not in our  
15 FTIP. However, we do look forward to providing additional  
16 information on those investments with our State partners  
17 to help tell the story of multi-modal investments in our  
18 region.

19           Second, SBCAG in partnership with the State have  
20 been delivering on multi-modal investments for decades,  
21 even before SB 375 and CAPTI were in place. Please give  
22 us time and resources to continue to partner with the  
23 state and our local stakeholders to deliver on those  
24 investments identified in our Sustainable Communities  
25 Strategies that will help meet the goals of CAPTI.

1           Please remember that one size does not fit all  
2 and that smaller, urban, and rural areas have needs for  
3 highway projects as part of our multi-modal strategy to  
4 help reduce congestion and to address safety, especially  
5 when major corridors, like Interstate 5, are closed to the  
6 traveling public. While we do have project -- highway  
7 projects, many of them are HOV lanes and so they're part  
8 of the bigger puzzle.

9           We are in this together and we look forward to  
10 delivering on multi-modal investments that meet local  
11 needs while addressing State goals of combating climate  
12 change and improving the needs of disadvantaged  
13 communities.

14           Thank you for all your work and for the continued  
15 partnership.

16           CTC VICE CHAIR GUARDINO: Thank you very much for  
17 dialing in. And you were right on time as well.

18           Elizabeth Deakin, would you like to make any  
19 closing comments for your panel.

20           ELIZABETH DEAKIN: I would just like to thank  
21 everybody for being with us and for some very thoughtful  
22 comments. I look forward to hearing more from you, if you  
23 have any comments on the reports. I'd also like to point  
24 out that in addition to the summary report, which became  
25 part of the SGC report, there are five working papers that

1 are available online that go into much more detail. And  
2 we'd love comments on those as well. So thank you,  
3 everybody. And I'll say good evening to you for now.

4 CTC VICE CHAIR GUARDINO: Professor Deakin, the  
5 next panel that we are going to ask you to moderate will  
6 be on what did you really think of Dan Sperling in grad  
7 school.

8 (Laughter.)

9 ELIZABETH DEAKIN: Dan and I have been friends  
10 for a very long time.

11 CTC VICE CHAIR GUARDINO: Wonderful. That's  
12 wonderful. Thank you all. What an outstanding panel  
13 under interesting circumstances as well. We appreciate  
14 your professionalism, your knowledge, and your substance  
15 today.

16 With that, we -- we are going to turn to Mitch  
17 Weiss, our Executive Director of the California  
18 Transportation Commission for some thoughts before we go  
19 again to public comment. And foreshadowing that event,  
20 we'd love also to hear from our colleague and partner  
21 Chair, Chair, Randolph before, we close off again as well.

22 Mitch.

23 CTC EXECUTIVE DIRECTOR WEISS: Thank you, Sir.

24 I guess I just want to real quickly go over some  
25 of the accomplishments that we've done and some of the

1 things we're currently working on, so everybody can see  
2 what's coming out from it and how some of the things that  
3 were talked about are moving forward.

4 Next slide, please.

5 --o0o--

6 CTC EXECUTIVE DIRECTOR WEISS: The Commission is  
7 in the process of updating the guidelines for our third  
8 cycle of SB 1 competitive program funding. We're working  
9 closely with CARB and HCD staff to utilize their expertise  
10 related to air quality, climate and housing. And CARB and  
11 HCD staff will also be invited to participate in the  
12 project evaluation spring cycle.

13 Just one thing to follow up on something that  
14 James Corless mentioned that we're going to be in  
15 incorporating in these guidelines. James touched on  
16 what's been a shift in federal funding over the years from  
17 a -- from formulaic funding to states much more  
18 competitive funding. And so it acknowledgement of that,  
19 we are being much more flexible in our use of federal  
20 funds and recognizing that federal funds want to be the  
21 last dollar in. And we did this first in our active  
22 transportation program guidelines, which we recently  
23 adopted at the Commission and we'll be doing that in the  
24 other competitive programs.

25 Next slide, please.

1                   --o0o--

2                   CTC EXECUTIVE DIRECTOR WEISS: At our last joint  
3 meeting, HCD provided an update on the Federal Housing  
4 Designation Program. As Tyrone Buckley mentioned earlier,  
5 HCD has been working its first prohousing jurisdictions in  
6 the City of Sacramento. Prohousing jurisdictions support  
7 local -- location-efficient and mixed use housing  
8 production.

9                   Next slide, please.

10                   --o0o--

11                   CTC EXECUTIVE DIRECTOR WEISS: I'd like to touch  
12 on a topic that's of importance to all three of our  
13 agencies, sustainable freight. Last year, Governor Newsom  
14 signed SB 671 by Senator Gonzalez. SB 671 directs the  
15 Commission to develop a clean freight corridor efficiency  
16 assessment in coordination with other State agencies,  
17 including CARB. The Commission has held four workshops --  
18 meetings to help inform which freight corridors to focus  
19 on, as well as the larger assessment.

20                   Next slide, please.

21                   --o0o--

22                   CTC EXECUTIVE DIRECTOR WEISS: Lastly, I want to  
23 share with you some of our upcoming planning, funding, and  
24 regulatory efforts. For CARB, the 2022 Scoping Plan draft  
25 will be release in May 2022 and finalized in fall 2022.

1 The Draft SB 150 report will be available for public  
2 review and comment mid-April. The State Implementation  
3 Plan is coming out September 2022. And there are several  
4 upcoming zero-emission and criteria pollutant vehicle  
5 standards.

6 For HCD applications are due the end of June for  
7 the infill infrastructure grant program, which provides  
8 \$250 million for local governments and developers.  
9 Advanced application and draft guidelines have been  
10 released for the REAP 2.0, which we've talked a lot about  
11 today. For the Commission, applications are due on June  
12 15th for the 2023 Active Transportation Program. And  
13 we'll be releasing SB 1 competitive program draft  
14 guidelines in June with the final guidelines and call for  
15 projects anticipated in August. And lastly, our next  
16 Equity Advisory Roundtable meeting will be on April 29th.

17 With that, before I open it to any questions,  
18 which hopefully there are none, because I'll just turn it  
19 over to my colleagues to answer, I just wanted to -- for  
20 those on the dais, both here in person, and virtually, and  
21 those in the audience here, and personally I just want to  
22 apologize for all the challenges we've had. This is  
23 certainly not the experience we want to be providing and  
24 it doesn't provide that level of engagement that we strive  
25 to at the Commission. I want to thank our team who's been



1 working behind the scenes pretty much for the whole time  
2 here up until my time -- my time here. They finally got  
3 it working. But I really appreciate their effort for  
4 hours trying to figure what the right mix of getting us  
5 through this, and we will strive to do better in the  
6 future.

7 CTC VICE CHAIR GUARDINO: Mitch Weiss, thank you.  
8 And before a couple of closing remarks from myself and  
9 public comments, I'd just like to ask our partner, Chair  
10 Liane Randolph, if she has any comments.

11 CARB CHAIR RANDOLPH: All right. Thank you so  
12 much. I just want to extend my thanks to all the staff  
13 who worked very hard to put this meeting together and our  
14 technical folks who got us heard. I guess I just wanted  
15 to highlight that I think Mitch's summary really shows how  
16 much work happens between these meetings and how much the  
17 planning for these meetings really pushes coordination  
18 amongst the different agencies and the different staff, as  
19 they sort of reach out and talk about what we want to  
20 highlight, and what actions have been taken, and what  
21 actions are anticipated, so that they can make sure that  
22 we are all fully informed about all the great work that's  
23 happening on a day-to-day basis at both the State and  
24 local levels here in California.

25 And I think that there are some opportunities, as

1 I mentioned earlier, for our staff to kind of maybe huddle  
2 their respective staffs and think about some more specific  
3 action items, but I -- I really want to highlight the fact  
4 that these -- these meetings provide an opportunity to  
5 really more fully understand what is happening every  
6 single day to advance our State policy goals and try to  
7 further housing and transportation in the state of  
8 California, and achieving our climate goals.

9           So I just want to give a shout-out to the staff  
10 at HCD, and SGC, and CARB, and CTC, and everyone who puts  
11 in the time and effort every day to meet these goals. So  
12 with that, I'll turn it back to you, Vice Chair.

13           CTC VICE CHAIR GUARDINO: Well said. Thank you.  
14 Thank you, Chair Randolph.

15           We are going to open it up for public comment in  
16 just a moment, but other comments from the dais?

17           Dan, is your -- is your card vertical -- oh,  
18 okay. I just wanted to make sure.

19           Other comments from the dais?

20           Okay. And other comments from our CARB Board  
21 members or CTC Commissioners participating remotely?

22           Well, then before we close, I want to recognize  
23 and thank an amazing member of our CTC staff who played  
24 the lead in putting our agenda together today with  
25 substance, with depth, with thoughtfulness, and that's

1 Brigitte Driller. Brigitte, thank you very much.

2 (Applause.)

3 CTC VICE CHAIR GUARDINO: And again just want to  
4 thank and recognize for his years of impactful positive  
5 service for better air quality in our state, Richard  
6 Corey. Richard, thank you.

7 (Applause.)

8 CTC VICE CHAIR GUARDINO: Richard mentioned he  
9 lives about a mile and a half from here. The party is at  
10 his house upon adjournment.

11 (Laughter.)

12 CTC VICE CHAIR GUARDINO: Did I get that,  
13 Richard?

14 (Laughter.)

15 CTC VICE CHAIR GUARDINO: Well, then we're going  
16 to take back those nice words we said about you, Richard.

17 (Laughter.)

18 CTC VICE CHAIR GUARDINO: Is there any public  
19 comment either online or in the room before we adjourn  
20 today?

21 CTC STAFF: We don't have any public comment  
22 that's online.

23 CTC VICE CHAIR GUARDINO: We do not have any  
24 public comment online at this time.

25 Anybody public comment in the room?

1           Please note, for those of you who didn't think we  
2 could pull this off, we're going to adjourn 18 minutes  
3 early, to which I say, you're welcome.

4           We appreciate again your time, your patience, and  
5 your participation today. With that, this joint meeting  
6 of the Housing and Community Development Department, the  
7 California Air Resources Board, and the California  
8 Transportation Commission is adjourned.

9           (Thereupon the California Air Resources Board,  
10 California Transportation Commission, and  
11 California Department of Housing and Community  
12 Development meeting adjourned at 3:12 p.m.)  
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CERTIFICATE OF REPORTER

I, JAMES F. PETERS, a Certified Shorthand Reporter of the State of California, do hereby certify:

That I am a disinterested person herein; that the foregoing CARB, CTC, and HCD meeting was reported in shorthand by me, James F. Peters, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed, under my direction, by computer-assisted transcription;

I further certify that I am not of counsel or attorney for any of the parties to said meeting nor in any way interested in the outcome of said meeting.

IN WITNESS WHEREOF, I have hereunto set my hand this 1st day of May, 2022.

JAMES F. PETERS, CSR  
Certified Shorthand Reporter  
License No. 10063